



 BOUSFIELDS INC.

Planning & Urban Design Rationale

1489 Hurontario Street
City of Mississauga

Prepared For
The Milani Group

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Job Number

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This Planning and Urban Design Rationale Report has been prepared in support of an application by The Milani Group to amend the City of Mississauga Official Plan and Zoning By-law No. 0225-2007, as amended, in order to permit the redevelopment of a property municipally known as 1489 Hurontario Street. A Plan of Subdivision Application is also being submitted to facilitate the proposed development.

The amendments would permit an infill residential development on the site that includes nine 3-storey freehold townhouses, with eight units fronting onto Pinewood Trail and one unit fronting onto Hurontario Street.



1

Introduction

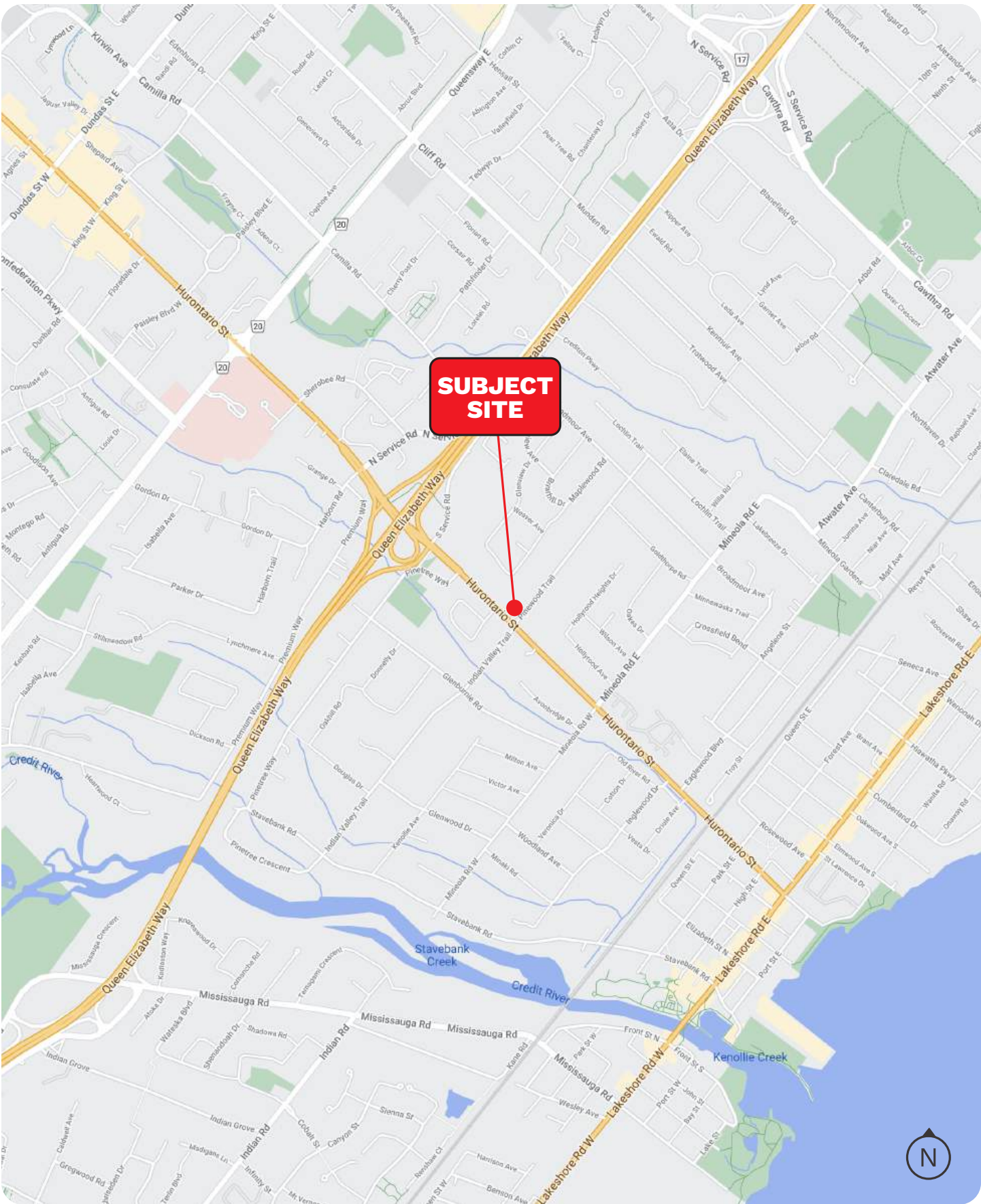


Figure 1 - Location Map

This Planning and Urban Design Rationale Report has been prepared in support of an application by The Milani Group to amend the City of Mississauga Official Plan and Zoning By-law No. 0225-2007, as amended, in order to permit the redevelopment of a property approximately 0.16 hectares in size municipally known as 1489 Hurontario Street (the "subject site") in the City of Mississauga. (See **Figure 1** – Location Map). A Plan of Subdivision Application is also being submitted to facilitate the proposed development.

The amendments would permit an infill residential development on the site that includes nine 3-storey freehold townhouses, with eight units fronting onto Pinewood Trail and one unit fronting onto Hurontario Street. The proposal would result in a total residential gross floor area ("GFA") of 2,065 square metres resulting in a gross FSI of 1.25. All nine townhouses would have an integral garage and would include two parking spaces per unit, which would be accessed at grade from Pinewood Trail.

This report concludes that intensification of the subject site would contribute to the achievement of numerous policy directions set out in the proposed Provincial Planning Statement (2024), which will come into force on October 20, 2024 and replace the Provincial Policy Statement ("the PPS") and the Growth Plan for the Greater Golden Horseshoe ("the Growth Plan"). It is also supportive of numerous policies in the Metrolinx Regional Transportation Plan, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which promote intensification on underutilized sites within built-up areas, particularly in locations that are well served by existing and planned municipal infrastructure, including higher-order public transit. In this regard, the subject site is located along Hurontario Street and approximately 430 metres north of the future Mineola LRT Station.

From a land use perspective, this report concludes that the proposed infill redevelopment is an appropriate and desirable form of low-rise residential intensification that is compatible with the surrounding neighbourhood and is an appropriate use of a large corner lot that is located along a higher order transit corridor.

From an urban design and built form perspective, the proposed development will retain existing mature trees where possible as they contribute to the character of the Mineola neighbourhood. In addition, the height and massing of the 3-storey townhouses will respect the existing character of the neighbourhood, which includes adjacent low-rise dwellings, through the use of appropriate setbacks, high quality materials and architecture. The built form will result in minimal shadow impacts and establish a high quality public realm along Hurontario Street and Pinewood Trail.



Site & Surroundings

2.1 Subject Site

The subject site comprises a single rectangular lot located at the northeast corner of Pinewood Trail and Hurontario Street. The subject site has frontage of 61.7 metres and 27.6 metres along Hurontario Street and Pinewood Trail, respectively, for a total area of 0.16 hectares. The topography is generally flat and there are approximately 46 trees across the subject site or within the right-of-way adjacent to the site, of which 19 will be retained. For the purposes of this report, Pinewood Trail is considered the front lot line. (See **Figure 2 – Site Aerial**)

The subject site is currently occupied by a 2-storey detached house that has been partially converted to support a medical clinic. The house also contains one rental dwelling unit. The building is generally located in the centre of the property. The building primarily addresses Hurontario Street to the west and is set back 22.8 metres from the west lot line, 9.9 metres from the south lot line, 25.5 metres from the east lot line and 3.6 metres from the north lot line. There are two curb cuts for vehicle access; one off Hurontario Street near the northwest corner of the subject site and a second midway along the south property line off Pinewood Trail. The two driveways lead to a surface parking area that wraps around the south and west façade of the existing 2-storey building. The eastern portion of the subject site is comprised of open space with four mature trees.

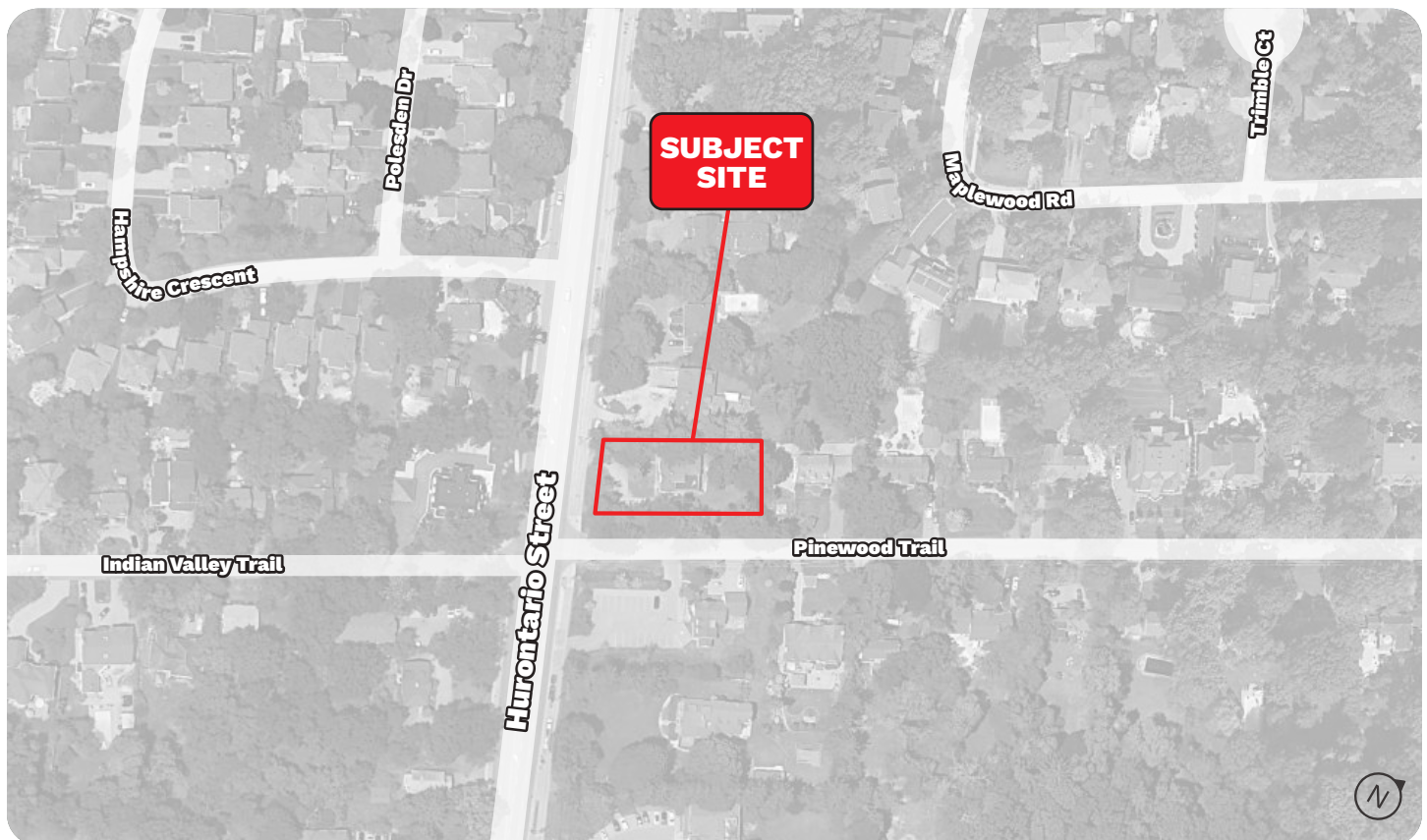


Figure 2 - Site Aerial



Subject Site looking east from Hurontario Street



Subject Site looking northeast from Pinewood Trail



Subject Site looking northwest from Pinewood Trail



Pinewood Trail looking east along Subject Site



Subject Site rear yard looking north from Pinewood Trail



Subject Site frontage along Hurontario Street

2.2 Mineola Neighbourhood

The subject site is located within the Mineola Neighbourhood in the City of Mississauga which is generally bounded by the Canadian National Railway (CNR) to the south, the Credit River to the west, the Queen Elizabeth Way to the north, and Cawthra Road to the east. The neighbourhood was primarily developed as a suburban residential development throughout the 1940's and 1950's in the form of smaller single-storey bungalows on large lots that utilized the existing landscape including the rolling topography, natural drainage and mature trees. Since that time, infill development has occurred and older homes have been replaced with larger 2- and 3-storey, more modern homes.

Immediately south of the Mineola neighbourhood, south of the CNR tracks, is the Port Credit neighbourhood, a vibrant mixed-use community which contains a wide variety of shops, entertainment, and restaurants as well as the existing Port Credit GO Station and the under-construction Hurontario light rail transit (LRT) system. The addition of the new Hurontario LRT in conjunction with the Port Credit GO Station will create a Regional Mobility Hub where regional transit meets municipal transit, right at the foot of the Mineola Neighbourhood. As such, reinvestment and intensification of the properties surrounding this mobility hub is taking place. The subject site will have convenient access to this Mobility Hub via the Hurontario LRT allowing connections to regional transportation networks.

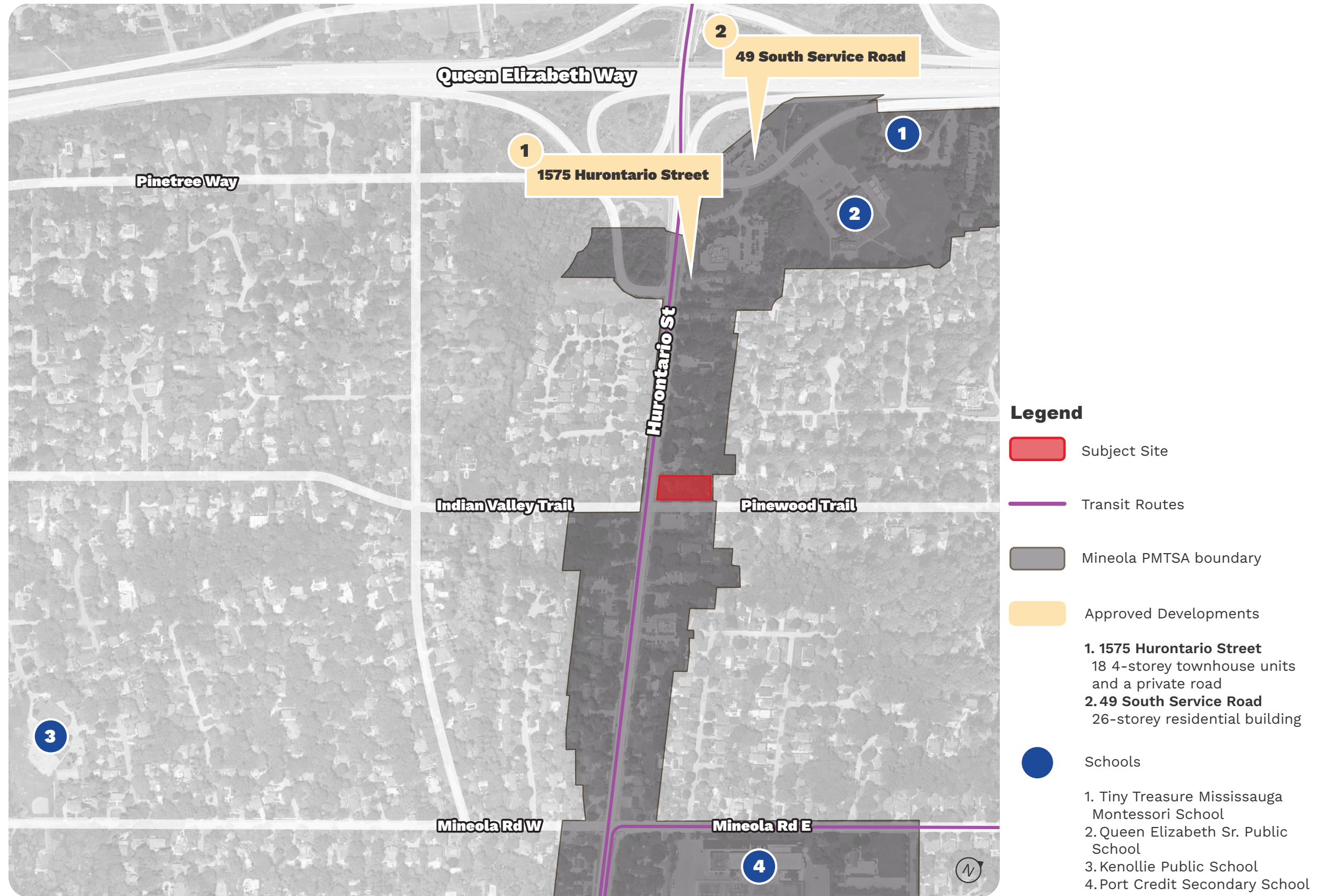


Figure 3 - Aerial Photo - Area Context

2.3 Surroundings

The subject site is located in the unique residential area of Mineola, characterized by large lot sizes, mature trees and a range of low-rise dwelling types, with the most predominant form being single-detached dwellings. The character of dwellings in the area is varied, from small post-war bungalows to larger more recent 2-½ storey dwellings. The transition that has occurred in recent years has resulted in a neighbourhood that is unique in its varied style of homes.

Along this stretch of Hurontario Street, at the perimeter of the Mineola neighbourhood, are several commercial properties, predominantly occupied by medical clinics, with surface parking lots.

To the immediate north of the subject site is a 2-storey single-detached dwelling that has been retrofitted to support multiple medical clinics including a chiropractor and an acupuncture clinic (1495 Hurontario Street). The building is generously set back from Hurontario Street by approximately 28.0 metres. Further north is a single detached residential dwelling, set back similarly to the 1495 Hurontario, that supports a children's walk-in medical clinic (1505 Hurontario Street). Adjacent to the children's clinic are two 2-storey single detached residential dwellings set back 24 to 30 metres from Hurontario Street (1515 and 1523 Hurontario Street).



1495 Hurontario Street looking east



1505 Hurontario Street looking east



1515 Hurontario Street looking east

Further north are an additional two 2-storey detached houseform buildings that contain commercial service uses including a dance studio, a wellness clinic, a marketing agency and a private education facility (1541 and 1547 Hurontario Street). The buildings are similarly set back to adjacent properties and share a central surface parking area that occupies the majority of the front yard. The single detached condition continues north until 1575 Hurontario Street, which is currently a vacant property. In 2022, Official Plan and Zoning By-law Amendment applications were approved to permit eighteen 4-storey townhouse units and a private road. The property is currently subject to a Site Plan Control application.

Further north at the southeast corner of Hurontario Street and South Service Road is a three-storey office building and a large surface parking lot located to the east of the building with access off South Service Road. The office building is currently occupied by tenants such as the Academy of Dental Health and Community Sciences.

At the northeast corner of Hurontario Street and South Service Road is a two-storey building as well as some ancillary structures, which were previously utilized as an Ontario Provincial Police Station but are currently vacant (49 South Service Road). The property is subject to active Official Plan and Zoning By-law Amendment applications to permit a 26-storey residential building containing 21,348 square metres of residential GFA as well as 352 residential dwelling units. The application has since been appealed to the Ontario Land Tribunal (OLT).



1541 and 1546 Hurontario Street looking east

To the northwest of the subject site, is a cluster of 2-storey single detached dwellings located along Hampshire Crescent and Polesden Drive. The dwellings form a small neighbourhood that is comprised of a more traditional suburban development pattern and differs from than the original character of the Mineola neighbourhood, which is present further west. North of these single-detached dwellings is Mary Fix Park, a mature stand of trees with natural walking trails.

To the immediate west of the subject site is a 2-storey single detached dwelling fronting Hurontario Street and a driveway located off Indian Valley Trail (1484 Hurontario Street). The property appears to have five to six at grade parking spaces along the north lot line as well as wheelchair accessibility which may indicate a professional office; however, no businesses signage is indicated. To the north of this building are two 2-storey single detached residential dwellings; one fronting Hurontario Street that is set back approximately 25 metres (1498 Hurontario Street) and another fronting Hampshire Crescent (1458 Hampshire Crescent). To the interior of the neighbourhood along Indian Valley Trail are additional single detached dwellings ranging (17 – 37 Indian Valley Trail).



1484 Hurontario Street looking west from Hurontario Street

To the southwest of the subject site, at the southwest corner of Indian Valley Trail and Hurontario Street, is a 2-storey houseform building containing professional offices and a surface parking lot in the front yard (1470 Hurontario Street). The building is set back approximately 35 metres from Hurontario Street and contains multiple mature street trees that border the east and north property line.

Further south along Hurontario Street are two additional single detached dwellings; a 2-storey Tudor style dwelling (1462 Hurontario Street) and a modern bungalow that appears to be vacant (1450 Hurontario Street). Further south, are three houseform buildings containing professional offices and medical clinics (1440, 1430 and 1424 Hurontario Street). All three buildings are set back significantly from Hurontario Street to allow for ample surface parking areas with multiple curb cuts. This condition of single detached dwellings continues south to Mineola Road East with some functioning as residential dwellings and others as medical clinics (1412 – 1348 Hurontario Street).



1484 Hurontario Street looking north from Indian Valley Trail



1470 Hurontario Street looking south from Indian Valley Trail



17 and 21 Indian Valley Trail looking north



1470 Hurontario Street looking west from Hurontario Street

To the immediate south of the subject site is a 2-storey single detached dwelling that has been converted to support a medical clinic (1471 Hurontario Street). A parking lot covers the western portion of the property with accesses provided from both Hurontario Street and Pinewood Trail. Adjacent to the medical clinic is a 2-storey detached residential dwelling on a deep lot that is set back approximately 40 metres from Hurontario Street (1461 Hurontario Street).

Further south are two houseform buildings that support various professional offices and a dermatology clinic (1443 and 1435 Hurontario Street). Adjacent to 1435 Hurontario is a 2-storey commercial building that contains a plastic surgery clinic with a surface parking wrapping the west and north facades of the building (1421 Hurontario Street). An additional health clinic is located to the south within a houseform building with surface parking occupying the front yard (1413 Hurontario Street). The remaining properties on the east side of Hurontario Street are single detached residential dwellings which generally extend south to Mineola Road East (1333 – 1405 Hurontario Street). Notably, within this segment of lots is two properties that are vacant with construction or excavation signage (1405 and 1371 Hurontario Street).



1471 Hurontario Street looking east from Hurontario



1471 Hurontario Street looking south from Pinewood Trail



1461 Hurontario Street looking east from Hurontario



1443 Hurontario Street looking east from Hurontario



1435 Hurontario Street looking east from Hurontario

South of Mineola Road East is a private development of townhouse blocks known as Craigie Orchards (20 Mineola Road East). The property contains 16 blocks of 2-storey townhomes totalling approximately 102 units. The properties are oriented internally away from Hurontario Street and are accessed from Mineola Road East to the north and Argreen Road to the south. The property has approximately 310 metres of frontage along Hurontario Street and a central pedestrian only access along the same frontage.

To the east of the townhouse complex along Mineola Road East is Port Credit Secondary School (70 Mineola Road East). The property contains a soccer field, running track, tennis courts and two baseball diamonds. Located to the southeast of the secondary school is Mineola Public School which is accessed off Crossfield Bend via Mineola Road East (145 Windy Oaks Drive). The building also contains a child care centre, known as PLASP Child Care Services.

To the immediate east of the subject site is a 2-storey single detached dwelling on an approximately 35 metre deep lot that is set back approximately 20 metres from Pinewood Trail and 8.0 metres from the west lot line that abuts the subject site (29 Pinewood Trail). The west façade of the building appears to have one secondary window facing the subject site on the first floor. The property's driveway is located along the eastern extent of the lot which leads to an integral two-car garage. Adjacent to 29 Pinewood Trail is an infill 2-storey single detached dwelling on a

lot that is approximately 62 metres in depth (39 Pinewood Trail). Similarly, the structure is set back approximately 20 metres from Pinewood Trail and contains multiple mature trees bordering the west lot line and throughout the property. The condition of single detached dwellings on the north side of Pinewood Trail continues into the neighbourhood with consistent setbacks of approximately 20 metres (49-99 Pinewood Trail).



Craigie Orchards Complex built form



Craigie Orchards Complex built form

To the east of the subject site, along the south side of Pinewood Trail is an infill 2-storey single detached dwelling that is set back approximately 20 metres from the front lot line (28 Pinewood Trail). There are not any large mature trees in the front yard, however, the adjacent property to the west, 1471 Pinewood Trail, contains a large hedge that borders Pinewood Trail and obstructs views to the northwest to the subject site. Further east is another 2-storey detached dwelling that is set back approximately 25 metres from the front lot line and contains multiple mature trees. Further east is a cluster of five 1½ to 2-storey detached dwellings that are set back approximately 15.0 metres from Pinewood Trail (52 – 90 Pinewood Trail). The condition of large lots with detached dwellings continues to the interior of the Mineola neighbourhood.



29 Pinewood Trail rear yard looking north



39 Pinewood Trail looking north



28 Pinewood Trail looking south



29 Pinewood Trail looking north



29 Pinewood Trail western façade looking east from the Subject Site

2.4 Transportation

Road Network

Hurontario Street is an Arterial road with a 30-metre right-of-way as per Schedule 8 of the Official Plan. The road currently contains a 4-lane cross-section, plus turning lanes at intersections and sidewalks on both sides of the street. After the completion of the Hurontario LRT, Hurontario Street will contain grade separated LRT tracks in the middle of the street, two traffic lanes per direction, turning lanes at intersections, a sidewalk on the west side of the street and a multi-use path on the east side of the street.

Pinewood Trail is a local road with an existing right-of-way width of approximately 20 metres. The road has no pedestrian sidewalks and contains a rural cross-section, with drainage ditches and no curbs.

Transit Network

MiWay Mississauga Transit

The Mississauga surface transit system MiWay provides economical and efficient transportation systems connecting popular destinations within the City of Mississauga, as well as providing connections with neighbouring transit systems such as GO Transit, Brampton Transit, TTC and Oakville Transit.

The subject site is served by Route 2 – Hurontario, with the closest stop located adjacent to the subject site within the Hurontario Street right-of-way. The route runs north-south along Hurontario Street and features 29 stops between Port Credit GO Station and City Centre Transit Terminal. It provides all-day service, seven days a week. Route 2 connects to key transit stops at Port Credit and Cooksville, where GO trains and other MiWay routes are available.

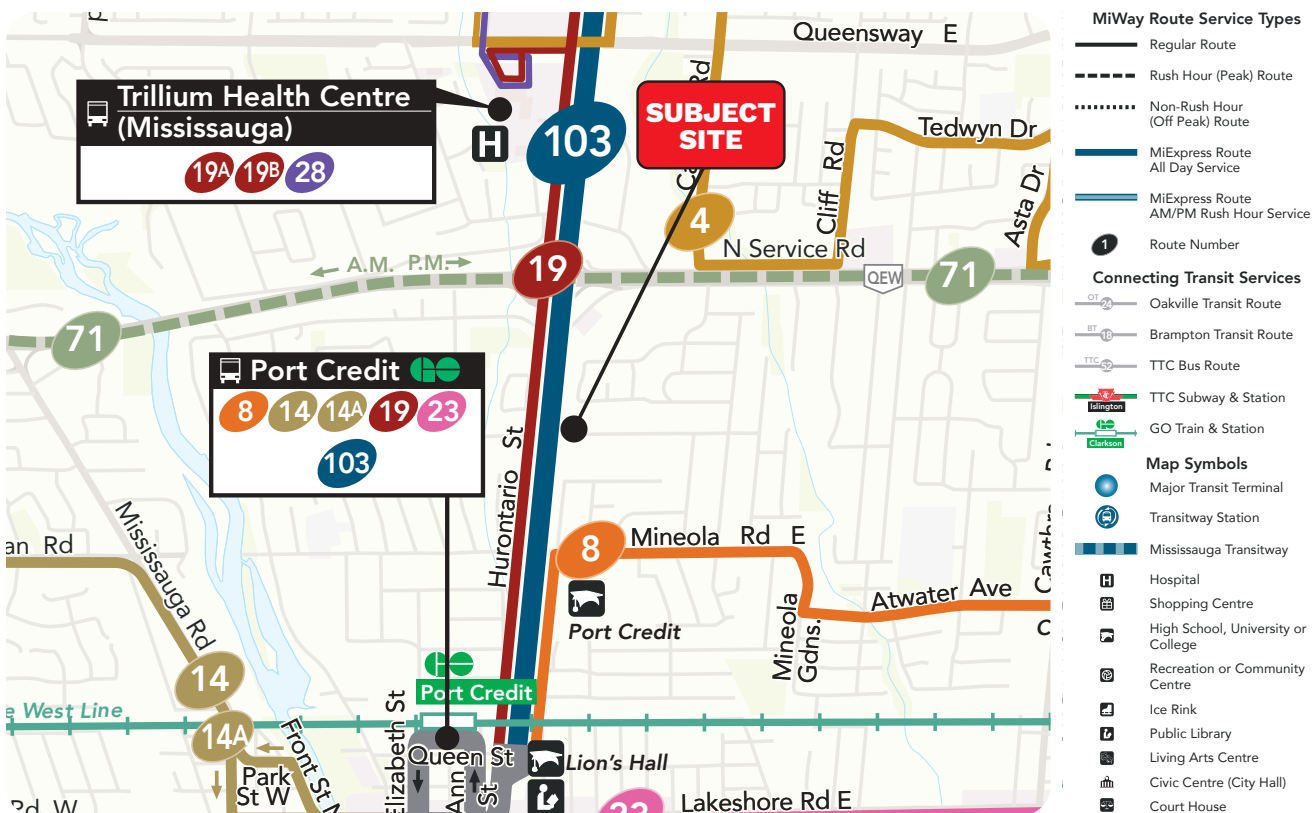


Figure 4 - Mississauga Transit Network

Metrolinx Hurontario Light Rail Transit (LRT)

The Hurontario Light Rail Transit (LRT) project is an 18 kilometre surface transit route, which will run along the Hurontario Street corridor from the Port Credit GO Station in Mississauga to the Gateway Terminal in Brampton. The LRT will run within a dedicated right-of-way and provide connections to the GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay transit, Brampton Zum and the Mississauga Transitway BRT. A total of 19 stations will be provided including four major transit hubs. The closest proposed station is Mineola Station, located at the intersection of Hurontario Street and Mineola Road, approximately 430 metres to the south.

The Hurontario LRT will provide a significant transit link to communities located in Brampton and Mississauga and will be an integral component of the GTHA's broader transportation network. Major construction began in 2021 and the last reported anticipated completion date is the end of 2024.

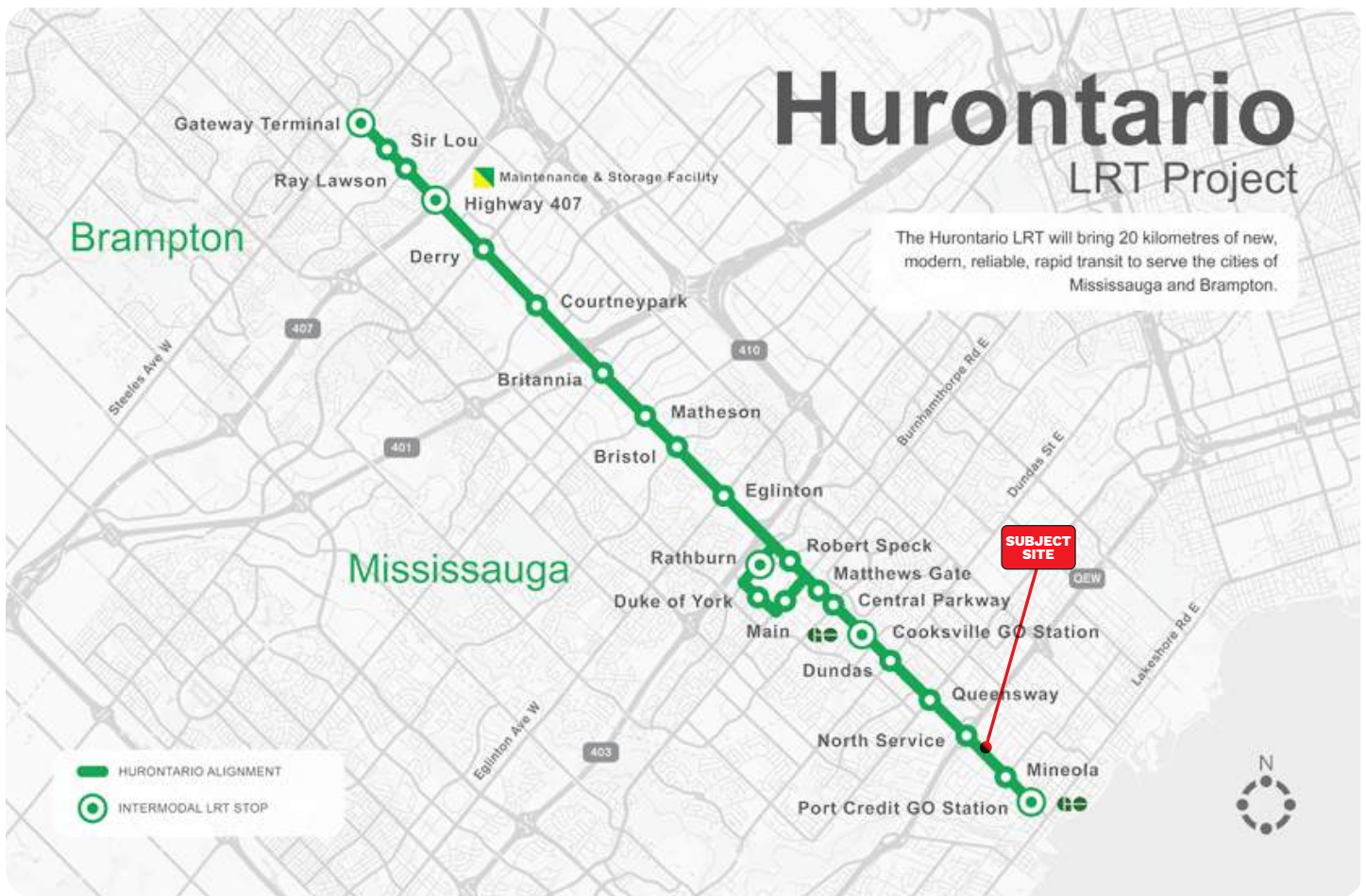


Figure 5 - Hurontario Line



Proposal

3.1 Description of the Proposal

The proposal represents an opportunity to redevelop the subject site to provide additional housing along an Intensification Corridor with convenient access to future higher-order transit. Specifically, the proposal contemplates the redevelopment of the subject site with a total of nine 3-storey townhomes, consisting of eight units fronting onto Pinewood Trail and one unit fronting onto Hurontario Street.

The townhouses are set back 2.5 metres from the east lot line, 6.0 metres from the north lot line, 6.0 metres from the south lot line and a minimum of 5.2 metres from the west lot line adjacent to Hurontario Street.

In terms of vehicular access, each unit will contain a driveway with access off of Pinewood Trail, some of which are connected in order to preserve existing matures trees. The proposal will contain a total gross floor area of 2,065 square metres (~229 square metres per townhouse unit) resulting in an overall gross density of 1.25 FSI.

A 15 metre by 15 metre daylight triangle is located at the corner of Pinewood Trail and Hurontario Street, which will be kept free and clear, with the exception of small encroachment by the driveway of the unit fronting Hurontario Street.

In terms of architecture, the townhouses will be constructed with high-quality materials including stone and brick and be designed in a manner that promotes smaller architectural elements including projecting windows, mansard roofs and articulated entryways.

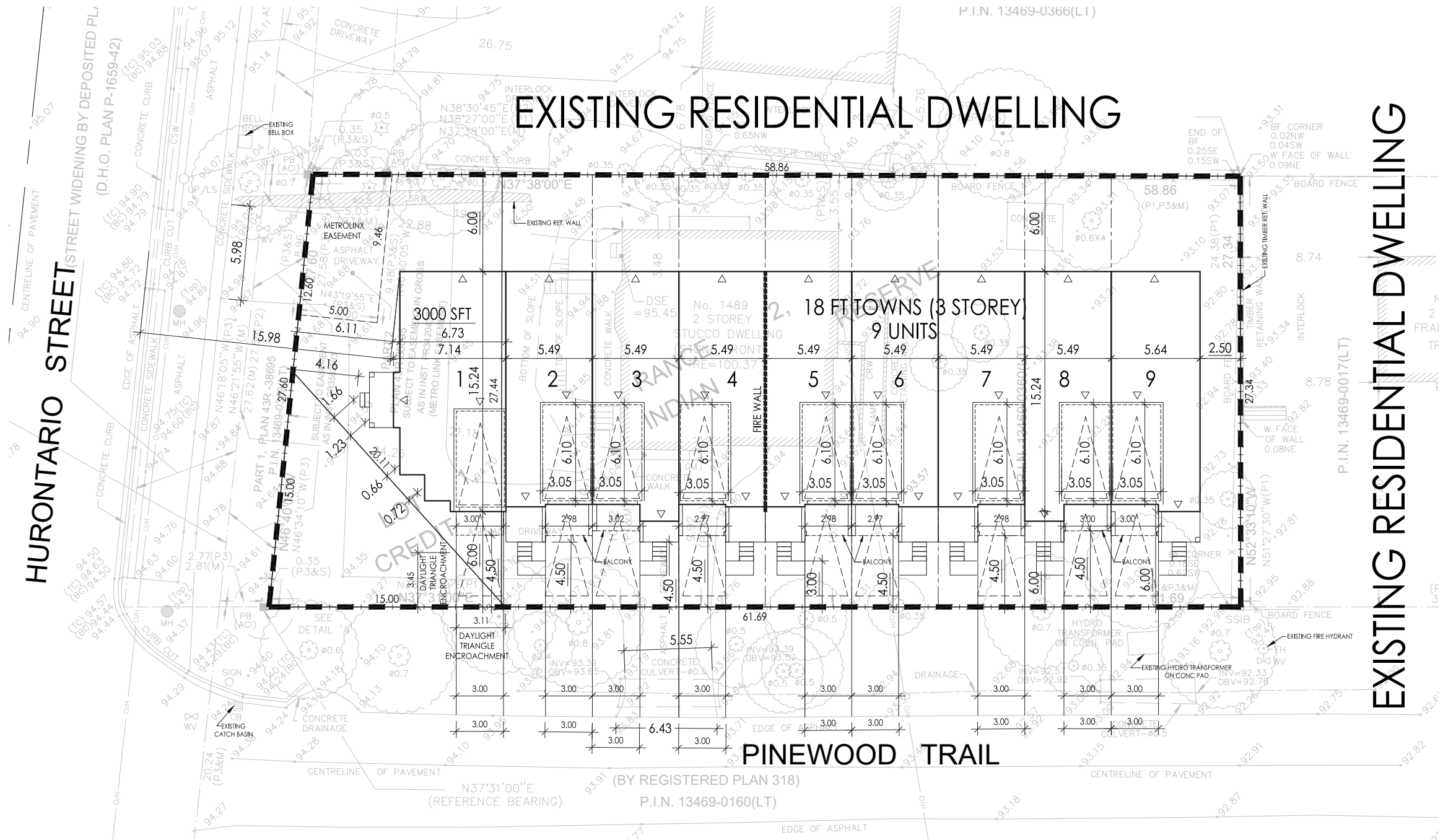


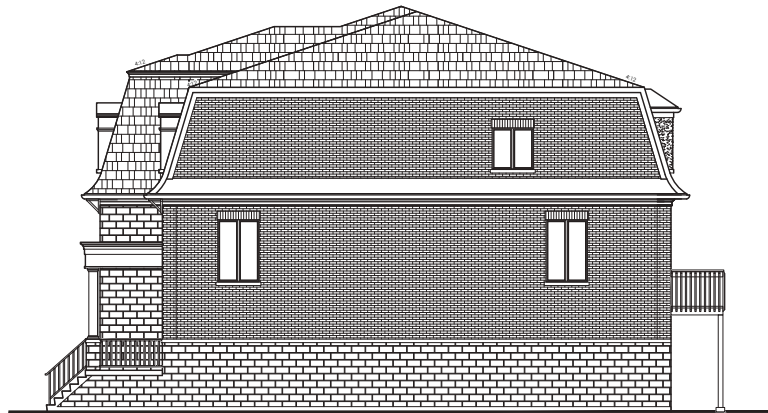
Figure 6 - Site Plan
Prepared by RN Design



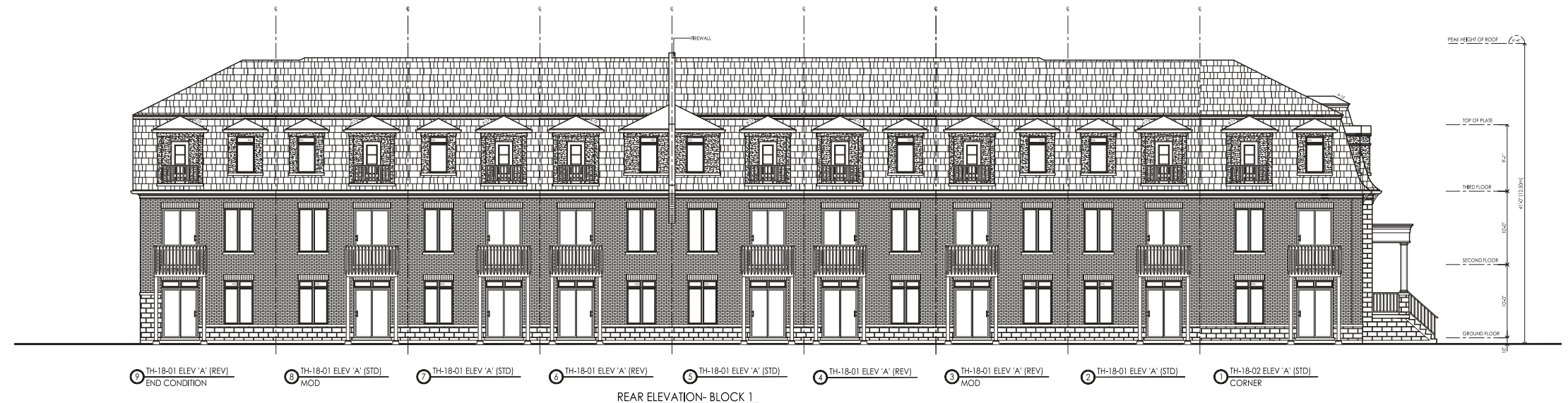
FRONT ELEVATION- BLOCK 1



FLANKAGE ELEVATION



TYPICAL SIDE ELEVATION



REAR ELEVATION- BLOCK 1

Figure 7 - Townhouse Elevations
Prepared by RN Designs

3.2 Key Statistics

Site Area	1,651.6 square metres
Gross Floor Area	2065 square metres
Gross Floor Space Index	1.25 FSI
Units	9
Height	3 storeys 12.5 m
Car Parking Spaces	18 spaces
Residents	18 spaces
Visitors	0 spaces

3.3 Required Approvals

The proposed townhouse dwellings are not a permitted use in the *Residential Low Density I* designation in the Mississauga Official Plan. Accordingly, an Official Plan Amendment is proposed to redesignate the lands to *Residential Medium Density* to permit the proposed townhouses.

Townhouses are not a permitted use in the R1-2 zone in Zoning By-law No. 0225-2007, as amended. Accordingly, a Zoning By-law amendment is proposed to rezone the lands to a site-specific RM4 (Townhouses) zone to permit the proposed townhouse block as well as to facilitate an increase in the height and development standards in keeping with the proposed development.

The proposal also requires a Plan of Subdivision application to divide the subject site into parcels that facilitate the development of the nine freehold townhouse units. The Plan of Subdivision will create a total of nine blocks for the proposed townhouse units as well as a daylight triangle.



4

Policy & Regulatory Context

4.1 Overview

As set out below, the proposed development is supportive of numerous policy directions set out in the proposed Provincial Planning Statement (2024), which will come into force on October 20, 2024 and replace the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as well as the Metrolinx Regional Transportation Plan, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which promote the efficient use of land and infrastructure within built-up areas, specifically in proximity to existing and planned higher-order transit infrastructure.

4.2 The Planning Act

Section 2 of the *Planning Act*, R.S.O. 1990, c. P.13 sets out matters of provincial interest to which Councils shall have regard in carrying out their responsibilities pursuant to the legislation. Of particular applicability to the proposal are:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- the promotion of built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 51(24) of the *Planning Act* specifies that, in considering a draft plan of subdivision, regard shall be had to, among other matters, the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b. whether the proposed subdivision is premature or in the public interest;
- c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d. the suitability of the land for the purposes for which it is to be subdivided;
 - d.1 if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f. the dimensions and shapes of the proposed lots;
- g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h. conservation of natural resources and flood control;
- i. the adequacy of utilities and municipal services;
- j. the adequacy of school sites;

- k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area.

For the reasons set out in Section 5.6 of this report, it is our opinion that the proposed plan of subdivision has appropriate regard for the above-noted criteria.

4.3 Provincial Policy Statement (2020)

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS").

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; avoiding development and land use patterns which may cause environmental or public health and safety concerns; and 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.

Policy 1.1.3.2 supports densities, and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, and requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; and encouraging a sense of place by promoting well-designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to 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: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments to the City of Mississauga Official Plan and Zoning By-law are consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

4.4 Growth Plan for the Greater Golden Horseshoe (2019)

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter are required to conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

The Growth Plan provides a framework for implementing the Province's vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. In accordance with Section 1.2.3, the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

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

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. The Growth Plan includes objectives that support the development of complete communities and promote transit-supportive development adjacent to existing and planned higher order transit. As noted in Section 2.1 of the Plan:

“To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change.”

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”

The subject site falls within the definition of a “strategic growth area” pursuant to the Growth Plan, as it is located within 440 metres of a proposed station along the Hurontario LRT line, which is under construction. “Strategic growth areas” are defined as nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields.

In this regard, the subject site falls within the definition of a “major transit station area” (MTSA). The Growth Plan defines a “major transit station area” as the area including and around any existing or planned higher order transit station or stop within a settlement area. MTSA’s generally are defined as the area within an approximate 800 metre radius of a transit station, representing about a 10-minute walk. “Higher order transit” is defined as “transit that generally operates in partially or completely dedicated rights-of-way, outside of

mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit”. Higher order transit includes heavy rail (such as subways and inter-city rail), light rail and buses in dedicated rights-of-way. The Hurontario LRT meets the criteria of higher order transit.

The subject site is identified within a Secondary Major Transit Station Area delineated on Peel Region Official Plan Schedule E-5. The Peel Region Official Plan policies provide that growth will be directed to the major transit station areas, recognizing that Secondary Major Transit Station Areas may require an alternative density target than the minimum 160 residents and jobs per hectare. These station areas are intended to support increased transit ridership. Additional discussion on this designation is provided in Section 4.5 of this planning report.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities.

Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form. In this respect, Schedule 3 of the Growth Plan forecasts a population of 1,770,000 and 880,000 jobs for the Region of Peel by 2031, increasing to 2,280,000 and 1,070,000, respectively, by 2051.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The Growth Plan includes a number of policies applying to MTSAs. In particular, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 be identified in official plans and that planning be prioritized for MTSAs on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan". In this regard, Schedule 5 shows Hurontario Street as a "priority transit corridor".

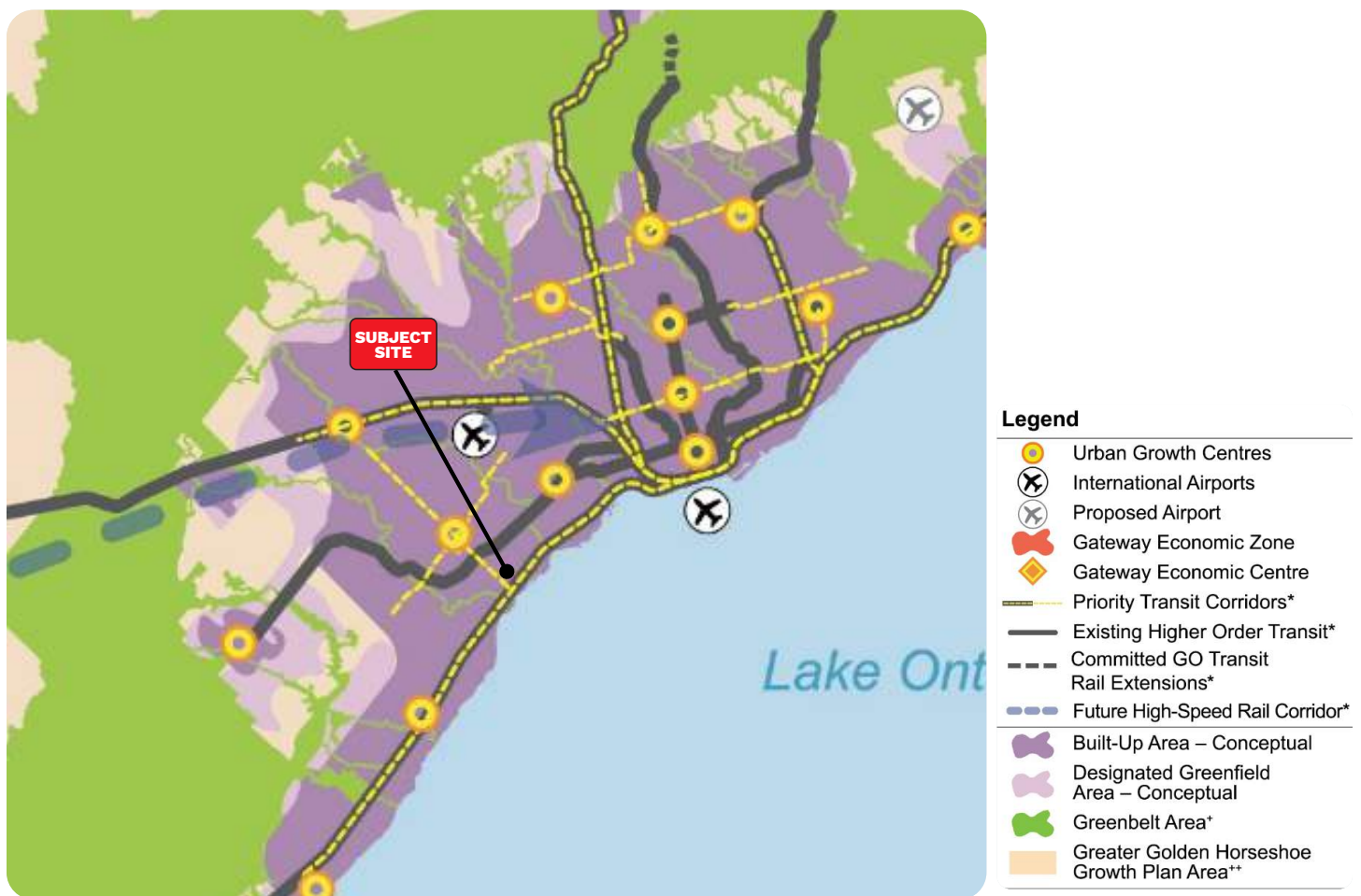


Figure 8 - Schedule 5 - Moving People – Transit

Policy 2.2.4(2) requires municipalities to delineate the boundaries of MTSAs on priority transit corridors or subway lines “in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station” (our emphasis). Policy 2.2.4(3)(a) goes on to require that MTSA’s served by light rail transit or bus rapid transit be planned for a minimum density target of 160 residents and jobs combined per hectare.

Policy 2.2.4(6) states that, within MTSAs on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

Policy 2.2.4(9) provides that, within all MTSAs, development will be supported, where appropriate, by:

- planning for a diverse mix of uses to support existing and planned transit service levels;
- providing alternative development standards, such as reduced parking standards; and
- prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Section 2.2.6 deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

“The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province’s approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning.”

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

4.5 Bill 185, Cutting Red Tape to Build More Homes Act, 2024

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria, including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels and increasing the capacity of existing transit systems to support strategic growth areas.

With respect to climate change, Policy 4.2.10(1) provides that municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments to the City of Mississauga Official Plan and Zoning By-law, conform with the 2019 Growth Plan and, in particular, the policies encouraging growth and intensification within major transit station areas and the achievement of complete communities featuring a range and mix of housing options.

On April 10, 2024, the Province of Ontario introduced Bill 185, the Cutting Red Tape to Build More Homes Act. The bill proposed to repeal a number of legislative changes, including the five-year phase in of new development charge increases introduced in Bill 23, as well as the refund provisions introduced in Bill 109, and proposed several new additional policies to increase housing supply and construction in Ontario. The Bill received royal assent on June 6, 2024 and therefore is now in force.

As it relates to the proposal, one of the most significant legislative changes introduced by the Bill is the removal of planning responsibilities for three upper-tier municipalities, including Peel Region, as of July 1, 2024.

4.6 Proposed Provincial Planning Statement

On August 20, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Planning Statement ("PPS"), 2024, which will come into effect on October 20, 2024. As noted in Section 4.1 above, the PPS replaces the current Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019).

The new PPS provides policy direction on matters of Provincial interest related to land use planning and development, and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 6.1 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2020 PPS and 2019 Growth Plan, the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

“More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.”

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

“...shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians.” (our emphasis)

One of the key policy directions that continues to be expressed in the PPS is to build complete communities with a mix of housing options, and promoting efficient development and land use patterns.

Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(a) provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households.

Policy 2.2.1(b) provides that this should also be done by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3 (see below).

Further, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 of the PPS contains policies related to Settlement Areas. As it relates to the subject site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, "strategic growth areas", including "major transit station areas". Policy 2.3.1.2 goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.4 includes policies related to "strategic growth areas", "major transit station areas" and "frequent transit corridors", all of which are relevant to the subject site. With respect to strategic growth areas, these are defined as nodes, corridors, and other areas within settlement areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include, among other things, major transit station areas, existing and emerging downtowns, and other areas where growth or development will be focused.

Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas. Policy 2.4.1.2 directs that, to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and to support affordable, accessible, and equitable housing.

Policy 2.4.1.3 provides that planning authorities should, among other things, identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas, and permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

With respect to major transit station areas, Policy 2.4.2.1 directs planning authorities to delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under Section 26 of the *Planning Act*, adding that the delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

In this regard, the subject site is located within a "major transit station area" as defined by the PPS, 2024. The PPS defines a "major transit station area" as "the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius

of a transit station". In turn, "higher order transit" is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way".

In this regard, the subject site is located along the Hurontario LRT line and is approximately 430 metres north of the future Mineola LRT Station. Further, as directed by the Growth Plan and by Policy 2.4.2.1 of the PPS, the Region of Peel and the City of Mississauga have delineated the boundaries of a number of major transit station areas and the subject site is located within a Major Transit Station Area associated with Mineola Station, as shown on Schedule E-5 of the Region of Peel Official Plan and Schedule 2 of the City of Mississauga Official Plan.

Policy 2.4.2.2 of the PPS provides that, within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: 200 residents and jobs combined per hectare for those that are served by subways; 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit. In this regard, Table 5 of the Region of Peel Official Plan outlines the minimum densities of the *Major Transit Station Areas*. The Mineola Station has a minimum density of 50 people and jobs per hectare.

In this regard, Implementation Policy 6.1.12 clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.

Policy 2.4.2.3(a) encourages planning authorities to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

Section 2.9 of the PPS addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Chapter 3 of the PPS includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3, like those in Chapter 3 of the Growth Plan, 2019, place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1.1 provides that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs, and that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

4.7 Metrolinx Regional Transportation Plan

The need to make good use of existing infrastructure is emphasized by Policy 3.1.2, which provides that, before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the Provincial Planning Statement.

For the reasons set out in Sections 5.1 and 5.2 of this report, it is our opinion that the proposed development and the requested Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS, specifically the policies relating to residential intensification and the efficient use of land and infrastructure.

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (the "2041 RTP") that builds on and replaced the previous RTP ("The Big Move"), adopted in 2008. This section reviews some of the key goals and directions set out in the new 2041 RTP, particularly as they apply to the subject site.

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's transportation systems. As a result, it uses the Growth Plan's planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs.

With respect to Strategy 1, the RTP notes that the Hurontario LRT represents a major focus of the Province's 'Moving Ontario Forward' commitment (see **Figure 9**).

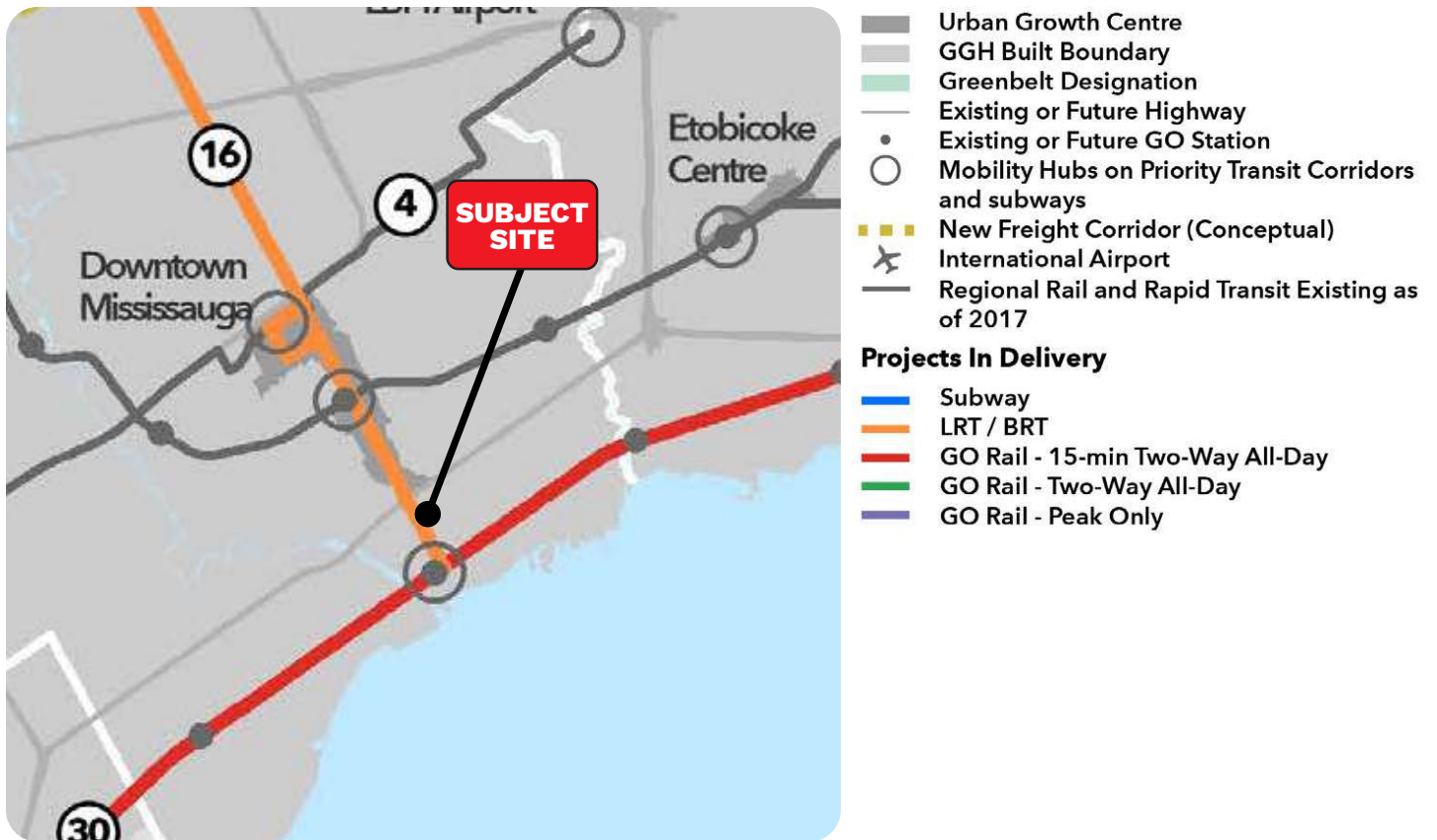


Figure 9 - RTP Map 3 – Existing and In Delivery Regional rail and rapid transit projects

With respect to Strategy 4, the 2041 RTP identifies several strategies to integrate transportation and land use planning, including among others:

- make investment in transit projects contingent on transit-supportive planning being in place;
- focus development at Major Transit Station Areas along Priority Transit Corridors identified in the Growth Plan;
- evaluate financial and policy-based incentives and disincentives to support transit-oriented development;
- plan and design communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour;

- embed transportation demand management (TDM) in land use planning and development; and
- rethink the future of parking.

The RTP emphasizes the need to intensify and integrate development at Major Transit Station Areas. In particular, the RTP notes that transit stations “link people to jobs, schools and amenities, and their close integration with commercial, residential and office uses is an essential approach to station development or redevelopment”.

The RTP further states that Major Transit Station Areas can be “attractive locations for new employment, public institutions and regionally significant services, as well as prime opportunities for collaboration by public and private sectors to create transit-oriented developments that enhance transit service”.

4.8 Region of Peel Official Plan

The Region of Peel Official Plan was adopted by Council on April 28, 2022 and was approved with 44 modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. Due to Bill 185, the Region of Peel Official Plan is now considered part of the City of Mississauga Official Plan, as Peel Region no longer has planning authority.

The Region of Peel Official Plan designates the subject site as part of the Urban System on Schedule E-1. Within the designated Urban System, the Regional Official Plan allows for local Official Plans to establish specific land use designations and detailed policies.

The subject site is also located within a *Strategic Growth Area* on Schedule E-2 and on Schedule E-5, the subject site is located within a *Secondary Major Transit Station Area* associated with the Mineola Station.

Policy 5.3.1 directs that the vast majority of new population and employment growth to the Urban System, being lands within the *Delineated Built-up Area* with a focus on *Strategic Growth Areas* and other areas that leverage existing and planned infrastructure investments.

Section 5.4 contains the growth management objectives, which are: 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, particularly *Strategic Growth Areas* such as the Urban Growth Centres, intensification corridors and *Major Transit Station Areas* (5.4.1); and to optimize the use of the existing and planned infrastructure and services (5.4.6), among others.

Section 5.4.18 contains policies related to intensification. The intensification objectives are to: achieve efficient and compact built forms (5.4.18.1); to optimize the use of existing infrastructure and services (5.4.18.2); to intensify development on underutilized lands (5.4.18.4); to reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments (5.4.18.5); to optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas (5.4.18.6); and to achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods (5.4.18.8).

Policy 5.4.18.10 directs that the Region will facilitate and promote intensification. Further, Policy 5.4.18.11 directs that the Region will 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 objectives of the Urban System are to: establish complete healthy communities that contain living, working and recreational opportunities (5.6.2); to achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances (5.6.3); to achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive (5.6.4); and 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 (5.6.7).

Policy 5.6.11 directs urban development and redevelopment to the Urban System within the Regional Urban Boundary.

Section 5.6.17 contains policies related to *Strategic Growth Areas*. The Regional Official Plan notes that *Strategic Growth Areas* are priority areas for intensification and higher densities to make efficient use of land and infrastructure. Directing new development to these areas provides a focus for investment in transit as well as infrastructure and public service facilities to support growth in a compact urban form with a range and mix of employment opportunities and housing options and densities. These areas will be vibrant urban places for living, working, shopping, entertainment, culture, and enhanced destinations for mobility.

The introductory text in Section 5.6.17 notes that the *Strategic Growth Areas* identified in the Region of Peel Official Plan establish a hierarchy for which the highest densities and scale of development will be directed:

1. *Urban Growth Centres*
2. *Major Transit Station Areas*
3. *Nodes/Centres*
4. *Intensification Corridors*

In this respect, the subject site is located within a *Major Transit Station Area* associated with Mineola Station on the Hurontario LRT.

The *Strategic Growth Areas* objectives are to: achieve an urban, integrated and connected system of *Strategic Growth Areas* that supports complete communities and multi-modal transportation options (5.6.17.1); to support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development (5.6.17.4); and to provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods (5.6.17.5).

Section 5.6.19 contains policies related to *Major Transit Station Areas*. The introductory text notes that these areas will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.

The introductory text goes on to provide that these areas are a critical element in the Region's growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Region's attractiveness for new employment opportunities.

The objectives of the *Major Transit Station Areas* are to: leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within *Major Transit Station Areas* (5.6.19.1); encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment (5.6.19.2); and to support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate (5.6.19.5).

Policy 5.6.19.6 provides that each *Major Transit Station Area* shall reflect one of three station classifications: Primary, Secondary, and Planned *Major Transit Station Areas*.

The subject site is located in a Secondary *Major Transit Station Area*, as shown on Schedule E-5, which is characterized as an area that is constrained by existing land use patterns and built forms and may require an alternative minimum density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.

Policy 5.6.19.8 directs local municipalities to plan to achieve the minimum density target for each Primary and Secondary *Major Transit Station Area* as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

Table 5 outlines the minimum densities of the *Major Transit Station Areas*. The Mineola Station has a minimum density of 50 people and jobs per hectare.

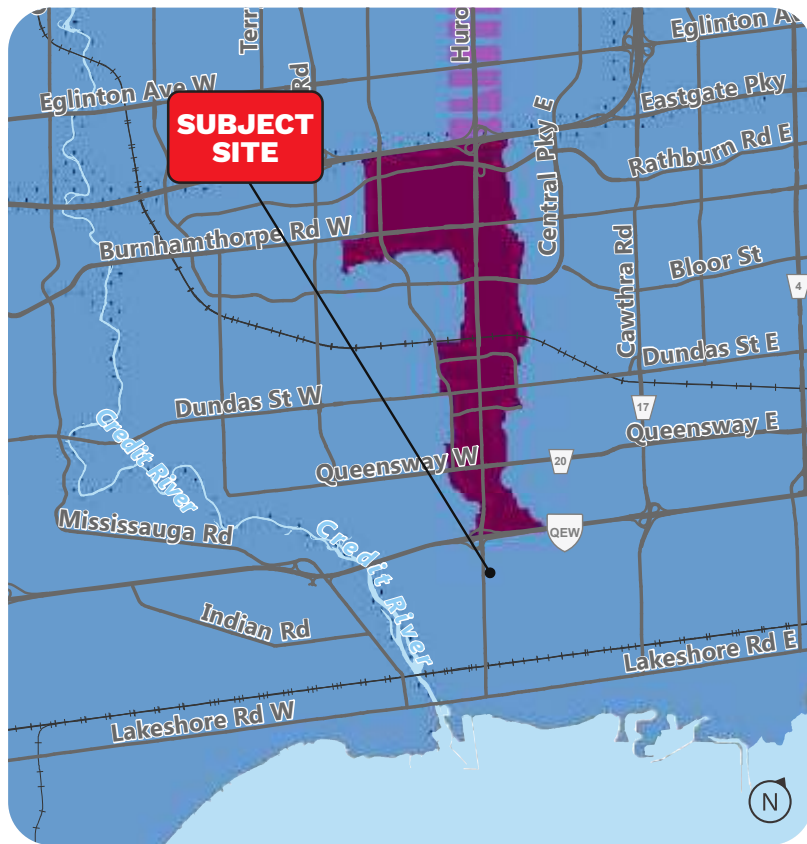
Policy 5.6.19.9 directs local municipalities to establish policies in their official plan for each Primary and Secondary Major Transit Station Area delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:

- a. The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;
- b. The authorized use of land in the area and buildings and structures within the delineated boundary; and
- c. The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.

Policy 5.6.19.10 directs local municipalities to undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters, among others, to the satisfaction of the Region:

- d. the minimum density for each *Major Transit Station Area* as prescribed on Table 5;
- e. the minimum number of residents and jobs that will be accommodated within the *Major Transit Station Area*;
- f. the permitted uses in each station that supports complete communities;
- g. the character of the station area or stop;
- h. the minimum height for land uses within the *Major Transit Station Area*;
- i. policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on Table 5;

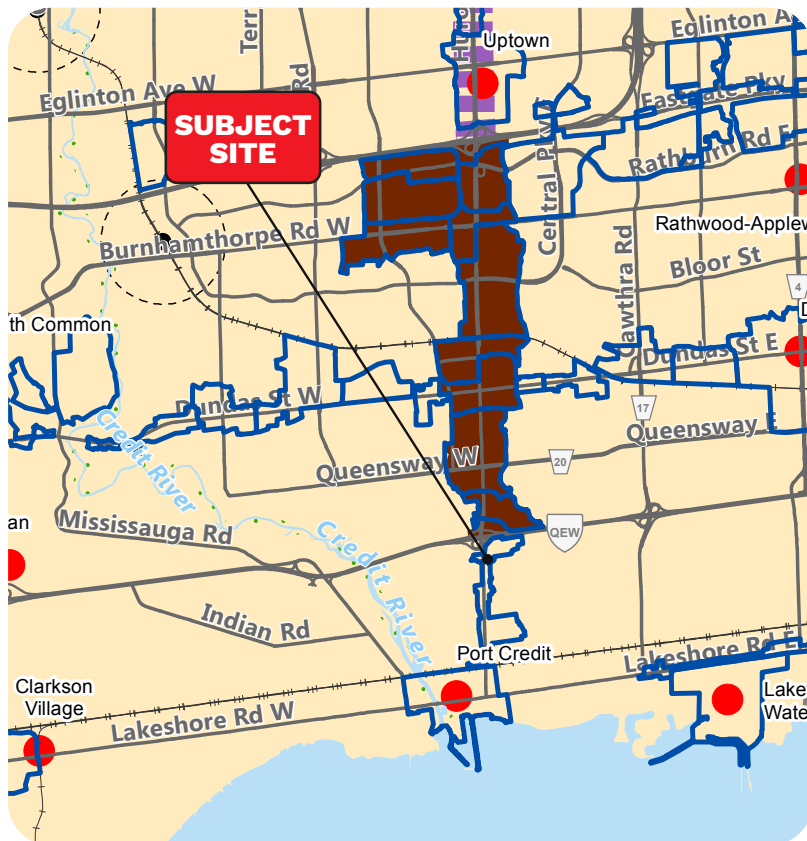
It is noted that the Minister modified Policy 5.6.19.10 a) from "the minimum density for each Major Transit Station Area as prescribed on Table 5 maximum densities may also be established at the discretion of the municipality" and Policy 5.6.19.10 e) from "the minimum height for land uses within the *Major Transit Station Area*, maximum heights may be established at the discretion of the local municipality" to remove the ability of the local municipality to establish maximum densities and heights.



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 10 - Peel Regional Official Plan - Schedule E1



Legend

Strategic Growth Area

- Urban Growth Centre
- Primary or Secondary Major Transit Station Area
- Planned Major Transit Station Area
- Regional Intensification Corridor
- Local Intensification Corridor
- Nodes/Centres

Other

- Urban System
- Agricultural Land Base
- Greenbelt Area in Peel
- Regional Urban Boundary

Figure 11 - Peel Regional Official Plan - Schedule E2

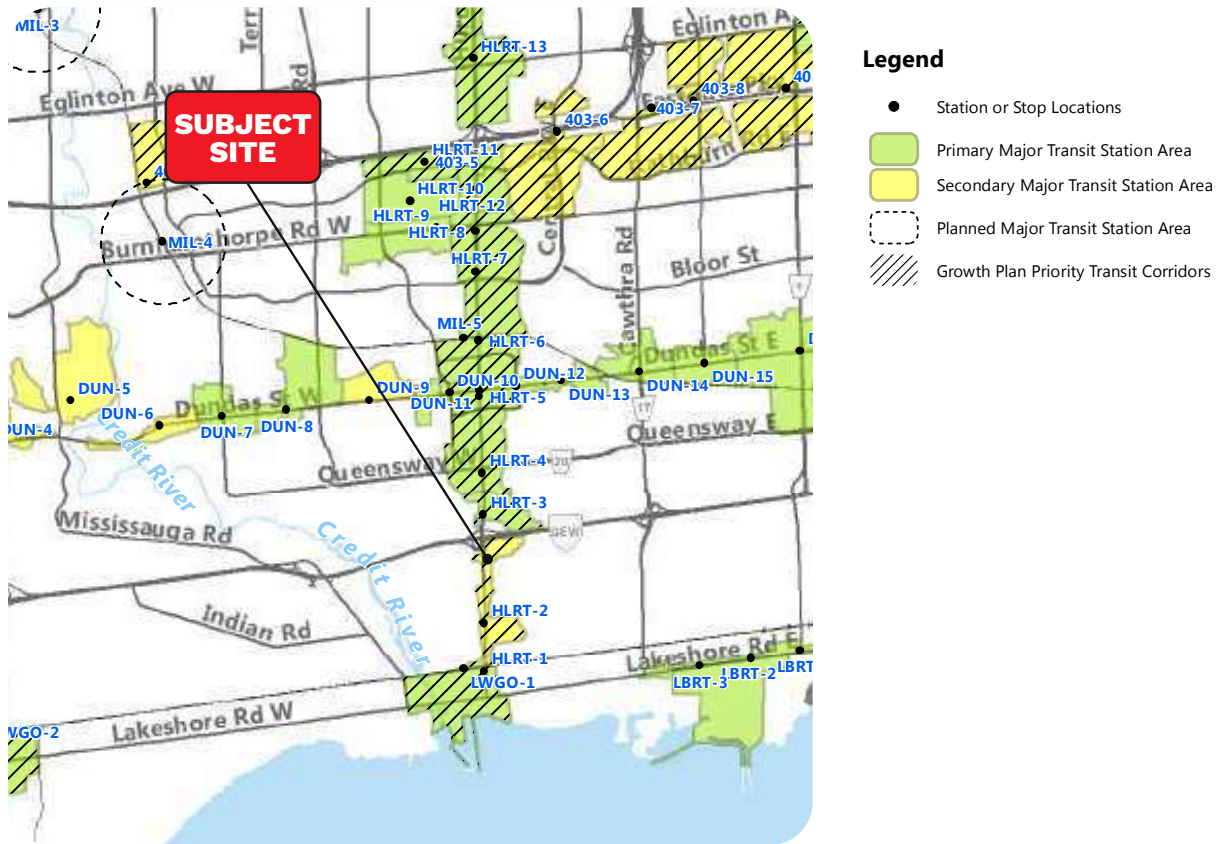


Figure 12 - Peel Regional Official Plan - Schedule E5

4.9 Mississauga Official Plan

The new Mississauga Official Plan was adopted by Council on September 29, 2010 and was approved by the Region of Peel on September 22, 2011. The Official Plan was appealed in its entirety; however, the appeals were scoped, and a number of appeals were withdrawn. As such, the Mississauga Official Plan is now in full force and effect, save and except for those specific appeals applying to specific lands. The applicable policies for the subject site are not under appeal.

Land Use Policies

Chapter 11, general land use designations, provides policies for the components of the Urban System. The subject site and surrounding lands to the north, east and south are designated *Residential Low Density I* on Schedule 10 – Land Use Designations, which permits detached dwellings, semi-detached dwellings and duplex dwellings (Policy 11.2.5.3) (see **Figure 13**, Land Use Designations).

Policy 11.2.5.5 provides that lands designated Residential Medium Density will permit all forms of townhouse dwellings.

General Policies for Neighbourhood designations are provided in Section 16. Policy 16.1.1.1 provides that for lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Areas policies specify alternative height requirements. Policy 16.1.1.2 provides that proposals for heights more than four storeys, or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction that an appropriate transition in heights is achieved, the City Structure hierarchy is maintained, and the development proposal is consistent with the policies of the Plan.

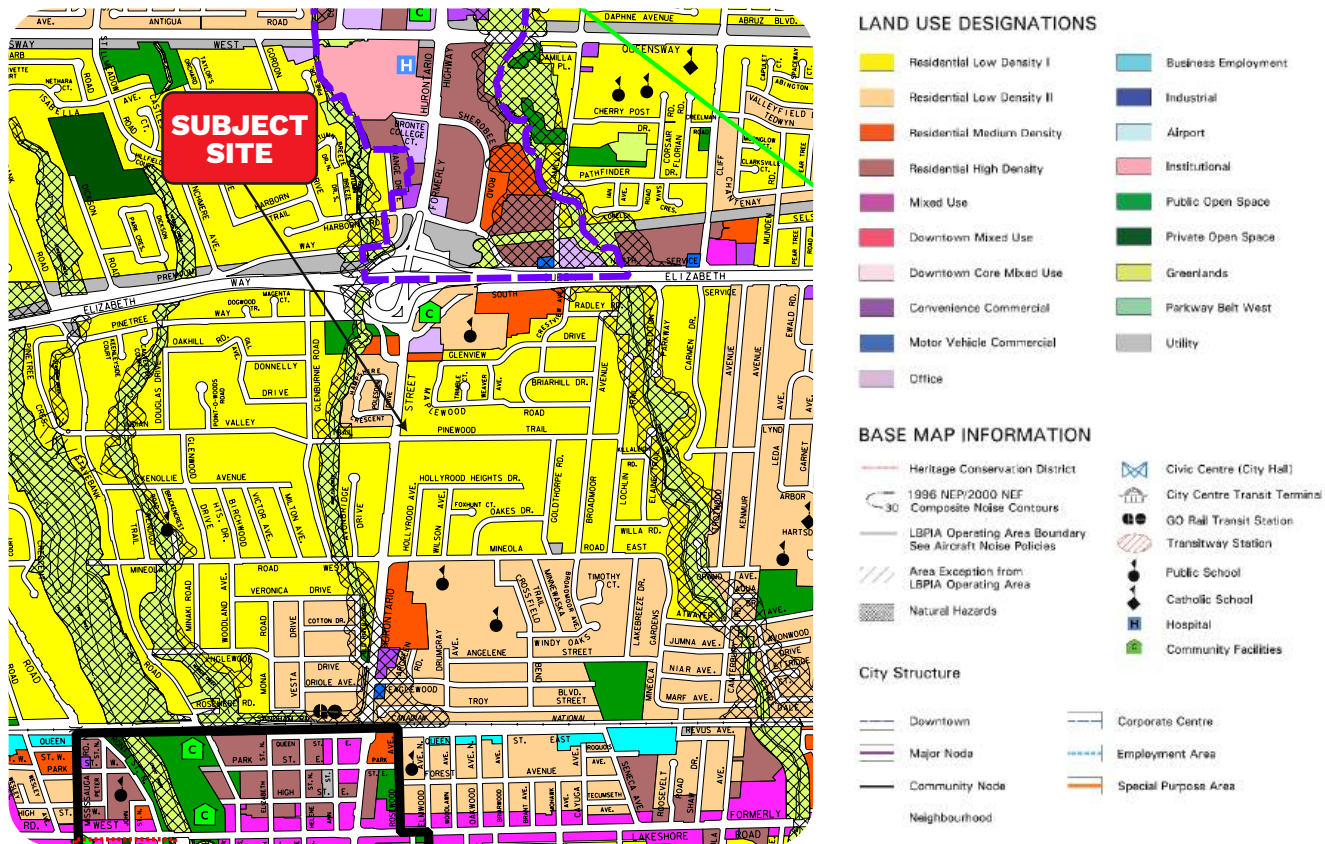


Figure 13 - Schedule 10 – Land Use Designations

Mineola Neighbourhood Character Area

The subject site is located within the Mineola Neighbourhood Character Area, which is bounded by the Queen Elizabeth Way to the north, Cawthra Road to the east, the Canadian National Railway line to the south and the Credit River to the west. Policy 16.18.1.1 (Infill Housing) provides that, for the development of detached dwellings on lands identified in the Site Plan Control By-law (which applies to the subject site), the following will apply:

- Preserve and enhance the generous front, rear and side yard setbacks.
- Ensure that existing grades and drainage conditions are preserved.
- Encourage new housing to fit the scale and character of the surrounding areas.
- Take advantage of the features of a particular site, i.e. topography, contours, mature vegetation.
- Garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property.
- Ensure new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook.
- Encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements i.e. projecting dormers and bay windows.
- Reduce the hard surface areas in the front yard.
- Existing trees, large groupings or areas of vegetation and landscape features such as retaining walls, fences, hedgerows, etc. should be preserved and enhanced, along with the maintenance of topographic features and drainage systems.

- House designs which fit with the scale and character of the local area and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged.
- The building mass, side yards and rear yards should respect and relate to those adjacent lots.

As noted above, the maximum building height in a Neighbourhood designation may be up to four storeys unless alternative heights are provided by Character Areas. In this regard, Policy 16.8.1.1g) encourages buildings to be one to two storeys in height. Finally, Policy 16.18.2.1 provides that, notwithstanding the *Residential Low Density I* and *Residential Low Density II* policies of the Plan, only detached dwellings are permitted.

City-Wide Policies

Chapter 4, Section 4.1 outlines the vision for the City of Mississauga. The opening paragraph provides that:

“The vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources... and its established, stable neighbourhoods. The City will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities.”

The Plan identifies a number of key *Guiding Principles* for land use, as set out in Section 4.4. Policy 4.4.5 states that “Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation efforts”. Policy 4.4.6 provides that “Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community throughout all stages of life”.

The Plan provides a number of strategic actions to achieve these guiding principles that will focus on directing growth, building a desirable urban form and building complete communities. The opening paragraph of Section 4.5 states that, "as Mississauga continues to evolve, growth will be strategically managed by determining the appropriate arrangement and balance of land uses, including population and employment densities. Growth will be directed to key locations to support existing and planned transit and other infrastructure investments". (Our emphasis.)

In particular, Section 4.5 provides, among other matters, that Mississauga will direct growth by:

- focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;
- protecting stable areas and natural and cultural heritage; and
- achieving a balanced population and employment growth.

Mississauga will build a desirable urban form by:

- ensuring that the urban form of the city contributes positively to everyday living in Mississauga;
- promoting an urban form that will address the live, learn, work and play needs of present and future generations; and
- creating vibrant mixed use communities.

Mississauga will complete communities by:

- promoting an urban form and development that supports public health and active living;

- ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives e.g. housing, transportation, employment, recreation, social interaction and education; and
- promoting expressions of art, culture and design to foster a distinct sense of community identity;

With regard to population and housing, Mississauga is ranked as the third most densely developed municipality in the region after Toronto and Hamilton and has been one of the fastest growing cities in the country. Under the heading of directing growth (Chapter 5), it is noted that "Mississauga is now at the end of its greenfield growth phase" and, accordingly, "new growth will be accommodated through redevelopment and intensification within developed areas". To that end, Chapter 5 of the Plan describes the Urban System that will be used as the framework for determining where population and employment growth will be encouraged. Mississauga's projected population and employment growth is expected to increase from 730,000 people and 453,000 jobs in 2009 to approximately 805,000 people and 510,000 jobs.

Policy 5.1.4 states that most of Mississauga's future growth will be directed to Intensification Areas, while Policy 5.1.6 encourages "compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities".

The Urban System is comprised of three components: Green System, the City Structure and Corridors. On Schedule 1b (Urban System), the subject site is identified as being part of the City Structure – Neighbourhood (see **Figure 14**) and on Schedule 1c (Urban System – Corridors) as an Intensification Corridor (see **Figure 15**).

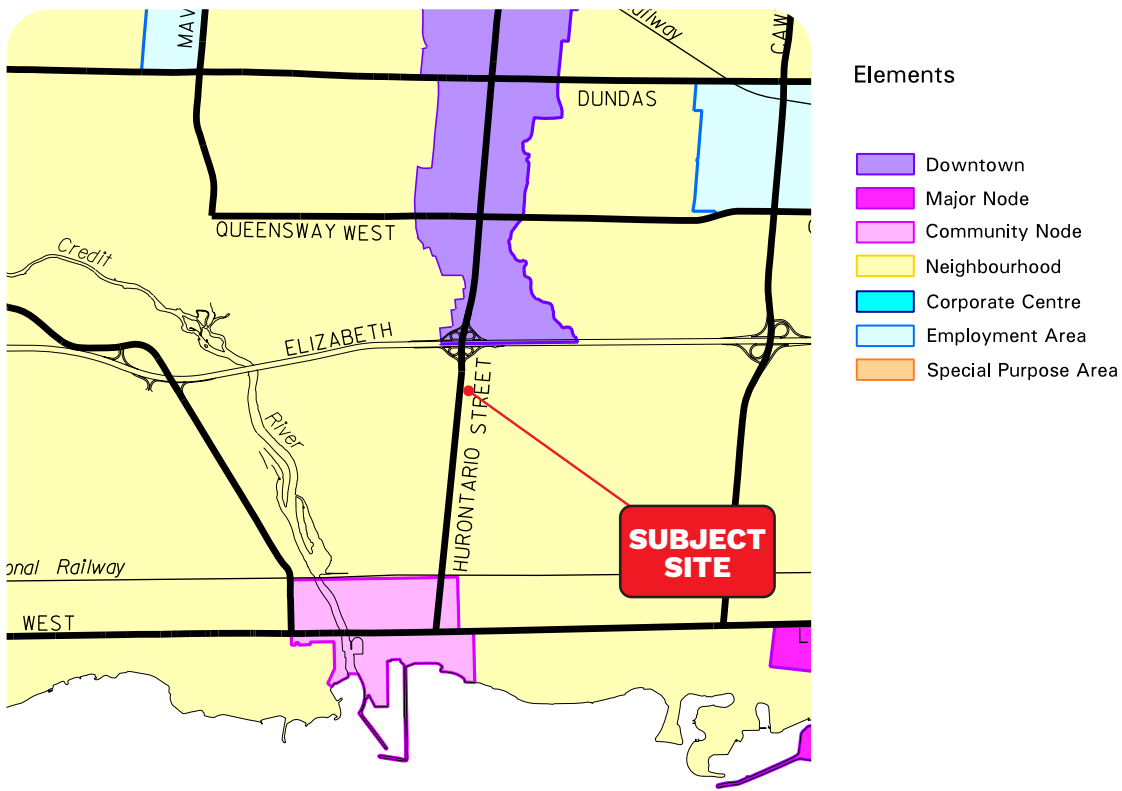


Figure 14 - Schedule 1b - City Structure

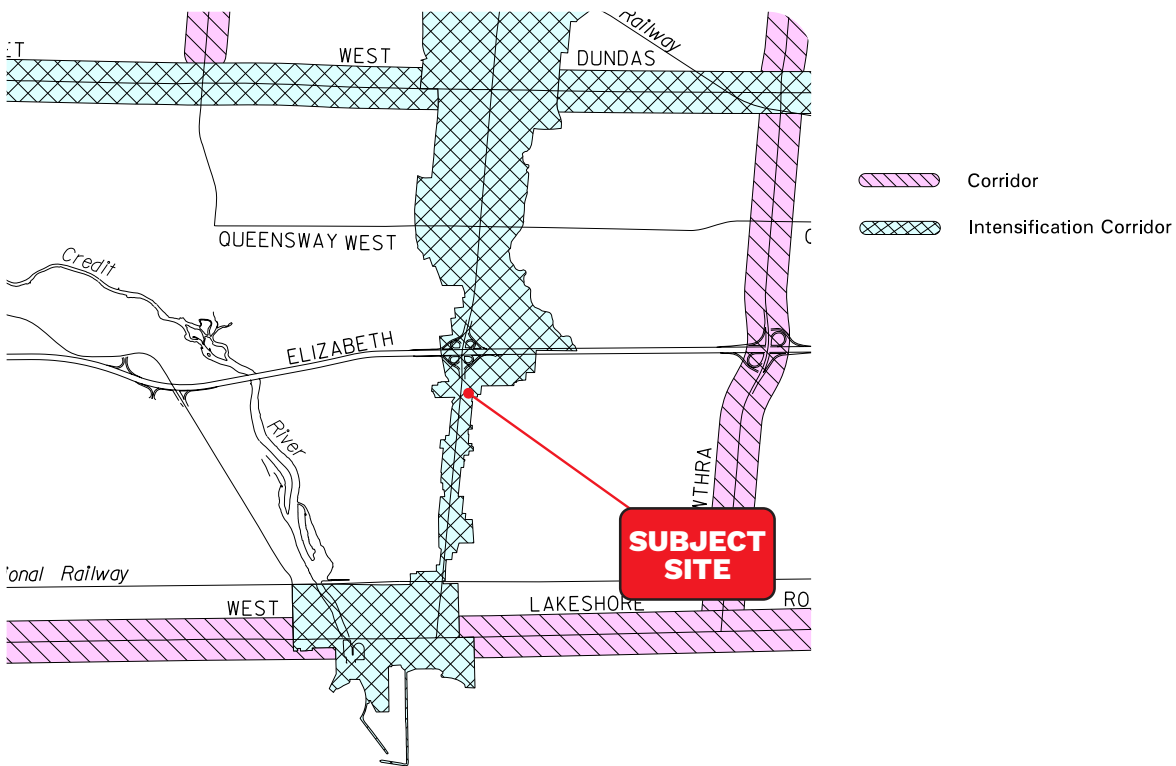


Figure 15 - Schedule 1c - Urban System Corridors

Section 5.3 contains policies related to the City Structure. The introductory text provides that the City Structure is the basis of the following hierarchy, where the Downtown will contain the highest densities and building heights and the Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights.

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;
- Neighbourhoods and Employment Areas; and
- Special Purpose Areas.

Figure 5-5: "Height, Density and Population to Employment Ratio Requirements" within Section 5.3 sets out minimum and maximum heights. As it relates to Neighbourhoods, the figure provides that Neighbourhoods will have a minimum height of 2 storeys along Corridors and in MTSA's and a maximum height of 4 storeys. As it relates to Intensification Corridors, the figure provides that they have a minimum height of 2 storeys and a maximum height as per the City structure element.

Section 5.3.5 provides that Neighbourhoods are:

"... characterized as physically stable areas with a character that is to be protected and are not appropriate areas for significant intensification. This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character."

Policy 5.3.5.1 provides that Neighbourhoods will not be the focus for intensification, however, Policy 5.3.5.2 provides that residential intensification within Neighbourhoods will generally occur through infilling. Furthermore, Policy 5.3.5.5 states that intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Official Plan. Policy 5.3.5.6 provides that development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

The site is located within a *Major Transit Station Area*, focused on the Mineola Station located at Hurontario Street and Mineola Road East line, as shown on Schedule 2 – Intensification Areas (see **Figure 16**).

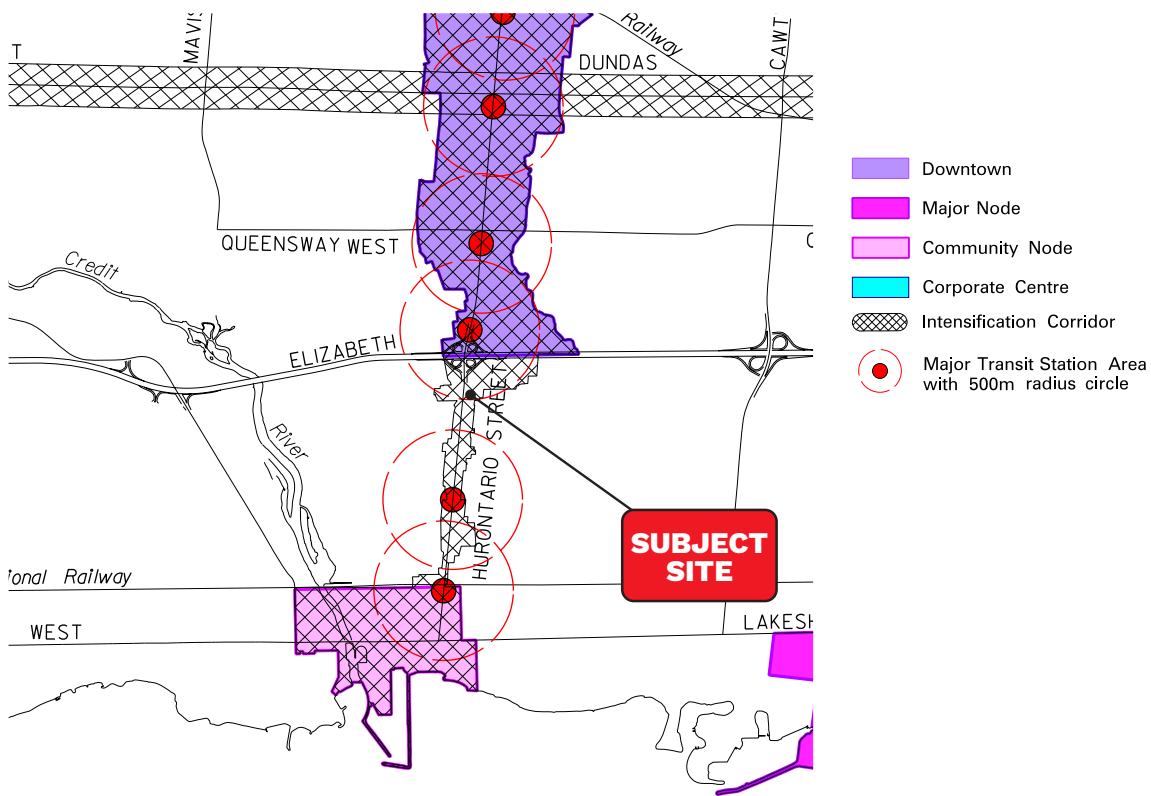


Figure 16 - Schedule 2 – Intensification Areas

Policy 5.5.1 states that the focus for intensification will be Intensification Areas, which are the *Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors* and *Major Transit Station Areas*, while Policy 5.5.3 indicates that planning studies will delineate the boundaries of *Intensification Corridors* and *Major Transit Station Areas* and identify appropriate densities, land uses and building heights. Within Intensification Areas, Policy 5.5.8 specifies that residential and employment density should be sufficiently high to support transit usage, and specifically states that low density development will be discouraged. Policy 5.5.9 directs that Intensification Areas “will be planned to maximize the use of existing and planned infrastructure” (our emphasis).

Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located (i.e. in this case, 4 storeys), unless Character Area policies specify alternative building height requirements (i.e. in this case 2 storeys) or until such time as alternative building heights are determined through planning studies (Policy 5.5.13). Further, *Major Transit Station Areas* will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas (Policy 5.5.16).

Accordingly, the subject site is located in both an intensification area (major transit station area) and a non-intensification area (Neighbourhood) and as such must consider conformity to policies reflecting both areas in the Plan.

Under the heading of build a desirable urban form (Chapter 9), the focus is on the achievement of a sustainable urban form for Mississauga, based on the urban system and city structure, with high quality urban design and a strong sense of place. It is organized on the basis of Intensification Areas where growth will be directed and other areas where limited growth will occur.

The introductory text notes that appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large-scale projects.

Within Intensification Areas, Policy 9.1.2 requires an urban form that promotes a diverse mix of uses and supports transit and active transportation modes, while Policy 9.1.3 specifies that Infill and redevelopment within Neighbourhoods will respect the existing and planned character.

In Section 9.2 (City Pattern), the introductory text notes that Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas. It is intended to create a pattern marked by a greater

mixture of land uses in a more compact form of development that supports and is integrated with a multi-modal transportation system. The City Pattern includes Intensification Areas, Non-Intensification Areas, Green System and Cultural Heritage. As noted above, the subject site is within an Intensification Area (a *Major Transit Station Area*), but is also within a Neighbourhood, which is defined as a Non-Intensification Area.

Under Section 9.2.1 (Intensification Areas), Policy 9.2.1.4 states that Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. Policy 9.2.1.9 provides that the preferred location of tall buildings will be in proximity to existing and planned *Major Transit Station Areas*, while Policy 9.2.1.11 requires appropriate height and built form transitions between sites and their surrounding areas.

Under Section 9.2.2 (Non-Intensification Areas), Policy 9.2.2.4 provides that, while "new development need not mirror existing development, new development in Neighbourhoods will respect existing lotting patterns, respect the continuity of front, rear and side yard setbacks, respect the scale and character of the surrounding area, minimize overshadowing and overlook on adjacent neighbours, incorporate stormwater best management practices, preserve mature high quality trees and ensure replacement of the tree canopy, and be designed to respect the existing scale, massing, character and grades of the surrounding area. This policy must be considered in the context of the policies which include the subject site within an intensification area that recommends more compact development.

4.10 City of Mississauga Official Plan Amendment 143 and 144

Under Section 9.4 (Movement), Policy 9.4.1.2 directs that a transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.

Under Section 9.5 (Site Development and Buildings), Policy 9.5.1.2 provides that developments should be compatible with, and provide appropriate transition to, existing and planned development, having regard to matters such as street and block patterns, the size and configurations of properties along a street (including lot frontages and areas), the continuity and enhancement of streetscapes, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures and landscapes on a property, and views, sunlight and wind conditions, among other matters.

Policy 9.5.1.3 specifies that site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context, while Policy 9.5.1.5 requires developments to provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.

On August 10, 2022, Mississauga City Council adopted Official Plan Amendments (“OPA”) 143 and 144, which set out a new policy framework to accommodate future growth and guide transit-supportive development within Major Transit Station Areas (MTSA) as identified in the Region of Peel Official Plan. The Region of Peel approved the OPAs on April 11, 2024, however subsequently the approval was appealed to the OLT by several land owners, accordingly they are not in force.

The proposed policies will apply to 54 MTSA and 9 Planned MTSA. Including the Mineola PMTSA. They identify delineated boundaries, land uses, densities, building heights; and provide direction on land use compatibility, urban form, connectivity and community infrastructure.

Official Plan Amendment 143

OPA 143 amends Section 1.1.4 by adding that, for lands within PMTSAs as shown on Schedule 2: Intensification Areas, the MTSA policies are to be read in conjunction with the other policies of this Plan. In the event of a conflict, the MTSA policies and those identified as being PMTSA policies elsewhere in the Plan will take precedence.

The OPA amends Figure 5-5: “Height, Density and Population to Employment Ratio Requirements” within Section 5.3, which sets out minimum and maximum heights. As it relates to Neighbourhoods, the figure provides that Neighbourhoods will have a minimum height of 2 storeys along Corridors and a maximum height of 4 storeys outside of PMTSAs. As it relates to Intensification Corridors, the figure provides that the minimum and maximum heights and density range is as specified for each PMTSA.

OPA 143 also adds a new Section 5.7 to the Official Plan containing Major Transit Station Area policies.

The introductory text provides that MTSAs may include one or more City Structure elements defined in this Plan within its boundaries. The Major Transit Station Area policies will be in addition to established Character Area policies of this Plan.

Policy 5.7.1.1 states that the following policies are to be read in conjunction with all other policies of this Plan. In the event of a conflict, the policies in this Section, and those identified in Character Areas and Local Area Plans as being in accordance with the Planning Act will take precedence.

As relates to urban design in MTSAs, Policy 5.7.6.2 provides that development will provide a high standard of public and private realm streetscape design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

Official Plan Amendment 144

OPA 144 adds the following policies to Section 5.7.

Policy 5.7.1.2 directs that lands subject to the policies of this Section are shown on Schedule 2: Intensification Areas of this Plan. In this respect, Schedule 2 "Intensification Areas" identifies the subject site as being within a PMTSA and along an Intensification Corridor.

Policy 5.7.1.3 states that all delineated Major Transit Station Areas in this Plan are Protected Major Transit Station Areas.

Policy 5.7.1.4 The boundaries of Protected Major Transit Station Areas are shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas.

Policy 5.7.2.1 The authorized uses of land are as identified by the land use designations shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions and authorized uses of buildings or structures are as per Part 3: Land Use Designations of this Plan, and applicable Local Area Plans, City Structure and Character Areas policies.

As it relates to density, Policy 5.7.3.1 provides that the required minimum residents and jobs combined per hectare for each Protected Major Transit Station Area are shown in Table 5-2: Protected Major Transit Station Areas. Further, Policy 5.7.3.2 provides that new development will be planned for, in conjunction with existing development densities, to achieve the minimum residents and jobs combined per hectare, through the building height requirements shown on Schedule 11: Protected Major Transit Station Areas, and the minimum Protected Major Transit Station Area Floor Space Index (FSI) shown in Table 5-2: Protected Major Transit Station Areas.

As it relates to heights, Policy 5.7.4.1 provides that building heights for lands within Protected Major Transit Station Areas are shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas.

4.11 Mississauga Zoning By-law No. 0225-2007

Mississauga Zoning By-law 0225-2007, as amended, zones the subject site R1-2 (see **Figure 17**). The R1-2 zone permits detached dwellings, home offices and other community amenities such as day cares and public/private schools.

The R1-2 residential infill regulations provide for:

Table 1 - Zoning

Maximum lot coverage	25%
Minimum front yard setback	7.5 metres
Minimum exterior side yard setback	7.5 metres
Minimum interior side yard for a corner lot	3.0 metres
Minimum rear yard for a corner lot	3.0 metres
Maximum height	10.7 metres
Minimum driveway width of garage door openings plus 2.0 metres to a maximum of	8.5 metres
Minimum landscaped soft area in the yard containing driveway	40% of the front yard and/or exterior side yard

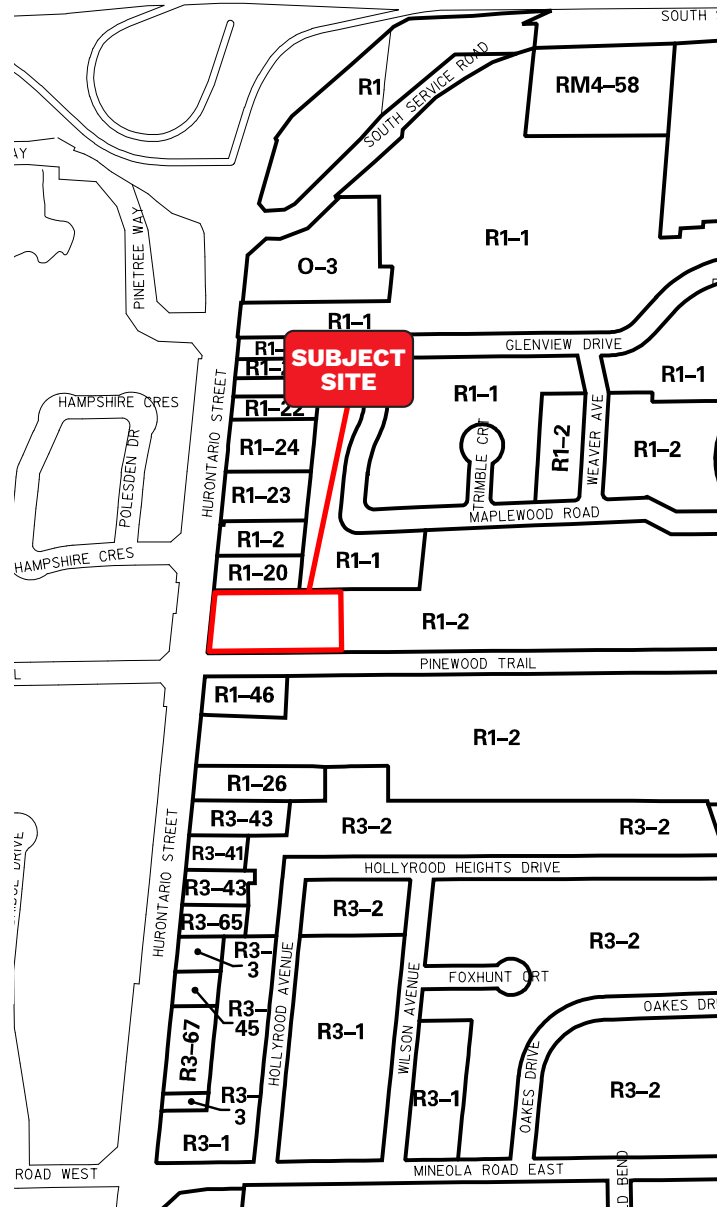


Figure 17 - Zoning By-law 0225-2007 - Map 7

4.12 Urban Design Handbook for Low-Rise Multiple Dwellings

The Urban Design Handbook for Low-Rise Multiple Dwellings, dated May 2015, is intended to complement the Zoning By-law and will apply in the Development Approval process where low-rise, multiple dwellings are considered to be an appropriate built form including, but not limited to townhouse dwellings and street townhouse dwellings.

The Guidelines are intended to serve as a framework to ensure that new development is sensitive to established communities through design continuity and the relationship with neighbouring properties, and to increase the standard of design in the city by encouraging new low-rise development in existing and new neighbourhoods and communities, or areas in transition to set new precedents.

The relevant design guidelines are addressed in Section 5.5 of this report, serving as the Urban Design Study component of the application.

A photograph of two women in a professional setting, possibly a meeting or workshop. They are looking down at a model or document on a table. The woman on the left is wearing a striped shirt, and the woman on the right is wearing a light blue button-down shirt. The background is slightly blurred, showing office shelves. The entire image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

The proposed development represents a modest form of residential intensification that is supportive of policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the 2041 Metrolinx Regional Transportation Plan, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which support intensification on sites that are well served by municipal infrastructure, particularly "higher order transit".

Given the site's location along the Hurontario LRT line, the subject site is located within a "strategic growth area", which are planned to be a focus for accommodating intensification and higher-density mixed uses in a more compact built form. In addition, given the site's proximity to Mineola Station, the subject site forms part of a "major transit station area" along a "priority transit corridor" as defined by the Growth Plan. The Growth Plan promotes development in "major transit station areas" that supports existing and planned transit service levels and maximizes the number of potential transit users that are within walking distance of the station.

The proposal would assist in achieving the minimum density targets set out in the Growth Plan, which include a minimum of 160 residents and jobs per hectare for MTSA's served by light rail transit infrastructure.

From a Regional Official Plan perspective, the subject site is located within the Mineola MTSA as delineated on Schedule E-2 of the Region of Peel Official Plan. The proposal will help to achieve the objectives for MTSA's by leveraging infrastructure investments by planning for transit-supportive densities and increased transit ridership and multi-unit housing within an MTSA, in accordance with Policy 5.6.19.1. In addition, population growth would also assist in meeting the population growth targets outlined in the Region of Peel Official Plan, which specifies a minimum density of 50 residents and jobs per hectare for the Mineola MTSA.

The Mississauga Official Plan identifies the subject site as an *Intensification Area* on Schedule 2. Official Plan Policy 5.1.4 states that most of Mississauga's future growth will be directed to Intensification Areas, while said development is encouraged to be "compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities", in accordance with Policy 5.1.6. Given the site's location within an identified Intensification Area and proximity to an established neighbourhood, infill development is an effective way to optimize the lands without compromising the existing character of the Mineola neighbourhood.

In our opinion, the site is currently underutilized given its location within an MTSA, its corner lot location, its size and current use. In this respect, the single low-rise building on the site is not in keeping with the Official Plan's intent to integrate land use and transportation through the development of compact form. Specifically, Section 4.4 of the Mississauga Official Plan provides that the new approach to land use planning in Mississauga will focus on the strategic management of growth and change through integration of land use, transportation and design objectives which includes promoting growth in locations where it is financially sustainable, can be developed in compact forms, and be supported by existing and planned infrastructure. The redevelopment of the subject site with nine high-quality low-rise townhouses, within walking distance to under construction higher-order transit service along Hurontario Street and a wide array of shops to the south at Hurontario Street at Lakeshore Road East (approx. 7 minutes by bus or a 16-18 minute walk), achieves the intent of this policy.

5.2 Land Use

Furthermore, Section 4.5 of the Official Plan provides that growth will not be directed to areas of the city that need to be preserved and protected (i.e. stable residential areas, Natural Heritage System, and cultural heritage resources) but will direct growth by focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian-oriented development and community infrastructure, services and facilities. Again, the Official Plan identifies the need to both intensify sites with convenient access to transit while protecting stable residential neighbourhoods. It is our opinion that a modest infill development of townhouses on the periphery of the Neighbourhood conforms to this direction and will not impact the broader area.

In this regard, the achievement of the guiding principles provided in Section 4.5 of the Official Plan and the subsequent policies must be applied in a balanced manner for sites located within the City's stable residential neighbourhoods that are well served by higher order transit. In our opinion, the proposed development achieves this balance with a modest transit-supportive intensification development on the periphery of an established neighbourhood that preserves the character of the Mineola Neighbourhood with a low-rise built form.

The subject site is identified on Schedule 1 – Urban System and Schedule 1b – City Structure as *Neighbourhood* and *Residential Low Density I* in the Mississauga Official Plan. The site is zoned R1-2 on Zoning Map 07 in the Mississauga Zoning By-law. The *Residential Low Density I* designation and Mineola specific permissions of Policy 16.18.2.1 provides that, notwithstanding the *Residential Low Density I* and *Residential Low Density II* policies of this Plan, the designations permit only detached dwellings, despite the subject site's location, lot size, and proximity to existing and planned transit infrastructure.

In this regard, it is our opinion that the applicable Official Plan policies and Zoning By-law provisions do not properly give effect to the overarching Provincial and Regional policy directions that support optimizing the use of land and infrastructure in locations such as the subject site.

Although the Mississauga Official Plan applies different land designations within the immediate surrounding area of the subject site (*Residential Low Density II* to the northwest off of Hampshire Crescent), the Mineola Neighbourhood Character Area does not permit the full range of low-rise residential uses in those designations but rather permits only detached dwellings.

In this respect, it is our opinion that the Mineola character area policies within the Official Plan are outdated and are not consistent with the overarching policy direction within the Provincial Policy Statement and do not conform with the Growth Plan, the Region of Peel Official Plan, as they restrict future development potential of properties along the Hurontario corridor to only detached dwellings, which does not optimize the use of land along a higher order transit corridor. In addition, this directive is not consistent with the recent visioning exercises conducted for the Hurontario Street corridor nor with the overall objectives for *Intensification Areas* as outlined in the City of Mississauga Official Plan.

It is noted that intensification is beginning to occur along the Hurontario corridor, notably through the recent approval of eighteen 4-storey townhouses at 1575 Hurontario, which is also located within the Mineola character area and is approximately 280 metres to the north.

From a land use perspective, the location of the site on the periphery of the Mineola neighbourhood and its large frontage along Pinewood Trail provides for an appropriate and desirable location for a wider range of low-rise residential uses, including townhouses. It is intended that physical changes to established neighbourhoods should be sensitive, gradual and generally "fit" the existing physical and cultural character. In our opinion, the proposed development will fit harmoniously with the surrounding built form and context.

The proposed 3-storey townhouses are a form of infill and modest intensification that takes advantage of the depth and width of the site by introducing residential units that front onto Pinewood Trail and Hurontario Street. The scale of the proposed townhouses is generally compatible with the existing 2-storey dwellings to the east and north of the site. In this respect, "compatible" does not mean identical, but rather means the ability to co-exist without unacceptable impacts of one upon another. In support of co-existence, the properties to the east and north (29 Pinewood Trail and 1495 Hurontario Street) contain mature vegetation on their respective west and south lot lines that would aid in minimizing any perceived built form impacts, which is further analyzed in Section 5.4, below.

Furthermore, we believe that the R1 zone does not accurately represent the site's potential and believe an RM4 zone would be more appropriate along this evolving corridor. In this regard, the site's characteristics within the surrounding context does not appear to have been given consideration in conjunction with the overarching policies in the PPS, Growth Plan and Regional Official Plan, specifically in the case of the subject site.

From a housing policy perspective, the redevelopment of the subject site will result in new housing supply on an underutilized site in a compact urban form that supports the wider policy objectives of the Provincial Policy Statement, the Growth Plan, the Regional Official Plan and the City of Mississauga Official Plan.

More specifically, the proposal will conform to Policy 7.2.1 of the Mississauga Official Plan, which provides that Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.

In keeping with the foregoing, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment, which would allow the use of the subject site for grade-related townhouses, is appropriate and desirable.

5.3 Height, Massing and Density

In our opinion, the height, massing and density of the proposed development is appropriate and compatible with the surrounding context. For the purposes of this proposal, Pinewood Trail is considered the front yard. The proposed height and massing have been developed based on a number of contextual and urban design considerations, including:

- the subject site's location;
- proximity to transit infrastructure;
- the site's *Intensification Area* designation;
- the size of the subject site; and
- the landscaped character of the site and surrounding context;

The proposed 3-storey height of the townhouse dwellings is generally in keeping with the surrounding low-rise context, which contains a mix of low-rise residential and commercial uses, which generally adhere to the maximum height pursuant to the urban design policies of the Mineola Neighbourhood, which encourages heights of 1-2 storeys (Policy 16.18.1.1).

Despite the heights set out in the Mineola Neighbourhood Character Area (1-2 storeys), Policy 16.1.1.2 of the Official Plan provides that proposals for heights that differ from a Character Area may be considered subject to specific criteria i.e. appropriate transition in heights that respects the surrounding context, enhances the existing and planned development, maintains the City Structure hierarchy and is consistent with the policies of the Official Plan.

In addition, through OPA 144 (see Section 4.10), Policy 5.7.4.1 was added to the Official Plan, which provides that building heights for lands within Protected Major Transit Station Areas are shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas.

In this respect, Schedule 11n, which previously identified a maximum building height of 2 storeys on the subject site, was modified to include a maximum height of 3 storeys. Accordingly, the proposal conforms with Policy 5.7.4.1.

The proposed height of the townhouse block is 12.5 metres. The roofline of the townhouse block extends down to encompass the entire third floor within the roof design, thus giving the impression of a lower height. In this respect, the townhouse dwellings read as a 2-½ storey dwelling which better integrates into the adjacent neighbourhood character. Additional height for the townhouse block is appropriate given its location on a corner lot and the ability to retain mature trees along the north and east lot lines and separation from existing structures.

From a massing perspective, the development has been sensitively designed and sited to fit within its surroundings and to respect the existing and planned physical character of the neighbourhood, while allowing for modest residential intensification and providing alternative options for housing. Setbacks of 6.0 metres to the north lot line and 2.5 metres to the east side yard have been incorporated to respect existing buildings at 29 Pinewood Trail and 1495 Hurontario Street, as mentioned above.

In this regard, the key aspects to ensure successful integration into the neighbourhood are reflected in Policy 9.2.2.3, which provides that, while “new development need not mirror existing development’, new development in Neighbourhoods will respect existing lotting patterns, respect the continuity of front, rear and side yard setbacks, respect the scale and character of the surrounding area, and minimize overshadowing and overlook on adjacent neighbours.

With regard to the location of the proposed townhouse block, the proposal is generally consistent with the standards applicable to the RM4 Zone (Townhouse); the proposed zoning to permit the development. The following minimum performance standards would apply to the subject site (See Table 2);

Table 2 - Zoning Comparison

Standard	Zoning Permission (RM4)	Proposal
Minimum dwelling width	5.0 metres	5.49 metres
From the front/or side wall of a townhouse to all other street lines (less than 20.0 metres in right-of-way width)	4.5 metres	4.5 metres to Pinewood Trail and 5.2 metres to Hurontario Street
Setback from the side wall of a townhouse to a lot line that is not a street line	2.5 metres	2.5 metres
Setback from the rear wall of a townhouse to a lot line that is not a street line	7.5 metres	6.0 metres
Setback from the garage face to the street	6.0 metres	6.0 metres
Maximum height	10.7 or 3-storeys	12.5 metres

With regard to the above standards, the proposal meets the minimum standards for dwelling width as the proposed units will be 5.49 metres. The front wall setback to Pinewood Trail exceeds the minimum requirement as a 6.0 metre setback is provided at grade, which is reduced to 4.5 metres given the second story overhang above the garage entryways to the south (front) lot line. The garage setback also meets the 6.0 metre requirement from face to street along Pinewood Trail.

The townhouse dwelling unit fronting Hurontario Street will be set back a minimum of 5.2 metres from the Hurontario Street right-of-way, which at its minimum point is slightly less than the 7.5 metre requirement. However, we note that the lot line along Hurontario is angled slightly and the front façade is articulated to respect the 15 by 15 metres daylight triangle, which results in a varied setback condition along the frontage. It is our opinion that the proposed setback will allow for adequate landscaping and separation to the right-of-way.

In terms of the side yard condition to the east, the setback from the side wall of the townhouse meets the proposed requirement of 2.5 metres to provide appropriate separation from 29 Pinewood Trail. In addition, given the existing 8.8 metre side yard setback on the 29 Pinewood Trail property and that only one secondary window is located on the west facing façade of 29 Pinewood Trail it is our opinion that appropriate separation distance will be maintained and light view and privacy concerns will be appropriately mitigated.

The rear yard setback from the north property line to the building face is proposed to be 6.0 metres; 1.5 less than the by-law requirement. As 1495 Hurontario Street to the north is used for various medical clinics and is oriented toward Hurontario Street, it is our opinion that a reduced 6.0 metre setback is appropriate for the rear yard condition. This is further supported as only secondary windows from the medical clinic face the proposed development and it is set back approximately 5.7 metres from the south lot line. Furthermore, the 1495 Hurontario Street property contains multiple mature trees that will contribute to minimizing any potential privacy or overlook concerns. In conclusion, the townhouse block massing provides appropriate separation to adjacent buildings with a total separation distance of approximately 11.7 metres from 1495 Hurontario Street to the north and 11.3 metres from 29 Pinewood Trail to the east.

Based on the general conformity to the proposed zoning framework, it is reasonable to establish appropriate massing and setbacks based upon specific site design and context considerations. As such, the townhouse block is oriented towards Pinewood Trail to create a consistent residential condition and provide rear yard open space adjacent to the property to the north.

From a density perspective, it is our opinion that the proposed density of 54 residents per hectare and a gross FSI of 1.25 is appropriate and desirable as it will exceed the minimum density required in the Region of Peel Official Plan and contribute to the population targets in the Growth Plan.

Firstly, the density reflects a low-rise form of residential intensification that is appropriate for the subject site given its location in proximity to the future Mineola Station.

Furthermore, the Zoning By-law does not provide density limitations for low-rise residential zones including the R1 or RM4 zones. Rather, a combination of minimum setbacks, landscaped areas, and gross floor area establishes the maximum density that an infill residential development could achieve. In this case, the RM4 zone would be more appropriate in determining density limitations.

Accordingly, it is reasonable to establish an appropriate density for the subject site based on specific design, context and urban structure considerations, rather than on the basis of density numbers. The development proposes a low-rise residential use that has been designed to be compatible with the surrounding area.

As such, the proposed density responds appropriately to the directions of the Provincial Policy Statement to promote development standards that facilitate intensification, to facilitate all forms of residential intensification and redevelopment and to promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit.

5.4 Built Form Impacts

In our opinion, the proposed 3-storey townhouse block will result in for of development that is compatible with its surroundings.

Light, View and Privacy

Light, view and privacy impacts are generally dealt with through a combination of spatial separation, orientation and mitigation measures between buildings. The subject site is abutted by an existing residential detached dwelling to the east along Pinewood Trail and a commercial building to the north along Hurontario Street.

In this regard, to the north, a 6.0 metre set back is proposed adjacent to the north lot line that abuts 1495 Hurontario Street. The property at 1495 Hurontario Street contains a commercial medical office, which fronts onto Hurontario Street and therefore has a side yard condition abutting the subject site. The commercial medical office is set back approximately 5.7 metres from its south lot line. Together, the two setbacks would result in a separation distance of 11.7 metres, which would minimize any potential privacy concerns.

To the immediate east, at 29 Pinewood Trail, an approximately 8.8 metre side yard setback is provided from the west property line to the existing 2-storey dwelling. Together, the existing setback on the 29 Pinewood Trail property with the proposed 2.5 metre side yard setback on the subject site, would result in a total separation distance of 11.3 metres, which would minimize any potential privacy concerns. We note that the proposed 2.5 metre setback from the east lot line is in keeping with the proposed zoning of the RM4 zone.

To the south and west, the subject site is abutted by Pinewood Trail and Hurontario Street, respectively. Given the existing right-of-way widths, it is our opinion that there would not be any unacceptable LVP impacts.

Shadow Impacts

The *Mississauga's Urban Design Terms of Reference – Standards for Shadow Studies July 2024* identifies potential key areas surrounding the proposal that may be impacted by shadows cast by the proposed development, including:

- Residential Private Outdoor Amenity Spaces;
- Communal Outdoor Amenity Areas;
- Public Realm;
- Turf and Flower Gardens; and
- Building Faces to Allow for Possible Use of Solar Energy.

A Shadow Study has been prepared by Bousfields Inc., to assess the as-of-right and proposed shadow impacts of the proposal. Shadow impacts have been analyzed for June 21st between the hours of 7:07 a.m. and 7:33 p.m., September 21st between the hours of 8:35 a.m. and 5:48 p.m., and on December 21st between the hours of 9:19 a.m. and 3:15 p.m.

The Study has regard for a number of factors, including the shadow created by the existing built form in the general area surrounding the subject site and the shadow created by the proposed development.

With respect to Residential Private Outdoor Amenity Spaces, Section 3.1 provides that shadow impacts cast from a proposed development should not exceed one hour in duration on areas such as private rear yards, decks, patios and pools of surrounding residential dwellings on June 21st and September 21st. The criteria is met if there is shadow impact for no more than two consecutive hourly test times within the space between the exterior wall of the dwelling that abuts the amenity space and the line of impact assessment ("No Impact Zone").

That said, there is shadow impact for more than two consecutive hours on June 21st and September 21st on residential private amenity spaces associated with the properties at 1495 Hurontario Street and 29 Pinewood Trail.

In our opinion, this is an acceptable level of impact given that the shadow impact occurs on the shoulder season (September 21st) where, typically, these residential amenity areas are less utilized during daylight hours. During the peak season (June 21st), the overall shadow impact on both amenity spaces are minimal. The portions of the amenity space adjacent to the southwest exterior wall of 29 Pinewood Trail experiences the most shadow impact from the proposed development. However, the overall amenity space area maintains a sun access factor of 84% on June 21st. Moreover, the proposed shadows begin to impact 29 Pinewood Trail at 3:20 p.m. and beyond.

A majority of the shadows cast onto the amenity space of 1495 Hurontario Street are caused by the existing building on the property. Additionally, shadows cast by the proposed development completely leave the amenity space around 10:20 a.m. on June 21st and 12:12 p.m. on September 21st. The property contains a deck attached to the back facade, extending around 10.0 metres into the rear yard. The findings demonstrate that the decked area has not been impacted by shadows cast from the proposed development at any time of the day on June 21st, and on September 21st, where the shadow completely leaves the amenity area at approximately 10:12 a.m.

With respect to Communal Outdoor Amenity Areas, Section 3.2 states that shadows from proposed developments should allow for full sun on areas such as children's play areas, school yards, tot

lots, park features (such as sandboxes and wading pools) and outdoor amenity areas used by seniors and those associated with commercial and employment areas for at least half the time (or 50% sun coverage all the time) on June 21st, September 21st, December 21st. The criteria is met if the "sun access factor" is at least 50% or 0.5 on each of the test dates ($As(ave)/AT = 0.5$ or more). This criterion also applies to public amenity areas and common outdoor amenity areas that are part of a proposed or existing development.

This criterion does not apply as we have identified no communal outdoor amenity areas within the vicinity of what would be affected by the shadows cast by the proposed development.

With respect to the Public Realm, Section 3.3 requires the identification of public realm elements within the vicinity of the proposed development. Public realm elements, such as sidewalks, open spaces, parks and plazas, are identified on the Shadow Study.

As defined by the Terms of Reference, developments on Low and Medium Density Residential Streets should be designed to allow for full sunlight on the opposite boulevard, including the full width of the sidewalk on September 21st, for a total of at least 4 hours between 9:12 a.m. to 11:12 a.m. and between 3:12 p.m. to 5:12 p.m.

The criteria has been met as the proposed development does not cast any incremental shadows on the opposite sidewalk along Hurontario Street at any time on September 21st. There are currently no existing sidewalks along Pinewood Trail.

As defined by the Terms of Reference, shadows from proposed developments should allow for full sun on public open spaces, parks and plazas for at

5.5 Urban Design

least half the time, or 50% sun coverage all the time. If the "sun access factor" is at least 50% or 0.5 on each of the test dates ($As(ave)/AT = 0.5$ or more), then the shadow impact is considered to be in compliance with the Terms of Reference.

This criteria does not apply as we have identified no public open spaces, parks and plazas within the vicinity of what would be affected by the shadows cast by the proposed development.

With respect to Turf and Flower Gardens, Section 3.4 provides that the proposed development should allow for adequate sunlight during the growing season from March to October by allowing for a minimum of 6 hours of direct sunlight on September 21st.

This criterion does not apply as we have identified no turf and flower gardens within the vicinity of what would be affected by the shadows cast by the proposed development.

With respect to Building Faces to Allow for the Possibility of Using Solar Energy, Section 3.5 states that shadow impacts from proposed developments should not exceed one hour in duration on roofs, front, rear and exterior side walls of adjacent low rise (one to four storeys) residential buildings on September 21st. The criteria is met if there is shadow impact for no more than two consecutive hourly test times in the "No Impact Zone". In particular, the space between the front, rear and exterior side walls of the adjacent low rise residential buildings and the respective lines of impact assessment.

There is shadow impact for more than two consecutive hours on September 21st in the "No Impact Zone areas" associated with 1495 Hurontario Street and 29 Pinewood Trail. In our opinion, this is appropriate given that the proposed development does not cast shadows on the roof of these properties, which, in our opinion would be the most appropriate location for any future solar panels.

The proposed design conforms with the urban design policies set out in Section 9 of the Mississauga Official Plan and is generally in keeping with the guidelines set out in the Urban Design Handbook for Low-Rise Multiple Dwellings. It is important to note that the size and frontages of the subject site allows for appropriate infill development that appropriately frames both Hurontario Street and Pinewood Trail and creates a consistent residential character along Pinewood Trail.

The townhouse block setbacks are generally in line with the proposed RM4 zoning standards and it is not anticipated to result in undue impacts on adjacent properties due to the provision of appropriate separation distances and the retention of mature trees. In reviewing the Official Plan design policies and associated Low-rise Multiple Dwellings Urban Design Handbook, the following are achieved within the proposed development:

- the proposed townhouse block has been sited to employ a consistent facing relationship towards Pinewood Trail with setbacks of 6.0 metres to garage face and 4.5 metres to the building face (2nd storey);
- light, view and privacy to adjacent properties is maintained through adequate and setbacks to adjacent properties (2.5 metres to the east and 6.0 metres to the north);
- in combination with existing yard setbacks on adjacent properties, the townhouse block will have a total separation distance of 11.3 metres from the existing detached dwelling to the east and 11.7 metres from the commercial building to the north;
- the townhouse driveways have been interspersed between existing street trees to be preserved wherever possible and to encourage a tree canopy along the street and throughout the site;

5.6 Draft Plan of Subdivision

- the proposed detached dwelling will appropriately frame the corner of Hurontario Street and provide a 15 metre by 15 metre sight triangle for vehicle and pedestrian safety;
- a minimum front yard setback of 4.5 metres on Pinewood Trail for the townhouses allows for individual landscaped front yards;
- building facades have been designed to incorporate a variety of building materials to create visual interest and to reflect the residential character of the neighbourhood;
- the building massing of the townhouses has been articulated with projections, varied rooflines, windows, entrances, and porches to create visual interest;
- dwelling unit entrances are located towards Pinewood Trail and Hurontario Street with windows and include porches to encourage neighbourly interaction and natural surveillance;
- the townhouse block employs a variety of mansard roof forms to provide visual interest and a residential scale;
- the primary parking for the townhouse block is located at grade and has consolidated driveways in order to allow for more landscaped space within the front yard and preserve trees;
- private amenity space is provided in the form of traditional rear yards; and
- the proposed development will retain 17 existing mature trees on the subject site and maintain the context that is consistent with the mature landscaping of the Mineola neighbourhood by proposing 6 new deciduous trees.

The nine townhouse dwelling units as part of the proposed development are proposed to be freehold townhouse units. Accordingly, a submission of a Draft Plan of Subdivision application is being made to facilitate the orderly development of the lands and allow for future conveyances. In addition, the application for Plan of Subdivision Approval will support the implementation of the Official Plan Amendment and Zoning By-law Amendment application for the subject site in compliance with the Provincial and City planning policy direction.

In our opinion, the proposed development satisfies the provisions of Section 51(24) of the *Planning Act* R.S.O. 1990, which requires that regard be given to the following matters for plans of subdivision, as follows:

51(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety and convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2:

- The proposed redevelopment would contribute to the achievement of numerous provincial and municipal policies which support and promote the intensification of underutilized sites within built up urban areas, particularly in locations that are well-served by existing and planned municipal infrastructure, including higher-order public transit.

- In this respect, the current use of the subject site for a 2-storey detached house that has been partially converted to support a medical clinic, represents an underutilization of land and infrastructure considering the site is located along the future Hurontario LRT line and is located within the Mineola PMTSA, approximately 430 metres to the south of the proposed Mineola Station. The proposed residential intensification on the subject site will contribute new housing options within walking distance to planned transit, community services and facilities, and service commercial and retail stores, which will encourage active transportation and transit use, effectively reducing greenhouse gas emissions.

b. whether the proposed subdivision is premature or in the public interest:

- The proposed Draft Plan of Subdivision is not premature and is in the public interest, as it will enable the future subdivision of the lands that will facilitate the redevelopment and intensification of the subject site, which is identified as an intensification area.
- Official Plan and Zoning By-law Amendment applications have been filed to permit the redevelopment of the site. The redevelopment will introduce new housing supply through the addition of residential uses. Intensification of the subject site is supported by the applicable planning policy framework, including the Provincial Policy Statement, the Growth Plan, the Draft Provincial Planning Statement, the Region of Peel Official Plan and the Mississauga Official Plan.

c. whether the plan conforms to the official plan and adjacent plans or subdivision, if any;

- Under the Mississauga Official Plan, the subject site is designated *Residential Low Density I*. The subject site is proposed to be redesignated from *Residential Low Density I* to *Residential Medium Density* to permit the proposed redevelopment. In our opinion, the proposed redesignation is appropriate considering the property is underutilized in its current state and is in a location that is identified as an intensification area.
- Based on the foregoing, it is our opinion that the *Residential Medium Density* designation would more appropriately reflect the existing and evolving context of the subject site.

d. the suitability of the land for the purposes for which it is to be subdivided;

- The land is suitable for its intended purposes, which will include residential uses. The land is suitable for any future subdivision as the proposed townhouse dwellings are freehold in tenure. The redevelopment of the lands will promote residential intensification and provide new housing options within the built-up urban area, and will optimize existing infrastructure and resources in the area.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

- Not applicable. No affordable housing units are currently included in the proposed development.

e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

- Not applicable. No new roads are included in the proposed development.

f. the dimensions and shapes of the proposed lots;

- The proposed lot sizes, dimensions and shapes of the proposed Blocks are reflective of what is required to accommodate the proposed redevelopment.

g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

- The lands are subject to the following easements: Instrument No. PR3420438; and Instrument No. PR3582593.

h. conservation of natural resources and flood control;

- The closest natural resource is located 220 metres northwest of the subject site. Mary Fix Park, which is identified as *Significant Natural Areas and Natural Green Spaces* in the Mississauga Official Plan.
- The subject site is not located within or near a floodplain.

i. the adequacy of utilities and municipal services;

- The adequacy of municipal services and utilities was confirmed and documented in the Functional Servicing Report submitted in support of the development applications and as detailed in Section 5.8.

j. the adequacy of school sites;

- The subject site is located within proximity to five schools. The Mineola neighbourhood is well served by public elementary and secondary schools.

k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

- Not applicable. No area of land is to be conveyed or dedicated for public purposes.

l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

- Not applicable. The detailed design matters related to the availability of supply, efficient use and conservation of energy will be addressed through the Site Plan Control approval process.

m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters

- The interrelationship between the design of the proposed subdivision and site plan control matters will be addressed through the Site Plan Control approval process.

5.7 Transportation Impact Study

A Technical Memorandum has been prepared by CGH Transportation, dated July 26, 2024, to examine trip generation and proposed driveway locations as a result of the proposed development.

The Memorandum concludes that the proposed development is expected to generate a total of four bi-directional vehicle trips during the AM peak hour and five bi-directional vehicle trips in the PM peak hour, and therefore concludes that the trip generation as a result of the proposed development is negligible.

With respect to the proposed driveway locations, although the driveway for the townhouse that is located closest to Hurontario Street is located within the daylighting triangle, the proposed driveway location does not interfere with the sight distance and the daylight triangle can be reduced to accommodate the driveway while providing for an appropriate sight distance for pedestrians and vehicles.

5.8 Servicing

A Functional Servicing and Stormwater Management Report was prepared by Urban Works Engineering Corporation in support of the proposed development. The report presents a site servicing strategy for the proposed development that addresses the requirements of the applicable regulatory agencies and provides the basis for future detailed servicing design work. The servicing strategy for the proposed development is summarized below.

From a storm drain perspective, the proposed development the drainage from the southern (front) portion of the site will be conveyed directly towards the existing roadside ditch along Pinewood Trail. The northern (rear) portion of the site will drain to infiltration trenches and swales along the north and east property boundaries. The rear yard swale will convey runoff eastward and then to the south, following the property boundary, and discharge into the existing roadside ditch along the north side of Pinewood Trail. Storm sewers within the site are not proposed.

With respect to the quantity control of runoff no controls are required. With respect to quality control of runoff, grass swales are proposed. Additionally, LIDs are proposed on site and will reduce the volume of runoff discharged from the site, especially during smaller rainfall events.

From a sanitary servicing perspective, the proposed development lies within the sanitary tributary area of the GE Booth Lakeview Sewage Treatment Plant. There are existing 250 mm diameter sanitary sewers along Pinewood Trail, east of the site. The existing sewer conveys wastewater easterly, and then south along a servicing easement between 40 and 52 Pinewood Trail. The existing sanitary sewer line will need to be extended westerly towards the site to service the proposed development. The proposed sanitary sewer network will be designed as a conventional gravity system, conveying flows to the existing sewers along Pinewood Trail via a proposed 250 mm sewer. The proposed units will each have 125 mm diameter connections to the new sanitary sewer along Pinewood Trail.

With respect to the water supply and distribution services, the short-term peak hour water demand will be 0.4 L/s. The fire flow + maximum day demand will be 150.1 L/s. Therefore, the water supply system has been designed to provide 150.1 L/s, that is, the maximum daily demand of the development plus the fire protection demand requirement. A flow test at the fire hydrants on Pinewood Trail shall be performed to verify that the required residual pressure in the street watermain will be met, in the event of a fire.

Finally, a technical assessment of the municipal servicing requirements indicates that the site can be adequately serviced by the proposed stormwater, sanitary, and water distribution systems. Stormwater quantity control is not required for the proposed development. Stormwater quality and erosion control for the development will be provided by an implementation of LID measures on site.



Conclusion

It is our opinion that the proposed infill development of an underutilized lot located at 1489 Hurontario Street will result in a modest and appropriate level of intensification that is supportive of the policy framework proposed in the Provincial Planning Statement (2024), which will come into force on October 20, 2024 and replace the Provincial Policy Statement ("the PPS") and the Growth Plan for the Greater Golden Horseshoe ("the Growth Plan"), as well as the policies in the Metrolinx Regional Transportation Plan, the Region of Peel Official Plan and the City of Mississauga Official Plan.

From a land use perspective, the proposed development will make efficient use of an underutilized site in a location which is well served by urban infrastructure, particularly transit, given its location within a "secondary major transit station area". In particular, the subject site is located within approximately 430 metres of the future Mineola Station, which forms part of the under-construction Hurontario LRT Line. In this regard, the proposed development will modestly intensify a corner lot with low-rise built form, support existing and future transit infrastructure within proximity of the site, and respect the character of the established Mineola Neighbourhood.

From an urban design and built form perspective, the proposal conforms with the built form policies of the Official Plan and addresses the guidelines provided in the Urban Design Handbook for Low-Rise Multiple Dwellings. This alternative form of low-rise housing utilizes the width of the subject site to establish a modest block of 3-storey townhomes framing both Hurontario Street and Pinewood Trail with good proportion. Furthermore, the proposal will retain mature vegetation where feasible to preserve the character of the neighbourhood and provide appropriate separation distances to neighbouring buildings to effectively mitigate potential privacy and overlook impacts.

Based on the foregoing, it is our opinion that the proposed development is an appropriate and desirable use of this site and we recommend approval of the Official Plan and Zoning By-law Amendment and Plan of Subdivision applications.

We trust the foregoing is satisfactory for your purposes. Should you have any questions, please do not hesitate to reach out to the undersigned or Hailey McWilliam of our office.

Yours truly,

Bousfields Inc.



Michael Bissett, MCIP, RPP
Partner

