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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF

DRAFT PLAN OF SUBDIVISION,  
OFFICIAL PLAN AMENDMENT &  
ZONING BY-LAW AMENDMENT  
APPLICATIONS

PREPARED FOR

Ballymore (Uptown Meadowvale)  
Corp.

376, 390 Derry Road West & 0 Oaktree Circle  
City of Mississauga  
Regional Municipality of Peel

December 2023  
GSAI File # 863 – 002



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Planning Justification Report  
Ballymore (Uptown Meadowvale) Corp.  
Draft Plan of Subdivision, Official Plan Amendment & Zoning By-law Amendment  
376, 390 Derry Road West & 0 Oaktree Circle  
City of Mississauga

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## 1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Ballymore (Uptown Meadowvale) Corp. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 376, 390 Derry Road West and 0 Oaktree Circle, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are an assembly of three (3) parcels and are located on the south side of Derry Road West, east of McLaughlin Road. Collectively, the Subject Lands are legally described as:

BL 176, PLAN 43M1484; City of Mississauga

PT LT 10, CON 1 WHS TORONTO; City of Mississauga

The Site is currently improved with two (2), 1-storey detached dwellings, a detached, accessory structure and surface parking areas.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of a Draft Plan of Subdivision ('Draft Plan'), Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high-quality, compact, mixed-use development that sensitively integrates with the surrounding context. The proposed Draft Plan and Amendments have been prepared to implement more contextually appropriate development, in an appropriate location, than the current local policy permissions allow.

This Report demonstrates that the proposal, and corresponding Amendments serve to implement the Provincial, Regional and local policy directions which support compact, mixed use development in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect permissions provided by the Mississauga Official Plan and the City of Mississauga Zoning By-law 0225 – 2007 are outdated with respect to the Subject Lands. Finally, this Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan ('MOP') and the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') in relation to the current policy and regulatory framework and existing physical conditions.

## 1.1 / PROPOSED DRAFT PLAN

To facilitate the proposed development, approval of a Draft Plan of Subdivision ('Draft Plan') is required. The proposed Draft Plan is being provided to implement a road widening along Derry Road West and to implement the proposed configuration of development blocks that will facilitate the proposal. **Table 1** below provides a land use summary of the Draft Plan components.

*Table 1 / Summary of Draft Plan Components*

LAND USE	LOTS / BLOCKS	AREA (HA)	AREA (AC)
Detached Residential	2	0.06	0.15
Semi-Detached Residential	1	0.04	0.10
Mixed Use Commercial & Condo Detached & Townhouses	1	2.39	5.91
Road Widening	1	0.09	0.22
0.3 m Reserve	1	0.00	0.00
Municipal Right-of-Way	1	0.01	0.02
<b>Total</b>	<b>6</b>	<b>2.59</b>	<b>6.40</b>

The Draft Plan has been structured to facilitate the proposed development,, including the provision of freehold lots along Oaktree Circle and the provision of a condominium development block.

As described throughout this Report, the Subject Lands have been planned and designed to implement a compact, refined development which will support the creation of Meadowvale Village as a vibrant, complete community.

This Report presents an analysis of the proposed Draft Plan and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

## 1.2 / PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are located within the Meadowvale Village Neighbourhood Character Area and are designated 'Business Employment', 'Residential Low Density II' and 'Residential Medium Density' by the in-effect MOP. The in-effect designations reflect current conditions, but not the proposal. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to re-designate a segment of the Subject Lands to 'Residential Medium Density' and to introduce a new Special Site policy in the Meadowvale Village Neighbourhood Character Area in order to allow for modified development standards to be enacted. We highlight that the segment of the Subject Lands currently designated 'Business Employment' is to retain this designation. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

## 1.3 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 (“By-law 0225 – 2007”), as amended, and are currently zoned as ‘Development (D)’ and ‘Townhouse, Exception 26 (RM5-26)’. The current zoning largely reflects existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment (“ZBA”) is required.

The proposed ZBA seeks to re-zone the Subject Lands to a selection of zoning categories, including ‘Neighbourhood Commercial, Exception (C2-XX)’, ‘Detached Dwellings – Shallow Lots, Exception (R7-XX)’, ‘Semi-Detached, Exception (RM2-XX)’, ‘Townhouses On A CEC-Road, Exception (RM6-XX)’, and ‘Back-to-Back Townhouses On A CEC-Road, Exception (RM11-XX)’, and to implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone a segment of the Site from ‘D’ to ‘C2 – XX’;
- To rezone a segment of the Site from ‘D’ to ‘RM6 – XX’;
- To rezone a segment of the Site from ‘D’ to ‘RM6 – YY’;
- To rezone a segment of the Site from ‘D’ to ‘RM11 – XX’;
- To rezone a segment of the Site from ‘RM5 - 26’ to ‘RM2 –XX’;
- To rezone a segment of the Site from ‘RM5 - 26’ to ‘R7 – XX’;
- To permit site-specific uses;
- To permit site-specific building envelope standards;

- To permit a site-specific parking standard;
- To permit a site-specific electric-vehicle ready parking standard;
- To permit a site-specific bicycle parking standard; and,
- To permit a site-specific landscaping standard.

A summary of the in-effect and requested zone provisions has been prepared. A copy of this summary, referred to as the ‘Zoning By-law Tables’, along with corresponding preliminary Zoning By-law Schedules, have been prepared and a copy is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

## 2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment process. As required by the City's typical development process, the Owner, in collaboration with the City and the Ward Councillor hosted a virtual Community Meeting on June 20, 2023. This Community Meeting was held to provide community members the opportunity to learn more about the proposed development and express any areas of concern.

In addition to the above, the Owner, in collaboration with City Staff, will provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ('DARC') meeting was held on July 28, 2023 to present a preliminary concept for the Subject Lands and to determine submission requirements. These submission requirements, as outlined on the Submission Checklist, have been prepared and are provided under separate cover. Further detail on the supporting studies is provided in **Section 4.2** of this Report.

## 3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Meadowvale Village community.

### 3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the south side of Derry Road West, east of McLaughlin Road.

Collectively, the Subject Lands have an area of approximately 2.59 hectares (6.4 acres), with a frontage of 137.3 metres along Derry Road West and a frontage of 45.2 metres along Oaktree Circle.

The Site has a rolling topography, with a lower elevation towards the Oaktree Circle frontage. It is currently improved with two (2), 1-storey detached dwellings, a detached accessory structure and surface parking areas. Access is provided via two (2) driveways off of Derry Road West and drive aisles internal to the Site. There are existing sidewalks along Derry Road West and Oakville Circle.

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**FIGURE 1 AERIAL CONTEXT PLAN**

**LEGEND**  
 Subject Lands

360 & 390 Derry Road West  
 PART OF LOT 10,  
 CONCESSION 1, W.H.S.,  
 (GEOGRAPHIC TOWNSHIP OF TORONTO)  
 CITY OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 SEPTEMBER 08, 2023

### 3.2 / AREA CONTEXT

The Subject Lands are located within the Meadowvale Village community of the City. Surrounding land uses are as follows:

**NORTH** Derry Road West is immediately north. Further north are two (2) local retail plazas with frontage on Derry Road West and a segment of the established Sheridan Neighbourhood comprised of low-rise residential dwellings, parks, Derry West Village Public School and forested areas. The Derrydale Golf Course is located to the northeast.

**SOUTH** Oaktree Circle and low-rise detached dwellings along Arrowsmith Drive are immediately south. Further south is an additional segment of the Meadowvale Village community comprised of low-rise residential dwellings, Golden Hills Park and forested areas. An established Employment Area is located to the southeast.

**WEST** A gas station facility, with an accessory car wash is immediately west. Further west is McLaughlin Road and a continuation of the established Meadowvale Village Neighbourhood comprised of various low-rise residential dwellings, schools, parks and forested areas.

**EAST** A converted detached dwelling and surface parking area is immediately east. Further east are additional converted dwellings with surface parking and outdoor storage areas, a vacant lot and a local plaza comprised of a detached restaurant structure, a 6-storey hotel structure and surface parking areas. These are bordered by the established Gateway Employment Area is located to the east.

### 3.3 / SURROUNDING DESTINATIONS

As demonstrated on **Figure 2** on the next page, the Subject Lands are well-served by a multitude of recreational and commercial amenities. This includes the retail plazas to the north. There are also several parks and greenspaces located within a comfortable walking distance of the Subject Lands, including Golden Hills Park, Novo Star Park, Horseshoe Park and Neebin Park. The Site is also located within a 500 metre radius of retail areas along the Derry Road West corridor. This retail area includes a diversity of uses which support the day-to-day needs of residents.

### 3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 8, the Subject Lands are well-served by transit services. A summary of these transit services is provided below.

#### LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 42) operated by Mississauga Transit ('MiWay'). Route 42 (Derry) has an existing bus stop approximately 112 metres east of the Subject Lands, near the intersection of Derry Road West and Saint Barbara Boulevard. Route 42 has a service frequency of approximately 20 minutes and operates between the Westwood Square bus terminal and the Meadowvale Town Centre bus terminal.



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SURROUNDING DESTINATIONS	
1	Derry Village Square (7010 - 7080 St. Barbara Blvd)
2	Meadowdale Village Centre (7030 - 7070 McLaughlin Road)
3	Horseshoe Park (Comiskey Crescent)
4	Neebin Park (635 Kaiser Dr)
5	Knotty Pine Park (835 Knotty Pine Grove)
6	Gooderman Estate Park (6938 Gooderham Estate Blvd)
7	Meadowdale Village Public School (890 Old Derry Road)
8	David Leeder Middle School (6900 Gooderham Estate Blvd)
9	Le Flambeau Elementary School (600 Nova Star Dr)
10	St. Veronica Elementary School (680 Novo Star Dr)
11	Nova Star Park (680 Novo Star Dr)
12	Golden Hills Park (6893 Golden Hills Way)

**FIGURE 2 SURROUNDING DESTINATIONS**

**LEGEND**  
 Subject Lands

360 & 390 Derry Road West  
 PART OF LOT 10,  
 CONCESSION 1, W.H.S.,  
 (GEOGRAPHIC TOWNSHIP OF TORONTO)  
 CITY OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 SEPTEMBER 08, 2023

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**FIGURE 3 TRANSIT CONTEXT**

**3**

**LEGEND**

- Subject Lands
- MiWay Route 18
- MiWay Route 42
- MiWay Route 66

360 & 390 Derry Road West  
PART OF LOT 10,  
CONCESSION 1, W.H.S.,  
(GEOGRAPHIC TOWNSHIP OF TORONTO),  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
SEPTEMBER 08, 2023

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services. As such, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

#### **REGIONAL PUBLIC TRANSIT**

The Meadowvale GO Station, located approximately 5.3 kilometres southwest of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of approximately 60 minutes during the a.m. and p.m. peak periods, Monday to Friday. GO Transit service is not available during the off-peak periods or on weekends and holidays.

Based on the above, the Subject Lands are connected by existing regional transit networks. This, combined with access to local, street-level transit services, provides an ability for residents to easily transfer to a variety of inter-regional areas and destinations.

#### **ROAD NETWORK**

Derry Road West is classified as a 'Regional Arterial' with an ultimate Right-of-Way ('ROW') width of 60 metres. Oaktree Circle is classified as a 'Local Road', with no ultimate ROW width specified by the in-effect Mississauga Official Plan ('MOP'). The Subject Lands are surrounded by and have frontage on Derry Road West and Oaktree Circle. The current approximate widths of these are 44.9 metres and 17.7 metres, respectively.

Additionally, Derry Road West is identified as a 'Corridor' and 'Transit Priority Corridor' by the in-effect MOP. These classifications recognize that Derry Road West as an appropriate location for development to occur, at transit-supportive densities.

## 4 / PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

### 4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, and the evolving physical landscape of Mississauga and the Meadowvale Village community context.

The proposed development contemplates redevelopment of the Subject Lands for a high-quality mixed-use development comprised a 1-storey local commercial structure, twelve (12) blocks of townhouse built forms, two (2) detached dwellings and two (2) semi-detached dwellings. The proposed development has been organized around a fine-grain private road network and landscape enhancements.

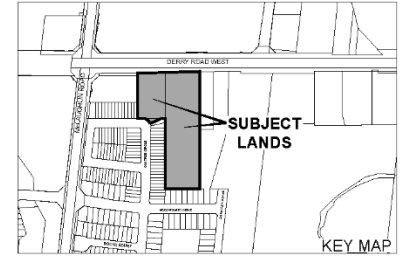
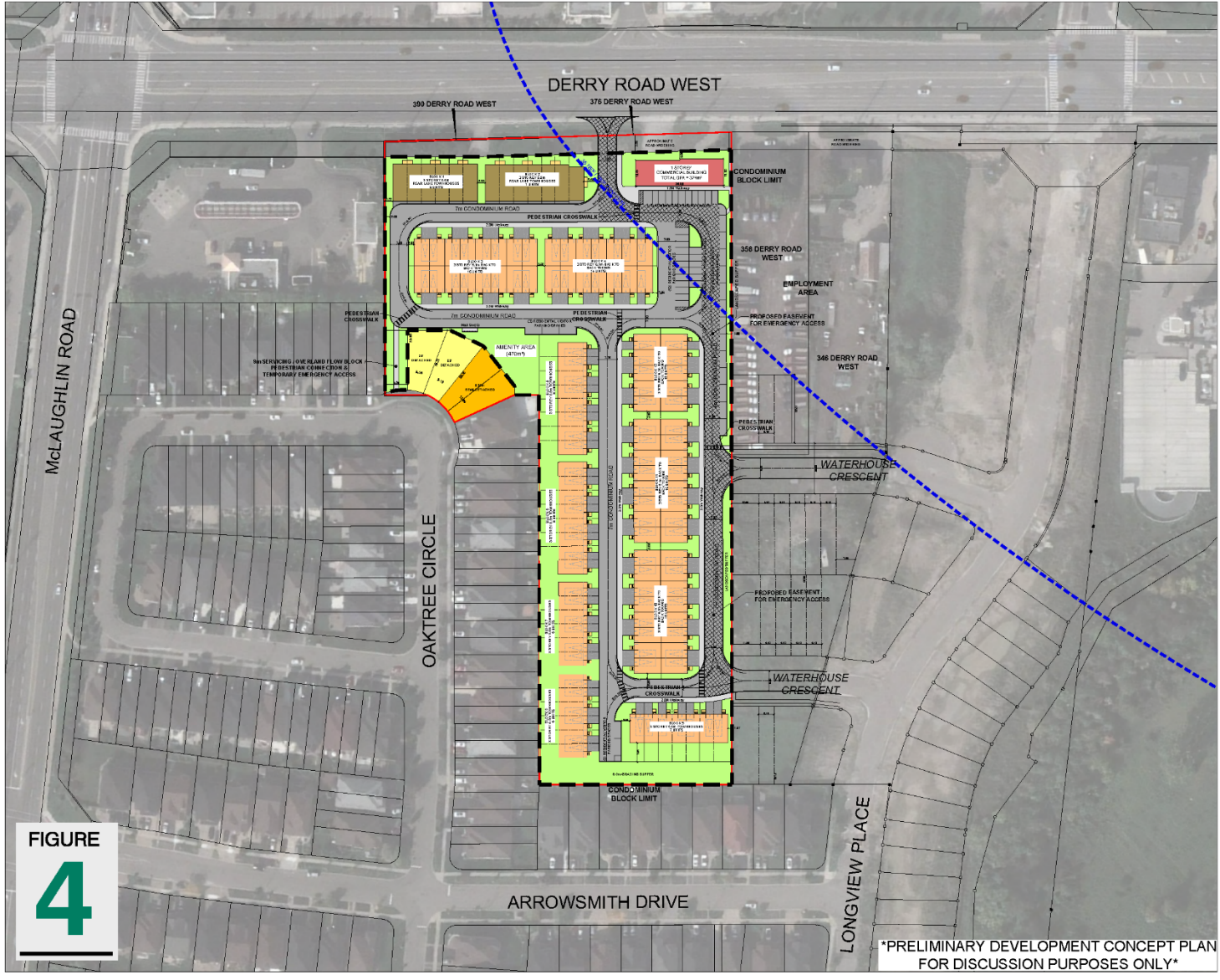
The proposed Draft Plan of Subdivision (see **Figure 5** on page 12) serves to implement the development vision for the Site, as demonstrated on the accompanying Concept Plan (see **Figure 4** on the next page). Overall, the proposed development will provide for contextually appropriate infill development to occur, while also providing for an appropriate mixing of uses on the Site to enable residents to live, work, shop and play within their community of choice.

As demonstrated in **Figure 4**, the proposal contemplates a commercial block, a mixture of townhouse development blocks as well as four (4) freehold lots along Oaktree Circle. The townhouse blocks will facilitate the introduction of a mixture of 3-storey, street-oriented townhouse units, 3-storey rear lane townhouse units and 3-storey, back-to-back townhouse units. In addition to this mixture of townhouse units, two (2), 2-storey freehold detached dwellings and two (2), 2-storey freehold semi-detached units are to be provided. Overall, 124 dwelling units are proposed across the Site. The local commercial structure, situated in the northeast quadrant of the Site and within a noise contour, is to have a gross floor area ("GFA") of approximately 374 square metres (4,026 square feet) to accommodate a range of local uses.

As demonstrated on the Conceptual Site Plan, back-to-back townhouse structures are to be positioned in the central quadrant of the Site. Street-oriented townhouse units are positioned along the western and southern property lines, while rear lane townhouse units are positioned in the northwestern quadrant of the Site, along the Site's Derry Road West frontage and outside of the noise contour. Overall, the mixture of built forms will provide for a high-quality, compact development that recognizes the development potential of the Subject Lands, while also maintaining compatibility with the surrounding community.

A variety of landscaped areas and an outdoor amenity area are to be provided. This includes landscaped areas along the Site's property lines and a centrally located outdoor amenity area. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's frontages so that a high-quality, inviting, pedestrian environment and active street frontages are provided.




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**DEVELOPMENT CONCEPT PLAN  
BALLYMORE HOMES**  
376 & 390 DERRY ROAD WEST  
PART OF LOT 10, CONCESSION 1, W.H.S.  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

**DEVELOPMENT STATISTICS - 376 & 390 DERRY ROAD W.**

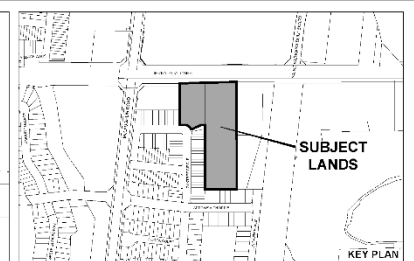
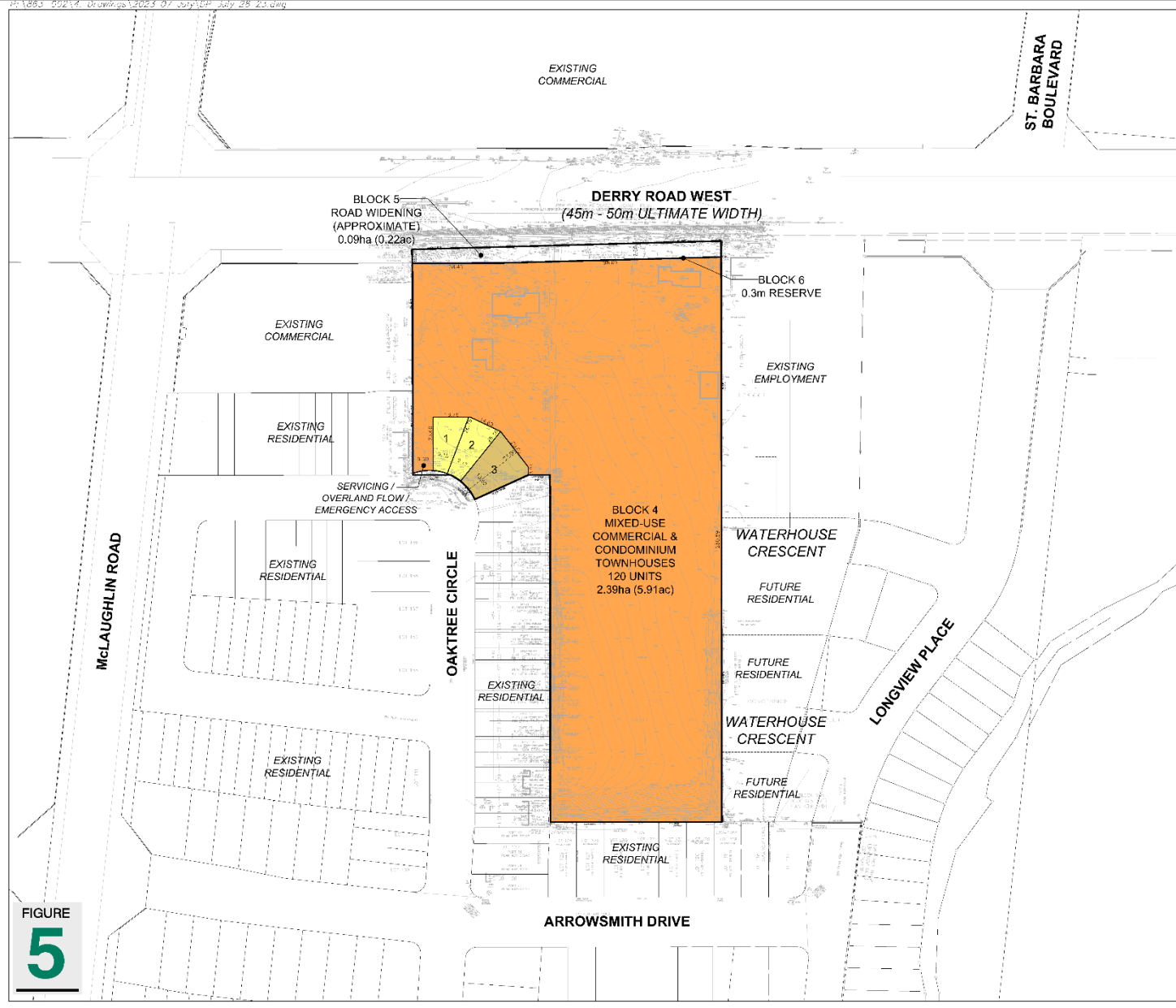
<b>SITE AREAS</b>	
TOTAL SITE AREA:	2.59ha (6.40ac)
APPROXIMATE ROAD WIDENING:	0.09ha (0.22ac)
TOTAL CONDOMINIUM BLOCK AREA:	2.39ha (5.91ac)
TOTAL FREEHOLD LOT AREA:	0.11ha (0.27ac)
<b>RESIDENTIAL CONDOMINIUM STATISTICS</b>	
AMENITY AREA REQ. (5% B2B AREA):	358m <sup>2</sup>
AMENITY AREA PROVIDED:	470m <sup>2</sup>
<b>CONDOMINIUM UNIT TOTALS</b>	
5.5m DUAL FRONTAGE TOWNHOUSES:	13 UNITS
5.5m STREET TOWNHOUSES:	35 UNITS
6.1m BACK-TO-BACK TOWNHOUSES:	72 UNITS
TOTAL:	120 UNITS
<b>RESIDENTIAL CONDOMINIUM PARKING STATISTICS</b>	
REQUIRED RESIDENTIAL VISITOR:	0.25 / UNIT x 120 = 30 SPACES
PROVIDED RESIDENTIAL VISITOR:	30 SPACES
<b>COMMERCIAL STATISTICS</b>	
APPROXIMATE GFA:	374m <sup>2</sup> (4,026ft <sup>2</sup> )
REQ. PARKING (4.3-5.0 SPACES / 100m <sup>2</sup> ):	16-19 SPACES
PROVIDED PARKING:	17 SPACES
<b>RESIDENTIAL FREEHOLD STATISTICS</b>	
TOTAL FREEHOLD DETACHED:	2 UNIT
TOTAL FREEHOLD SEMI-DETACHED:	2 UNITS
TOTAL FREEHOLD UNITS:	4 UNITS

- LEGEND**
-  PROPOSED EASEMENT FOR EMERGENCY ACCESS
  -  CONDOMINIUM BLOCK LIMIT
  -  PROPERTY LIMIT

**FIGURE  
4**

\*PRELIMINARY DEVELOPMENT CONCEPT PLAN  
FOR DISCUSSION PURPOSES ONLY\*

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**DRAFT PLAN OF SUBDIVISION**  
**BALLYMORE (UPTOWN MEADOWVALE) CORP.**  
**BALLYMORE HOMES**  
FILE # 21T-M  
PART OF LOT 10,  
CONCESSION 1, W.H.S.,  
BLOCK 176, PLAN 43M-1484  
(GEOGRAPHIC TOWNSHIP OF TORONTO)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEELE

**OWNERS CERTIFICATE**  
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_  
BALLYMORE (UPTOWN MEADOWVALE) CORP.

**SURVEYORS CERTIFICATE**  
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED:  DATE: 10-AUG-2023  
SATSHEA LAY, PLS, BSC, MSc, CLS, C.P.  
KITCHENER SURVEYORS LIMITED

**ADDITIONAL INFORMATION**  
(UNDER SECTION 51(17) OF THE PLANNING ACT), INFORMATION REQUIRED BY CLAUSES A, B, C, D, E, F, G, J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND FIRED WATER TO BE PROVIDED
- I) SANDY LOAM AND CLAY LOAM
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

**LAND USE SCHEDULE**

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
DETACHED RESIDENTIAL - 65% (R1)	12	0.07	0.18	2
SEMI-DETACHED RESIDENTIAL - 12.65M (R2)	3	0.04	0.10	2
MIXED-USE COMMERCIAL & COND. DETACHED & CONDO HOMES	2	2.39	5.91	120
ROAD WIDENING	5	0.09	0.22	
UTILITY CORRIDOR	6	0.03	0.07	
MANAGED R.O.W. (WATER CORSE)	2	0.21	0.52	
<b>TOTAL</b>	<b>8</b>	<b>2.88</b>	<b>6.40</b>	<b>124</b>

FIGURE  
**5**

A network of pedestrian pathways are to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

276 shared parking spaces are to be provided via integral private garages, private driveways and surface parking areas. A total of 30 visitor spaces are to be provided across four (4) surface parking areas. Access is to be provided via a new fine-grain private road network, extending off of Derry Road West. Access to the proposed freehold units will be via driveways off of Oaktree Circle.

The proposed development has been designed to integrate with the planned evolution of the Subject Lands and with the surrounding community. This includes consideration being given to the existing and future uses both on the Subject Lands and in the surrounding area as well as the creation of Meadowvale Village as a complete community. The proposed development has, to the greatest extent possible, provided an appropriate interface with and transition to the surrounding area. The components of the proposed development are identified in **Table 2** on the right.

**Table 2 / Summary of Proposed Development Statistics**

<i>DEVELOPMENT CHARACTERISTIC</i>	<i>DESCRIPTION</i>
Total Site Area	2.59 hectares (6.4 acres)
<i>Road Widening Area</i>	0.09 hectares (0.22 acres)
<i>Common Element Condominium Area</i>	2.38 hectares (5.88 acres)
Proposed Commercial Gross Floor Area ('GFA')	374 square metres (4,026 square feet)
Proposed Dwelling Units	124
<i>No. of Street-Oriented Townhouse Units</i>	35
<i>No. of Rear Lane Townhouse Units</i>	13
<i>No. of Back-to-Back Townhouse Units</i>	72
<i>No. of Detached Dwellings</i>	2
<i>No. of Semi-Detached Dwellings</i>	2
Proposed Building Height	1 - 3 storeys
<i>Townhouse Units</i>	3 storeys, 11 metres
<i>Semi-Detached and Detached Dwellings</i>	2 storeys, 9 metres
<i>Commercial Structure</i>	1 storey, 4.5 metres
Proposed Parking Spaces	276 spaces
<i>Resident Spaces</i>	235 spaces
<i>Non-Residential Spaces</i>	11 spaces
<i>Visitor Spaces</i>	30 spaces
Proposed Amenity Area	470 square metres (5,059 square feet)

## 4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed and are provided under separate cover. These include the following:

- An Arborist Report, prepared by Strybos Barren King ('SBK'), dated September 13, 2023;
- A Functional Servicing and Stormwater Management Report, prepared by SCS Consultants Ltd., dated December 2023;
- A Housing Report, prepared by GSAI, dated December 2023, presented in **Appendix III** of this Report;
- A Noise Feasibility Study, prepared by Valcoustics Canada Ltd., dated September 13, 2023;
- A Phase One Environmental Site Assessment, prepared by Soil Engineers Limited, dated June 23, 2023;
- A Phase Two Environmental Site Assessment, prepared by Soil Engineers Limited, dated February 1, 2023;
- A Stage 1 – 2 Archaeological Assessment, prepared by Bluestone Research Inc., dated May 2017; and,
- A Transportation Impact Study, prepared by Tatham Engineering, dated December 6, 2023.

## 5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

### 5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these policies is provided below.



## 1.0 / Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

**1.1.1.** *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) *accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing high-density development on lands that are currently underutilized given the current use of the Site;
- by locating a mixture of residential and employment uses, including but not limited to a range of retail and service-oriented non-residential units, within the City of Mississauga, on a site designated for redevelopment and intensification by both the Region of Peel Official Plan and the Mississauga Official Plan;
- by introducing 124 residential dwelling units of varying size and configurations in an area well-

- served by surrounding uses and transit networks;
- by introducing development forms that will integrate with the surrounding environment, will serve to implement the development vision established by local policies for Meadowvale Village and the Derry Road West corridor as a vibrant, compact, complete community;
- by introducing development forms that support public health and safety through active public frontages and landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate low impact development strategies, including additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- [...]*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'*

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

### **1.1.3 Settlement Areas**

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

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

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

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

The Subject Lands are located within a Settlement Area. As such, the proposed development has been planned and designed to facilitate a high-quality, compact built forms that make efficient use of land, infrastructure and public service facilities. It will provide for development that provides for intensification at an appropriate location, at an appropriate density, to support the achievement of Meadowvale Village as a complete community and surrounding active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing & Stormwater Management ('FS – SWM') Report, the proposal can be accommodated by municipal infrastructure networks.

### *1.5 Public Spaces, Recreation, Parks, Trails & Open Space*

*'1.5.1. Healthy, active communities should be promoted by:*

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

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of landscaped open spaces and prominent sidewalk zones along the Site's Derry Road West frontage. These enhancements will also be supported by the proposed outdoor amenity area, immediately adjacent to the commercial structure and centrally located on the Site.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Conceptual Site Plan, landscaped areas have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Finally, active streetscapes are to be provided. This will enable direct pedestrian connections to the front doors of structures and other public realm enhancements to be provided.

Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

### *1.6.6. Sewage, Water & Stormwater*

*'1.6.6.1. Planning for sewage and water services shall:*

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 
  - 1. municipal sewage services and municipal water services [...].'**

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

As further demonstrated in the accompanying FS – SWM Report, the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

### 1.6.7. Transportation Systems

*'1.6.7.2 Efficient use should be made of existing and planned infrastructure...'*

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

The Subject Lands are well-served by transit services and active transportation networks. More specifically, there are existing street-level transit services in the surrounding area. This includes various bus routes operating within walking distance of the Site. Furthermore, there is an existing network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated within a comfortable walking distance of the Derry Road West corridor which features a broad range of uses, services and facilities to meet the daily needs of residents.

Based on the above, the proposal for a compact, mixed-use development will support current and future transit ridership, the provision of local housing opportunities and the use of active transportation and enable residents and visitors alike to walk to destinations.

### 1.7. Long-Term Economic Prosperity

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

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and conserving features that help define character...;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature'*

The proposal has been planned and designed to provide a range and mixture of non-residential uses that will provide local employment opportunities, will respond to market needs and will contribute to the creation of Meadowvale Village as a complete, community where residents are able to live, work, play and shop within the Neighbourhood. The proposal will

also facilitate housing choice and high-quality built forms that are compatible with the surrounding community. Furthermore, the proposed landscape and streetscape improvements will provide ecological benefits.

### 1.8. Energy Conservation, Air Quality & Climate Change

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

- a) promote compact form ...;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas [...];*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure. [...]'*

As stated above, the Subject Lands are well-served by transit services and active transportation networks. Furthermore, the proposal will facilitate a compact development, at an appropriate location and at an appropriate density. Based on the Site's locational characteristics, the proposed development will support

compact development in proximity to transit, active transportation and energy conservation objectives.

Opportunities to provide a variety of sustainable design features in efforts to maximize conservation efforts will be further explored during the detailed design stage.

### 4.0 / Implementation & Interpretation

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

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

*Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.*

*In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'*

As further described in Section 5.4 of this Report, the Mississauga Official Plan ("MOP) outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment of the Subject

Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan Amendment and Zoning By-law Amendment ('Amendments') seek to update the MOP by introducing site-specific permissions which will facilitate a high-quality, compact, pedestrian-oriented and transit-supportive development that is permitted by Provincial policy and the Region of Peel Official Plan.

#### *SUMMARY / CONFORMITY STATEMENT*

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also support energy conservation and addressing impacts from a changing climate. It is our opinion that the proposal, corresponding Draft Plan and corresponding Amendments are consistent with the policies of the PPS.

## 5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

#### *Section 2 / Where and How to Grow*

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

*'2.21.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) the vast majority of growth will be directed to settlement areas that:
 
  - i. have a delineated built boundary;*
  - ii. have existing or planned municipal water and wastewater systems; and*
  - iii. can support the achievement of complete communities;*
 [...]*
- c) within settlement areas, growth will be focused in:
 
  - i. delineated built-up areas;*
  - ii. strategic growth areas;*
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.*
 [...]*

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development are forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure and transit services and will support the achievement of Sheridan as a complete community.

*'2.21.4. Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
- c) provide a diverse range and mix of housing options... to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:
 
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.'*

The proposed development supports the achievement of complete communities by providing for a compact development that includes a mix of residential units, located in proximity to transit, services and amenities. It will also further support the availability of local stores and services to meet the daily needs of residents, visitors and community members within a comfortable walking distance.

Additionally, the proposal will provide for 124 new residential dwelling units of varying size and configurations, and will support housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of ground-related and townhouse-style dwelling units will further support the range and mix of housing options available in the community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A series of landscaped open spaces, an outdoor amenity area and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

### *2.2.5. Employment*

*'2.2.5.3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'*

*'2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'*

The proposal contemplates intensification of underutilized lands and will introduce a range of non-residential uses, including but not limited to local retail and commercial uses. Furthermore, the proposed mixture of non-residential uses will provide local employment opportunities. Overall, the proposed development supports the above-noted policy objectives by contemplating a compact, mixed-use development in proximity to transit services and active transportation networks. Furthermore, the proposal will support the achievement of Meadowvale Village as a complete community.

### *SUMMARY / CONFORMITY STATEMENT*

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development conforms to and serves to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for a range of residential and employment uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposal, corresponding Draft Plan and corresponding Amendments serve to implement the applicable policies of A Place to Grow.



### 5.3 / PEEL REGIONAL OFFICIAL PLAN, 2022

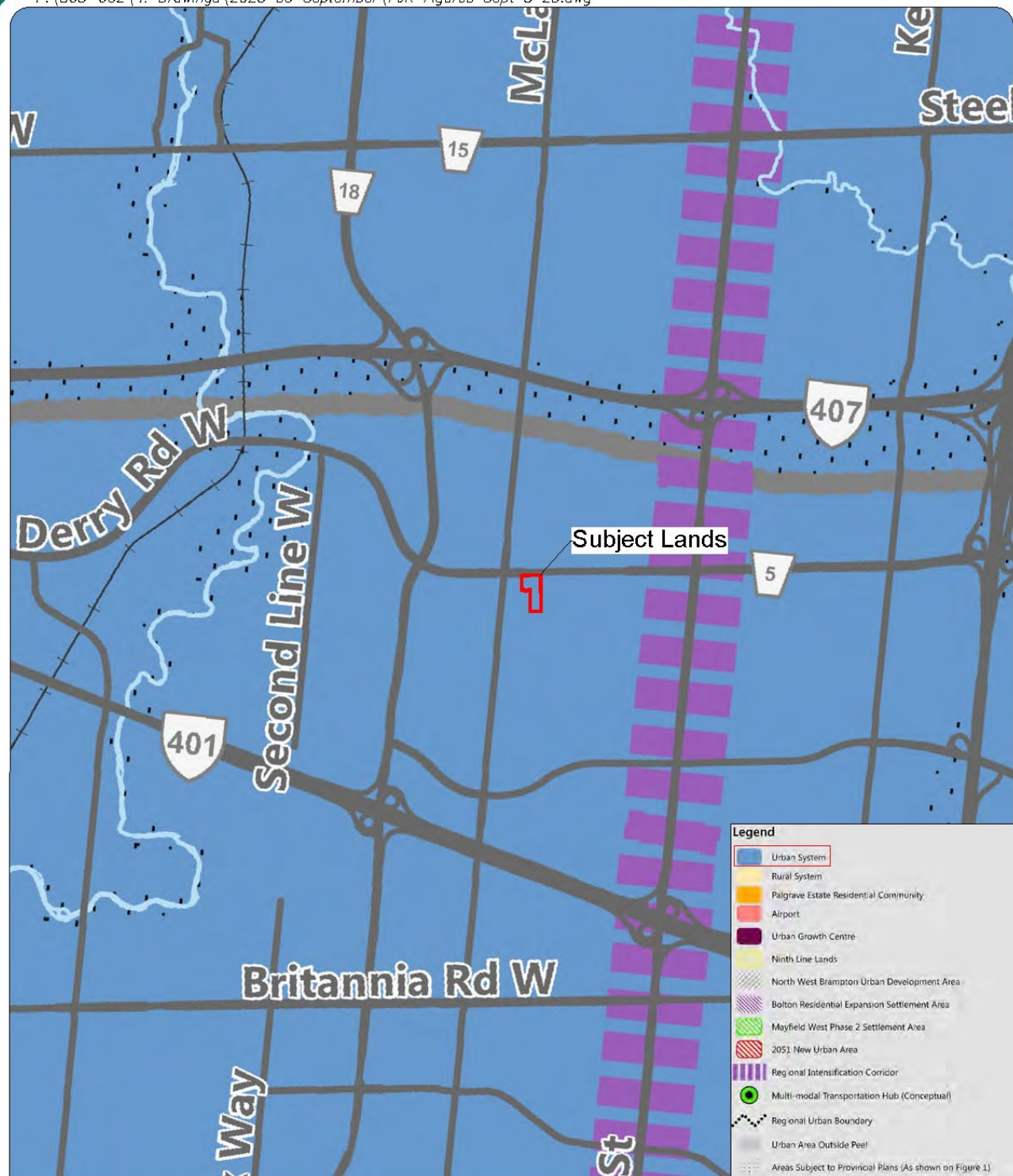
The Region of Peel Official Plan ('ROP'), as amended, serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (Town of Caledon, City of Brampton and City of Mississauga).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1. Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 6** on the next page).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its location in within the Built-Up Area.

For the purpose of this Report, the recently approved November 2022 Region of Peel Official Plan was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Draft Plan, Official Plan Amendment and Zoning By-law Amendment work to implement the ROP.

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**Legend**

- Urban System
- Rural System
- Palgrave Estate Residential Community
- Airport
- Urban Growth Centre
- Ninth Line Lands
- North West Brampton Urban Development Area
- Bolton Residential Expansion Settlement Area
- Mayfield West Phase 2 Settlement Area
- 2051 New Urban Area
- Regional Intensification Corridor
- Multi-modal Transportation Hub (Conceptual)
- Regional Urban Boundary
- Urban Area Outside Peel
- Areas Subject to Provincial Plans (As shown on Figure 1)

**FIGURE 6 REGION OF PEEL OFFICIAL PLAN**

**SCHEDULE 'E-1' - REGIONAL STRUCTURE**

**LEGEND**

Subject Lands

380 & 390 Derry Road West  
PART OF LOT 10,  
CONCESSION 1, W.H.S.,  
(GEOGRAPHIC TOWNSHIP OF TORONTO)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
SEPTEMBER 08, 2023

#### 5.4 Growth Management

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As lands within the Region's Built-Up Area, the following apply.

It is Regional objectives to:

- '5.4.1. To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification...'
- '5.4.6. To optimize the use of the existing and planned infrastructure and services.'
- '5.4.18.1. To achieve efficient and compact built forms.'
- '5.4.18.2. To optimize the use of existing infrastructure and services.'
- '5.4.18.4. To intensify development on underutilized lands.'
- '5.4.18.8. To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'

It is the policy of Regional Council to:

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

'5.4.11. Direct a significant portion of new growth to the Delineated Built-Up Areas of the community through intensification.'

'5.4.18.10. Facilitate and promote intensification.'

'5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-Up Area.'

The proposal contemplates intensification of underutilized lands, at an appropriate location within the Region's Delineated Built-Up Area.

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact development at an appropriate density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, high-quality, mixed-use development in proximity to transit services. The proposal will contribute to the creation of Meadowvale Village as a complete community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes, facilities and services to meet daily needs.

### 5.6 The Urban System

As demonstrated in **Figure 6**, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

The Regional objectives are:

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

It is the policy of Regional Council to:

- '5.6.10 Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary ...'
- '5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'
- '5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating a compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for a mixture of residential and non-residential uses in a compact form efficiently utilizing existing services. As further discussed in the accompanying Housing Report, the proposed mixture dwelling units will contribute to housing diversification while also providing housing choice for current and future households of varying size, income levels, life stages and lifestyle preferences.

### *5.10 Transportation System in Peel*

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. The following apply.

*'5.10.16 Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'*

The proposal supports the above-noted policy objectives by directing intensification on lands in proximity to existing street-level transit services and at an appropriate density to support transit services. As stated above, the Subject Lands are served by existing transit services as well as by active transportation networks. The proposed development, corresponding Draft Plan and corresponding Amendments serve to realize the development potential of the Site by facilitating a compact development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of residential and non-residential uses on the Site will complement and enhance the ability for community residents to access a range of services and destinations within a comfortable walking distance.

### *SUMMARY / CONFORMITY STATEMENT*

The Region of Peel Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development, corresponding Draft Plan and corresponding Amendments conform to the policies and objectives of the ROP by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Meadowvale Village community as outlined by the Growth Management, Urban System and Transportation System policies. In our opinion, the proposed development, corresponding Draft Plan and corresponding Amendments are in conformity with the applicable policies and objectives of the Region of Peel Official Plan.

## 5.4 / MISSISSAUGA OFFICIAL PLAN, 2023

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP (July 2023) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components, including Neighbourhoods. The Subject Lands are located within the Neighbourhood component of the City Structure, and within the Meadowvale Village Neighbourhood Character Area (Schedule 9, Character Areas).

We note that the City of Mississauga is presently completing an Official Plan Review exercise, that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the recent Region of Peel Official Plan review initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development, corresponding Draft Plan and corresponding Amendments serve to implement these policies.

### *5 / Direct Growth*

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, the Subject Lands are identified as being located outside of an Intensification Area. As such, the following policies apply.

- '5.1.5. Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.'*
- '5.1.6. Mississauga encourages compact, mixed-use development that is transit supportive, in appropriate locations, to provide a range of local live / work opportunities.'*
- '5.1.7. Mississauga will protect and conserve the character of stable residential Neighbourhoods.'*

As a Site located within a Neighbourhood component of the City Structure, the Subject Lands are recognized as an appropriate location for contextually appropriate, sensitive growth to occur. The proposed development has been planned and designed to facilitate a compact development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents. This will contribute to the creation of Meadowvale Village as a complete community where residents are able to live, work, play and shop within the community. The proposal has also been planned and designed to be a logical, natural extension of the surrounding established Neighbourhood so that the neighbourhood character is protected and conserved.

### 5.3.5. Neighbourhoods

As demonstrated on Schedule 1, the City is comprised of various Neighbourhoods, each with its own identity. As a Site located with the Neighbourhood component of the City Structure, the following policies apply.

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

*'5.3.5.3 Where higher density uses are proposed, they should be located on sites ....along Corridors or in conjunction with exiting apartment sites or commercial centres.'*

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

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

As a Site located along Derry Road West, a recognized Corridor by Schedule 1c of the Mississauga Official Plan, the Subject Lands are recognized as an appropriate location for gentle density and infill development to occur. The proposed development has been planned and designed to facilitate a compact, refined development that provides for sophisticated built forms and a well-designed local commercial structure that will facilitate development that is complimentary to and compatible with the established character of the Meadowvale Village community. Furthermore, the

proposal will enable a seamless integration with the surrounding community and provides for appropriate transition in terms of land use, built form, density and scale.

### 5.4 Corridors

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors, Derry Road West is identified as a Corridor. As such, the following policies apply.

*'5.4.4 Development on Corridors should be compact, mixed use and transit-friendly and appropriate to the context of the surrounding Neighbourhood...'*

*'5.4.5 Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.'*

*'5.4.7 Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.'*

The proposed development supports the above-noted Corridor policy objectives by facilitating a compact, mixed-use development at an appropriate location along the Derry Road West Corridor and at an appropriate density. Furthermore, the proposed development has been planned and designed to frame the street such that the commercial structure along Derry opens onto and addresses the public realm. The proposal also contemplates a pedestrian-oriented built

form. Overall, the proposed structures conform to the above-noted Corridor policy objectives.

### *7/ Complete Communities*

Chapter 7 of the MOP establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage and community character. The following apply.

*'7.1.1. Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.'*

*'7.1.6. Mississauga will encourage that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'*

As further described in the accompanying Housing Report, the proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice.

As further described below, MOP policy objectives make reference to compatible development. We note that in accordance with Section 1.1.4.r of the MOP, 'compatible' is defined as follows:

*'means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.'*

As discussed below, it is our opinion that the proposed development and corresponding Amendments will facilitate compatible development and can in fact seamlessly coexist with the surrounding community, without causing unacceptable adverse impact.

### *7.7. Distinct Identities*

In terms of community character, the following apply.

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

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

*'7.7.1.5. New development will be compatible with the physical, social and environmental attributes of the existing community.'*

The Subject Lands are located within the Meadowvale Village community. The proposed development has been planned and designed to provide for a high-quality, refined built forms that integrate with and are complimentary to the established and evolving character of the community. As further described throughout this Report, the proposal provides for development that is appropriate, desirable and maintains compatibility with the surrounding community.



### *9/ Build a Desirable Urban Form*

Chapter 9 of the MOP establishes the City's built form policy framework. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

- '9.1.3. Infill and redevelopment within Neighbourhoods will respect the existing and planned character.'*
- '9.1.6. The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.'*
- '9.1.11. A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'*
- '9.1.13. Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'*

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of a compact, refined mixed-use development. Furthermore, the proposal has been planned to facilitate high-quality, sophisticated built forms that are complimentary to and compatible with the character of the Meadowvale Village community. Additionally, a range of sustainable building strategies are to be implemented as further described in the

accompanying Low Impact Development ('LID') Features Letter.

#### *9.2.2. Non-Intensification Areas*

In terms of urban form considerations, the following policies apply.

- '9.2.2.3. While new development need not minor existing development, new development in Neighbourhoods will:*
  - a. respect existing lotting patterns;*
  - b. respect the continuity of front, rear and side yard setbacks;*
  - c. respect the scale and character of the surrounding area;*
  - d. minimize overshadowing and overlook on adjacent neighbours;*
  - e. incorporate stormwater best management practices;*
  - f. preserve mature high quality trees and ensure replacement of tree canopy; and*
  - g. be designed to respect the existing scale, massing, character and grades of the surrounding area.'*

The proposed development will facilitate a high-quality, refined, compact built forms that provide for appropriate transition to the surrounding community. Furthermore, the proposed development is situated at a strategic location within the community and is to be visually screened by vegetation and privacy fencing along the shared property lines. The presence of these attributes will effectively mitigate overshadowing and overlook concerns from the adjacent neighbouring properties. Finally, the proposal will facilitate the

creation of built forms that have a complimentary mass, scale and built form features as built forms found in the surrounding community and will facilitate a consistent pattern of front, rear and side yard setbacks. Overall, the proposed development is appropriately designed and planned to be a sensitive, contextually appropriate infill development within an established, evolving community.

### **9.3. Public Realm**

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply.

*'9.3.1.4. Development will be designed to:*

- a) respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;*
- c) accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d) achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e) meet universal design principles;*
- f) address new development and open spaces;*
- g) be pedestrian oriented and scaled and support transit use;*
- h) be attractive, safe and walkable.'*

*'9.3.5.4. Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.'*

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

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

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

The proposed development supports the above-noted City's public realm policy objectives by providing for high-quality, compact, transit-supportive and pedestrian-oriented built forms. Furthermore, the proposal complies with the City's public realm policy objectives through the provision of a built form that addresses the public realm, provides direct pedestrian connections and facilitates a pedestrian-scaled development. Additionally, the development has also been planned and organized around landscaped open spaces, a centrally located and highly visible outdoor amenity area and a fine-grain road network.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal, corresponding Draft Plan and corresponding Amendments will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

## 11 / Land Use Designations

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on nineteen (19) land use designations. As demonstrated in **Figure 7** on the next page, the Subject Lands are currently designated 'Business Employment', 'Residential Low Density II' and 'Residential Medium Density' by the in-effect MOP. In our opinion, the 'Business Employment' and 'Residential Low Density II' designations are the most appropriate and will facilitate the proposal. The following policies apply.

### 11.2.5. Residential

*'11.2.5.5. Lands designated Residential Medium Density' will permit the following uses:*

- a. all forms of townhouse dwellings;'*

As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates the introduction of new townhouse-style and ground-oriented residential built forms in a location where gentle density and infill residential development ought to occur. The proposal also represents an appropriate development form and advances the City's development objectives. Re-designation of the entirety of the residential component of the Subject Lands to the 'Residential Medium Density' designation is appropriate given the predominate form of dwelling units is a permitted use. A Special Site policy to the Meadowvale Village Neighbourhood Character Area to permit the addition of ground-related housing forms, such as detached and semi-detached dwellings notwithstanding the Residential Medium Density designation, is being requested. This approach is consistent with permissions for other evolving communities, such as the Ninth Line lands, wherein a Residential Medium Density designation is applied, while site and area specific policies permit a greater range of built forms than the parent designation permits. Therefore, it is our opinion that for the reasons

outlined above, the proposed development conforms to the in-effect Residential and Residential Medium Density policy objectives.

### 11.2.11. Business Employment

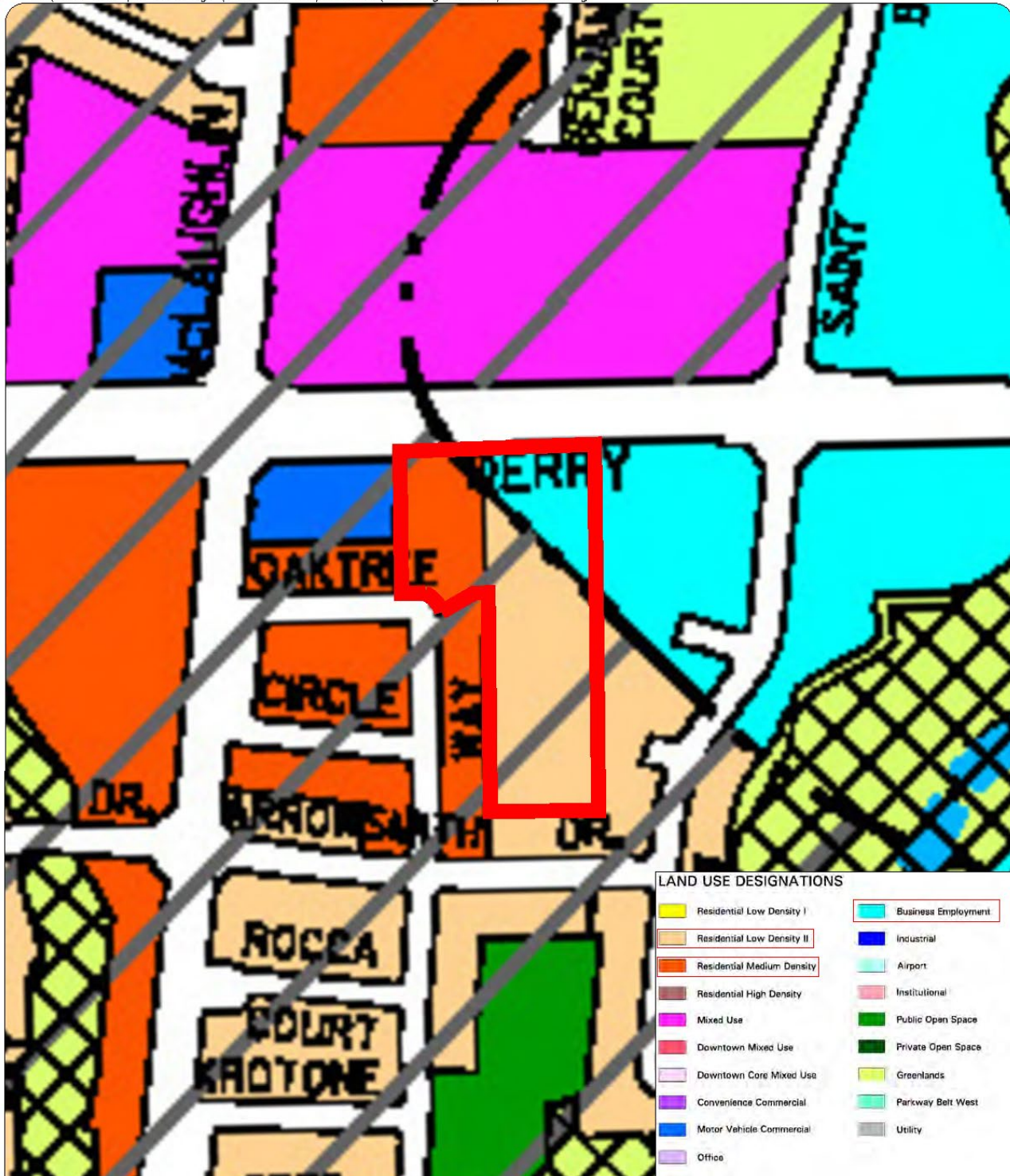
*'11.2.11.1. In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses:':*

- e. broadcasting, communication and utility rights-of-way;*
- h. commercial school;*
- j. entertainment, recreation and sports facilities;*
- k. financial institution;*
- s. restaurant;*
- t. secondary office;*
- z. accessory uses;'*

*'11.2.11.3. Permitted uses will operate mainly within enclosed buildings.'*

As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates the introduction of a local commercial structure in the northeastern quadrant of the Site. It is anticipated that this structure will accommodate a range of tenants and non-residential uses that can complement the current range of services and uses available to community members. The complimentary range of uses will occur within the enclosed structure. Overall, the corresponding Official Plan Amendment seeks a minor refinement to the boundary of the Business Employment designation so that the balance of the Subject Lands can accommodate contextually appropriate, refined residential infill development. Given the commercial structure is to serve the local community, the mixture of residential and non-residential uses on the same lot in this manner is appropriate. Therefore, it is our opinion that for the reasons outlined above, the proposed development and corresponding Amendments conform to the in-effect Business Employment policy objectives.

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**FIGURE 7** MISSISSAUGA OFFICIAL PLAN

SCHEDULE '10' - LAND USE DESIGNATIONS

**LEGEND**

Subject Lands

390 & 390 Derry Road West  
PART OF LOT 10,  
CONCESSION 1, W.H.S.,  
(GEOGRAPHIC TOWNSHIP OF TORONTO)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEI



SCALE NTS  
SEPTEMBER 08, 2023

## 16 / Neighbourhoods

Chapter 16 of the MOP establishes the policy framework for how growth and development is to be managed in the City's Neighbourhood components of the City Structure. This is achieved through policies that are focused on individual Neighbourhood Character Areas across the City, given each Neighbourhood is unique. As stated, the Subject Lands are located within the Neighbourhood component of the City Structure and are located within the Meadowvale Village Neighbourhood Character Area (see **Figure 8** on the next page). As such, the following policies apply.

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

The proposed development conforms to the above-noted policy objectives by providing for a range and mixture of high-quality, refined built form that range of in height between one (1) and three (3) storeys. As such, the proposal contemplates built forms that are within the permitted height range for development occurring in the Neighbourhood component of the City Structure. Furthermore, the proposed parking spaces have been situated in a manner that provides for a vibrant, pedestrian-oriented environment to be provided and the anticipated user demands of residents, visitors and community members to be accommodated. Therefore, it is our opinion that the proposal, corresponding Draft Plan and corresponding Amendments conform to the above-noted policy objective.

### 16.17. Meadowvale Village

Section 16.17 of the MOP contains the policy framework for the Meadowvale Village Neighbourhood Character Area. The following apply to redevelopment of the Site.

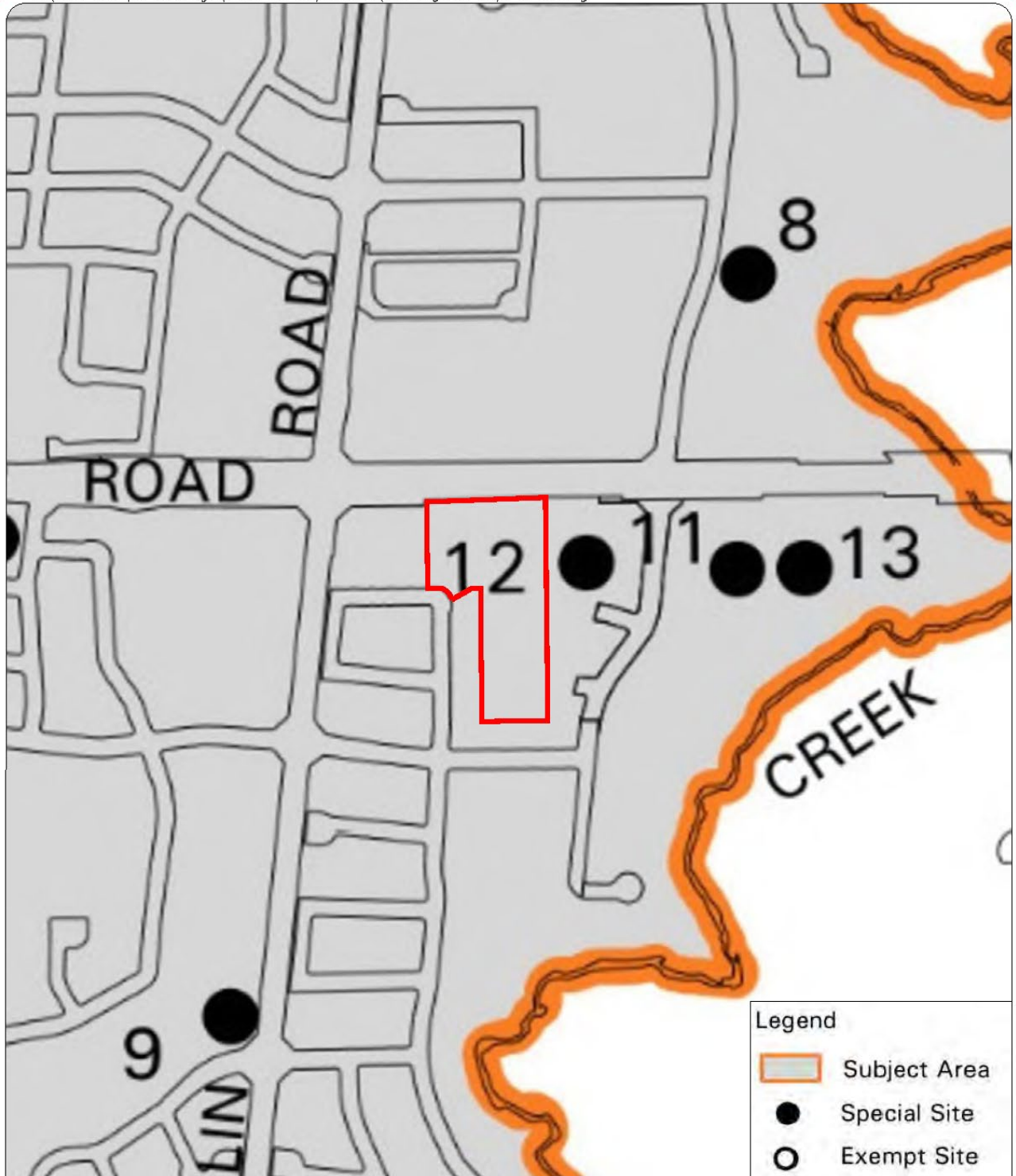
#### 16.17.2. Urban Design Policies

*'16.17.2.1. New development will comply with the Heritage Conservation District Plan and integrate individual developments into a cohesive whole.'*

*'16.17.2.31. A highly interconnected street pattern, such as a grid or modified grid, is encouraged.'*

In accordance with Map 16-17:1, the Subject Lands are identified as being located outside of the Meadowvale Village Heritage Conservation District. Given this, the proposal contemplates contextually appropriate development that supports the achievement of a complete, vibrant community across the Meadowvale Village community. Furthermore, the proposal contemplates a compact, fine-grain road network that seamlessly integrates with the established and evolving street pattern. For the reasons identified above, it is our opinion that the proposed development conforms to the above-noted Meadowvale Village Neighbourhood Character Area urban design policy objectives.

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FIGURE

**8**

**MISSISSAUGA OFFICIAL PLAN**

MAP '16-17' - MEADOWVALE VILLAGE NEIGHBOURHOOD CHARACTER AREA

**LEGEND**

 Subject Lands

390 & 390 Derry Road West  
PART OF LOT 10,  
CONCESSION 1, W.H.S.,  
(GEOGRAPHIC TOWNSHIP OF TORONTO)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
SEPTEMBER 08, 2023

### 16.17.3. Land Uses

*'16.17.3.2. Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses and semi-detached dwellings in localized circumstances where flexibility in lotting patterns will achieve urban design policies.'*

*'16.17.3.4. Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:*

- a. banquet hall;*
- b. conference centre;*
- c. financial institution;*
- d. funeral establishment;*
- e. manufacturing;*
- f. restaurants;*
- g. secondary office;*
- h. self storage facility; and*
- i. warehousing, distributing and wholesaling.'*

As described throughout this Report, the proposal contemplates the introduction of a range and diversity of compact, refined residential units of varying built forms including townhouses, semi-detached dwellings and detached dwellings as well as a contextually appropriate low-rise, multi-tenant commercial structure. A Special Site policy is being sought to facilitate the necessary permissions for a range and mixture of townhouse, semi-detached and detached dwelling built forms as well as a broader range of non-residential use permissions to facilitate a commercial structure that can best serve the needs of community members. The proposal, corresponding Draft Plan, corresponding Official Plan Amendment and corresponding Zoning By-law Amendment are necessary to implement the development vision for the Site and to introduce the permissions necessary to facilitate the development.

Based on the above, it is our opinion that the proposal, corresponding Draft Plan and corresponding Amendments are appropriate, respect the City Structure hierarchy, conform to the overall purpose and intent of policy objectives of the MOP and will allow for development that is appropriately located, of appropriate density and of appropriate built forms to occur.

### SUMMARY / CONFORMITY STATEMENT

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, pedestrian-oriented development that facilitates a range and mixture of residential and non-residential uses at an appropriate location. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Meadowvale Village as a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in a range and mixture of built form that are consistent and compatible with the envisioned evolution of the Meadowvale Village community. Therefore, the proposed development, corresponding Draft Plan and corresponding Amendments serve to better implement the applicable policies and objectives for 'Residential Medium Density' and 'Business Employment' lands within the Meadowvale Village Neighbourhood Character Area of the Mississauga Official Plan.

## 5.5 / ZONING

The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007') currently zones the Subject Lands as 'Development (D)' and 'Detached Dwelling, Exception 26 (RM5 – 26)' (see **Figure 9**). The current zoning permits current conditions, but not the proposal. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to a selection of categories, based on built form, with site-specific provisions.

A draft Zoning By-law Table with the requested site-specific provisions for each requested zoning category has been prepared and a copy are provided in **Appendix I** of this Report. A draft Zoning By-law Schedule, which indicates which segments of the Site are to be rezoned to the corresponding zoning category has also been prepared and is provided in **Appendix II** of this Report.

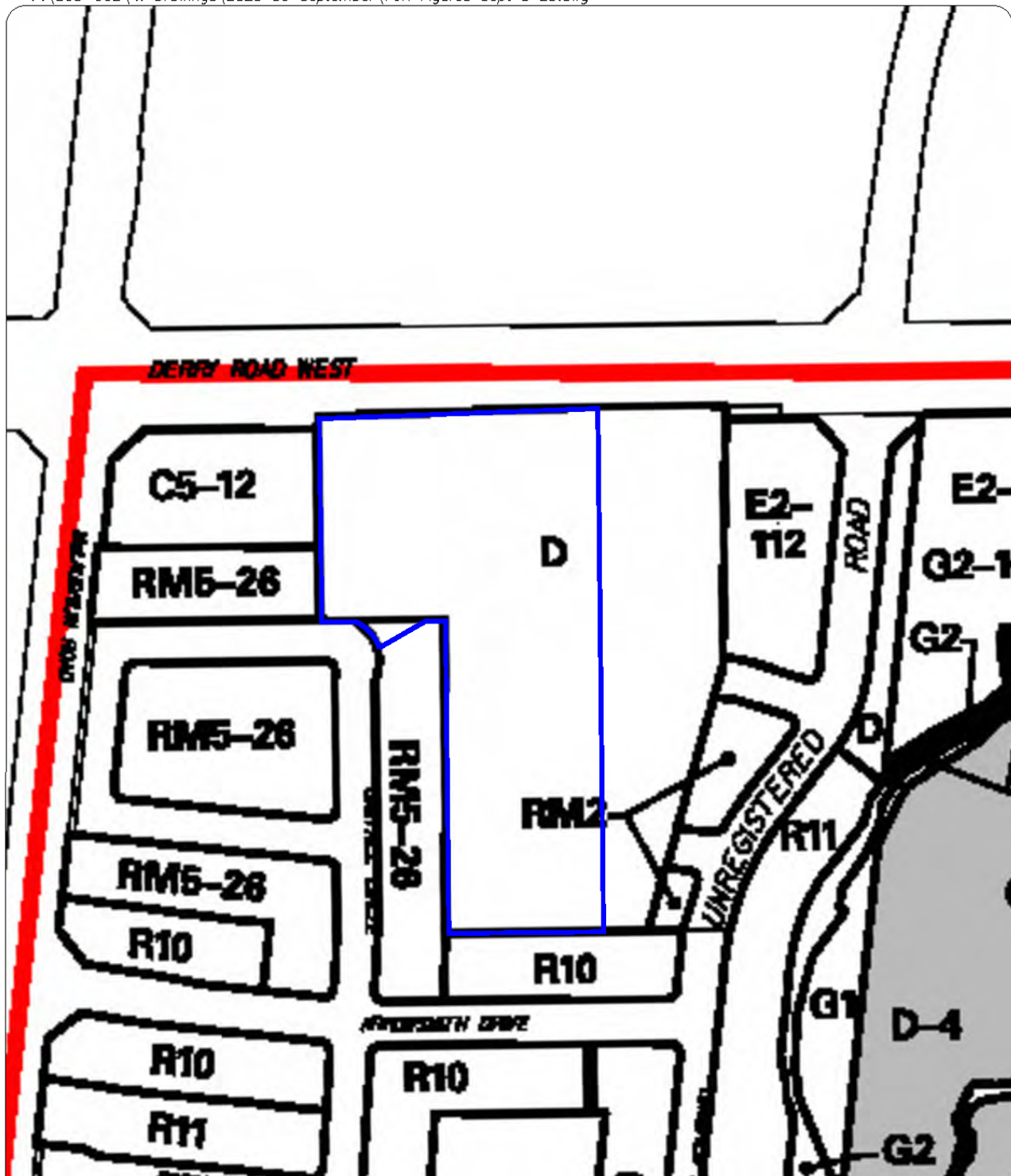
More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To permit a range of zoning categories;
- To permit site-specific use permissions;
- To permit site-specific building envelope standards;
- To permit a site-specific parking standard;
- To permit a site-specific electric vehicle parking standard;
- To permit a site-specific bicycle parking standard; and,
- To permit a site-specific landscaping standard.

**Table 3** on page 40 summarizes the proposed site-specific exceptions to the selected Zone categories and the rationale for these exceptions.



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**FIGURE 9** CITY OF MISSISSAUGA  
ZONING BY-LAW 0225-2007

**LEGEND**  
 Subject Lands

390 & 390 Derry Road West  
PART OF LOT 10,  
CONCESSION 1, W.H.S.,  
(GEOGRAPHIC TOWNSHIP OF TORONTO)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
SEPTEMBER 08, 2023

*Table 3 / Summary of Requested Exceptions & Rationale*

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Zone Categories</i>	To implement the proposal, including the desired range of complimentary built forms for a mixed use development
<i>Modified Use Permissions</i>	To implement the desired range of complimentary uses that are appropriate for a local commercial structure, serving the daily needs of residents and the surrounding community
<i>Modified Building Envelope</i>	To implement the desired built forms, while maintaining appropriate compatibility and transition to the surrounding Meadowvale Village community
<i>Modified Parking Standard</i>	In order to implement the desired built form and range of accessory, complimentary uses, a site-specific parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), the requested parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested parking standard is also capable of accommodating the proposed parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Electric Vehicle Ready Parking Standard</i>	In efforts to accommodate the desired built forms and optimal site design, a site-specific exception to the number of Electric-Vehicle ready parking spaces is requested. The requested EV-ready parking standard is appropriate and will enable a development that is well-designed and desirable
<i>Modified Bicycle Parking Standard</i>	In order to implement the desired commercial built form and range of accessory, complimentary uses, a site-specific bicycle parking standard is requested. As described in the accompanying TIS, the requested shared bicycle parking standard is appropriate and can accommodate the proposed bicycle parking demands
<i>Modified Landscaping Standard</i>	In efforts to accommodate the desired built forms and sustainable building strategies, a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. The requested standard will also enable the provision of a central outdoor amenity area feature. As demonstrated on the accompanying Conceptual Site Plan, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable

## 6 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development, corresponding Draft Plan of Subdivision ('Draft Plan'), corresponding Official Plan Amendment ('OPA') and corresponding Zoning By-law Amendment ('ZBA', or the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan and Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Draft Plan, Official Plan Amendment and Zoning By-law Amendment represent appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible development for the Meadowvale Village community that will contribute to a compact, mixed-use, pedestrian-oriented development, the provision of local employment opportunities, the provision of new housing options and the achievement of a complete community;
3. The proposed Draft Plan and Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the in-effect Region of Peel Official Plan;
6. The proposal can be adequately serviced by existing municipal services;
7. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
8. The proposal is in keeping with the character and planned context of Meadowvale Village Neighbourhood, it provides an opportunity for intensification within the City's Built-Up Area and along a Corridor where intensification is to be directed. Additionally, the proposal upholds the overall City Structure set out in the Mississauga Official Plan.

Accordingly, we conclude that the proposed Draft Plan and proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

  
Jim Levac, MCIP, RPP  
Partner

  
Stephanie Matveeva, MCIP, RPP  
Associate

*APPENDIX I / Draft Official Plan Amendment*

Amendment No. XXX  
to  
Mississauga Official Plan

The following text and Map 'A' attached hereto constitute Amendment No. XXX

## **PURPOSE**

The purpose of this Amendment is to amend Schedule 10, Land Use Designations and to amend the Meadowvale Village Neighbourhood Character Area to include the Subject Lands as a Special Site.

## **LOCATION**

The lands affected by this Amendment are located on the south side of Derry Road West, east of McLaughlin Road. The land is municipally addressed as 376, 390 Derry Road West and 0 Oaktree Crescent. The Subject Lands are located within the Meadowvale Village Neighbourhood Character Area, as identified in the Mississauga Official Plan.

## **BASIS**

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

The Mississauga Official Plan ('MOP') contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Non-Intensification Areas include Neighbourhoods. The Subject Lands are located within a Neighbourhood and along a Corridor, where contextually appropriate, compact, pedestrian-oriented development is encouraged.

As per the in-effect Meadowvale Village Neighbourhood Character Area policies, a maximum building height and density are not specified. The overall, City-wide Neighbourhood policies require a maximum height of four (4) storeys be maintained. The City requires that a Special Site policy be added to the MOP for the proposed range of uses: this has been included in the enclosed implementing Official Plan Amendment.

The Subject Lands are currently designated 'Business Employment', 'Residential Low Density II' and 'Residential Medium Density'. Permitted uses on the Subject Lands include banquet hall, conference centre, financial institution, funeral establishment, manufacturing, restaurants, secondary office, self storage facility, warehousing, distributing and wholesaling as well as townhouses and semi-detached dwellings..

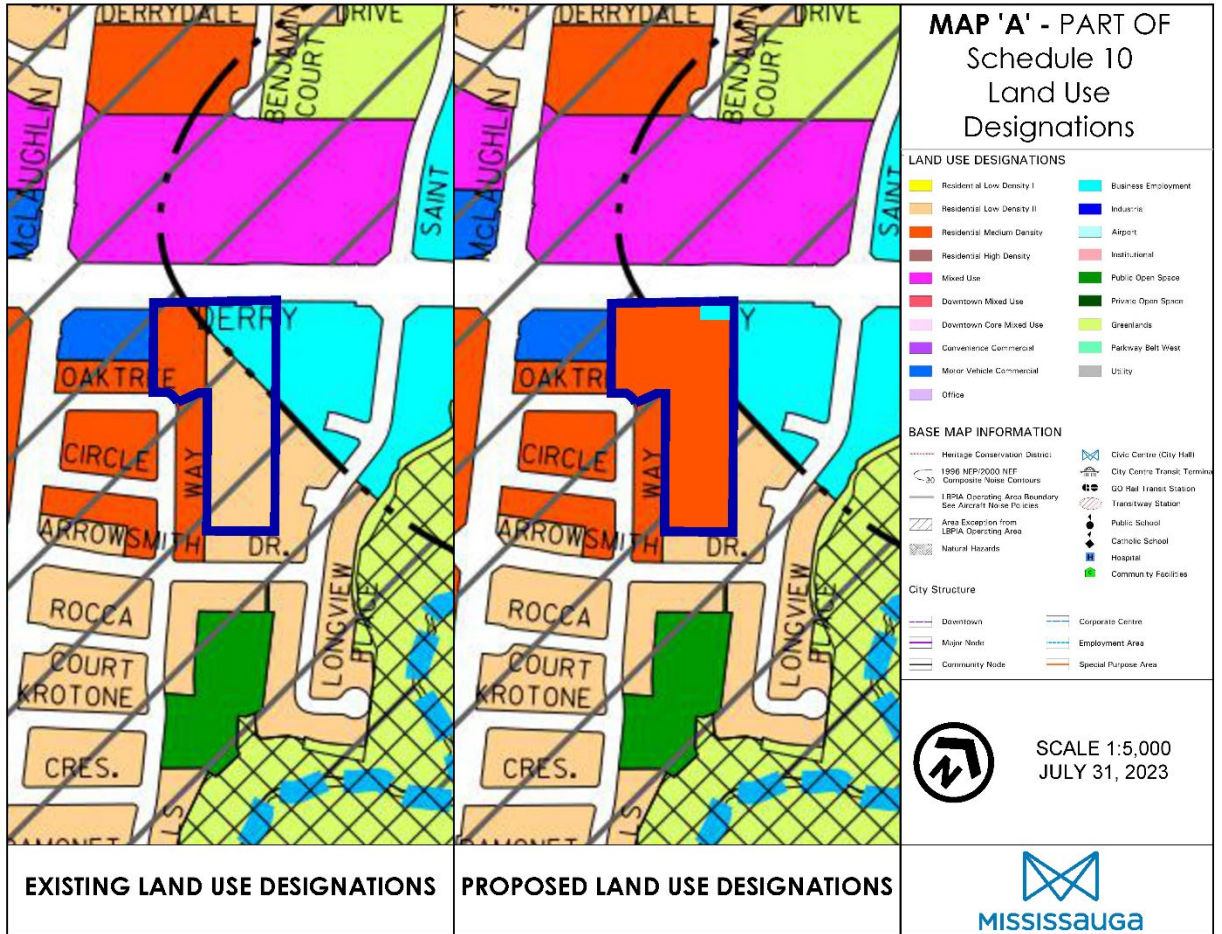
The Official Plan Amendment is required to amend Schedule 10, Land Use Designations to revise the boundary of the Business Employment designation and to apply a Residential Medium Density designation across the balance of the Site. The Official Plan Amendment is also required to revise the Meadowvale Village Neighbourhood Character Area to add the Subject Lands as a Special Site. This proposed Special Site policy will permit a range of uses on the lands and a range of residential built forms. Overall, the proposed Official Plan Amendment is to further implement City Council's direction as outlined in the recent City initiatives to promote

contextually appropriate development within Neighbourhoods. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the reasons as follows:

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the proposed development will bring the Peel Regional Official Plan (2022) and the Mississauga Official Plan (2023) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow. The proposed development represents reinvestment and intensification of an underutilized site and will better utilize transit infrastructure investments.
2. The Subject Lands are located within a Built-Up Area of the City and within a comfortable 5-minute walking distance of transit stops as well as services and facilities to meet daily needs. As noted in A Place to Grow, the Peel Regional Official Plan and the Mississauga Official Plan, Built-Up Area lands are areas for intensification and compact, mixed-use, pedestrian-oriented development to occur.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient, cost-effective manner.
4. The proposal with heights of 1 to 3 storeys is a compact, mixed-use development on lands that are well-served by existing transit networks. The Site is also well-served by existing greenspace, active transportation networks and service and retail establishments in the surrounding area. Bringing additional residents and local employment opportunities to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of services, facilities and amenities which will support the creation of Meadowvale Village as a complete, vibrant, walkable community.
5. The proposed development will improve and contribute to the evolution of Meadowvale Village as a complete, vibrant community with local employment opportunities and housing choice.

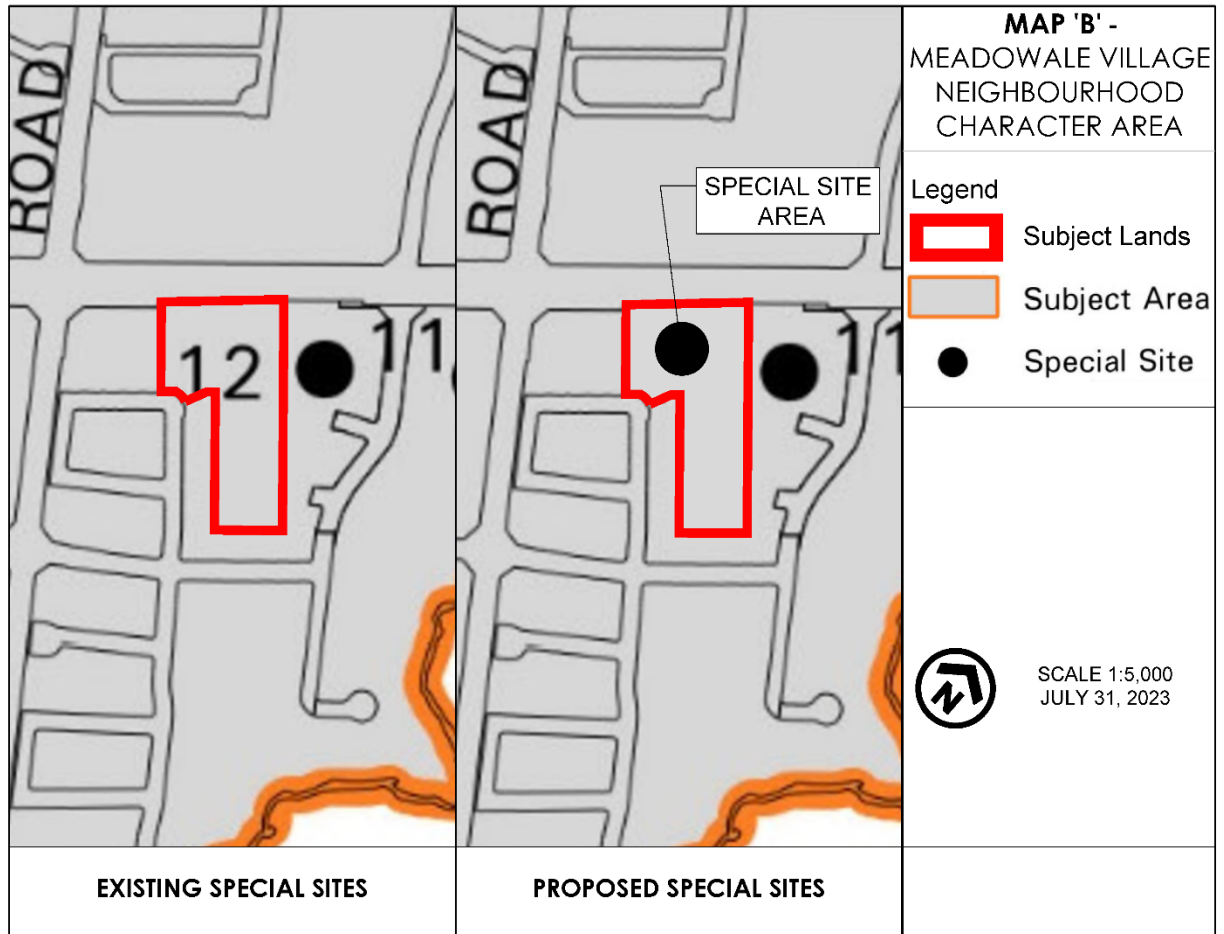
DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

- Schedule 10, Land Use Designations, is hereby amended by modifying the boundaries of the 'Business Employment' designation and re-designating a segment of the Site to 'Residential Medium Density'.





2. Section 16.17, Meadowvale Village Neighbourhood Character Area, of the Mississauga Official Plan, is hereby amended by adding Special Site X to Map 16-17, Meadowvale Village Neighbourhood Character Area, in accordance with the Special Site Policies.



3. Section 16.17.5, Special Site Policies Meadowvale Village Neighbourhood Character Area, of the Mississauga Official Plan is hereby amended by adding the following:

16.17.5.XX      The lands identified as Special Site X are located on the south side of Derry Road West, east of McLaughlin Road.

16.17.5.XX      Notwithstanding the policies of this Plan, the following uses are permitted on lands designated 'Business Employment:

- a. financial institution;
- b. retail and service commercial facilities;

- c. restaurant;
- d. office; and,
- e. recreational facilities.

16.17.5.XX Notwithstanding the policies of this Plan, a range of townhouse dwellings and ground-related housing, including detached and semi-detached dwellings, are permitted on lands designated 'Residential Medium Density'.

## **IMPLEMENTATION**

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

The lands will be rezoned to implement this Amendment.

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

## **INTREPRETATION**

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

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

A By-law to Adopt Mississauga Official Plan Amendment No. XXX

WHEREAS in accordance with the provisions of Sections 17 and 21 of the *Planning Act*, R.S.. 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 Council 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. XXX, in his or her opinion the Amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan regarding a change to land use and to the Meadowvale Village Neighbourhood Character Area and to add a Special Site Policy within the Meadowvale Village 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. XXX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 20XX.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

*APPENDIX II / Draft Zoning By-law Tables*

376, 390 Derry Road West & 0 Oaktree Circle

City File: DARC 23-91

Type of Application: Zoning By-law Amendment

*NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.*

*Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.*

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (C2-XX) STANDARD
2.1.2	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from Residential Zone, shall comply with the applicable minimum separation distance required	Delete lines 1.0 and 3.0 of Table 2.1.2.1.1
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks Line 7.0 [45 m ROW – 22.5 m + required yard]	Delete provision – setbacks shall be in accordance with setbacks established by this By-law
3.1.1.1.12	Minimum Required Number of Electric Vehicle Ready Parking Spaces	Non-residential uses identified in Table 3.1.2.2 of this By-law, with a parking structure with 10 or more parking spaces – 10% of the total required parking spaces or 1.0 space, whichever is greater	Delete provision – no electric-vehicle ready parking spaces shall be required for all non-residential uses permitted by this By-law
3.1.2.2	Required Number of Parking Spaces for Non-Residential Uses	Precinct 4 Day Care – 2.5 spaces per 100 sq m GFA-non-residential; Education and Training Facility – 5.0 spaces per 100 sq m GFA-non-residential; Financial Institution – 5.0 spaces per 100 sq m GFA-non-residential;	Delete provision – permit a maximum of shared parking standard of 17 spaces for all non-residential uses provided and located on the lot

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (C2-XX) STANDARD
		Office – 3.0 spaces per 100 sq m GFA-non-residential; Medical Office – 5.5 spaces per 100 sq m GFA-non-residential; Recreational Establishment – 4.5 spaces per 100 sq m GFA-non-residential; Retail Store – 5.0 spaces per 100 sq m GFA-non-residential; Restaurant, less than or equal to 220 sq m GFA-non-residential – 5.0 spaces per 100 sq m GFA-non-residential; Take-Out Restaurant – 5.0 spaces per 100 sq m GFA-non-residential; Service Establishment – 5.0 spaces per 100 sq m GFA-non-residential; Veterinary Clinic – 3.6 spaces per 100 sq m GFA-non-residential	
3.1.3.1.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
3.1.4.2	Required Number of Loading Spaces for Office and / or Medical Office Buildings	Where the GFA for a Office and / or Medical Office use is less than or equal to 2,350 m <sup>2</sup> – no loading spaces are required	Provision met
3.1.6.6	Required Number of Bicycle Parking Spaces for Non-Residential Uses	Recreational establishment – 0.1 (Class A) bicycle parking spaces per 100 sq m GFA-non-residential; Recreational establishment – 0.1 (Class B) bicycle parking spaces per 100 sq m GFA-non-residential Financial institution – 0.1 (Class A) bicycle parking spaces per 100 sq m GFA-non-residential; Financial institution – 2.0 (Class B) bicycle parking spaces per 100 sq m GFA-non-residential; Restaurant – 0.15 (Class A) bicycle parking spaces per 100 sq m GFA-non-residential; Restaurant – 0.2 (Class B) bicycle parking spaces per 100 sq m GFA-non-residential;	Delete provision – permit 0 Class A and 0 Class B bicycle parking spaces to be provided per 100 sq m GFA-non-residential

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (C2-XX) STANDARD
		Take-Out Restaurant – 0.15 (Class A) bicycle parking spaces per 100 sq m GFA-non-residential; Take-Out Restaurant – 0.2 (Class B) bicycle parking spaces per 100 sq m GFA-non-residential; Retail Store – 0.15 (Class A) bicycle parking spaces per 100 sq m GFA-non-residential; Retail Store – 0.2 (Class B) bicycle parking spaces per 100 sq m GFA-non-residential; Service Establishment– 0.15 (Class A) bicycle parking spaces per 100 sq m GFA-non-residential; Service Establishment – 0.2 (Class B) bicycle parking spaces per 100 sq m GFA-non-residential; Medical Office – 0.1 (Class A) bicycle parking spaces per 100 sq m GFA-non-residential; Medical Office – 0.1 (Class B) bicycle parking spaces per 100 sq m GFA-non-residential; Office – 0.1 (Class A) bicycle parking spaces per 100 sq m GFA-non-residential; Office – 0.1 (Class B) bicycle parking spaces per 100 sq m GFA-non-residential; All other non-residential uses – 0.05 (Class A) bicycle parking spaces per 100 sq m GFA-non-residential; All other non-residential uses – 0.1 (Class B) bicycle parking spaces per 100 sq m GFA-non-residential;	
6.2.1	C2 – Permitted Uses	Retail Store; Restaurant (NOTE: a Restaurant Use requires conformity to Minimum Separation Distances, Section 2.1.2 of the By-law); Take-Out Restaurant (NOTE: a Restaurant Use requires conformity to Minimum Separation Distances, Section 2.1.2 of the By-law); Veterinary Clinic Animal Care Establishment Funeral Establishment (NOTE: a Funeral Establishment Use requires conformity to Minimum Separation Distances, Section 2.1.2.2.2 of the By-law); Service Establishment;	Delete provision - permit the following uses as accessory, complimentary uses to a mixed-use structure: <ul style="list-style-type: none"> <li>• Education and Training Facility;</li> <li>• Financial Institution;</li> <li>• Office;</li> <li>• Medical Office;</li> <li>• Service Establishment;</li> <li>• Retail Store;</li> </ul>

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (C2-XX) STANDARD
		Commercial School; Financial Institution; Medical Office; Office; Overnight Accommodation; Recreational Establishment; Entertainment Establishment; Private Club; University / College	<ul style="list-style-type: none"> <li>• Recreational Establishment;</li> <li>• Restaurant;</li> <li>• Take-Out Restaurant;</li> <li>• Veterinary Clinic</li> </ul>
6.2.1	C2 – Zone Regulations	<i>Minimum Front Yard</i>	
6.2.1	C2 – Zone Regulations	Minimum front yard – 4.5 m	Delete provision – a 3.0 m front yard setback is requested. For the purpose of zoning, the front yard is deemed to be Derry Road West
6.2.1	C2 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
6.2.1	C2 – Zone Regulations	Minimum exterior side yard – 4.5 m	Provision met
6.2.1	C2 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
6.2.1	C2 – Zone Regulations	Lot abutting a Residential Zone – 4.5 m	Not Applicable
6.2.1	C2 – Zone Regulations	Lot abutting Institutional, Office, Downtown Core, Employment, Buffer or Utility Zone – 4.5 m	Not Applicable
6.2.1	C2 – Zone Regulations	Lot abutting a C4 Zone – 4.5 m	Not Applicable
6.2.1	C2 – Zone Regulations	Lot abutting a C1 to C3, or C5 Zone – 4.5 m	Not Applicable
6.2.1	C2 – Zone Regulations	Lot abutting any other Zone – 4.5 m	Delete provision – a 1.5 m interior side yard is requested



BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (C2-XX) STANDARD
6.2.1	C2 – Zone Regulations	<i>Minimum Rear Yard</i>	
6.2.1	C2 – Zone Regulations	Lot abutting a Residential Zone – 6.0 m	Delete provision – a 1.5 m rear yard setback is requested
6.2.1	C2 – Zone Regulations	Lot abutting Institutional, Office, Downtown Core, Employment, Buffer or Utility Zone – 4.5 m	Not Applicable
6.2.1	C2 – Zone Regulations	Lot abutting a C4 Zone – 4.5 m	Not Applicable
6.2.1	C2 – Zone Regulations	Lot abutting a C1 to C3, or C5 Zone – 4.5 m	Not Applicable
6.2.1	C2 – Zone Regulations	Lot abutting any other Zone – 4.5 m	Provision met
6.2.1	C2 – Zone Regulations	Maximum Height (Sloped Roof) – 20.0 m and 4 storeys	Provision met
6.2.1	C2 – Zone Regulations	Maximum Height (Flat Roof) – 16.5 m and 4 storeys	Provision met
6.2.1	C2 – Zone Regulations	<i>Minimum Landscaped Buffer</i>	
6.2.1	C2 – Zone Regulations	Minimum depth of landscaped buffer measured from a lot line that is a street line – 4.5 m	Delete provision – a 3.0 m landscape buffer is requested
6.2.1	C2 – Zone Regulations	Minimum depth of landscaped buffer measured from a lot line where the lot line abuts an Institutional, Office, Downtown Core, Employment, Buffer or Utility Zone, or any combination of zones thereof – 3.0 m	Not Applicable
6.2.1	C2 – Zone Regulations	Minimum depth of a landscaped buffer measured from the lot line of a Commercial Zone that abuts another Commercial Zone – 1.5m	Not Applicable
6.2.1	C2 – Zone Regulations	Minimum depth of a landscaped buffer measured from any other lot line – 4.5 m	Delete provision – a 0.0 m landscape buffer width is requested

**DERRY ROAD WEST**

**RM6-XX**

**C2-XX**

**RM11-XX**

OS

**R7-XX**

**RM2-XX**

**RM11-XX**

WATERHOUSE  
CRESCENT

**OAKTREE CIRCLE**

**RM6-YY**

WATERHOUSE  
CRESCENT

**RM6-YY**

**LONGVIEW PLACE**



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'A' TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

# DERRY ROAD WEST

**C2-XX**

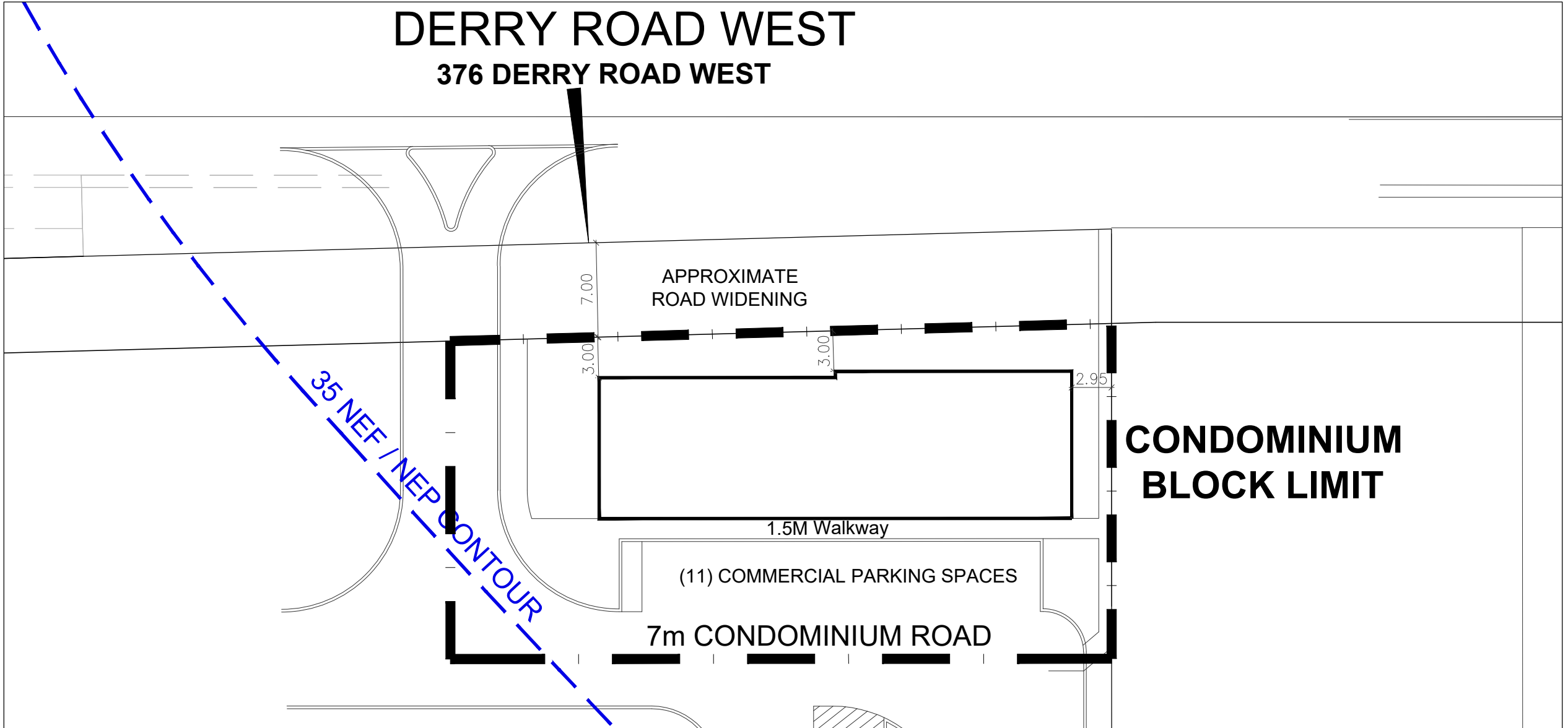


PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'B' C2-XX TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

# DERRY ROAD WEST

## 376 DERRY ROAD WEST



 BUILDABLE AREA



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

376, 390 Derry Road West & 0 Oaktree Circle

City File: DARC 23-91

Type of Application: Zoning By-law Amendment

*NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.*

*Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.*

BY – LAW SECTION	REGULATION	REQUIRED (R7 Zone) STANDARD	REQUESTED (R7-XX) STANDARD
3.1.1.12.1	Required Electric Vehicle Ready Parking Spaces	Detached Dwelling – 1.0 of the required parking spaces with exclusive use garage	Delete provision – no electric-vehicle ready spaces are requested
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Precinct 4 Detached Dwelling - 2.0 spaces per unit	Provision met
4.1.1.	Dwelling Unit	A maximum of one dwelling unit permitted on a lot in a R1 or R16, RM1 to RM3, RM5 and RM6 zone	Provision met
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.9.1.2	Driveways	A maximum of one (1) driveway shall be permitted per lot in R1 to R16, RM1 to RM3 and RM6 zones	Provision met
4.1.12.2	Garage Regulations	Maximum [attached garage] floor area measured from the inside face of walls – 75 sq m	Provision met
4.1.12.2	Garage Regulations	Minimum setback to exterior side lot line – the exterior side yard regulations of the applicable zone shall apply	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (R7 Zone) STANDARD	REQUESTED (R7-XX) STANDARD
4.1.13	Minimum Gross Floor Area – Residential	All dwelling units in R1 to R16 and RM1 to RM6 zones shall have a minimum gross floor area – residential of 60 sq m	Provision met
4.3.1	R7 – Permitted Uses	Detached Dwelling	Provision met
4.3.1	R7– Zone Regulations	Minimum Lot Area – Interior Lot – 285 sq m	Delete provision – a minimum lot area of 215 square metres is requested
4.3.1	R7– Zone Regulations	Minimum Lot Area – Corner Lot – 370 sq m	Not Applicable
4.3.1	R7– Zone Regulations	Minimum Lot Frontage – Interior Lot – 11.0 m	Delete provision – a minimum lot frontage of 9.1 metres is requested
4.3.1	R7– Zone Regulations	Minimum Lot Frontage – Corner Lot – 14.3 m	Not Applicable
4.3.1	R7– Zone Regulations	<i>Minimum Front Yard</i>	
4.3.1	R7– Zone Regulations	Lot with a municipal sidewalk adjacent the front lot line – 4.5 m	Provision met
4.3.1	R7– Zone Regulations	Lot without a municipal sidewalk adjacent the front lot line – 3.5 m	Not Applicable
4.3.1	R7– Zone Regulations	Garage face – 5.8 m	Provision met
4.3.1	R7– Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.3.1	R7– Zone Regulations	Lot with a municipal sidewalk adjacent the exterior side lot line – 4.5 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (R7 Zone) STANDARD	REQUESTED (R7-XX) STANDARD
4.3.1	R7– Zone Regulations	Lot without a municipal sidewalk adjacent the exterior side lot line – 3.5 m	Not Applicable
4.3.1	R7– Zone Regulations	Garage face – 5.8 m	Not Applicable
4.3.1	R7– Zone Regulations	Minimum setback of a detached dwelling to all lands zoned U-3	Not Applicable
4.3.1	R7– Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.3.1	R7– Zone Regulations	Interior lot – 1.2 m on one side of the lot and 0.61 m on the other side	Provision met
4.3.1	R7– Zone Regulations	Corner lot – 0.61 m	Not Applicable
4.3.1	R7– Zone Regulations	<i>Minimum Rear Yard</i>	
4.3.1	R7– Zone Regulations	Interior lot – 7.0 m	Delete provision – a minimum rear yard setback of 6.0 metres is requested
4.3.1	R7– Zone Regulations	Corner lot – 7.0 m	Not Applicable
4.3.1	R7– Zone Regulations	Where lot abuts a lot with a minimum rear yard of 7.5 m – 6.0 m	Not Applicable
4.3.1	R7– Zone Regulations	Where the abutting lot to the rear of the subject lot has a minimum rear yard of 7.0 m, the minimum rear yard of the subject lot may be reduced to 6.0 m for a maximum of 50% of the width of the rear wall of the detached dwelling	Not Applicable
4.3.1	R7– Zone Regulations	Minimum setback of a detached dwelling to all lands zoned U-3	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (R7 Zone) STANDARD	REQUESTED (R7-XX) STANDARD
4.3.1	R7– Zone Regulations	Maximum Height – 10.7 m	Provision met
4.3.1	R7– Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	
4.3.1	R7– Zone Regulations	Maximum encroachment of a garage beyond either the main front entrance or beyond the main entry feature where provided – 2.5 m	Provision met
4.3.1	R7– Zone Regulations	Where a main entry feature has been provided, the maximum projection of a garage beyond a main front entrance – 5.0 m	Provision met
4.3.1	R7– Zone Regulations	For a detached dwelling more than one storey in height, where the garage projects beyond the main front entrance, a minimum of 75% of the width of the garage measured from the inside face of the garage walls, shall be covered by a second storey which may be set back a maximum of 2.5 m from the garage face	Provision met
4.3.1	R7– Zone Regulations	Maximum encroachment of a balcony or porch into the required front and exterior side yards – 2.0 m	Provision met
4.3.1	R7– Zone Regulations	Maximum encroachment of an awning into the required front yard – 0.6 m	Provision met
4.3.1	R7– Zone Regulations	Maximum encroachment of an awning into the required exterior side yard – 0.3 m	Not Applicable
4.3.1	R7– Zone Regulations	Minimum setback to a sight triangle – 0.0 m	Not Applicable
4.3.1	R7– Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	



BY – LAW SECTION	REGULATION	REQUIRED (R7 Zone) STANDARD	REQUESTED (R7-XX) STANDARD
4.3.1	R7– Zone Regulations	Attached garage – required	Provision met
4.3.1	R7– Zone Regulations	Minimum parking spaces – required	Provision met
4.3.1	R7– Zone Regulations	Maximum driveway width – Lesser of 6.5 m or 50% of lot frontage	Delete provision – permit a maximum driveway width of 3.5 m
4.3.1	R7– Zone Regulations	Maximum width of an attached garage measured from the inside face of the garage walls – lesser of 5.5 m or 50% of lot frontage	Provision met
4.3.1	R7– Zone Regulations	Accessory buildings and structures – permitted	Provision met

DRAFT

**DERRY ROAD WEST**

**RM6-XX**

**C2-XX**

**RM11-XX**

OS

**R7-XX**

**RM2-XX**

**RM11-XX**

WATERHOUSE  
CRESCENT

**OAKTREE CIRCLE**

**RM6-YY**

WATERHOUSE  
CRESCENT

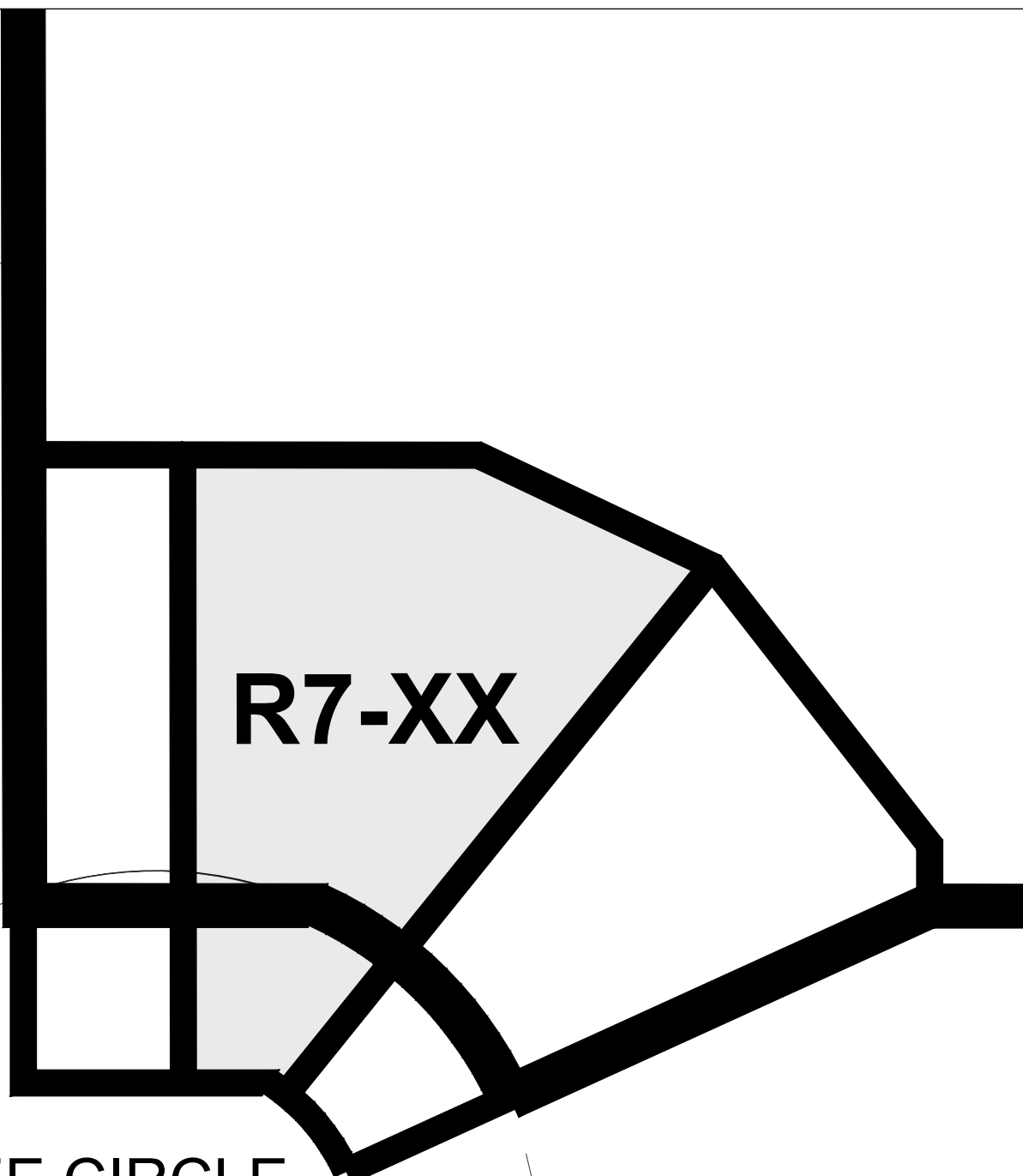
**RM6-YY**

**LONGVIEW PLACE**



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

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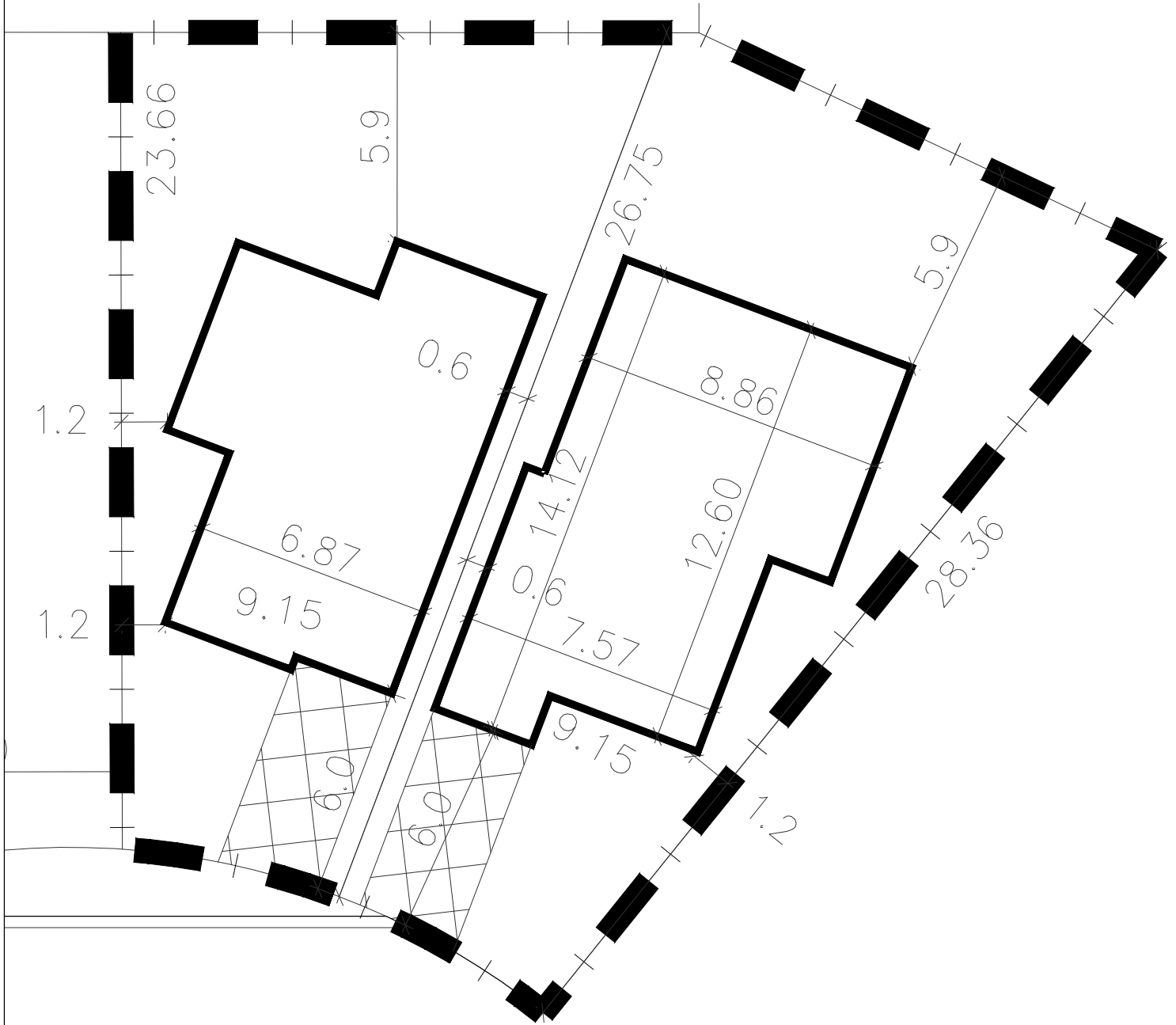
**R7-XX**

**OAKTREE CIRCLE**

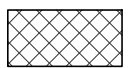


PART OF LOT 10, CONCESSION 1, WHS  
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REGIONAL MUNICIPALITY OF PEEL

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BUILDABLE AREA



DRIVEWAY



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

376, 390 Derry Road West & 0 Oaktree Circle

City File: DARC 23-91

Type of Application: Zoning By-law Amendment

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BY – LAW SECTION	REGULATION	REQUIRED (RM2 Zone) STANDARD	REQUESTED (RM2-XX) STANDARD
3.1.1.12.1	Required Electric Vehicle Ready Parking Spaces	Semi-Detached – 1.0 of the required parking spaces with exclusive use garage	Delete provision – no electric-vehicle parking spaces are requested
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Precinct 4 Semi-Detached- 2.0 spaces per unit	Provision met
4.1.1.	Dwelling Unit	A maximum of one dwelling unit permitted on a lot in a R1 or R16, RM1 to RM3, RM5 and RM6 zone	Provision met
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.9.1.2	Driveways	A maximum of one (1) driveway shall be permitted per lot in R1 to R16, RM1 to RM3 and RM6 zones	Provision met
4.1.12.2	Garage Regulations	Maximum [attached garage] floor area measured from the inside face of walls – 75 sq m	Provision met
4.1.12.2	Garage Regulations	Minimum setback to exterior side lot line – the exterior side yard regulations of the applicable zone shall apply	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM2 Zone) STANDARD	REQUESTED (RM2-XX) STANDARD
4.1.13	Minimum Gross Floor Area – Residential	All dwelling units in R1 to R16 and RM1 to RM6 zones shall have a minimum gross floor area – residential of 60 sq m	Provision met
4.8.1	RM2 – Permitted Uses	Semi-Detached	Provision met
4.8.1	RM2– Zone Regulations	Minimum Lot Area – Interior Lot – 200 sq m	Delete provision – a minimum lot area of 190 square metres is requested
4.8.1	RM2– Zone Regulations	Minimum Lot Area – Corner Lot – 280 sq m	Not Applicable
4.8.1	RM2– Zone Regulations	Minimum Lot Frontage – Interior Lot – 6.8m	Provision met
4.8.1	RM2– Zone Regulations	Minimum Lot Frontage – Corner Lot – 9.8 m	Not Applicable
4.8.1	RM2– Zone Regulations	Maximum Lot Coverage – 45%	Provision met
4.8.1	RM2– Zone Regulations	<b><i>Minimum Front Yard</i></b>	
4.8.1	RM2– Zone Regulations	Minimum front yard – 4.5 m	Provision met
4.8.1	RM2– Zone Regulations	Garage face – 6.0 m	Provision met
4.8.1	RM2– Zone Regulations	<b><i>Minimum Exterior Side Yard</i></b>	
4.8.1	RM2– Zone Regulations	Minimum exterior side yard – 4.5 m	Not Applicable
4.8.1	RM2– Zone Regulations	Garage face – 6.0 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RM2 Zone) STANDARD	REQUESTED (RM2-XX) STANDARD
4.8.1	RM2– Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.8.1	RM2– Zone Regulations	Attached side – 0.0 m	Provision met
4.8.1	RM2– Zone Regulations	Unattached side – 1.2 m	Delete provision – a minimum interior side yard of 1.0 m is requested
4.8.1	RM2– Zone Regulations	Attached garage -unattached side – 1.2 m	Not Applicable
4.8.1	RM2– Zone Regulations	<i>Minimum Rear Yard</i>	
4.8.1	RM2– Zone Regulations	Minimum rear yard – 7.5 m	Delete provision – a minimum rear yard setback of 6.0 metres is requested
4.8.1	RM2– Zone Regulations	Maximum Height – 10.7 m	Provision met
4.8.1	RM2– Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.8.1	RM2– Zone Regulations	Attached garage – required	Provision met
4.8.1	RM2– Zone Regulations	Minimum parking spaces – required	Provision met
4.8.1	RM2– Zone Regulations	Maximum driveway width – 5.2 m	Provision met
4.8.1	RM2– Zone Regulations	Accessory buildings and structures – permitted	Provision met

**DERRY ROAD WEST**

**RM6-XX**

**C2-XX**

**RM11-XX**

OS

**R7-XX**

**RM2-XX**

**RM11-XX**

WATERHOUSE  
CRESCENT

**OAKTREE CIRCLE**

**RM6-YY**

WATERHOUSE  
CRESCENT

**RM6-YY**

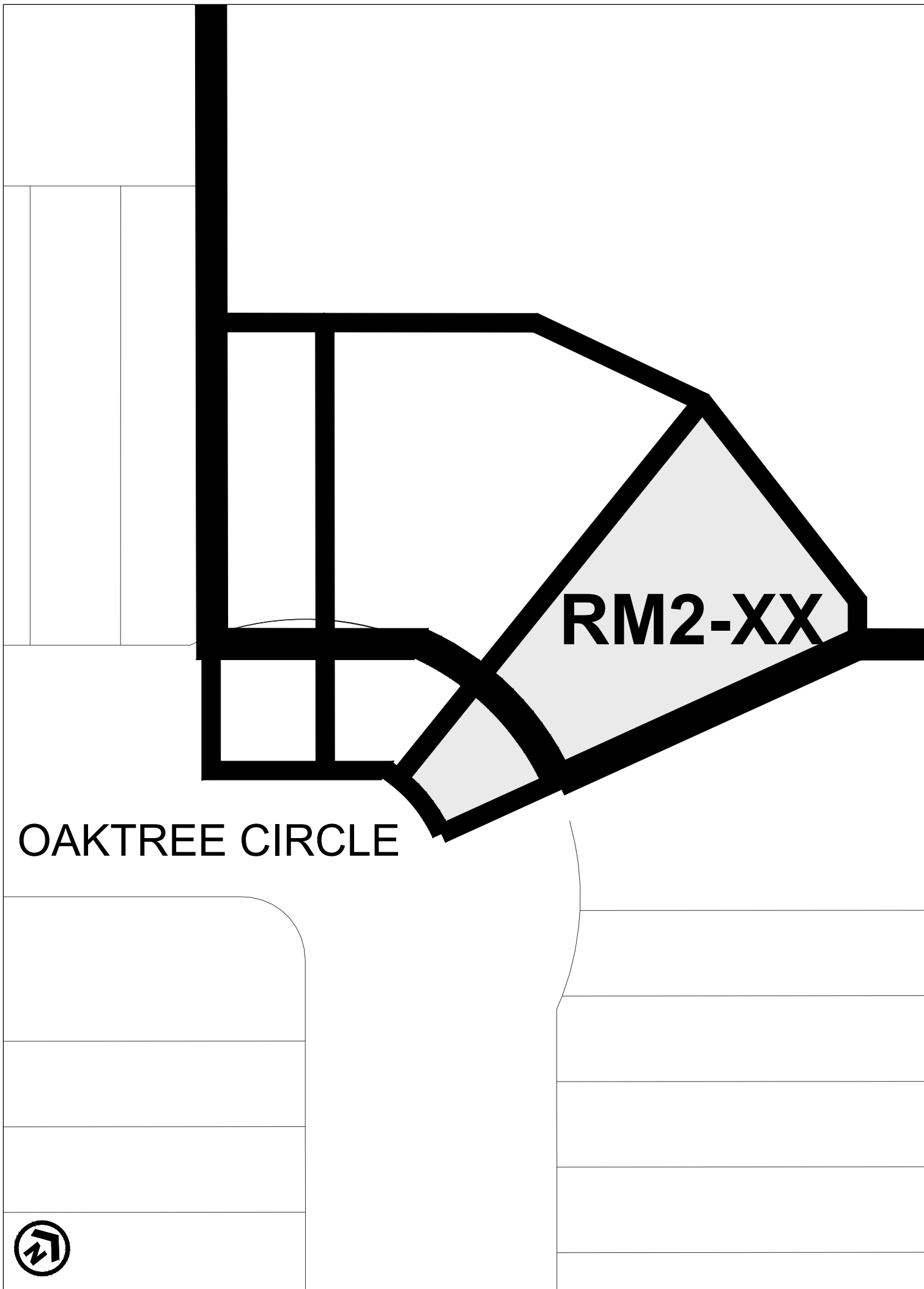
**LONGVIEW PLACE**



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
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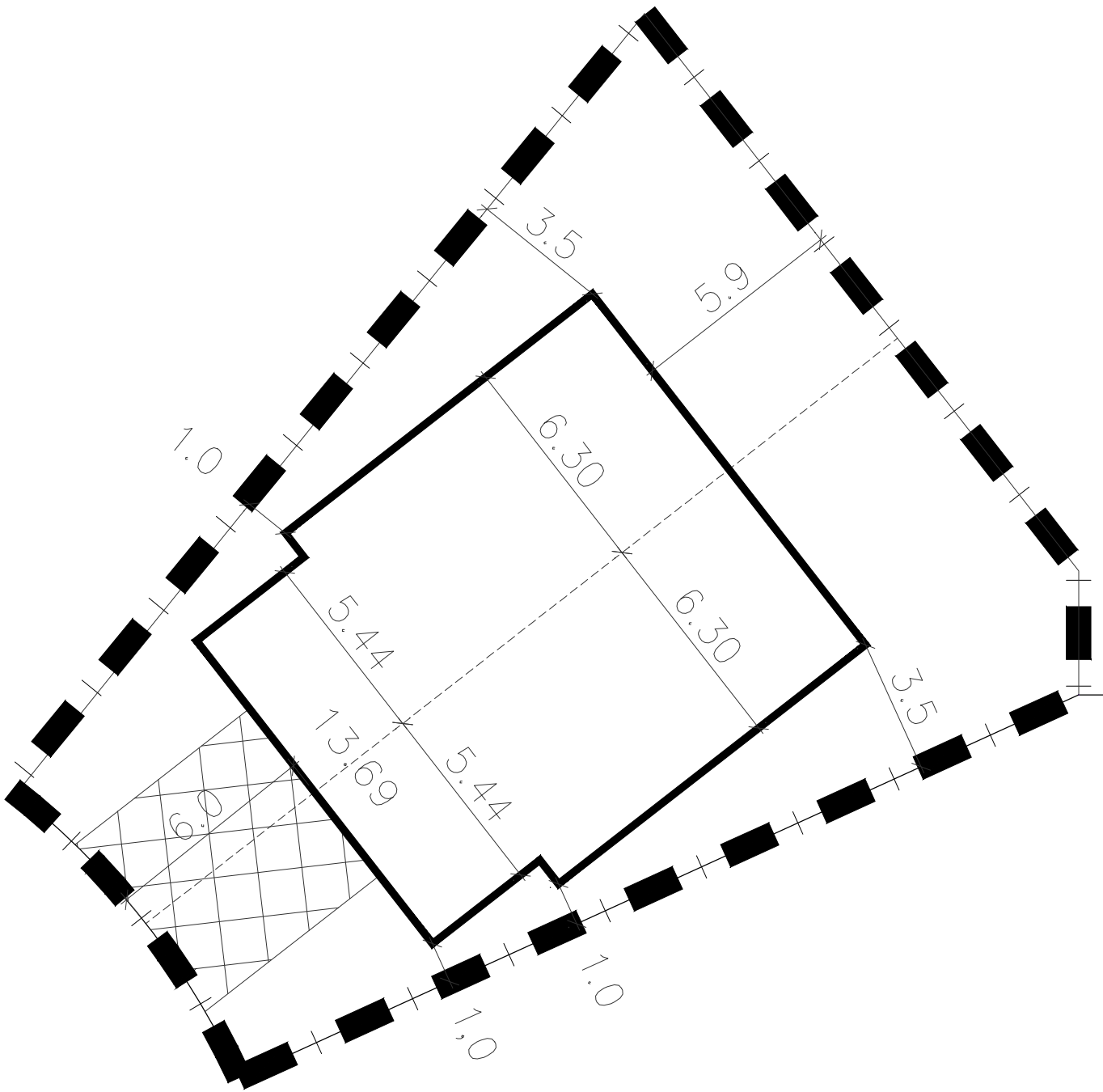
OAKTREE CIRCLE

RM2-XX



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'B' RM2-XX TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
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BUILDABLE AREA



DRIVEWAY



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

376, 390 Derry Road West & 0 Oaktree Circle

City File: DARC 23-91

Type of Application: Zoning By-law Amendment

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BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks Line 7.0 [45 m ROW – 22.5 m + required yard]	Delete provision – setbacks shall be in accordance with Schedule B of this By-law
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Precinct 4 Condominium Townhouse on a CEC-Road: 2.0 resident spaces per unit 0.25 visitor spaces per unit	Delete provision – permit a maximum of 30 visitor spaces for all condominium townhouse units in the RM6 and RM11 Zone categories
3.1.3.1.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
4.1.1.	Dwelling Unit	A maximum of one dwelling unit permitted on a lot in a R1 or R16, RM1 to RM3, RM5 and RM6 zone	Provision met
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.9.1.2	Driveways	A maximum of one (1) driveway shall be permitted per lot in R1 to R16, RM1 to RM3 and RM6 zones	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.1.12.2	Garage Regulations	Maximum [attached garage] floor area measured from the inside face of walls – 75 sq m	Provision met
4.1.12.2	Garage Regulations	Minimum setback to exterior side lot line – the exterior side yard regulations of the applicable zone shall apply	Provision met
4.1.12.3	Garage Regulations	A deck is not permitted on top, above or projecting from an attached or detached garage	Delete provision – permit a deck to be above an attached garage
4.1.13	Minimum Gross Floor Area – Residential	All dwelling units in R1 to R16 and RM1 to RM6 zones shall have a minimum gross floor area – residential of 60 sq m	Provision met
4.1.14.1	Common Element Condominium (CEC)	CEC-visitor parking spaces shall be provided within a common element area	Delete provision – CEC-visitor parking spaces shall be provided within a common element area and in abutting zones
4.1.14.2	Common Element Condominium (CEC)	The width of the paved portion of a CEC-road shall be the perpendicular distance measured between the inside faces of opposing curbs. At the point where a CEC-visitor parallel parking space abuts a CEC-road, the width of the paved portion of the CEC-road shall be the perpendicular distance measured between the CEC-visitor parallel parking space and the inside face of the opposing curb	Provision met
4.12.1	RM6 – Permitted Uses	Townhouses on a CEC – Road	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – Interior Lot – 115 sq m	Delete provision – a minimum lot area of 100 square metres is requested
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – CEC – Corner Lot – 190 sq m	Delete provision – a minimum lot area of 160 square metres for CEC-corner lots is requested

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – CEC - Corner Lot – 8.3 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Dwelling Unit Width – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Minimum Front Yard</i>	
4.12.1	RM6 – Zone Regulations	Interior Lot / CEC – corner lot – 4.5 m	Delete provision – a minimum front yard of 2.8 metres is requested. For the purposes of zoning, Derry Road West is deemed to be the front lot line
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC – road or CEC-sidewalk – 6.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater identified in Subsection 2.1.14 of this By-law – 7.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a street – 4.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – road – 4.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – sidewalk – 3.3 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC-road or CEC – sidewalk – 6.0 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Attached side – 0.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Unattached side – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Where interior side lot line is the rear lot line of an abutting parcel – 2.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.12.1	RM6 – Zone Regulations	Interior lot / CEC-corner lot – 7.5 m	Delete provision – a minimum setback of 1.0 metres to the garage face is requested
4.12.1	RM6 – Zone Regulations	Wing wall – 3.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Maximum height – 10.7 m and 3 storeys	Delete provision – a maximum height of 15.0 metres and 3 storeys is requested
4.12.1	RM6 – Zone Regulations	Minimum landscaped area – 25% of the lot area	Delete provision – a maximum landscaped area of 10% of the lot area is requested
4.12.1	RM6 – Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required front and exterior side yards – 0.6 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey, or awning into the required rear yard – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	For a lot with a townhouse requiring a 0.0 m interior side yard, the setback to the interior side yard lot line from a porch or deck inclusive of stairs permitted in the rear yard shall also be 0.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a balcony, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard – 1.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-visitor parking space – 3.3 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-amenity area – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.12.1	RM6 – Zone Regulations	Attached garage – required	Provision met
4.12.1	RM6 – Zone Regulations	Minimum parking spaces – required	Provision met
4.12.1	RM6 – Zone Regulations	Minimum visitor parking spaces – required	Provision met
4.12.1	RM6 – Zone Regulations	Maximum driveway width – 3.0 m	Delete provision – a maximum driveway width of 5.5 m is requested
4.12.1	RM6 – Zone Regulations	<i>CEC – Road, Aisles and Sidewalks</i>	

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road – 7.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road with an abutting parallel visitor parking space – 6.0 m	Provision met
4.12.1	RM6 – Zone Regulations	CEC-road and aisles are permitted to be shared with abutting lands with the same Base Zone and/or Exception Zone – required	Delete provision - CEC-road, aisles and parking spaces shall be permitted to be shared with abutting lands in the RM6, R11 and R16 Zone categories
4.12.1	RM6 – Zone Regulations	Minimum width of a sidewalk – 2.0 m	Provision met

DRAFT



**DERRY ROAD WEST**

**RM6-XX**

**C2-XX**

**RM11-XX**

OS

**R7-XX**

**RM2-XX**

**RM11-XX**

WATERHOUSE  
CRESCENT

**OAKTREE CIRCLE**

**RM6-YY**

WATERHOUSE  
CRESCENT

**RM6-YY**

**LONGVIEW PLACE**



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'A' TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

# DERRY ROAD WEST

**RM6-XX**



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'B' RM6-XX TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL

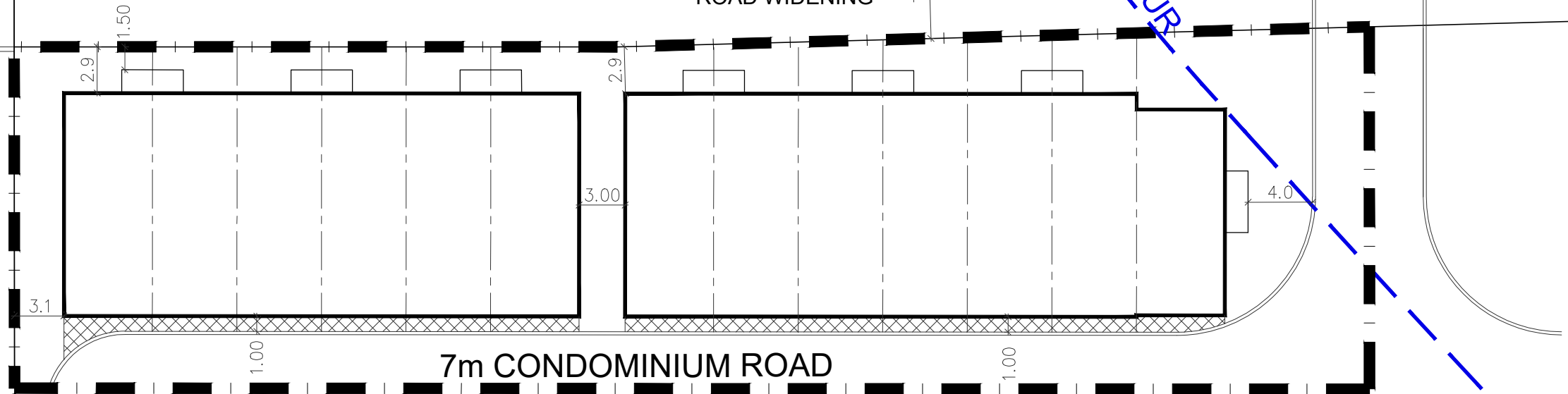
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# DERRY ROAD WEST

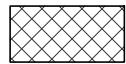
390 DERRY ROAD WEST

35 MEF / NEP CONTOUR

APPROXIMATE  
ROAD WIDENING



BUILDABLE AREA



DRIVEWAY



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

376, 390 Derry Road West & 0 Oaktree Circle

City File: DARC 23-91

Type of Application: Zoning By-law Amendment

*NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.*

*Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.*

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-YY) STANDARD
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Precinct 4 Condominium Townhouse on a CEC-Road: 2.0 resident spaces per unit 0.25 visitor spaces per unit	Delete provision – permit a maximum of 30 visitor spaces for all condominium townhouse units in the RM6 and RM11 Zone categories
3.1.3.1.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
4.1.1.	Dwelling Unit	A maximum of one dwelling unit permitted on a lot in a R1 to R16, RM1 to RM3, RM5 and RM6 zone	Provision met
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.9.1.2	Driveways	A maximum of one (1) driveway shall be permitted per lot in R1 to R1'6, RM1 to RM3 and RM6 zones	Provision met
4.1.12.2	Garage Regulations	Maximum [attached garage] floor area measured from the inside face of walls – 75 sq m	Provision met
4.1.12.2	Garage Regulations	Minimum setback to exterior side lot line – the exterior side yard regulations of the applicable zone shall apply	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-YY) STANDARD
4.1.13	Minimum Gross Floor Area – Residential	All dwelling units in R1 to R16 and RM1 to RM6 zones shall have a minimum gross floor area – residential of 60 sq m	Provision met
4.1.14.1	Common Element Condominium (CEC)	CEC-visitor parking spaces shall be provided within a common element area	Delete provision – CEC-visitor parking spaces shall be provided within a common element area and in abutting zones
4.1.14.2	Common Element Condominium (CEC)	The width of the paved portion of a CEC-road shall be the perpendicular distance measured between the inside faces of opposing curbs. At the point where a CEC-visitor parallel parking space abuts a CEC-road, the width of the paved portion of the CEC-road shall be the perpendicular distance measured between the CEC-visitor parallel parking space and the inside face of the opposing curb	Provision met
4.12.1	RM6 – Permitted Uses	Townhouses on a CEC – Road	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – Interior Lot – 115 sq m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – CEC – Corner Lot – 190 sq m	Delete provision – a minimum lot area of 168 square metres for CEC-corner lots is requested
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – CEC - Corner Lot – 8.3 m	Delete provision – a minimum lot frontage for CEC-corner lots of 7.2 metres is requested
4.12.1	RM6 – Zone Regulations	Minimum Dwelling Unit Width – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Minimum Front Yard</i>	

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-YY) STANDARD
4.12.1	RM6 – Zone Regulations	Interior Lot / CEC – corner lot – 4.5 m	Provision met. For the purposes of zoning, the Condominium Road is deemed to be the front lot line
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC – road or CEC-sidewalk – 6.0 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater identified in Subsection 2.1.14 of this By-law – 7.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a street – 4.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – road – 4.5 m	Delete provision – an exterior side yard abutting a CEC-road of 1.5 metres is requested
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – sidewalk – 3.3 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC-road or CEC – sidewalk – 6.0 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Attached side – 0.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Unattached side – 1.5 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-YY) STANDARD
4.12.1	RM6 – Zone Regulations	Where interior side lot line is the rear lot line of an abutting parcel – 2.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.12.1	RM6 – Zone Regulations	Interior lot / CEC-corner lot – 7.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Wing wall – 3.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Maximum height – 10.7 m and 3 storeys	Delete provision – a maximum height of 15.0 metres and 3 storeys is requested
4.12.1	RM6 – Zone Regulations	Minimum landscaped area – 25% of the lot area	Delete provision – a maximum landscaped area of 10% of the lot area is requested
4.12.1	RM6 – Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required front and exterior side yards – 0.6 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey, or awning into the required rear yard – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	For a lot with a townhouse requiring a 0.0 m interior side yard, the setback to the interior side yard lot line from a porch or deck inclusive of stairs permitted in the rear yard shall also be 0.0 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-YY) STANDARD
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a balcony, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard – 1.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-visitor parking space – 3.3 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-amenity area – 1.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.12.1	RM6 – Zone Regulations	Attached garage – required	Provision met
4.12.1	RM6 – Zone Regulations	Minimum parking spaces – required	Provision met
4.12.1	RM6 – Zone Regulations	Minimum visitor parking spaces – required	Provision met
4.12.1	RM6 – Zone Regulations	Maximum driveway width – 3.0 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>CEC – Road, Aisles and Sidewalks</i>	
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road – 7.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road with an abutting parallel visitor parking space – 6.0 m	Provision met
4.12.1	RM6 – Zone Regulations	CEC-road and aisles are permitted to be shared with abutting lands with the same Base Zone and/or Exception Zone – required	Delete provision - CEC-road, aisles and parking spaces shall be permitted to be shared with abutting lands in the RM6, R11 and R16 Zone categories



BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-YY) STANDARD
4.12.1	RM6 – Zone Regulations	Minimum width of a sidewalk – 2.0 m	Provision met

DRAFT

**DERRY ROAD WEST**

**RM6-XX**

**C2-XX**

**RM11-XX**

OS

**R7-XX**

**RM2-XX**

**RM11-XX**

WATERHOUSE  
CRESCENT

**OAKTREE CIRCLE**

**RM6-YY**

WATERHOUSE  
CRESCENT

**RM6-YY**

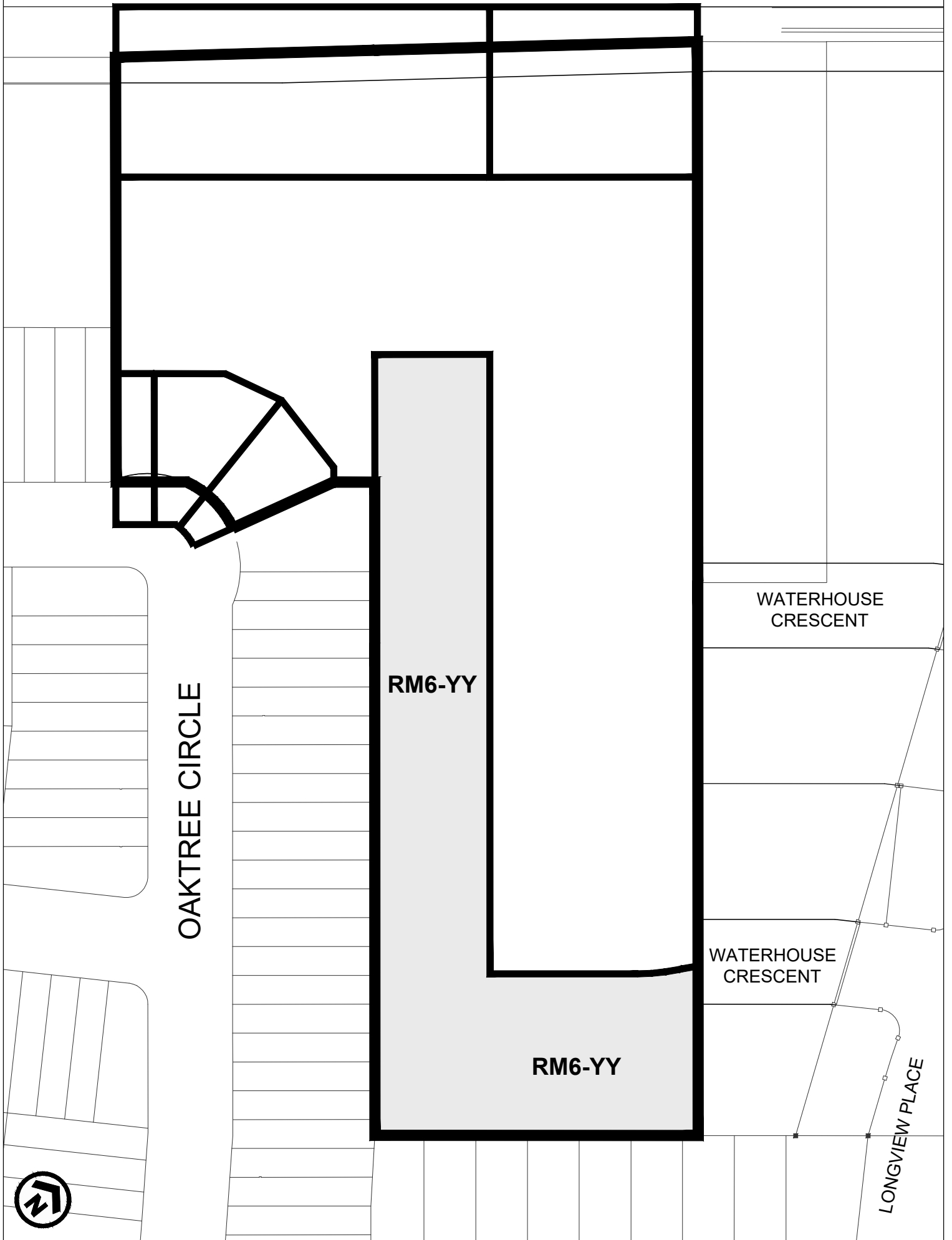
**LONGVIEW PLACE**



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

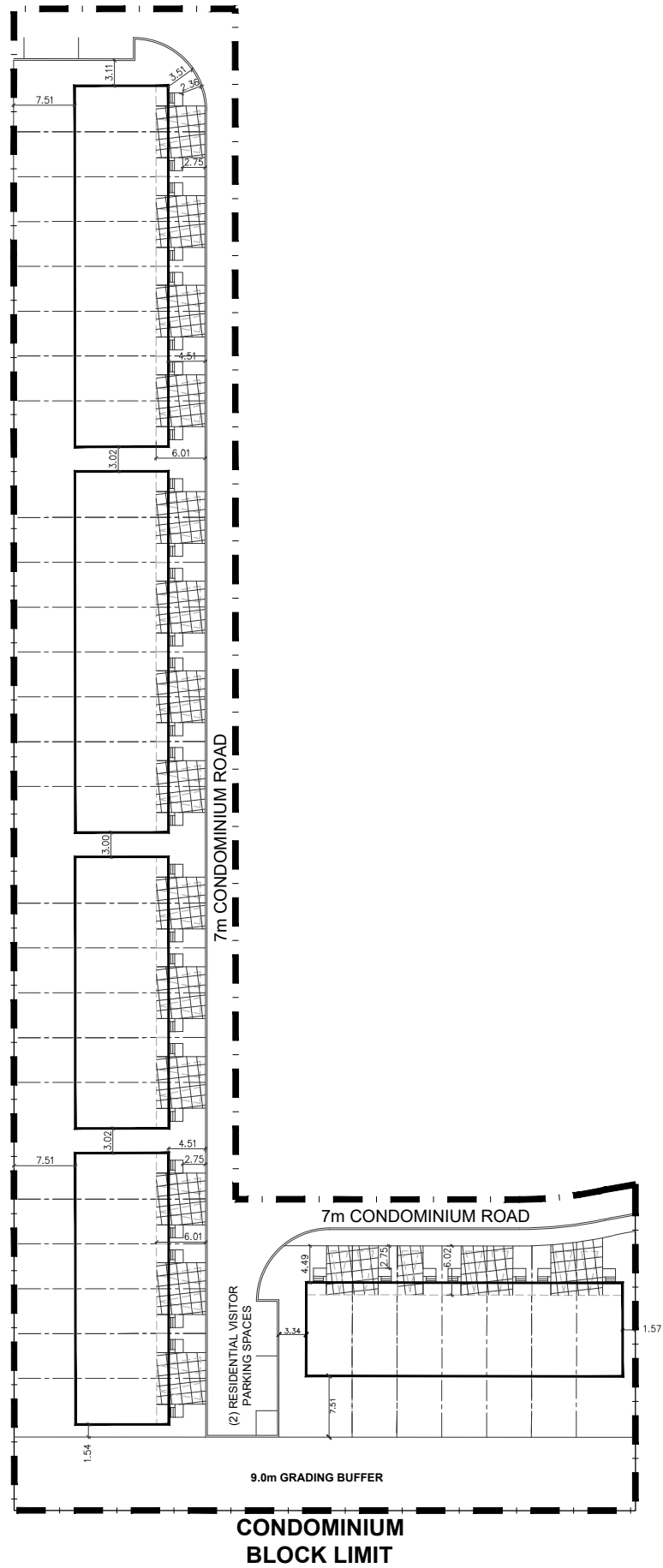
THIS IS SCHEDULE 'A' TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

**DERRY ROAD WEST**



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'B' RM6-YY TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_



BUILDABLE AREA



DRIVEWAY



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

376, 390 Derry Road West & 0 Oaktree Circle

City File: DARC 23-91

Type of Application: Zoning By-law Amendment

*NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.*

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
3.1.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	Precinct 4 Back-to-Back Townhouse with exclusive use garage and / or driveway: 20% of the total required parking spaces or 1.0 space, whichever is greater	Delete provision – permit no electric-vehicle ready spaces within back-to-back townhouse units are requested
3.1.2.1.1	Required Number of Parking Spaces for Residential Uses	Precinct 4 Back-to-Back Townhouse with exclusive use garage and driveway 2.0 resident spaces per unit 0.25 visitor spaces per unit	Delete provision – permit a maximum of 30 visitor spaces for all condominium townhouse units in the RM6 and RM11 Zone categories
3.1.3.1.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
3.1.1.4.5	Accessible Parking Space Dimensions	Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:  Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m	Delete provision – permit all accessible parking spaces to have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
		An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces	
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.14.1	Common Element Condominium (CEC)	CEC-visitor parking spaces shall be provided within a common element area	Delete provision – permit CEC-visitor parking on lands in abutting zones
4.1.14.2	Common Element Condominium (CEC)	The width of the paved portion of a CEC-road shall be the perpendicular distance measured between the inside faces of opposing curbs. At the point where a CEC-visitor parallel parking space abuts a CEC-road, the width of the paved portion of the CEC-road shall be the perpendicular distance measured between the CEC-visitor parallel parking space and the inside face of the opposing curb	Provision met
4.14A.1	RM11 – Permitted Uses	Back to back townhouses on a CEC – Road	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 5.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum Lot Frontage – CEC - Corner Lot – 8.3 m	Delete provision – a minimum lot frontage of 7.6 m is requested
4.14A.1	RM11 – Zone Regulations	Minimum Dwelling Unit Width – 5.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	<i>Maximum Height</i>	

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	Highest Ridge Sloped Roof – 15.0 m and 3 storeys	Provision met
4.14A.1	RM11 – Zone Regulations	Highest Ridge Flat Roof – 11.0 m and 3 storeys	Not Applicable
4.14A.1	RM11 – Zone Regulations	<p>Calculation of maximum height shall be exclusive of structures for rooftop access, provided that the structure complies with the following:</p> <p>Maximum height – 3.0 m            Maximum floor area – 20.0 sq m            Minimum setback from the exterior edge of the building – 3.0 m</p>	Provision met
4.14A.1	RM11 – Zone Regulations	<i>Minimum Front Yard</i>	
4.14A.1	RM11 – Zone Regulations	Interior Lot / CEC – corner lot – 4.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a garage face to a street, CEC – road or CEC-sidewalk – 6.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.14A.1	RM11 – Zone Regulations	Lot with an exterior side lot line that is a street line – 7.5 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	Minimum setback from a garage face to a street, CEC-road or CEC – sidewalk – 6.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.14A.1	RM11 – Zone Regulations	Attached side – 0.0 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	Unattached side – 1.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Where interior side lot line abuts a CEC – landscaped buffer – 4.5 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	
4.14A.1	RM11 – Zone Regulations	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well into the required front and exterior side yards – 0.6 m	Provision met
4.14A.1	RM11 – Zone Regulations	Maximum projection of a balcony or deck, exclusive of stairs, from the outermost face or faces of the building – 2.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a lot with any side lot line abutting a CEC-road – 4.5 m	Delete provision – a 2.0 m setback to a lot with any side lot line abutting a CEC-road is requested
4.14A.1	RM11 – Zone Regulations	Minimum setback from a lot with any side lot line abutting a CEC-sidewalk – 1.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a porch, exclusive of stairs, located at and accessible from the first storey, to a CEC-road, sidewalk or parking space – 2.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a side wall of a building to a CEC-road, sidewalk or parking space – 3.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback of a building to a CEC-amenity area – 1.5 m	Provision met



BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	Minimum setback between a parking space and a street – 3.0 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.14A.1	RM11 – Zone Regulations	Attached garage – required	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum parking spaces – required	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum visitor parking spaces – required	Provision met
4.14A.1	RM11 – Zone Regulations	Maximum driveway width – 2.6 m	Delete provision – a maximum driveway width of 3.0 metres is requested
4.14A.1	RM11 – Zone Regulations	<i>MINIMUM LANDSCAPE AREA &amp; PRIVATE OUTDOOR SPACE</i>	
4.14A.1	RM11 – Zone Regulations	Minimum required landscaped soft area per lot – 3.0 sq m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum contiguous private outdoor space per lot – 6.0 sq m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback of a rooftop amenity spaces from all exterior edges of a building within 7.5 m, or less, of a zone which permits detached dwellings and / or semi-detached – 1.0 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	<i>CEC – Road, Aisles and Sidewalks</i>	

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	Minimum width of a CEC-road – 7.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum width of a CEC-road with an abutting parallel visitor parking space – 6.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	CEC-road and aisles are permitted to be shared with abutting lands with the same Base Zone and/or Exception Zone – required	Delete provision - CEC-road, aisles and parking spaces shall be permitted to be shared with abutting lands in the RM6 Zone categories
4.14A.1	RM11 – Zone Regulations	Minimum width of a sidewalk traversed by a driveway – 2.0 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	Minimum width of a sidewalk not traversed by a driveway – 1.5 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	Minimum CEC-landscaped buffer abutting any side and rear lot line – 3.0 m	Delete provision – permit a 0.0 m landscaped buffer
4.14A.1	RM11 – Zone Regulations	Minimum contiguous CEC-amenity area – the greater of 2.8 sq m per dwelling unit or 5% of the lot area	Provision met

**DERRY ROAD WEST**

**RM6-XX**

**C2-XX**

**RM11-XX**

OS

**R7-XX**

**RM2-XX**

**RM11-XX**

WATERHOUSE  
CRESCENT

**OAKTREE CIRCLE**

**RM6-YY**

WATERHOUSE  
CRESCENT

**RM6-YY**

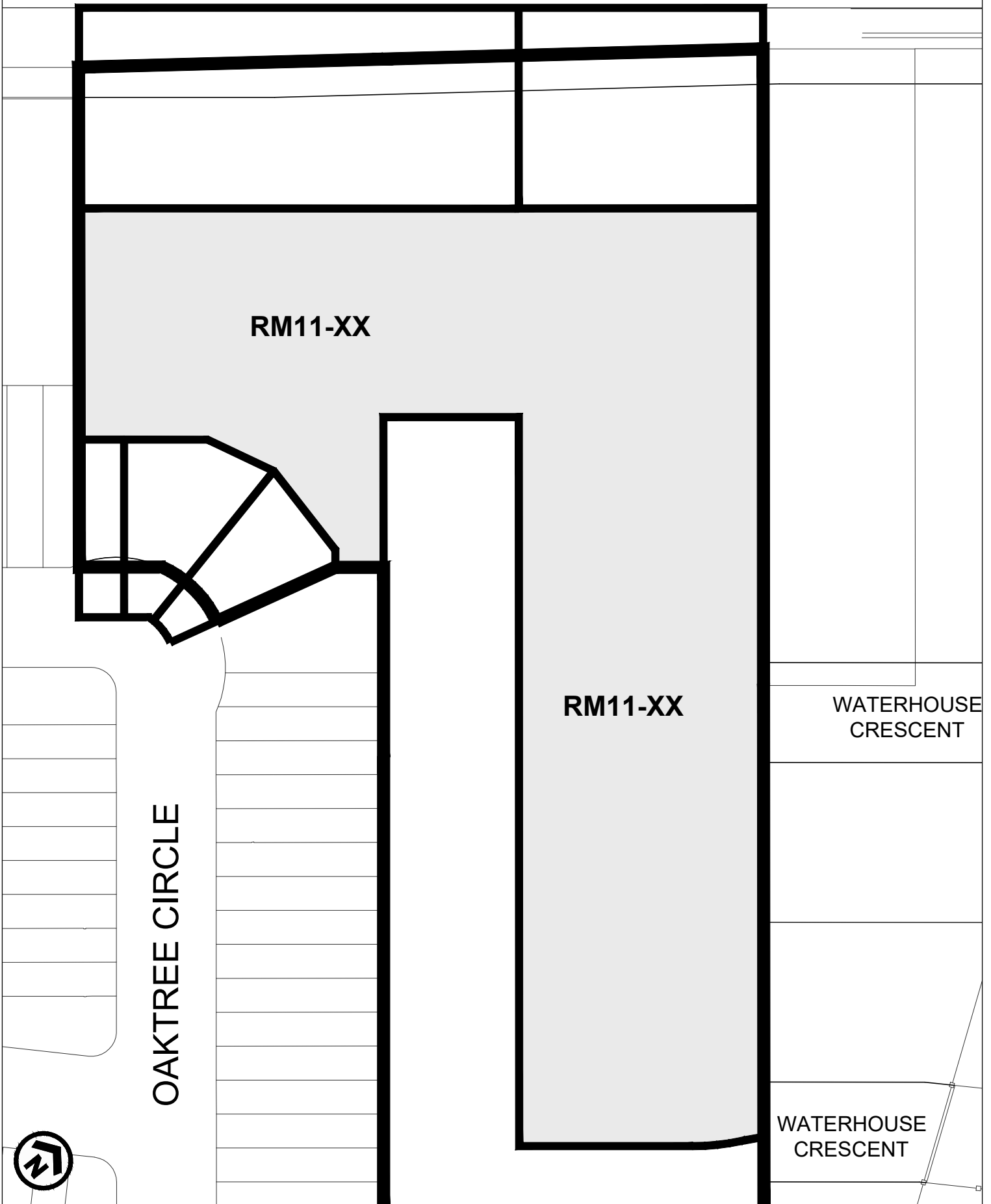
**LONGVIEW PLACE**



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

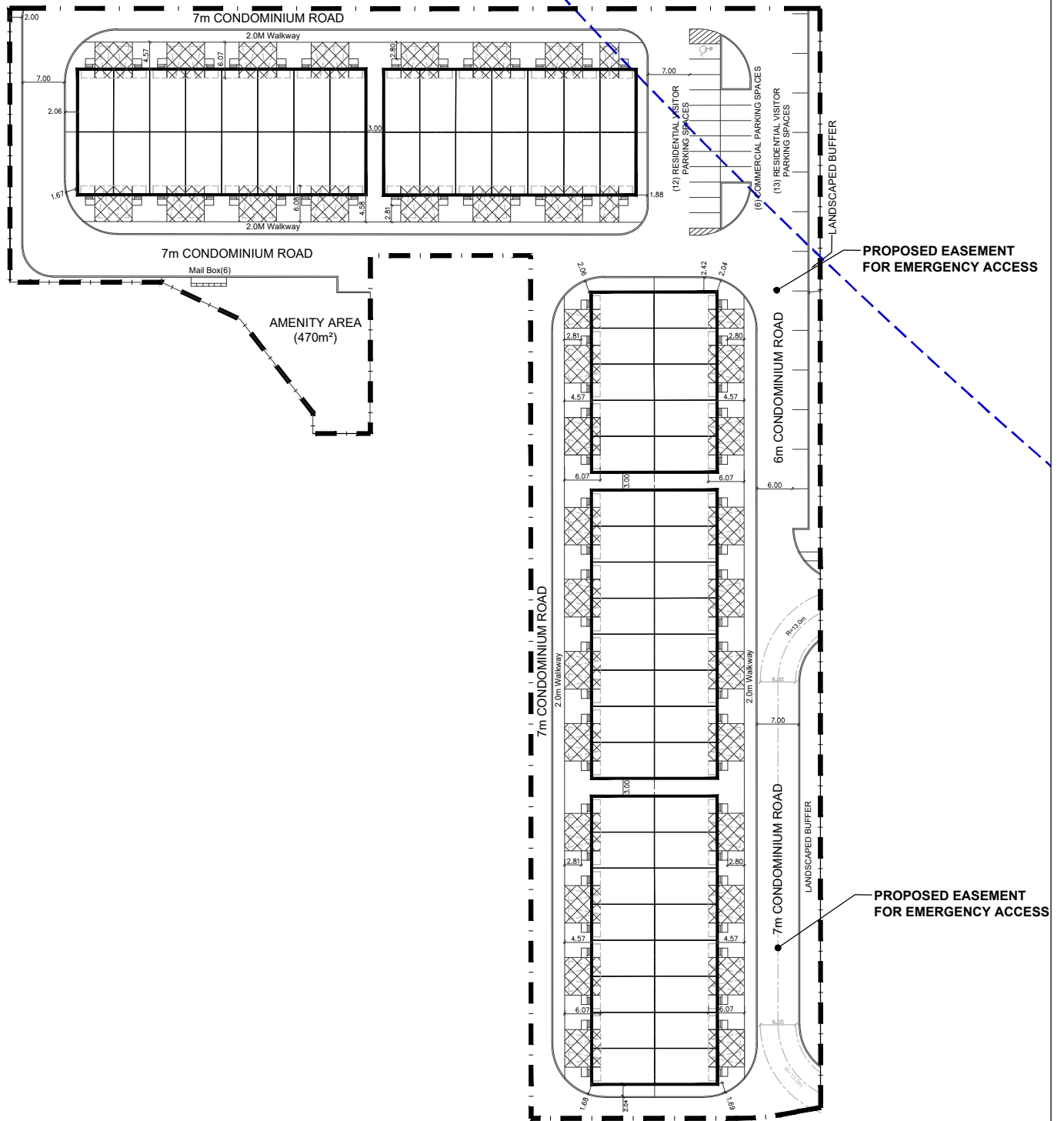
THIS IS SCHEDULE 'A' TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

**DERRY ROAD WEST**



PART OF LOT 10, CONCESSION 1, WHS  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'B' RM11-XX TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_



BUILDABLE AREA



DRIVEWAY



Note:

All measurements are in metres and are minimum setbacks unless otherwise noted.

*APPENDIX III / Housing Report*

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# HOUSING REPORT

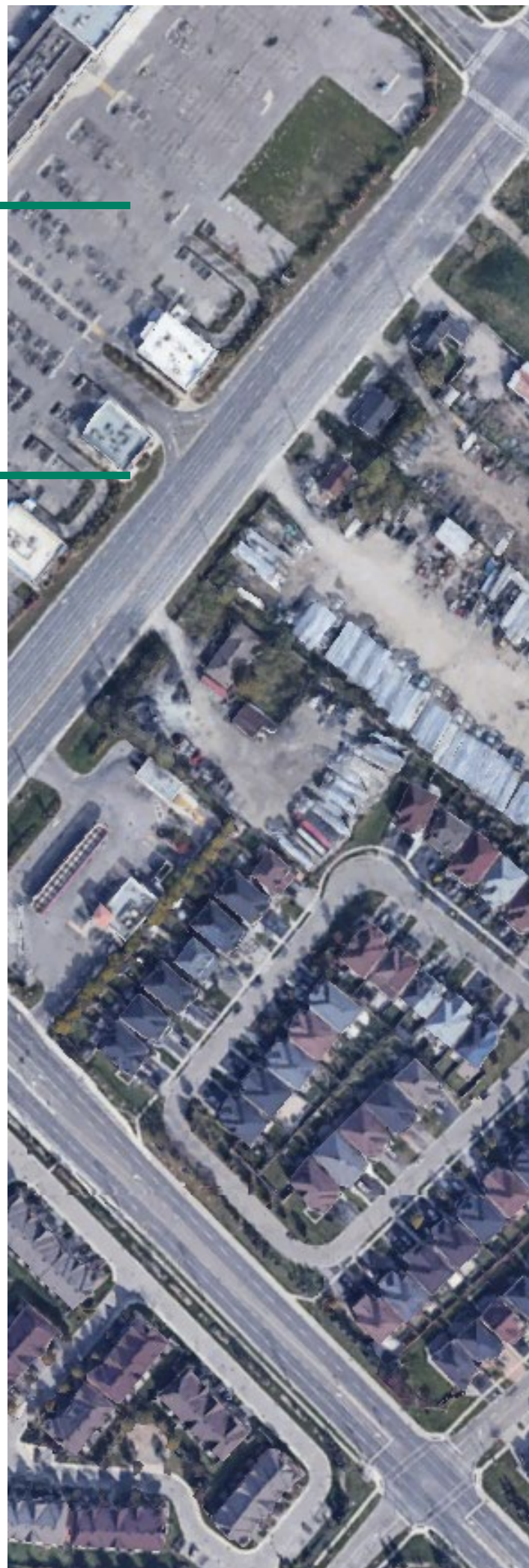
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IN SUPPORT OF  
MIXED-USE CONDOMINIUM

PREPARED FOR  
Ballymore (Uptown Meadowvale)  
Corp.

376, 390 Derry Road West & 0 Oaktree Circle  
City of Mississauga  
Regional Municipality of Peel

December 2023  
GSAI File # 863 – 002



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## APPENDICES

- Appendix I /* City of Mississauga Housing  
Report Terms of Reference
- Appendix II /* Housing Report Table



## 1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Ballymore (Uptown Meadowvale) Corp. (the 'Owner') to prepare a Housing Report ('Report') in support of the planned redevelopment of the lands municipally addressed as 376, 390 Derry Road West and 0 Oaktree Circle, in Meadowvale Village, in the City of Mississauga (the 'Subject Lands' or 'Site'). This Report was identified and requested as a submission requirement as part of the pre-submission Development Application Review Committee ('DARC') meeting process held on June 28, 2023. Subsequent to this meeting, the Housing Report Terms of Reference were provided to the Project Team. A copy of the City's Housing Report Terms of Reference are provided in **Appendix I** of this Report.

## 2 / BACKGROUND

The Owner is planning to redevelop the Subject Lands – a lot with an area of approximately 2.59 hectares (6.4 acres). As further described in **Section 4** of this Report, the Owner is seeking permission to redevelop the Subject Lands for a compact, pedestrian-oriented, mixed-use development containing a local commercial structure and 124 dwelling units. To achieve this objective, the Owner is advancing a Draft Plan of Subdivision ('Draft Plan'), Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') Application (the 'Application'). The City of Mississauga (the 'City') requires a Housing Report to be provided in support of an Application where 50 or more units are being proposed in a medium- or high-density built form. Based on the above, a Housing Report is required in support of the proposed development.

The City has further requested that all new development applications containing 50 or more ownership or purpose-built rental units that are located in communities outside of designated mall-based Community Nodes provide at least ten percent (10%) of units as affordable 'middle income' housing units. Where a development is located within a designated mall-based Community Node area, the City requests that twenty percent (20%) of units be provided as affordable units, of which 10% are to be affordable medium income units and 10% are to be affordable lower income units. We note that the City has clarified that the requested affordable unit provision rates exempt the first 50 units, but applies to the balance of the proposed units beyond the first 50 units. Additionally, the City of Mississauga Housing Strategy defines an affordable 'middle income' housing unit as one that can be purchased for \$420,000 or less.

### 3 / SITE

We note that establishment of municipal affordable housing targets, and this issue is further discussed in **Section 5** of this Report, is a subject that can be raised in a municipal Housing Strategy Report and promoted within a municipality's Official Plan policies that encourage the municipality to partner with builders, participate in programs with other levels of government or provide economic incentives towards building affordable housing. The establishment of affordable housing 'quotas' is a separate matter and requires a municipality to have the necessary legal instruments in place in accordance with Provincial legislation, that allows a municipality to implement Inclusionary Zoning to reach established quotas. As further discussed in **Section 5.6** of this Report, the City of Mississauga recently completed an Inclusionary Zoning Study and as such, has the legal instruments to allow the City to achieve specific affordable housing quotas.

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the south side of Derry Road West, east of McLaughlin Road, in the Meadowvale Village community of the City of Mississauga.

**Section 3** of the Planning Justification Report ('PJR'), prepared by GSAI, dated November 2023 and presented above, provides further information on the Site and the surrounding context. The Site is currently improved with two (2), 1-storey detached dwellings and surface parking areas.

Surrounding land uses are as follows:

#### NORTH

Derry Road West is immediately north. Further north are two (2) local retail plazas with frontage on Derry Road West and a segment of the established Sheridan Neighbourhood comprised of low-rise residential dwellings, parks, Derry West Village Public School and forested areas. The Derrydale Golf Course is located to the northeast.

#### SOUTH

Oaktree Circle and low-rise detached dwellings along Arrowsmith Drive are immediately south. Further south is an additional segment of the Meadowvale Village community comprised of low-rise residential dwellings, Golden Hills Park and forested areas. An established Employment Area is located to the southeast.



Figure 1 / Site Location & Context

WEST

A gas station facility, with an accessory car wash is immediately west. Further west is McLaughlin Road and a continuation of the established Meadowvale Village Neighbourhood comprised of various low-rise residential dwellings, schools, parks and forested areas.

EAST

A converted detached dwelling and surface parking area is immediately east. Further east are additional converted dwellings with surface parking and outdoor storage areas, a vacant lot and a local plaza comprised of a detached restaurant structure, a 6-storey hotel structure and surface parking areas. These are bordered by the established Gateway Employment Area is located to the east.

## 4 / THE PROPOSAL

The Owner is seeking permission to partially redevelop the Subject Lands for a compact, pedestrian-oriented, mixed-use development. The proposed development contemplates the introduction of a 1-storey, local commercial structure, two (2), 2-storey detached dwellings, two (2), 2-storey semi-detached dwellings and 120 townhouse (street-oriented, rear lane and back-to-back) built forms. Overall, the proposal is organized around a fine-grain private road network, a centrally located outdoor amenity area as well as public realm and streetscape enhancements.

The range and mixture of proposed dwellings are situated along a new private road network. Additionally, a selection of detached and semi-detached dwellings are to be provided along Oaktree Circle. Each street-oriented townhouse dwelling, rear lane townhouse dwelling and back-to-back townhouse dwelling built form has been planned and designed to have a private driveway off of the proposed private road network. Integral, private garages are to be provided for each dwelling unit. Landscaping and streetscape enhancements are to be provided across the Site. This includes streetscape treatments along the fine-grain private road network so that high-quality, inviting, pedestrian-oriented environments and active street frontages are provided. A network of sidewalks and pedestrian pathways is also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond. A series of landscaped open spaces are also to be provided.

Overall, a total of 124 residential dwelling units of varying size, configurations and architectural styles are to be provided. The mixture of unit sizes is not known at this time, but it is anticipated that each dwelling will be a family-sized unit given the type of ground-oriented and townhouse-style built forms contemplated. This variety of built form will provide greater housing choice for households of varying size, income levels, life stages and lifestyle preferences.

In response to a price sensitive and diverse local market, and in the interest of advancing housing options for buyers seeking proximity and ease of access to transit services as well as the needs of families, the proposed unit distribution and unit sizes have been carefully considered. It is currently anticipated that units are to be ownership units, sold at market prices. See the Housing Report Table in **Appendix II** of this Report for further detail.

At this juncture, neither a Site Plan Approval ("SPA") application nor a Draft Plan of Condominium application have been submitted. Rather, it is anticipated that these future applications will be advanced and provided once there is a level of comfort received from Staff that the proposed development is supported through the Draft Plan, OPA and ZBA process.

## 5 / PLANNING CONTEXT

The Housing Report Terms of Reference (see **Appendix I** of this Report) requires an analysis of how the proposed development addresses the relevant Provincial, Regional and local policy framework related to housing. This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local housing-related policies that apply to redevelopment of the Subject Lands.

### 5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement (“PPS”), 2020 provides policy direction on matters of Provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The following policies apply.

*‘1.1.1. Healthy, liveable and safe communities are sustained by:*

*j) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons)...’*

*‘1.4.3. Planning Authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected market-based and affordable housing needs of current and future residents of the regional market by:*

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with the applicable housing and homelessness plans. However, where planning is conducted by an upper tier municipality, the upper tier municipality in consultation with the lower tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities;*
- b) permitting and facilitating:
 
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements arising from demographic changes and employment opportunities; and*
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public services facilities and support the use of active transportation and transit in areas where it exists or is to be developed;*

## 5.2 / A PLACE TO GROW, 2020

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

The proposal will facilitate gentle density, and infill residential development on the Subject Lands through a compact built form that will introduce 124 new residential dwelling units of varying size and configurations. As stated above, a mixture of family-sized units are to be provided. This will support housing choice for current and future residents of the Meadowvale Village community of varying household size, income levels, life stages and lifestyle preferences. Additionally, the proposal will facilitate development that is supported by existing infrastructure networks, active transportation, transit service networks and by a variety of facilities and local retailers – many within a comfortable walking distance. It will also further enhance the ability for daily needs of residents to be met within a comfortable walking distance. For the reasons outlined above, it is our opinion that the proposed development is consistent with the PPS housing policies.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was updated on August 28, 2020. A Place to Grow, 2020 builds on the policy foundations of the PPS, 2020 and establishes a long-term framework for managing growth and development across the Greater Golden Horseshoe ('GGH') region up to the year 2051. Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit-supportive and provide a range of housing and employment opportunities. The following policies apply.

*'2.21.4. Applying the policies of the Growth Plan will support the achievement of complete communities that:*

- k) *provide a range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all households sizes and incomes.'*

*'2.26.2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- c) *considering the range and mix of housing options and densities of the existing housing stock; and*  
 d) *planning to diversify their overall housing stock across the municipality.'*

## 5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

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

The proposed development will contribute to achieving complete communities by facilitating a compact development on underutilized lands in close proximity to existing and planned transit networks, active transportation and nearby amenities that support daily living. Furthermore, the proposal will provide for dwelling units of varying unit size and configurations. This will contribute to housing diversification and offer greater housing choice for current and future Meadowvale Village households of differing sizes, incomes, life stages and lifestyle preferences.

Overall, it is our opinion that the proposed development conforms to the applicable policies of A Place to Grow by facilitating contextually appropriate redevelopment to occur in an appropriate location.

The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning is to occur and how growth is to be managed. Overall, the ROP (November 2022) outlines strategies for managing growth and development across Peel to the year 2051 in accordance with a Regional Structure (Schedule E-1). In accordance with the Regional Structure, the Subject Lands are identified as an appropriate and desirable location for redevelopment to occur. The following policies apply.

*'5.6.19.5. Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.'*

*'5.9.1. To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.'*

*'5.9.2. To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.'*

*'5.9.7. Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.'*

*'Table 4 – Peel-Wide New Housing Unit Targets*

<i>Target Area</i>	<i>Targets</i>
<i>Affordability</i>	<i>That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households</i>
<i>Rental</i>	<i>That 25% of all new housing units are rental tenure</i>
<i>Density</i>	<i>That 50% of all new housing units are in forms other than detached and semi-detached houses</i>

*'5.9.21. Collaborate with the local municipalities to explore offering incentives to support affordable and purpose-built rental housing to achieve the Peel-wide new housing unit targets shown in Table 4.'*

*'5.9.27. Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.'*

*'5.9.36. Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.'*

*'5.9.51. Collaborate with the local municipalities to develop options to provide opportunities to meet the housing needs of diverse populations.'*

In accordance with Schedule E – 1, Regional Structure, the Subject Lands are located within the Region’s Urban Area. As such, the Subject Lands are an appropriate and desirable location for compact development to occur.

The proposed development, through the introduction of 124 townhouse-style and ground-related, compact dwelling units of varying size and configurations, will contribute to the provision of a range and mix of housing opportunities. Furthermore, the proposal achieves the above-noted Regional policies by supporting the provision of greater housing choice for current and future residents of varying household size, income level, life stage and lifestyle preference. The proposal will also enable residents to remain in their community.



## 5.4 / PEEL HOUSING & HOMELESSNESS PLAN

Home For All – Peel Housing and Homelessness Plan, 2018 – 2028 ('Home For All') was adopted in April 2018. Home For All, while not an operative part of the ROP, serves to further implement the ROP's housing policies. Overall, a Home For All establishes a series of objectives for the period between 2018 and 2028 to improve housing outcomes. This is to be achieved by focusing efforts and funds to advance five (5) strategies. These strategies are as follows:

***Strategy 1: Transform Service*** – create new service delivery model to improve access to subsidies, divert people from shelters, improve successful tenancies and prevent homelessness.

***Strategy 2: Build More Affordable Housing*** – shift to a more planned approach to affordable housing development, guided by targets and a long-term Housing Master Plan.

***Strategy 3: Incent Building Affordable Housing*** – encourage non-profit and private developers to build rental stock that meet the affordable housing needs within Peel.

***Strategy 4: Optimize Existing Stock*** – develop new strategies to leverage existing private stock to create more and different affordable housing options.

***Strategy 5: Increase Supportive Housing*** – work with housing providers and other partners to expand the supply of supportive housing and supports provided to existing tenants.

Based on the above, a series of actions are identified. A Home For All also provides a comprehensive analysis of household income trends. Based on this analysis, low-, middle-income and middle-income or higher affordable housing targets have been established.

Overall, a Home For All identifies that 50% of all new housing is encouraged to be located in medium or high-density development. The proposal supports the new housing targets identified in a Home For All through the provision of new housing in a high-density built form. As stated above, it is anticipated that the dwelling units, through the mixture of unit sizes and configurations, will be available at various market rates, including a proportion that may satisfy the price threshold to be affordable units to middle-income households.

We note that a Home For All does not provide any economic incentive(s) to encourage the creation of new affordable housing units, rather it is stated that other levels of government are to put forward the necessary incentives to solve the housing affordability challenge.

## 5.5 / PEEL AFFORDABLE HOUSING INCENTIVE

In May 2020, the Region of Peel introduced the Affordable Housing Incentives Pilot Program ('Program'). The objective of the Program was to provide Regional incentives for the development of sustainable affordable purpose-built rental housing units.

In accordance with the Program, an eligible development would receive a capital grant toward the provision of affordable, purpose-built rental units. In total, \$7,500,000 in total funding was available. Eligibility to receive a proportion of this funding was determined based on evaluation criterion and an applicant's ability to prepare and provide an application. More specifically, the following eligibility criterion must be met:

- Applicants must propose a minimum of 5 affordable units;
- 'Affordable' refers to the pilot program definition, which is 135% of median market rent by local municipality;
- The affordable units must be primarily 2 and 3+ bedroom units. More specifically, approximately 50% of units are to be 2-bedroom units and a further 35% of units are to be 3+-bedroom units. This is based on Peel's middle-income housing needs;
- Units receiving incentives must be maintained as affordable for a minimum of 25 years;
- The entire building must operate as rental for the duration of the agreement;

- Applicants must have experience developing housing and managing rental housing or retain the services of an organization with that expertise.

In November 2021, following a review of eligible Pilot Program applications, Regional Council selected three (3) applicants to receive funding. Based on this, Regional Council will provide funding to create 130 affordable rental housing units across Peel and these new units are to have an affordable rental rate for a period of 26 to 41 years. We note that awarding of funding for the 2021 Pilot Program is complete.

In July 2022, the Region of Peel announced that the Program was to be rebranded as the 'Peel Affordable Rental Incentives Program' and would become an annual Program. The objective of the Program to is support private and non-profit developers to construct affordable rental housing. A total of \$2.5 million in funding is available for eligible projects. Further detail on whether the Program will be renewed for 2022 is not available.

Based on the above, the proposed development does not qualify as an eligible project for the following reasons:

- The proposal, as contemplated, does not include the provision of purpose-built affordable rental units;
- The proposal does not contemplate the provision of a range of bedroom units given current market trends and pricing constraints; and,
- An experienced rental housing developer or organization has not been retained.

## 5.6 / MISSISSAUGA OFFICIAL PLAN, 2023

The Mississauga Official Plan ('MOP'), as amended, identifies the long-term framework for managing growth and development across Mississauga. The following polices apply.

*'7.1.6. Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'*

*'7.2.2. Mississauga will provide opportunities for:*

- a) the development of a range of housing choice in terms of type, tenure and price;*
- b) the production of a variety of affordable dwelling types for both the ownership and rental markets.'*

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

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

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

The proposed development will provide for 124 new townhouse-style and ground-related dwelling units of varying size. These units will facilitate housing choice for current and future Meadowvale Village residents, including young families, young adults, older adults and those households wishing to stay within their community. Additionally, the proposal is to provide for a mix of units at market-based price points that will allow for homeownership opportunities.

Overall, the proposal will contribute to the achievement of local policy objectives by accommodating new housing in well-designed, refined built forms, at an appropriate location that is in proximity to infrastructure, existing and planned transit, active transportation networks, services and facilities.

Based on the above, it is our opinion that the proposal is consistent with Mississauga Official Plan policies.

## 5.7 / MISSISSAUGA HOUSING STRATEGY

Making Room for the Middle: A Housing Strategy for Mississauga ('Housing Strategy') was adopted by City Council in October 2017. The Housing Strategy identifies a series of actions that are to guide the development of housing that is affordable for various households. Overall, it addresses the issue of housing affordability and emphasizes the need to address the 'missing middle' who are understood to be those middle income earners who have been priced out of the market for vertically divided ground-related housing forms. The Housing Strategy makes the following observations:

*Housing is considered affordable when:*

- *It costs less than 30% of annual gross household income;*
- *Prospective homeowners can afford to pay from approximately \$270,000 to \$400,000, but in Mississauga this can only buy a condominium apartment or a limited selection of townhouses;*
- *For rental housing, it is a monthly rental rate of approximately \$1,200.*

*Middle income households are:*

- *Those that earn between \$55,000 and \$100,000 per year*
- *For those that rent, they can pay market prices but have difficulty finding units that suit their needs*
- *The competition for housing in this price range is higher than the supply*

As stated above, the proposed development is anticipated to be ownership in tenure. In an effort to respond to the local market, the proposal contemplates townhouse and ground-oriented housing forms with larger unit sizes. Furthermore, it is understood that given the built form and unit sizes contemplated, the proposal does not contemplate units that are considered to be generally affordable to middle income households. The surrounding community includes a diversity of housing types and units that can be understood to be affordable and / or attainable for middle income households. Finally, it is our opinion that the request for 8 (when rounded to the nearest whole number) affordable housing units to be provided is better suited to being provided off-site.

## 5.8 / INCLUSIONARY ZONING STUDY

The City of Mississauga recently completed an Inclusionary Zoning Study ('Study'). The Study culminated in a City-initiated Official Plan Amendment ('OPA') to implement Inclusionary Zoning policies and a City-initiated Inclusionary Zoning By-law. The policy framework, adopted by City Council on August 10, 2022, requires that any development which meets eligibility requirements is to provide a percentage of new housing as long-term affordable housing units.

In accordance with Ontario Regulation 282/18, it is understood that Inclusionary Zoning is one planning tool available to municipalities to require the provision of new affordable housing units. Based on the City of Mississauga Inclusionary Zoning Study's policy framework, it is understood that only developments which meet the following eligibility criteria would be subject to Inclusionary Zoning:

- A development has 50 or more ownership units or has 3,600 square metres or more gross floor area for residential purposes; and,
- A development is located within an Inclusionary Zoning Area.

Should a development satisfy the above-noted eligibility requirement, a percentage of a development's total gross floor area ('GFA') will be required to be provided as affordable ownership or affordable rental housing units. The amount of GFA required to be provided as affordable dwelling units is to be based on a site's location – more specifically, the City has been organized into Inclusionary Zoning Areas ('IZ Areas').

Each IZ Area has an identified 'set aside' rate – being the amount of a project's GFA to be provided as affordable housing units. We understand that a range and mix of affordable units are to be provided. Furthermore, affordable ownership and affordable rental units provided are to remain affordable for the long-term. Finally, a range of incentives, including reduced parking standards, may be considered.

In the case of the Subject Lands, the Site is located outside of a Protected Major Transit Station Area and outside of an IZ Area. **As such, the Subject Lands are not subject to Inclusionary Zoning.** Given this, the proposal is only subject to compliance with the in-effect Provincial, Regional and local housing-related policy provisions.

## 6 / ANALYSIS & OPINION

### 5.9 / GROWING MISSISSAUGA

The City of Mississauga recently completed the Growing Mississauga: An Action Plan for New Housing ('Growing Mississauga'). Growing Mississauga, adopted by City Council in February 2023, further implements the Provincial Government's 2031 Housing Pledge that requires the City of Mississauga to accommodate 120,000 new housing units by 2031. Growing Mississauga provides a series of recommendations for how the municipal housing target can be achieved.

Overall, Growing Mississauga identifies five (5) goals that provide guidance on how 120,000 new housing units are to be accommodated by 2031 across the City. Growing Mississauga states that a majority of new units are to be accommodated through infill development in existing areas of the City, including in Neighbourhoods. Based on Growing Mississauga projections, the City anticipates that approximately 21,900 of the projected 120,000 new housing units will occur in Neighbourhoods across the City.

As stated throughout this Report, the proposed development contemplates the introduction of compact, townhouse and ground-oriented built forms on lands within the Meadowvale Village Neighbourhood. As such, the proposal supports the goals expressed in Growing Mississauga of accommodating new housing within Neighbourhoods.

As outlined in **Section 2** of this Report, we understand that City Staff have requested that 10% of the proposed units, beyond the first 50 units proposed, be sized and priced to meet the middle income threshold of \$420,000. In this case, this would require that the Owner provide approximately 8 (rounded to the nearest whole number) affordable units. As stated above, the proposed development contemplates 124 family-sized units. Given the City's request for the Owner to provide 8 affordable housing unit, it is our opinion that the provision of eight (8) affordable housing unit is not viable nor efficient. Furthermore, given the current market trends, it is unreasonable to assume that the proposed units would be made available at slightly below, at or slightly above the middle income price threshold of \$420,000.

### Declaration of Household Income and Principal Residence Form

The [City's Housing Strategy](#) is focused on increasing the supply of affordable housing to middle-income families in Mississauga. To support this objective, developers are providing affordable units - for \$420,000 or less - within their housing developments.

To qualify for this type of unit, potential buyers must complete this form to prove they have a total household income of less than \$108,000 a year, and that the unit shall be their principal residence.

A Commissioner of Oaths, notary or lawyer, must witness your form.

Submit your completed form to the developer of the unit, who'll then send it to the City.

Your completed form is part of public record and will be available for viewing by any member of the public, upon request.

If you've any questions, please contact Catherine Parsons at 905-615-3200 ext. 8409, or email [catherine.parsons@mississauga.ca](mailto:catherine.parsons@mississauga.ca).

We note that the City of Mississauga is establishing regulations that would require qualified purchasers within the middle income range to complete a signed legal Declaration (see image below) confirming that their income does not exceed the middle income threshold and that any unit purchased will be their principal residence.

As stated throughout this Report, the Subject Lands are to be redeveloped for market-based ownership housing that is being targeted to families, commuters, young professionals and empty nesters. The proposal does not contravene or offend any Provincial, Regional or local policies. More specifically, it represents a proposal for residential intensification on underutilized lands in a manner that better positions development in an appropriate location, at an appropriate density, in proximity to transit services, destinations and amenities.

A major issue was raised earlier and relates to the City's ability to impose affordability quotas on developments.

Under the former Provincial government, the *Promoting Affordable Housing Act* was passed to amend the *Planning Act*. Regulations were put in place under *Ontario Regulation 232 / 18* to allow municipalities to implement Inclusionary Zoning to increase the supply of affordable housing.

In order to do so, a municipality is required to do as follows:

- Prepare an Assessment Report that includes specific information set out under *Ontario Regulation 232 / 18*. The Assessment shall include:
  - an analysis of the demographics and population;
  - an analysis of housing supply, housing types and unit sizes needed to meet anticipated future demand for affordable housing;
  - an analysis of the current average market price / rent for each housing type; and,
  - an analysis of the impacts on the housing market and the financial viability of inclusionary zoning on development / redevelopment considering the value of land, construction costs, market rent and housing demand and supply;
- Have Official Plan policies that authorize inclusionary zoning policies which authorize the inclusion of affordable housing units and setting out procedures for obtaining affordable housing units; and,
- Pass a By-law giving effect to inclusionary zoning policies and including the number of affordable housing units to be provided, the period of time which these units must be maintained as affordable housing units, the standards affordable housing units must meet, other measures or incentives that may be provided to support inclusionary zoning, and the price thresholds at which affordable housing units may be sold or rented.

## 7 / SUMMARY & CONCLUSIONS

As further discussed in **Section 5.8** of this Report, the City of Mississauga has recently completed these requirements and is awaiting final approval of Protected Major Transit Station Areas. As such, a development application, such as that contemplated, must only comply with the housing policy regime established by the in-effect Provincial Plans, the Region of Peel Official Plan and the Mississauga Official Plan. For the reasons outlined above, the proposed development is not required from a regulatory perspective to provide long-term affordable housing units. Furthermore, it is our opinion that the proposal complies with the in-effect Provincial, Regional and local policy framework.

As outlined above, the proposed development represents an appropriate development for the Subject Lands that is in keeping with Provincial, Regional and local policies. Furthermore, the proposed development will provide for contextually appropriate redevelopment of lands that are well served by transit and existing infrastructure and makes better use of land, resources and infrastructure. The proposal, as contemplated, will provide for a range of townhouse-style and ground-related housing options for households of varying size, incomes, life stages and lifestyle preferences. It will also provide market-based housing options that are well-served by existing community services, parks, local businesses and destinations.

Based on the above analysis, we conclude that the proposal conforms to the applicable Provincial, Regional and local policies and represents good planning.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Jim Levac, MCIP, RPP  
Partner

Stephanie Matveeva, MCIP, RPP  
Associate



APPENDIX I / *Housing Report Terms of  
Reference*

## Preamble

Housing is unaffordable for almost 1 in 3 Mississauga households. Mississauga's middle income households – who are a critical part of the city's workforce and community – are increasingly challenged to find housing that meets their needs and income levels. To ensure the long term health and viability for our city, meaningful action to address housing affordability is required.

In 2017, City Council approved *Making Room for the Middle – a Housing Strategy for Mississauga*. The Housing Strategy outlines the City's action plan to address housing affordability, including encouraging new development that is affordable to middle income households. Mississauga Official Plan also provides direction on housing priorities. Policy 7.1.6 stipulates that Mississauga will ensure the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs. Policy 7.2.3 directs that Mississauga will ensure housing is provided in a manner that fully implements the intent of Provincial and Regional policies. Policy 7.2.5 stipulates that the onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.

To create complete, inclusive communities, planning applications and decisions need to address housing affordability. The City will work with the development community to fulfill housing objectives.

## Purpose

The purpose of the Housing Report is to demonstrate how larger and / or phased developments meet Provincial, Regional, and City housing objectives, including the provision of housing that is affordable to middle income households. The Housing Report will provide information about the proposed development including tenure, number of units by bedroom type, proposed prices / rents, and planning rationale, which includes housing affordability. Appendix 1 outlines required contents of the Housing Report.

## Application Type

A Housing Report shall be submitted in support of a complete application for all official plan amendment, rezoning, and plan of subdivision applications proposing 50 or more ownership residential units. In some cases, these developments will also trigger a request for the provision of affordable middle income housing. Please refer to Table 1 for clarification on when the provision of affordable middle income housing will be requested.

Table 1 – When will the City Request Affordable Middle Income Housing?	
Request for Affordable Middle Income Housing	No Request
<ul style="list-style-type: none"> <li>Official plan amendments, rezonings, and plan of subdivisions involving 50 or more residential units</li> <li>Ownership development proposals only</li> </ul>	<ul style="list-style-type: none"> <li>Purpose-built rental developments</li> <li>Seniors / retirement developments</li> <li>Developments of less than 50 residential units</li> <li>Non-residential developments</li> <li>Lifting of "H" Provision</li> </ul>

## Provision of Affordable Middle Income Housing

The City is requesting the provision of affordable middle income housing units at a **minimum rate** of 10%. The 10% contribution rate is not applied to the first 50 units of a building. For example, if a development is 100 units in total, the contribution request is 5 units [(100 units – 50 units) x 10%]. If the development is 53 units in total, the contribution request is rounded up to 1 unit [(53 units – 50 units) x 10%]. In mid-rise and high-rise development, the rate is applied to each building, whereas in low-rise developments, the rate is applied to the site.

Two exceptions to the contribution rate identified above should be noted:

- 20% of units proposed on [Reimagining the Mall](#) sites should be affordable (Council Resolution 0150-2019).
- The number of affordable units requested can be lowered for developments proposing deeply affordable units.

The City will consider alternatives to on-site unit contributions, including off-site unit contributions, land dedication, or financial contributions for affordable middle income housing elsewhere. If off-site units or land are dedicated, the location should be similar to the primary development site in terms of access to amenities, services, and transit.

**What is affordable to middle income households?**

For the purposes of this Housing Report Terms of Reference, affordable middle income housing costs no more than 30% of gross annual household income for middle income households, who earn approximately \$55,000 to \$100,000. Affordability thresholds for ownership and rental housing are outlined in Table 2 below.

<b>Table 2 – Affordability Thresholds</b>		
<b>Affordable Ownership Price Threshold</b>		
<b>\$420,000 or less</b>		
<b>Affordable Rent Threshold –1.5 x Average Market Rent (AMR)*</b>		
<b>Unit Type</b>	<b>2018 AMR*</b>	<b>1.5 x AMR or less</b>
Bachelor	\$922	<b>\$1,383</b>
1 Bedroom	\$1,233	<b>\$1,850</b>
2 Bedroom	\$1,396	<b>\$2,094</b>
3+ Bedroom	\$1,590	<b>\$2,385</b>

\*Source - Canada Mortgage and Housing Corporation (CMHC) Rental Market Survey, October 2018. AMR will be annually updated.

Note – While the request for an affordable contribution will only occur where ownership tenure is proposed, the affordable units provided can be rental or ownership tenure.

**Duration and Administration**

Affordable units should remain affordable for at least ten years after occupancy. It may be beneficial for the proponent to consider partnerships with non-profit organizations for the construction / administration of the affordable units, or to consider transferring units to a non-profit housing provider. Innovative forms of ownership are also possible.

**How will the Housing Report be used by the City?**

The Housing Report will assist the City in understanding how the proposed development will advance the housing mix, targets and affordability objectives of the City of Mississauga and Region of Peel. Recognizing that in some cases incentives or partnerships may be available, the report will also enable staff and development proponents to engage early in the development process and advance discussions regarding access to provincial and federal funding, and possible municipal incentives offered through a Community Improvement Plan.

**How will the Housing Report affect my application?**

Proposed developments must first and foremost meet the tests of good planning. Demonstrating progress towards the achievement of Provincial, Regional, and City housing objectives also falls within that scope. More information about the Housing Report can be obtained from Catherine Parsons, Planner, City Planning Strategies Division, Planning and Building Department at 905-615-3200 ext. 8409 or [catherine.parsons@mississauga.ca](mailto:catherine.parsons@mississauga.ca).

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## Appendix 1 – Contents of Housing Report

### Part A – Please provide the following information:

#### 1. Description of the Proposal (Including File #)

- Include number of units by unit type and proposed prices / rents. **Please see table on next page.** This table should form part of your Housing Report submission and simplify the preparation of the Housing Report.

#### 2. Relevant Planning Process and Other Related Applications

- OPA, ZBL, Plan of Subdivision, Plan of Condominium, etc.

#### 3. Identification of any Additional Considerations

- inclusion of supportive housing
- financial or land contributions towards affordable housing
- innovative rent-to-own models
- site constraints
- proposed demolition or conversion of existing rental units

#### 4. Planning Rationale

- How does the proposed development address the relevant housing policies and objectives of the Provincial Policy Statement 2014, Growth Plan 2019, Region of Peel Official Plan, Peel Housing and Homelessness Plan 2018-2028, Mississauga Official Plan, and Mississauga Housing Strategy?

#### 5. Analysis and Opinion

- How does the housing proposal represent good planning and address the housing targets and objectives of the City of Mississauga and Region of Peel?

#### 6. Summary and Conclusions

The submission should also identify the outcomes of any pre-application discussions with any civic officials and discussions held in the community.

**Part B – Please complete the following table.**

Include the full range of units provided, whether they are market units, or units forming part of the affordable middle income housing contribution. Where exact values / quantities are not yet known, please provide estimates. For a separate word document version of this table that can be pasted into your Housing Report, please click here: [https://www7.mississauga.ca/documents/Business/Housing\\_Report\\_Table.docx](https://www7.mississauga.ca/documents/Business/Housing_Report_Table.docx)

<b>Proposed Development – Housing Breakdown (All Units)</b>		
<b>Purpose Built Rental Units *</b>		
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
Bachelor	Less than \$922/month rent	
	Between \$922 and \$1153/month rent	
	Between \$1153 and \$1383/month rent	
	Between \$1383 and \$1614/month rent	
	More than \$1614/month rent	
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
1 bedroom	Less than \$1233/month rent	
	Between \$1233 and \$1541/month rent	
	Between \$1541 and \$1850/month rent	
	Between \$1850 and \$2158/month rent	
	More than \$2158/month rent	
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
2 bedroom	Less than \$1396/month rent	
	Between \$1396 and \$1745/month rent	
	Between \$1745 and \$2094/month rent	
	Between \$2094 and \$2443/month rent	
	More than \$2443/month rent	
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
3+ bedroom	Less than \$1590/month rent	
	Between \$1590 and \$1988/month rent	
	Between \$1988 and \$2385/month rent	
	Between \$2385 and \$2783/month rent	
	More than \$2783/month rent	
<b>Ownership Units</b>		
<b>Ownership Units to be Sold at Market Prices</b>		<b>Qty. of Units</b>
Bachelor		
1 bedroom		
2 bedroom		
3+ bedroom		
<b>Ownership Units to be Sold as Affordable</b>	<b>Proposed Affordable Sale Price of Unit</b>	<b>Qty. of Units</b>
Bachelor	\$	
1 Bedroom	\$	
2 bedroom	\$	
3+ bedroom	\$	
<b>Unit Transfer</b>		
<b>Ownership Units to be Dedicated to City/Region</b>	<b>Market Value of Unit</b>	<b>Qty. of Units</b>
Bachelor	\$	
1 Bedroom	\$	
2 bedroom	\$	
3+ bedroom	\$	

<b>Secondary Suites</b>		
<b>Private Ownership Secondary Suites</b>		<b>Qty. of Units</b>
Bachelor		
1 bedroom		
2 bedroom		
3+ bedroom		
<b>Land</b>		
<b>Land Dedicated to City/Region</b>	<b>Market Value of Land Per Acre</b>	<b>Acres</b>
	\$	
<b>Financial Contribution to Affordable Housing Offsite</b>		
	<b>Amount</b>	
	\$	

\*Proposed rent ranges to be updated annually, following the release of CMHC's Annual Rental Market Survey every October.

APPENDIX II / *Housing Report Table*

**Part B – Please complete the following table.**

Include the full range of units provided, whether they are market units, or units forming part of the affordable middle income housing contribution. Where exact values / quantities are not yet known, please provide estimates. For a separate word document version of this table that can be pasted into your Housing Report, please click here: [https://www7.mississauga.ca/documents/Business/Housing\\_Report\\_Table.docx](https://www7.mississauga.ca/documents/Business/Housing_Report_Table.docx)

<b>Proposed Development – Housing Breakdown (All Units)</b>		
<b>Purpose Built Rental Units *</b>		
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
Bachelor	Less than \$922/month rent	0
	Between \$922 and \$1153/month rent	0
	Between \$1153 and \$1383/month rent	0
	Between \$1383 and \$1614/month rent	0
	More than \$1614/month rent	0
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
1 bedroom	Less than \$1233/month rent	0
	Between \$1233 and \$1541/month rent	0
	Between \$1541 and \$1850/month rent	0
	Between \$1850 and \$2158/month rent	0
	More than \$2158/month rent	0
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
2 bedroom	Less than \$1396/month rent	0
	Between \$1396 and \$1745/month rent	0
	Between \$1745 and \$2094/month rent	0
	Between \$2094 and \$2443/month rent	0
	More than \$2443/month rent	0
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
3+ bedroom	Less than \$1590/month rent	0
	Between \$1590 and \$1988/month rent	0
	Between \$1988 and \$2385/month rent	0
	Between \$2385 and \$2783/month rent	0
	More than \$2783/month rent	0
<b>Ownership Units</b>		
<b>Ownership Units to be Sold at Market Prices</b>		<b>Qty. of Units</b>
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		124
<b>Ownership Units to be Sold as Affordable</b>		<b>Qty. of Units</b>
Bachelor	<b>Proposed Affordable Sale Price of Unit</b> \$ 0	0
1 Bedroom	\$ 0	0
2 bedroom	\$ 0	0
3+ bedroom	\$ 0	0
<b>Unit Transfer</b>		
<b>Ownership Units to be Dedicated to City/Region</b>		<b>Qty. of Units</b>
Bachelor	<b>Market Value of Unit</b> \$ 0	0
1 Bedroom	\$ 0	0
2 bedroom	\$ 0	0
3+ bedroom	\$ 0	0



Terms of Reference  
**Housing Reports**



**City of Mississauga**  
 Planning and Building Department  
 City Planning Strategies Division  
 Tel: 905-615-3200 ext. 8409  
[www.mississauga.ca](http://www.mississauga.ca)

<b>Secondary Suites</b>		
<b>Private Ownership Secondary Suites</b>		<b>Qty. of Units</b>
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
<b>Land</b>		
<b>Land Dedicated to City/Region</b>	<b>Market Value of Land Per Acre</b>	<b>Acres</b>
	\$ 0	0
<b>Financial Contribution to Affordable Housing Offsite</b>		
	<b>Amount</b>	
	\$ 0	

\*Proposed rent ranges to be updated annually, following the release of CMHC's Annual Rental Market Survey every October.