

4150 Westminster Place, Mississauga

Planning Justification Report

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Table of Contents

| | | |
|-------------|--|-----------|
| 1.0 | Executive Summary | 2 |
| 2.0 | Introduction | 3 |
| 3.0 | Site Description | 4 |
| 4.0 | Planning History | 12 |
| 5.0 | Contextual Analysis | 13 |
| 6.0 | Market Analysis | 21 |
| 7.0 | The Proposal | 23 |
| 8.0 | Policy Justification | 37 |
| | Planning Act (1990)..... | 37 |
| | Provincial Policy Statement (2020)..... | 37 |
| | A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) | 40 |
| | Region of Peel Official Plan (2022) | 43 |
| | Mississauga Official Plan (2021)..... | 46 |
| | Mississauga Zoning By-law 0225-2007 | 49 |
| | Other Applicable Policies, Standards and Guidelines..... | 57 |
| 9.0 | Planning Analysis | 59 |
| 10.0 | Community Engagement Plan | 63 |
| 11.0 | Summary and Conclusions | 64 |

1.0 Executive Summary

Saint Luke's Dixie Senior Residence Corporation's (SLDSRC) 8-storey rental apartment building at 4150 Westminster Place is a proposed infill redevelopment in the Rathwood neighbourhood of the City of Mississauga. It is situated within an area with mixed land uses where residential, commercial, and institutional uses are found. The proposed development will take advantage of an excellent location close to parks, open space, amenities, services and public transit. The proposal will complement the existing 3-storey 190-unit building that SLDSR has owned and operated for over 40 years.

The project will help support a vulnerable population experiencing reduced mobility and decreased income by creating new housing units targeted at low- and moderate-income senior renters. It helps meet the demand for affordable rental housing in a community experiencing a region-wide housing shortage. The infusion of residential density within the built-up area will also help support the economics of local businesses in these uncertain times.

Employing energy-efficient design principles and materials, along with innovative technologies, including Passive House design, will help conserve energy and provide residents with homes that are resilient to the effects of climate change. Sustainable stormwater management practices such as a green roof will slow stormwater flow and help preserve and protect natural features and ecosystem function downstream. With its location close to services and amenities, the proposed development fosters a supportive environment for active and public transportation and reduces the need for vehicles in residents' daily activities.

This proposal not only is consistent with and conforms to Provincial and Municipal policies, but it also exceeds requirements in many cases. Furthermore, this planning analysis will demonstrate that the proposed development is appropriate, desirable, compatible with surrounding development, and timely. Ultimately, the proposal represents good planning, and in our opinion, the application for Official Plan Amendment and Zoning By-Law Amendment should be supported.

2.0 Introduction

Saint Luke's Dixie Senior Residence Corporation (SLDSRC) is a community-based non-profit housing provider in the City of Mississauga. SLDSRC has been operating its seniors' affordable apartment at 4150 Westminster Place, known as Westminster Court, for over 40 years. The existing building contains 190-units and has been providing affordable and secure housing for more than 200 seniors in the region since the 1982.

SLDSRC has extensive experience operating seniors' affordable apartments as it has been self-managing the existing Westminster Court with the help of an in-house property manager. Westminster Court reached the end of its original Social Housing Operating Agreement with Canada Mortgage and Housing Corporation (CMHC) in 2018 and has entered into an agreement with the Region of Peel to improve the energy efficiency of the existing building.

The need for seniors' affordable rental housing is growing with a rapidly aging population and increasingly unaffordable housing stock in the City of Mississauga and the Region of Peel. Peel's centralized housing waiting list shows that the wait time for seniors is between 5.5 to 7 years. Data from the SLDSRC's internal waitlist and census data on Peel's and Mississauga's aging demographic structures also show great demand for seniors' affordable rental housing.

Currently 4150 Westminster Place contains a large surface parking lot that is adjacent to the existing building. SLDSRC proposes to leverage its property to develop a new 8-storey 70-unit rental apartment building on the location of the existing surface parking lot. As with SLDSRC's existing building, all new units will be affordable for low-income seniors and will include a mix of Rent-Geared-to-Income (RGI) units and low-end of market housing.

Situated near a major collector road and the interface of residential and commercial retail land uses, the site represents an opportunity to deliver a much-needed, high-quality urban infill intensification. It contributes toward meeting the demand for non-market and affordable market housing and supports both Provincial and Municipal policy goals.

This report will describe the site and its surrounding context in Sections 3.0 through 5.0. Section 6.0 will analyze the need for affordable housing and market conditions in Mississauga and the Region of Peel. Proposed site programming and circulation patterns, land use changes, built form typology and unit mix, are described in Section 7.0. The submission will justify the proposal using Provincial and Municipal policy and regulatory frameworks and good planning principles in Sections 8.0 through 9.0. Section 10.0 of the report provides an overview of the community engagement plan for the project. Ultimately, a recommendation for the proposal, representing a professional planning opinion, will conclude the submission in Section 11.0.

3.0 Site Description

Legal Description

BLK 29 PLAN M-367

City of Mississauga

Regional Municipality of Peel

Municipal Address

4150 Westminster Place
Mississauga ON L4W 3Z7

Legal Owner

Saint Luke's Dixie Senior Residence Corporation is the legal owner, and the owner is a non-profit corporation established in 1981.

Existing Site Conditions

Existing Site Statistics

- Lot Area: 16,370.21 m² (1.637 hectares)
- Lot Coverage: 4,748.7m² (29.4%)
- Landscaped Area: 5503.12m² (33.6%)

Current Uses

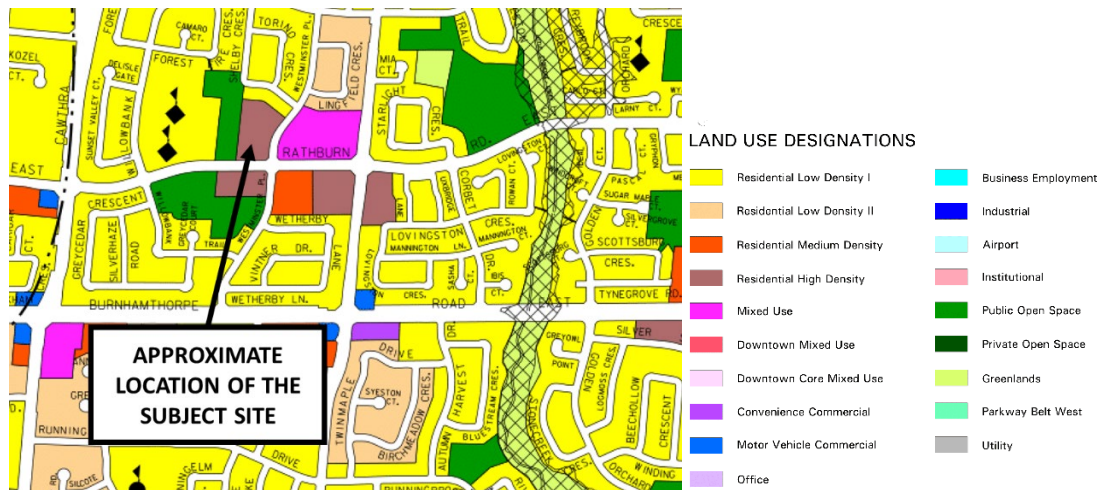
The 1.637-hectare site is currently home to a 3-storey seniors' rental apartment building with one hundred ninety (190) residential units. The building has a mix of one hundred forty-four (144) one-bedroom and forty-five (45) two-bedroom units and one (1) superintendent unit.

In addition, the site contains an exterior courtyard that is surrounded by the existing building. A large surface parking lot with a total of 82 parking spaces is situated to the south of the existing building.

Current Land Use Designation

The Mississauga Official Plan land use designation for the site is Residential High Density. It permits uses including apartment dwellings, all forms of townhouse dwellings, and uses accessory to apartment dwellings on the same property. In addition, uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, such as financial institutions, restaurants and retail stores, among other uses. Commercial parking facilities, gas bars, and drive-through facilities are not permitted.

Figure 1. Excerpt from Schedule 10 of the Mississauga Official Plan

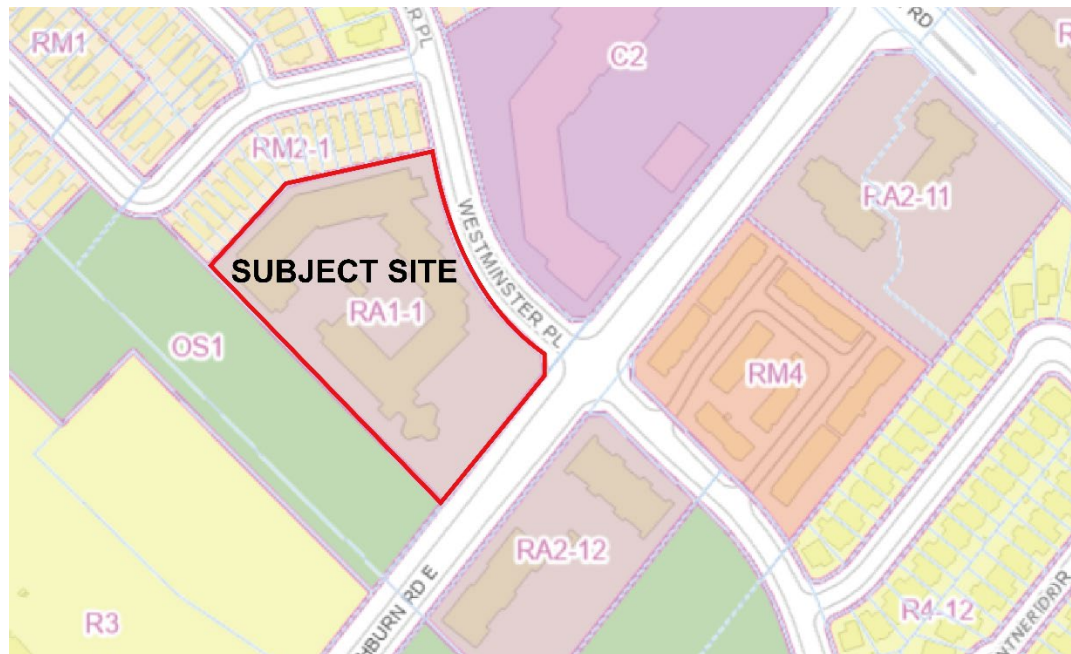


Source: City of Mississauga; 2021

Current Zoning Classification

The site is zoned under Mississauga Zoning By-law 0225-2007 as Residential (RA1-1). The RA1-1 zoning classification permits Apartment, Long-Term Care Building and Retirement Building. The specific zoning regulations that apply to the site and required zoning amendments are discussed in Chapter 9 under the Mississauga Zoning By-law 0225-2007 section.

Figure 2. Excerpt from the Mississauga Zoning Information Map



Source: City of Mississauga; 2022

Topography

The site is relatively flat, with the lowest elevation found at the east corner of the site. In this area, the elevation decreases from the west to the east.

The Geotechnical Investigation Report prepared by Terraprobe Inc. details the subsurface condition at the site, determined using borehole drilling at six (6) locations on the property. Boreholes were advanced to depths ranging from 3.2 metres to 8.0 metres below the existing ground surface, and monitoring wells were installed at three (3) boreholes for groundwater level monitoring, sampling and testing. As illustrated in Figure 2, the borehole locations on the property are identified. In addition to visual examination, all soil examples were tested for moisture content. Finally, two (2) representative soil samples were used for grain size analysis.

The boreholes encountered the pavement structure at the ground surface underlain by the earth fill zone extending to depths varying from about 0.6 to 0.8 m below grade, which was in turn underlain by the glacial till deposit, extending to about 3 m depth below grade. The till deposit graded into shale bedrock at about 3.0 m depth below grade. The sound/unweathered bedrock may be at Elev. 134.8 m± (about 4.7 to 4.9 m depth below grade).

The borehole information indicates that the foundation subgrade is expected to consist of the sound/unweathered bedrock of Georgian Bay Formation. Conventional spread footing foundations to bear on the sound Bedrock of Georgian Bay Formation can be designed for a net geotechnical reaction of 6,000 kPa (Serviceability Limit States, SLS), and a factored geotechnical resistance of 10,000 kPa at Ultimate Limit States (ULS).

Figure 3. Borehole and Monitoring Well Locations



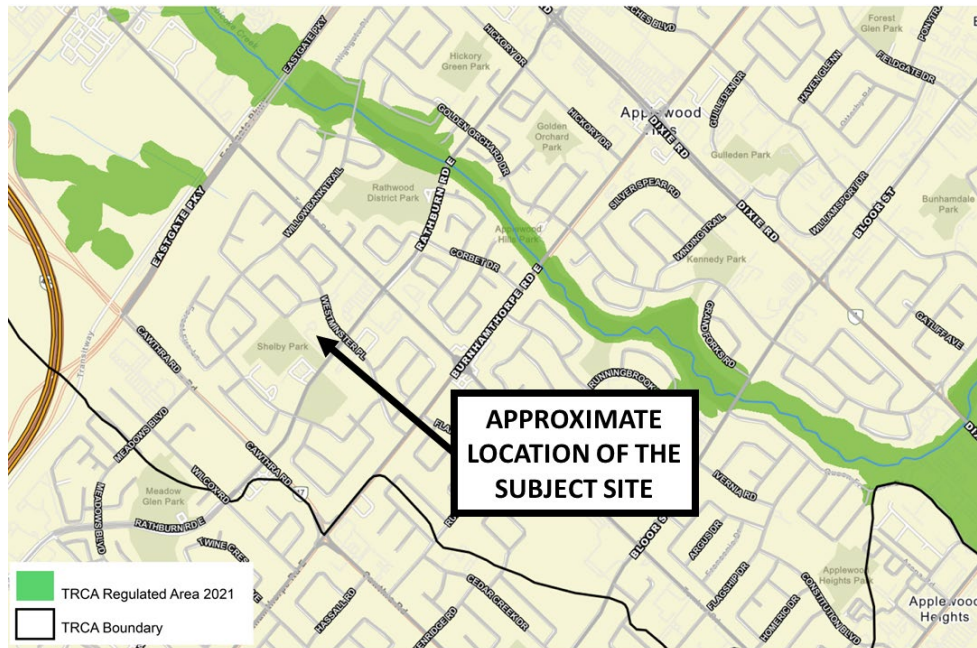
Source: Terraprobe Inc.; 2020

Natural Features

There are no records for any natural heritage features within or in close proximity to the site except for Shelby Park, a wooded lot located to southwest of the site. The site has been heavily altered by human activity, including both grading and the development of the existing structure and its rear driveway and surface parking area.

The site is not within an identified flood-prone area, as per Toronto and Region Conservation Authority Regulated Area mapping.

Figure 4. Excerpt from Toronto and Region Conservation Authority Regulation Mapping



Source: TRCA; 2022

Environmental Considerations

Urban Forest Innovations Inc. was retained by St. Luke’s Senior Residence Corporation to prepare an Arborist Report for the proposed development at 4150 Westminister Place in Mississauga. The report identified existing flora located on the site, in which a total of 96 trees are addressed.

For the exact location of the above species, their condition and diameter (centimetres) at breast height (DBH), please refer to Appendix 1 and Appendix 4 of the attached full Arborist Report from Urban Forest Innovations Inc (2023).

It has been determined that 75 trees may be retained, and 10 are recommended to be removed. The recommendation includes the removal of 8 trees that are required to facilitate the proposed works and the removal of 2 trees due to their poor conditions. A tree removal permit will likely be required to enable the proposed removals. These include:

| Proposed Action | Municipal Trees | Subtotal | Private Regulated Trees | Subtotal | Total |
|----------------------|-----------------|----------|-------------------------|----------|-------|
| Injure | - | 0 | #31, 54, 62, 63 | 4 | 4 |
| Remove (Development) | - | 0 | #32, 52, 53, 57, 58, 61 | 6 | 6 |
| Remove (Condition) | - | 0 | - | 0 | 0 |

Source: Urban Forest Innovations Inc.; 2023

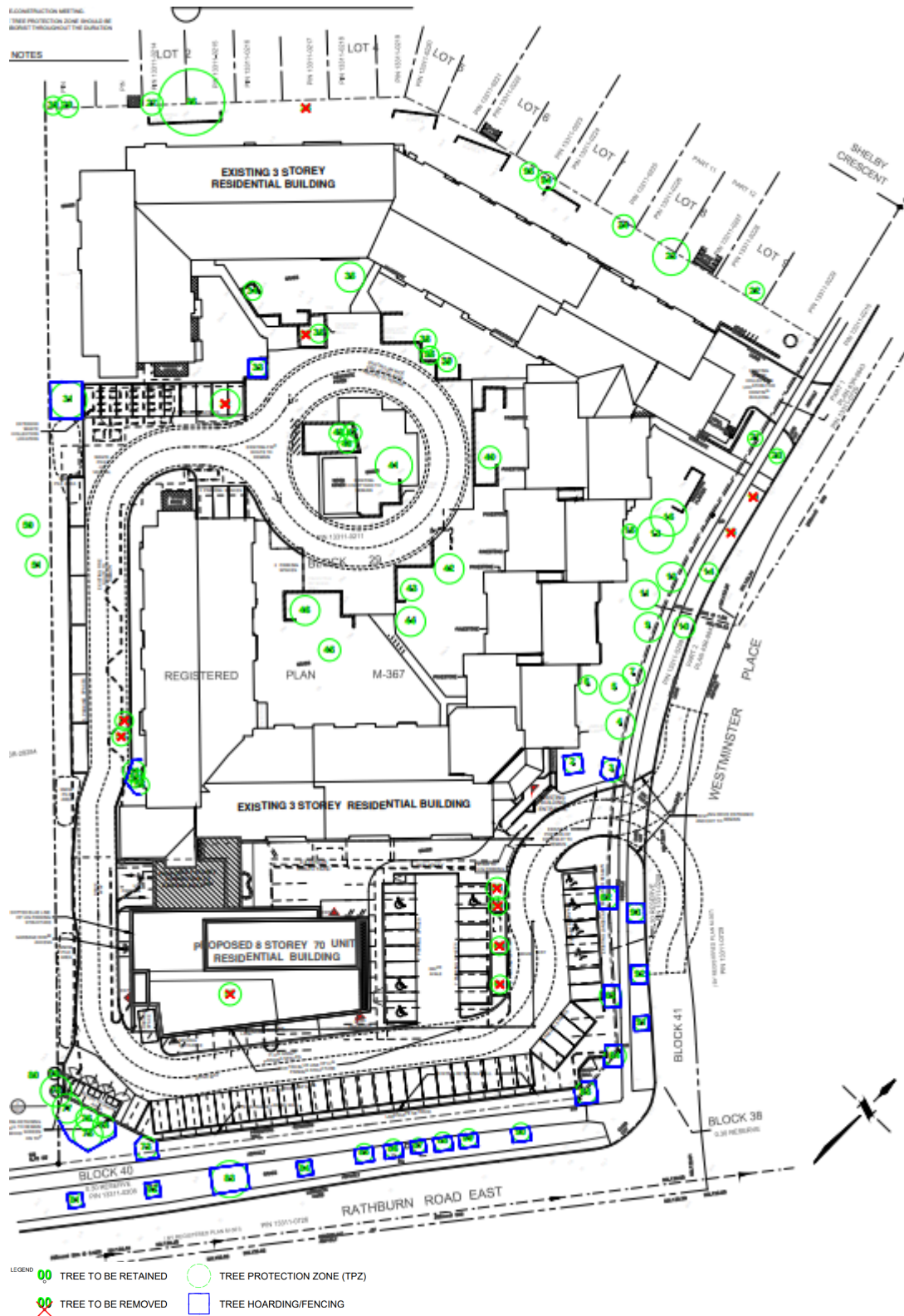
Retained trees in proximity to the proposed works shall be protected by restricting access, and land use within tree protection zones (TPZs), as through the installation of tree preservation fencing (or hoarding) that satisfies the minimum required distance (TPZ) for each tree, where possible. Minimum required TPZ distances are specified in Appendix 1 of the Arborist Report and recommended fencing configurations are illustrated in Appendix 4 of the Arborist Report, as shown in Figure 5.

Fencing is to be established in advance of all proposed works, including but not limited to material and equipment delivery, staging and storage, demolitions, excavation and grading work, and new construction activity. Specifications for the establishment of protection fencing and signage are outlined further in Appendix 5 of the Arborist Report.

With the implementation of the recommendations provided in the Arborist Report, no significant adverse effects are anticipated as a result of the proposed works upon the long-term health and condition of inventoried trees that have been designated for retention.

The site, given its heavily altered state, does not provide significant habitat for fauna. According to the Phase One Environmental Site Assessment (ESA), Areas of Potential Environmental Concern were not identified for the Phase One Property, therefore, a Phase Two ESA is not required prior to preparation and submission of a Record of Site Condition.

Figure 5. Excerpt from Tree Protection Plan



Source: Urban Forest Innovations Inc.; 2023

Historical Significance and Archaeological Importance

The site has not been identified as having any historical or archaeological significance.

4.0 Planning History

Previous Uses

The existing 3-storey seniors' rental apartment was developed from approximately 1981 to 1982. Prior to that, the site was vacant land.

Previous Planning Approvals

There are no recent planning approvals which apply to the site.

5.0 Contextual Analysis

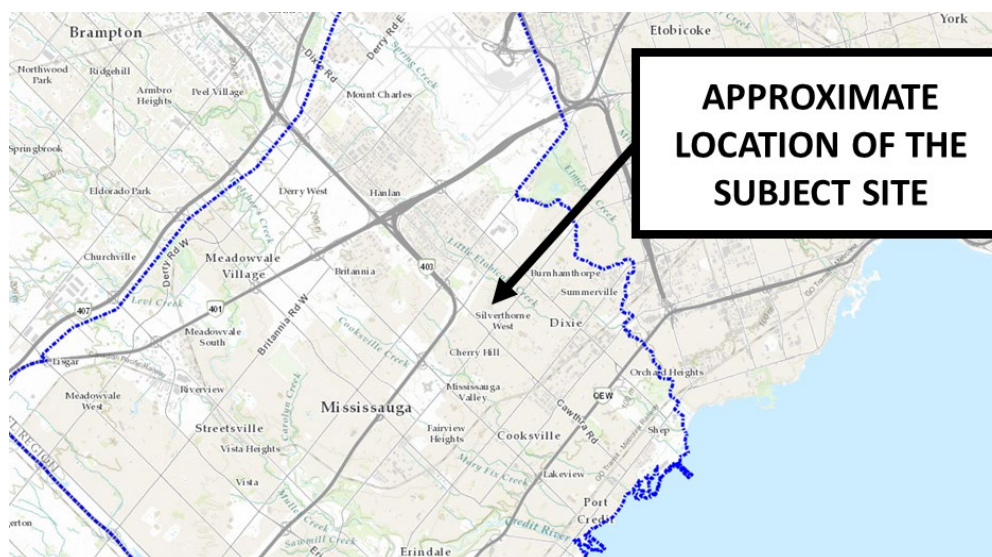
Municipal Context

The site is located at the northwest intersection of Westminster Place and Rathburn Road East within the Rathwood neighbourhood in the City of Mississauga. Local institutional and commercial uses exist along Rathburn Road East, providing convenient access for residents to access their daily needs via active transportation (e.g. walking, cycling, etc.). Rathburn Road East also serves as the southeastern boundary of the site. It is a major collector road that connects the site with amenities and services in downtown Mississauga to the southwest and Rockwood Mall to the northeast. It also connects the site with Cawthra Road, a regional arterial road, approximately 550 metres to the southwest and Tomken Road, a major collector road, approximately 250 metres to the northeast.

The site is well-connected to the regional transportation network. The access to Highway 403 (both northwest and southwest bound) is less than 2 kilometres away to the west of the site. Access to Highway 401 is about 5 kilometres away to the north of the site, Queen Elizabeth Way is approximately 5 kilometres to the site's southeast, and Highway 427 is around 7.5 kilometres away to the northeast of the site.

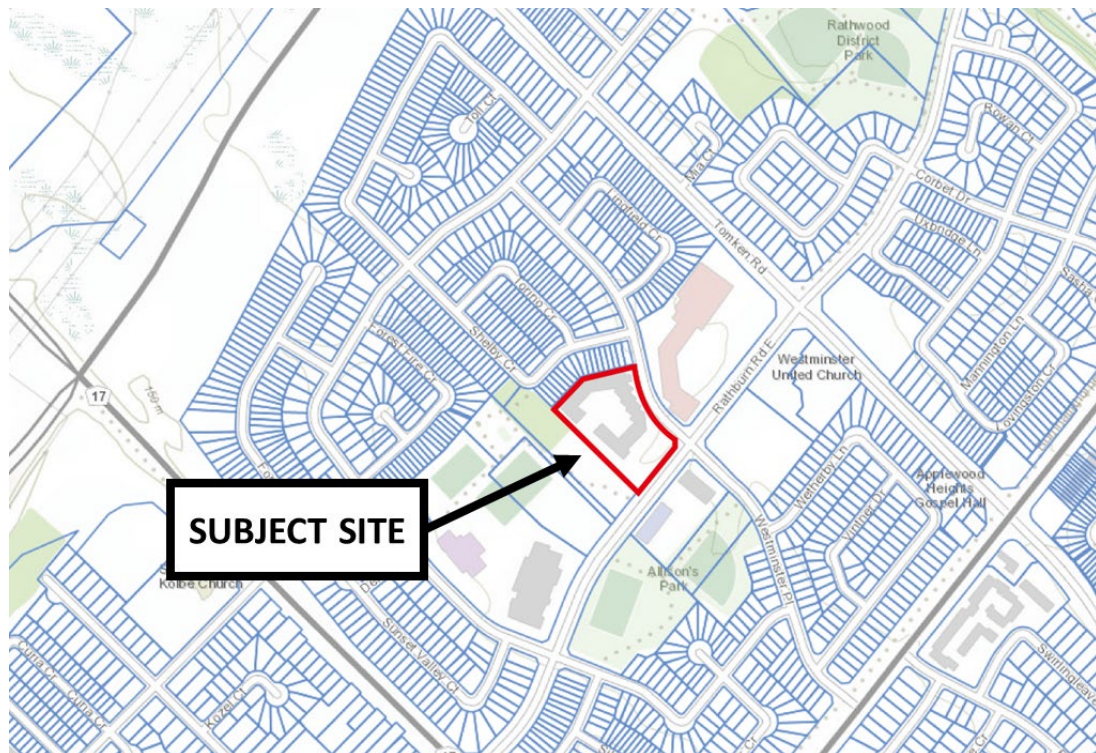
The site is also well-integrated into Mississauga's transit system. The nearest Mississauga Transitway station is less than 2 kilometres away to the northwest, providing key connection points to MiWay and Toronto Transit Commission (TTC) services via a more efficient and reliable corridor. The site is also directly served by the frequent transit Bus No.20. The bus stops for both directions are approximately 200 metres from the site. The buses run along Rathburn Road East, connecting the Site with Kipling GO and Erindale GO Train service and Mississauga City Centre Transit Terminal.

Figure 6. Site Context within City of Mississauga



Source: City of Mississauga; 2022

Figure 7. Site Context within City of Mississauga at Neighbourhood Level



Source: City of Mississauga; 2022

Surrounding Land Uses

The site is surrounded by a mix of land uses. The areas to the immediate northwest of the site are home to a row of semi-detached houses. Shelby Park to the immediate west of the site acts as a boundary between the Site and St Vincent De Paul Separate School and John Cabot Catholic Secondary School. Tomken Plaza is located northeast of the Site across Westminister Place. The Plaza contains many services such as grocery stores, health services, personal services, and a financial institution. The areas to the southeast of the site, across Rathburn Road East, accommodate several apartment buildings and are currently zoned as RA2-12, which permits apartments up to 26 metres and 8 storeys with a maximum of 120 units.

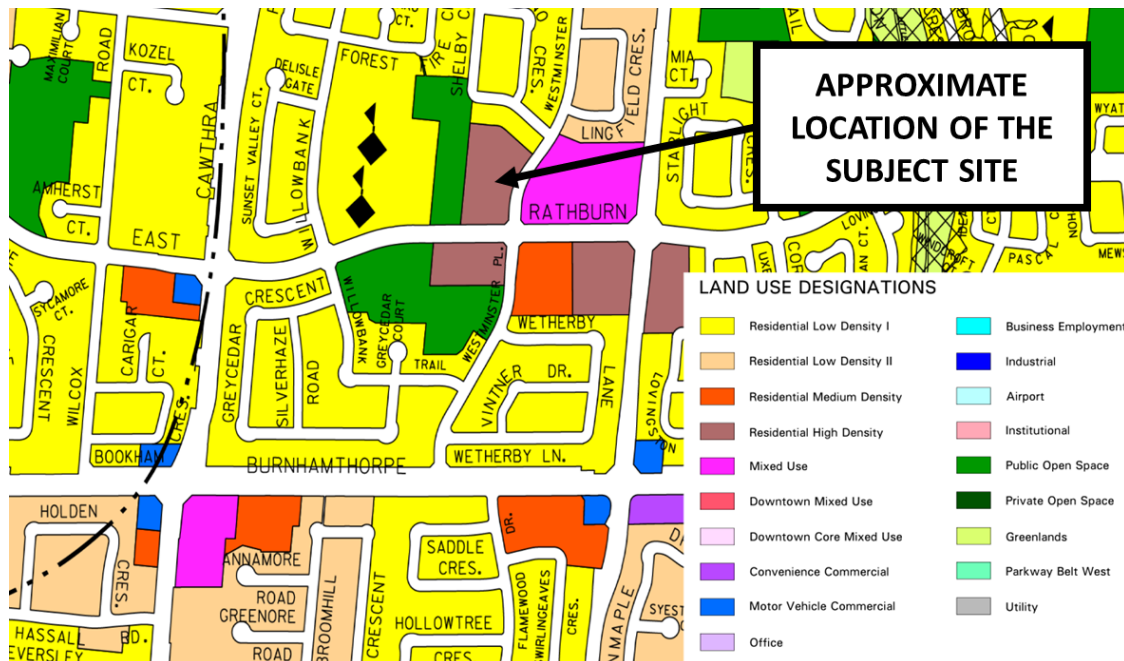
Northwest: Low density residential

Southwest: Open space (Shelby Park)

Northeast: Commercial retail (Tomken Plaza)

Southeast: Residential apartments

Figure 8. Excerpt from Schedule 10 of the Mississauga Official Plan



Source: City of Mississauga; 2021

Surrounding Built Form

Given the site's proximity to the Tomken Plaza and other institutional and residential uses of different densities, the site is surrounded by a variety of built forms reflecting a diversity of uses, density and heights.

Figure 9. Aerial Imagery of Site and Surroundings



Source: Google Maps; 2022

Figure 10. Surrounding Built Form: Tomken Plaza (Looking Northwest)



Source: Google Maps; 2022

The local strip malls located immediately northeast of the site, across Westminster Place, mainly consist of one-storey retail shops with at-grade parking at the front.

Figure 11. Surrounding Built Form: Residential Apartments at 4110 Westminster Place (Looking Southeast)



Source: Google Maps; 2022

A three-storey, street-facing apartment building is located immediately south of the site, across Rathburn Road East.

Figure 12. Surrounding Built Form: Residential Apartments at 4100 Westminster Place (Looking East)



Source: Google Maps; 2022

Located immediately southeast of the site, across Rathburn Road East, is a residential apartment building – 4100 Westminster Place. The apartment is an 8-storey building. Its entrance faces the parking lot on-site to the southwest, while the side of the building faces Rathburn Road East.

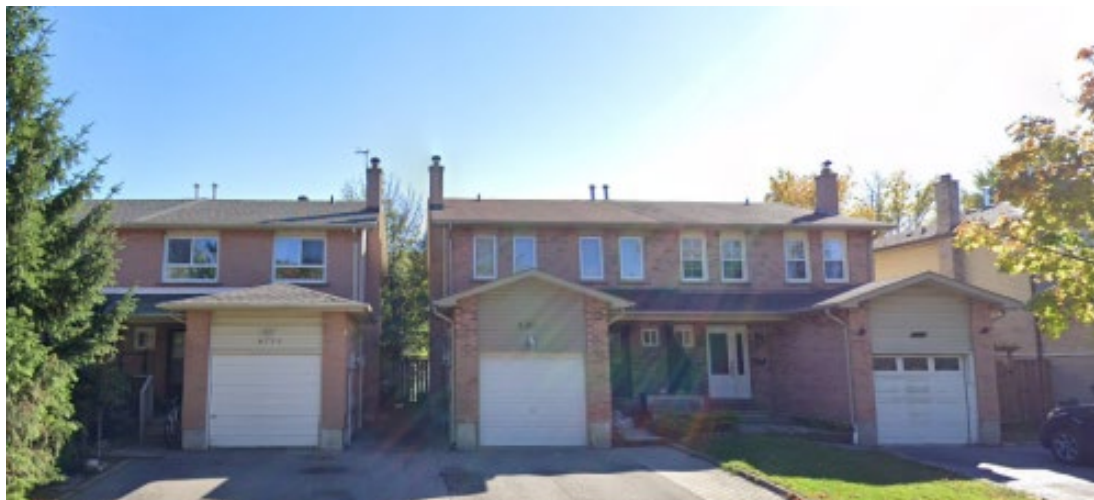
Figure 13. Surrounding Built Form: John Cabot Catholic Secondary School along Rathburn Road East (Looking Northwest)



Source: Google Maps; 2022

John Cabot Catholic Secondary School is located southwest of the site across Shelby Park and the school parking lot. The school is a two-storey structure.

Figure 14. Surrounding Built Form: Duplexes along Shelby Crescent (Looking South)



Source: Google Maps; 2022

These semi-detached houses are located immediately north of the site on Shelby Crescent.

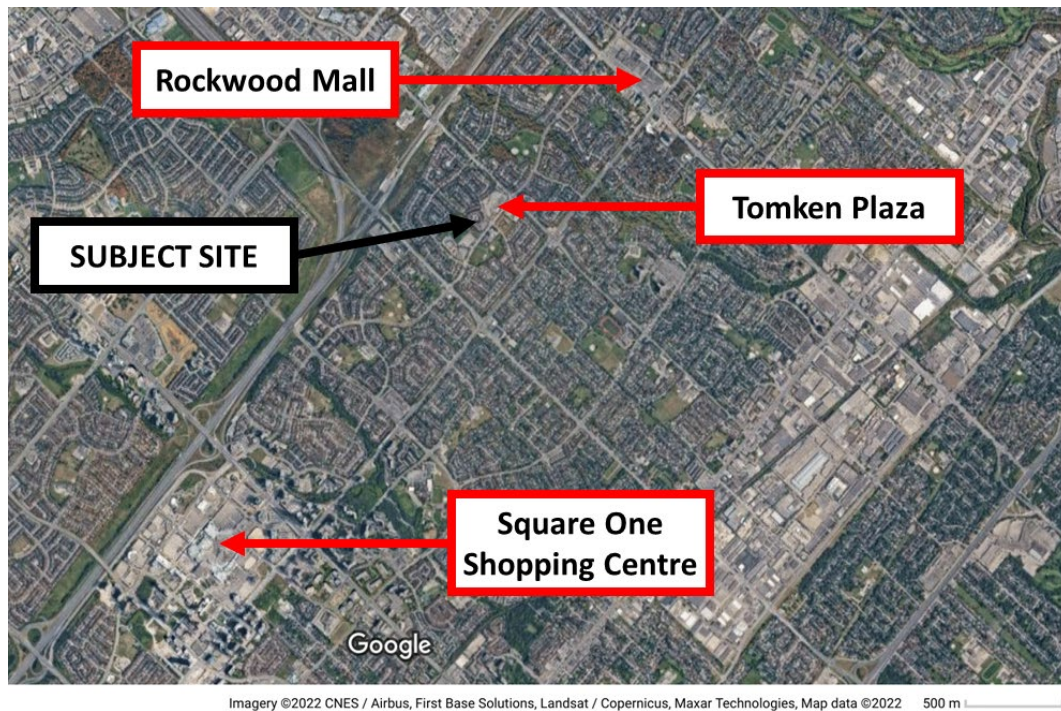
Nearby Services and Amenities

Convenient access to services, amenities and transportation is a key locational criterion when considering where to permit new housing. The proposed rezoning of 4150 Westminster Place contemplates the expansion of existing seniors' apartments and takes advantage of the site's strategic location in the community. It further emphasizes minimizing travel time, distance and automobile dependency.

With easy access to Tomken Plaza, public transportation and a connected road network, the future residents will have easy access to retail establishments such as grocery stores, health services, personal services, and a financial institution nearby. In particular, the Tomken Centre Pharmacy in Tomken Plaza is 600 metres away, the Trillium Health Partners – Mississauga Hospital is 7 kilometres away to the south, and the Mississauga Valley Community Centre to the south and Burnhamthorpe Community Centre to the east are both approximately 3 kilometres away from the site. They significantly improve the quality of life for residents. The site would be an ideal location for seniors' rental housing units.

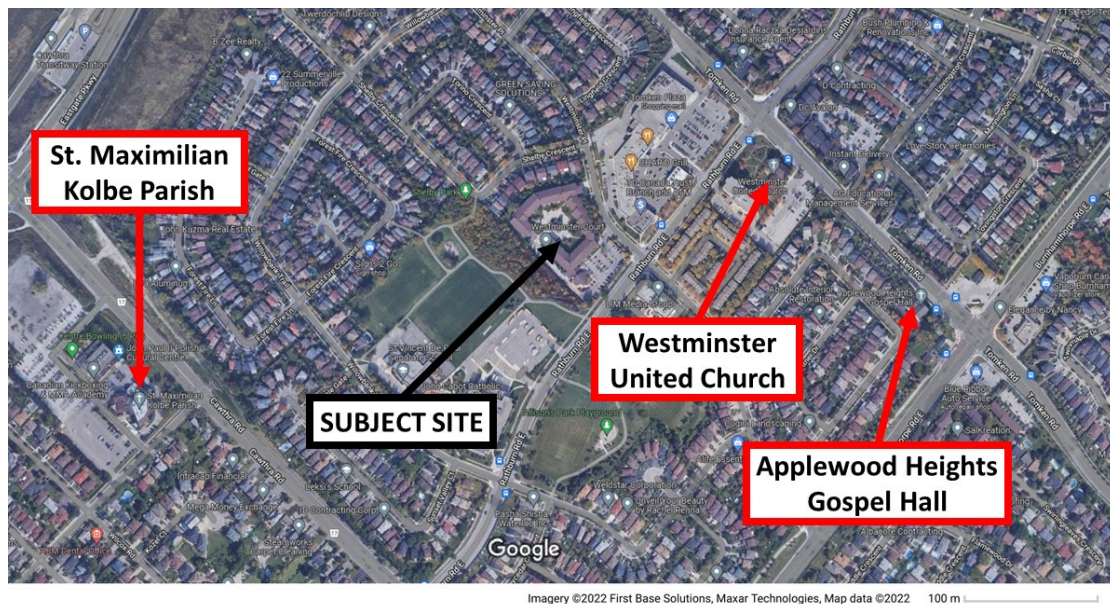
Proximity Analysis

Figure 15. Proximity of Site to retail and commercial services



Source: Google Maps; 2022

Figure 16. Proximity of Site to Places of Worship



Source: Google Maps; 2022

Figure 17. Proximity of Site to Parks



Source: Google Maps; 2022

Nearby Environmental and Topographic Features

The site and surrounding areas are heavily altered by human settlement, including grading and the existing structure and surface parking area. A wooded lot is located immediately to the west of the site, separating the site from the school's playgrounds. The Applewood Hills Greenbelt Trail is located approximately 1 kilometre to the north of the site. The trail serves as a small corridor that eventually connects to Etobicoke Creek. However, the corridor is interrupted by multiple highways and roads.

6.0 Market Analysis

Introduction

The proposal along with the existing Westminster Court, will create a cohesive, age-friendly, affordable community in the heart of Mississauga. The convenient access to local services and amenities ensures the location is ideal for senior tenants. Overall, this project will contribute significantly towards addressing the rental housing needs, especially the demand for affordable rental housing among seniors in the City of Mississauga. The proposed development is designed to meet the housing needs for low and moderate-income senior renters in Mississauga. The proposed expansion complements the existing seniors' apartments by incorporating an additional 70 units of below market rental housing.

The proposed development will be able to enjoy the infrastructure and resources in the existing apartment building. For example, Victoria Order of Nurses uses one of the existing units as an office to provide support services including bathing, changing bandages and light housekeeping to residents, facilitating their aging in place. VON's services will also be available to the residents of the proposed building, among other shared services such as staff and maintenance.

A mix of rent levels within the project will also enable more diversity in income levels and economic accessibility.

Demand

According to the latest data from Statistics Canada, the proportion of the population aged 65 years and over in Mississauga increased from 14.1% in 2016 to 16.6% in 2021. Meanwhile, the proportion in the Region of Peel increased from 12.8% to 14.7%. According to the 2016 census, 23.8% of the 430,180 households in Peel were renters, and 65% of all renters in Peel lived in Mississauga. In Peel, 46.3% of all renters spend more than 30% of their income on housing costs, indicating difficulties in housing affordability. In addition, the high share of senior households in the City of Mississauga suggests there is a strong market for seniors' housing. In Mississauga, households with primary maintainers aged 65 and over accounted for 22.3% of all households, while the proportion in Ontario is 20%.

According to the 2021 Annual Report of the Peel Housing and Homelessness Plan 2021-2028, a total of 11,457 applicants in the Region of Peel's centralized waiting list were from Mississauga, of which 2,799 were seniors, representing 24.4% of Mississauga's housing applicants. Peel's Housing Services 2021 Annual Report also noted an increase in the Region's centralized waiting list which had 28,227 households at the end of 2021. The waiting list saw a 16% increase since December 2020 and an 88% increase since June 2019.

Before the pandemic, Mississauga's apartment vacancy remained low, at 0.8% in October 2018 and 1.2% in October 2019. More recent data from CMHC shows a slight increase in Mississauga's private apartment vacancy rate from 2.4% in October 2020 to 3.7% in October 2021. Yet, the average rent has increased from \$1,494 to \$1,545. The increased vacancy is expected to be temporary, possibly due to the shift in flexible working patterns. The low vacancy before the pandemic indicates a tight market where the supply of units is far below the demand. Furthermore, existing rental stock is aging and requires a significant investment for repairs and maintenance, as identified in the Region of Peel's Housing Master Plan (2020).

The proposed units will be a mix of deeply affordable units and low-end of market housing. The deeply affordable units will mostly be allocated to tenants through the Region of Peel's centralized waiting list, helping to alleviate the backlog of the waiting list. The low-end market units also help meet the demand for housing that accommodates seniors with lower income in an area where there is a limited range of affordable and accessible housing types.

Supply

Peel Housing and Homelessness Plan 2018-2028 has identified an annual target of 2,000 affordable rental units to be added in the Region of Peel, of which 1,034 units will be in Mississauga.

The Region of Peel's Housing Master Plan (2020) noted that 5,300 new housing units are built in Peel annually on average, while only 170 of them are new rental units. According to the data from CMHC, a total of 365 rental units were completed in 2021, 0 units were completed in 2020 and 74 units were added in 2019, suggesting a low supply of new rental units in Mississauga. The proposed 70 affordable rental units will help achieve the target set in the Peel Housing and Homelessness Plan.

7.0 The Proposal

Proposal Overview

Based on the increased demand for seniors' rental apartments, including affordable rentals in both Mississauga and Peel Region and unmatched low supply of rental units. Saint Luke's Dixie Senior Residence Corporation (SLDSRC) proposes 70 additional rental units, which will all be affordable for low-income seniors and will include a mix of deeply affordable units and low-end of market housing. The proposal helps SLDSRC to further its effort of providing affordable housing options for senior renters.

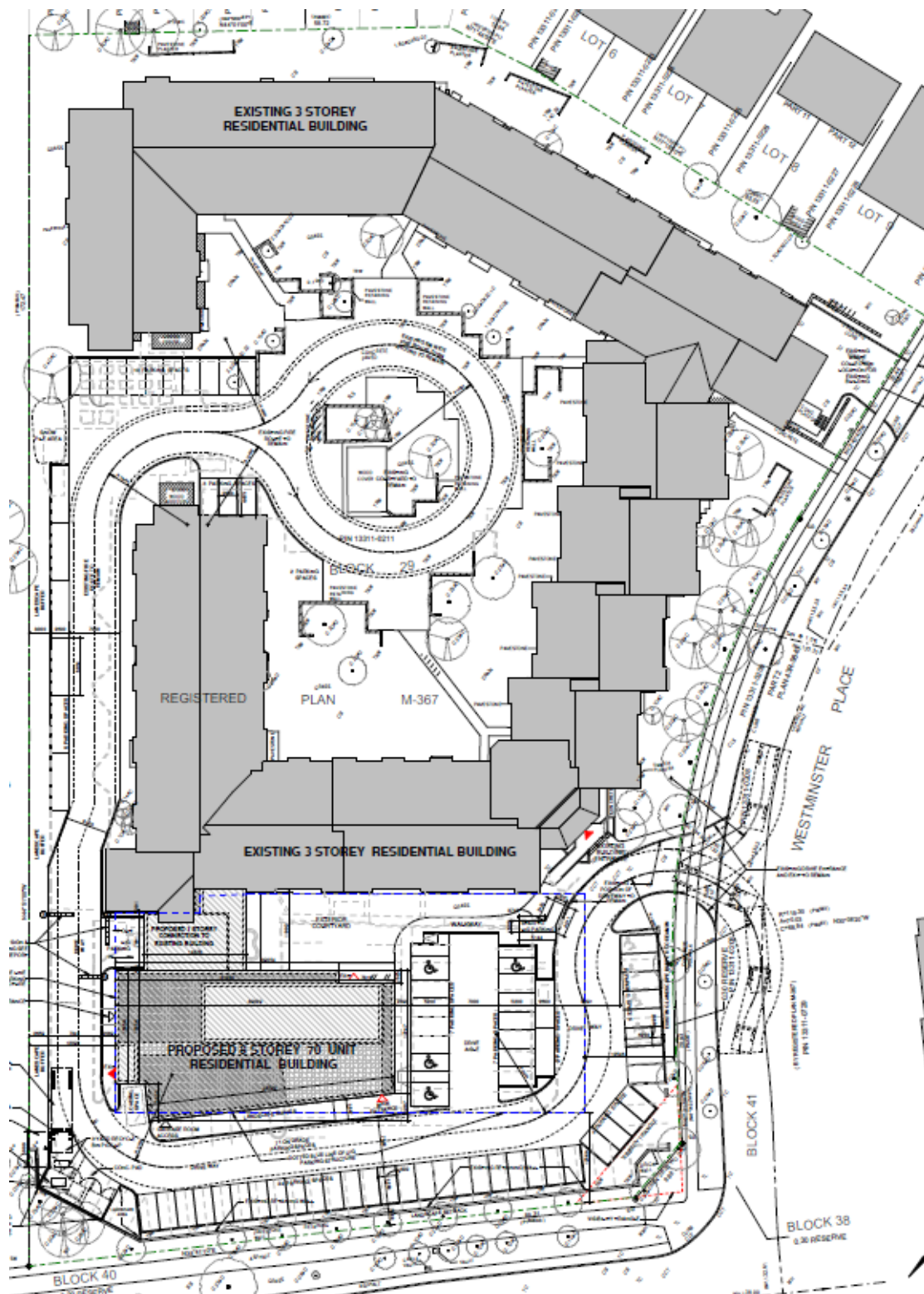
The site at 4150 Westminster Place is a 1.637-hectares. It is currently home to a 3-storey 190-unit seniors' affordable rental apartment building. The site also contains surface parking spaces to the south of the existing building and an exterior courtyard surrounded by the existing building. The current owner proposes to build an 8-storey seniors' rental apartment with 70 units to the south of the existing 190-unit apartment complex. In total, the proposal and the existing apartments will contain 260 units for low- and moderate-income senior renters. The proposed 70 one-bedroom units will incorporate 14 barrier-free units, representing 20% of the total proposed units.

There are currently 82 at-grade parking spaces located in a surface parking lot at the south end of the site, some of which will be taken up by the proposed building footprint for the new 8-storey apartment building. 16 new at-grade parking spaces are proposed along the site's western boundary and adjacent to the existing exterior courtyard. Moreover, one underground level with 49 underground parking spaces is proposed to compensate for the lost at-grade parking spaces. In total, 73 surface parking spaces and 49 underground parking spaces, totalling 122 parking spaces are proposed to provide sufficient parking for the residents and visitors at a rate of 0.47 spaces per unit.

In addition to the retained exterior courtyard, the proposal will create a smaller exterior courtyard between the existing and proposed building, providing more outdoor spaces for future residents. The entrance to the proposed building is carefully placed at its southeast corner, making it highly visible from both Rathburn Road East and Westminster Place, adding 'eyes on the street' and contributing to an activation of Rathburn Road East. The incorporation of Passive House design will result in energy efficient heating and cooling of the building and greater resident comfort in a changing climate.

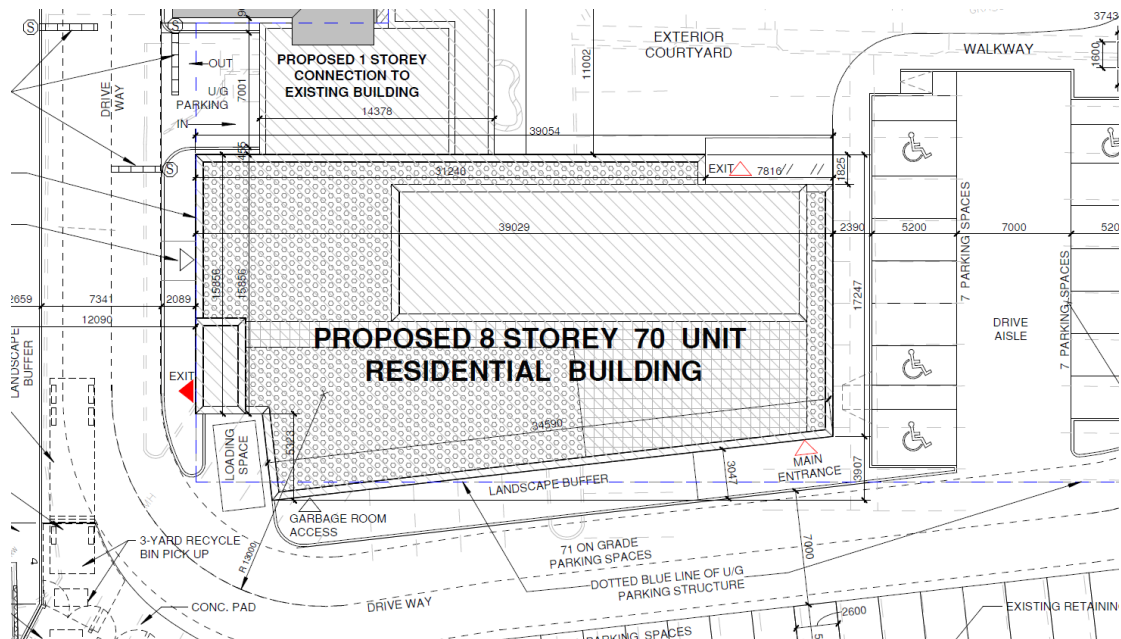
As an infill and intensification project within the City of Mississauga, the proposed development will provide high-quality, affordable housing units targeted at senior renter households.

Figure 18. Excerpt from Conceptual Site Plan



Source: Kearns Mancini Architects Inc. 2024

Figure 19. Detail from Conceptual Site Plan Showing the Proposed 8-Storey Residential Building



Source: Kearns Mancini Architects Inc. 2024

Proposed Uses

The details of the proposal would be as follows (including the existing building and the addition):

- Gross Floor Area (GFA) – 22,187.91 m²
- Floor Space Index: 1.36
- Lot Coverage: 32.4%
- Proposed Soft Landscape Area: 5067.97 m²

The total proposed GFA for the entire site will be 22,187.91 m², including the proposed development with a GFA of 8,027.86m² accommodating 70 one-bedroom units and indoor amenity space. As the proposed building contains both barrier-free and regular units, the sizes of the units will range from 47.49m² to 54.1m². All new units in the proposal will be affordable for low-income seniors and will include a mix of deeply affordable units and low-end of market housing. The unit mix will complement the unit size and mix of the existing building on-site.

The proposed building contains a total of 553.3m² of amenity spaces throughout each floor, including a 347.15 m² common room on the ground floor, and a 29.45 m² amenity spaces throughout 2nd to 8th floor.

Built Form

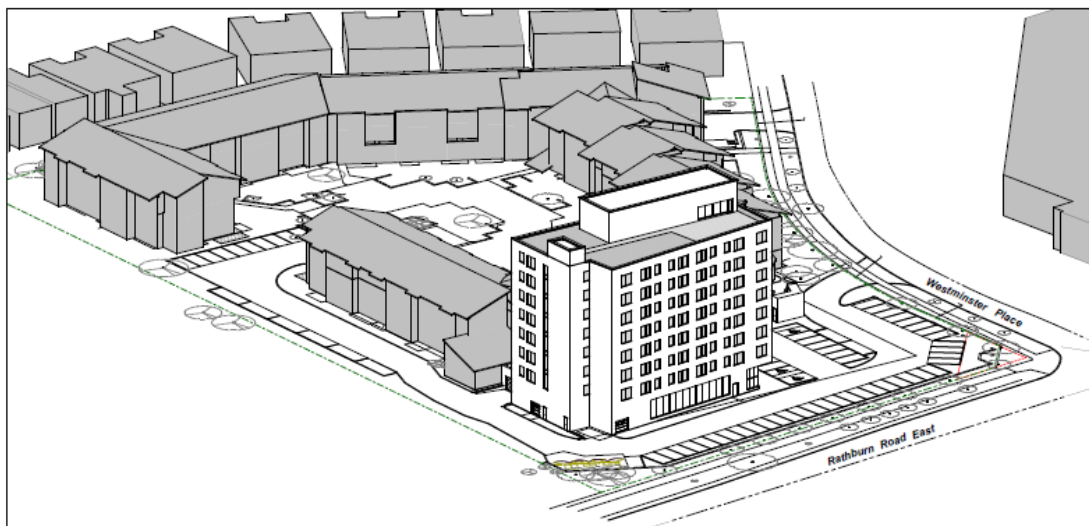
The proposal is for an 8-storey residential apartment with an 861.97 m² building footprint. The building will be built on the parking area south of the

existing 3-storey residential building with 4487.23 m² building footprint. A one-storey connection will be added at the southwest corner of the project. It connects the new building to the existing building's south corner, creating a covered passage for people to move between the existing and proposed building easily.

The proposed building will be partly built on the existing surface parking spaces. In order to compensate for the lost surface parking spaces, the proposal will incorporate one underground level with 49 underground parking spaces to complement the proposed 73 parking spaces at grade.

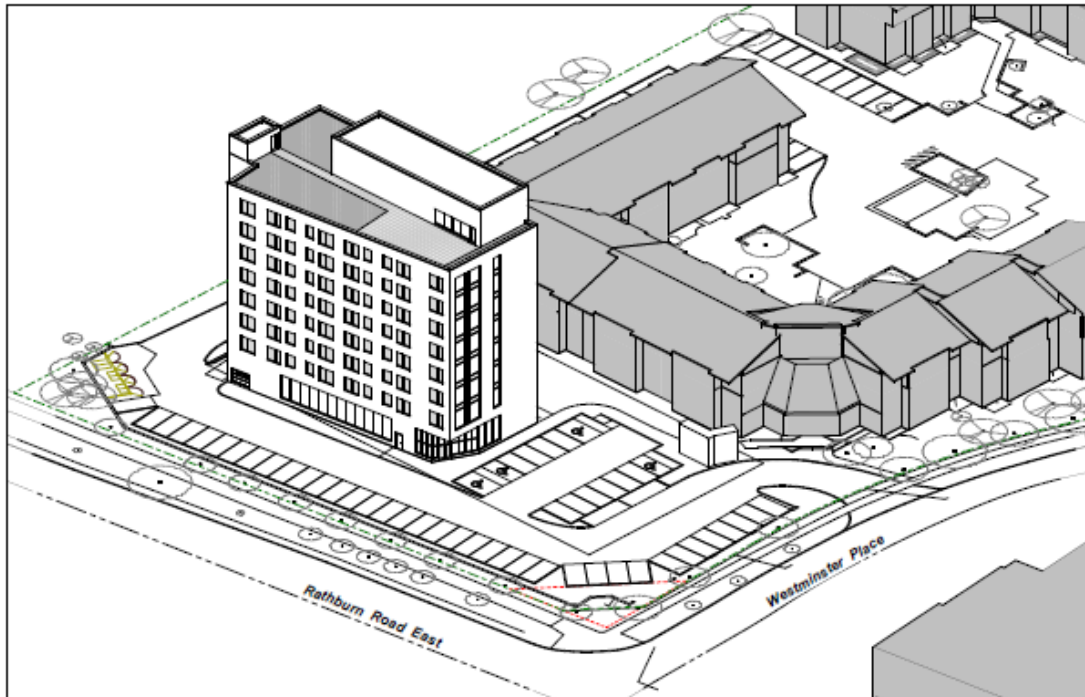
The proposed building footprint and floorplates will be approximately rectilinear in shape, oriented on a northeast-southwest axis, parallel to Rathburn Road East. Large windows on exterior walls will allow natural light to the residential units while allowing for improved energy efficiency. A green roof will further enhance energy efficiency and reduce stormwater runoff quantity while improving its quality.

Figure 20. Excerpt from the Proposed Building Drawing - View from Southwest



Source: Kearns Mancini Architects Inc. 2023

Figure 21. Excerpt from the Proposed Building Drawing - View from South East Corner



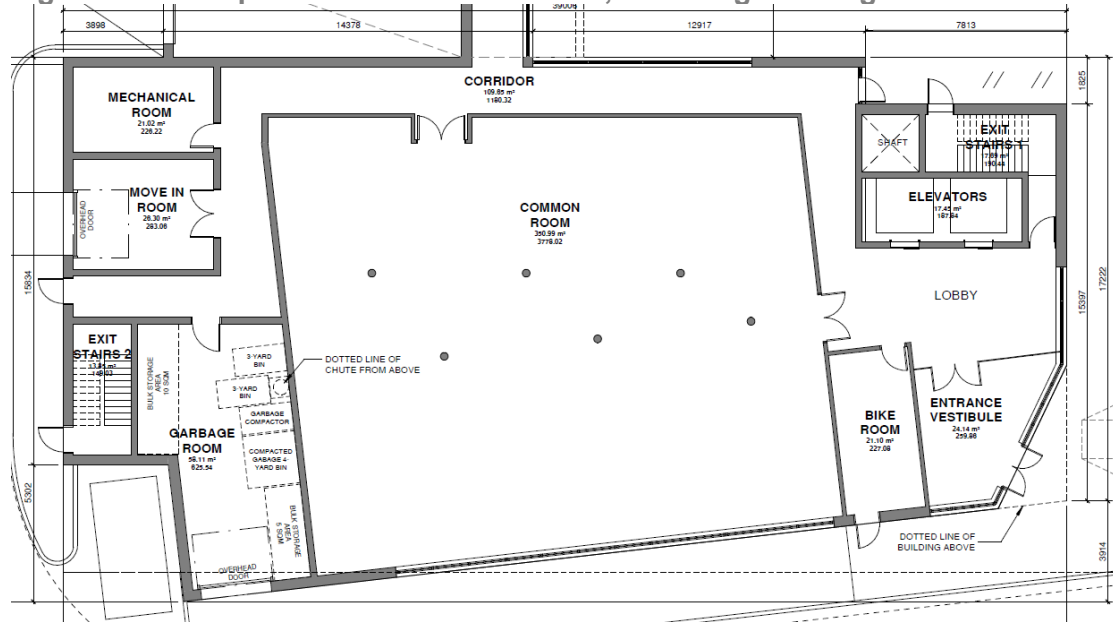
Source: Kearns Mancini Architects Inc. 2023

Building Access

Pedestrian access to the proposed development will primarily be from a door opening onto an entry vestibule and lobby on the southeast corner of the tower, facing Rathburn Road East and Westminster Place. The main entrance is near the surface parking lot to the south, as well as the entrance to the existing building on the site, immediately north. Adjacent to the building's main entrance will be a secure at-grade bike storage facility (bike room) with space for 10 resident bicycles, which can be accessed from an exterior door, as well as the main lobby. In addition, the proposal has several secondary access points. A corridor can be found on the western façade of the new building, connecting the new building with the existing building. One entry can be found on the northern corner of the site, providing access to the corridor and lobby from outside. Another access point can be found on the southwest façade of the building. It provides access to the mechanical room, move-in room and garbage room. There is also one dedicated access each to the garbage room and bike room from outside.

The building has two emergency exits. One is located on the northeast corner of the building, providing an access from Exit Stair 1 and the elevators. The other emergency exit is located on the southwest corner, providing access from Exit Stair 2.

Figure 22. Excerpt from Ground Floor Plan, Including Building Access Points



Source: Kearns Mancini Architects Inc. 2023

Accessibility

The project has incorporated several measures to improve the accessibility of the site and the building, creating an accessible environment for people with reduced mobility. Four (4) barrier-free parking spaces are proposed at grade, two (2) near the main entrance to the proposed building, and two (2) near the existing building entrance. An additional two (2) barrier-free parking spaces are proposed in the underground parking level, near the entrance to the elevators.

The main entrance of the proposed building will be barrier-free, providing accessible egress and ingress for the building, especially for residents who will be living in the fourteen (14) barrier-free units.

Along with two elevators, the proposal will provide convenient access within the building and the site and outside.

Energy Efficiency

The proposed building will have a much longer northeast-southwest axis than the northwest-southeast axis. It is to take advantage of passive solar gain to the south and incorporate 'winter city' design principles to reduce energy costs while minimizing west-facing exposure. The incorporated Passive House design will reduce the energy needed to heat and cool the rooms and the building. The proposed green roof will also help reduce the energy demand in the summer as soil and vegetation will help absorb the sunlight that would otherwise turn into heat.

resident parking supply to be provided on the site. While this is less than the 20% of resident parking spaces required in the Zoning By-Law (0225-2007), it is appropriate given the resident demographic for the proposed building. As an affordable rental apartment building for seniors, future residents will not be early adopters of EVs given their low, fixed incomes, and the high price point for EVs.

A secure ground floor bike room, accessible from the outside, the lobby, and the entrance vestibule of the proposed building, will contain room for ten (10) resident bicycles. This is equivalent to the existing bicycle parking supply at 4150 Westminster Place for the existing 190-unit seniors rental apartment building. As Section 6.7 of the Transportation Study prepared by Paradigm Transportation Solutions (2024) details, while this represents a deficiency of 32 secure indoor bicycle parking spaces compared to the Zoning By-Law (0225-2007) requirements for an Apartment Building use, it vastly exceeds the measured demand for bicycle parking for the existing building. If the existing and proposed uses on the site are instead classified as a Retirement Building operated by a non-profit housing provider, then the resident bicycle parking is only deficient eleven (11) spaces. Given the measured demand for existing residents of the same demographic profile at 4150 Westminster Place, the proposed 10 resident bicycle parking spaces proposed will be more than adequate. Six (6) new short-term bicycle parking spaces will be provided outside, near the proposed building entrance, in compliance with zoning to satisfy demand from visitors.

Orientation

The proposed building will have a roughly rectilinear footprint, with the northeast-southwest axis much longer than the northwest-southeast axis. In this way, the proposed development will take advantage of passive solar gain to the south and incorporate ‘winter city’ design principles to reduce energy costs while minimizing west-facing exposure. The orientation and location of the proposed building will result in minimal impact on natural light on neighbouring buildings and properties, as demonstrated in the sun and shadow study included in the attached architectural drawings.

Landscaping

There will be minimal changes to exterior landscaping. Some landscaped areas along with eight (8) trees will be lost to accommodate the construction of the new building and its associated connection with the existing building. Two (2) additional trees are recommended for removal for reasons unrelated to the proposed works.

The proposed landscaped green roof will compensate for the lost landscaped area by absorbing rainwater and cooling the building during the summer.

Vehicular and Pedestrian Circulation

Currently, there is only one (1) point of vehicle access to the site. It is located to the north of the proposed new building, connecting the site to Westminster

Place from south to north. An internal two-way driveway provides an easy vehicular connection between the existing building, the proposed building, surface parking and the underground parking access ramp. It also acts as a fire route within site.

Pedestrians are able to continue to access the site from the public sidewalks on Westminster Place. The intersection between Rathburn Road East and Westminster Place is about 80 metres to the southeast from the site's pedestrian entrance. The pedestrians are not able to access the site from Rathburn Road East due to the grade change and an existing fence.

After entering the site, the sidewalk leads to the main entrance of the existing and proposed building, the proposed at-grade bike room and the stairs that connect the grade with underground parking. With conveniently located entrances, the pedestrian flow will be well-guided.

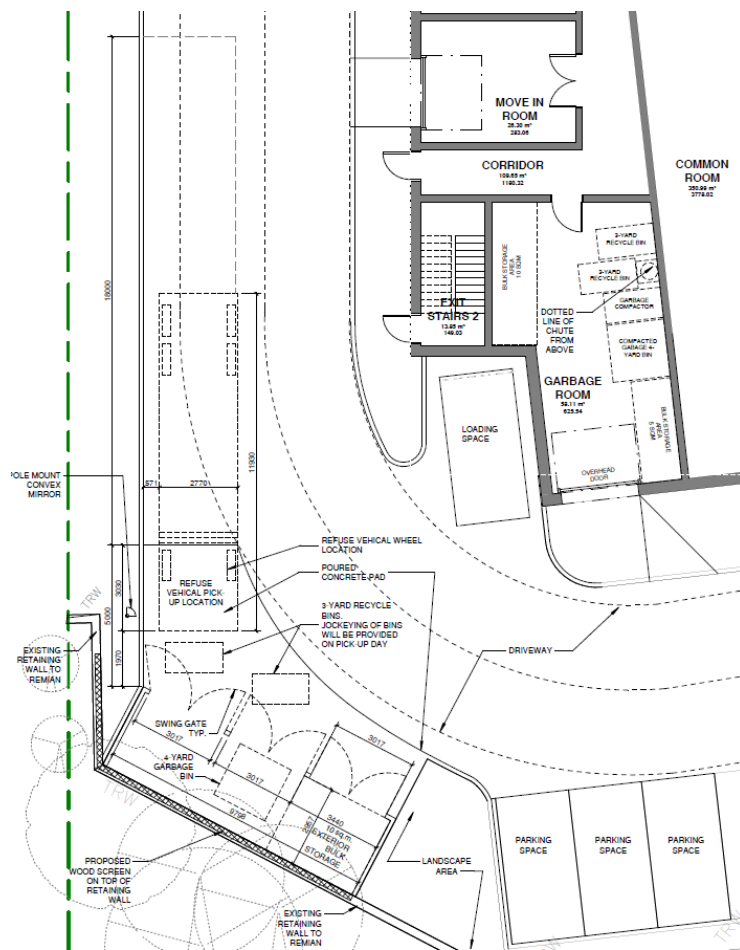
Waste Collection and Loading

The proposed building will include a garbage chute on every floor, making waste disposal and recycling easier for the residents. The garbage will be transported to the garbage room on the ground floor through the garbage chute.

A new waste collection point has been designed on the southwest corner of the site, approximately 16 metres from the garbage room on the ground floor. Waste collection vehicles will use the existing access point from Westminster Place and the internal driveway to access the collection point. Specifically, waste collection vehicles will need to circle the roundabout in the existing courtyard before returning to the waste collection point in order to facilitate collection by front-loading vehicles. Upon completion of waste collection, the garbage trucks will be able to exit by first backing up and second executing a forward left turn and continuing forward on the driveway to exit back onto Westminster Place. Waste and recycling bins will be jockeyed from the waste storage structure onto a concrete pad by site staff on collection day for ease of collection. After waste collection, bins will be returned to the waste storage structure. The proposed waste storage structure, whose materiality is to be decided at the Site Plan Control stage, will provide screening of the waste storage and collection point from both Rathburn Road East and the proposed building entrance.

A moving entrance is proposed on the southwest façade of the new building. It leads to the move-in room, facilitating the residents' move-in. Moving vehicles will be able to park on the driveway temporarily outside the entrance when loading and unloading. The distance between the driveway and the move-in room is approximately 11 metres.

Figure 24. Excerpt from the Concept Plan



Source: Kearns Mancini Architects Inc. 2024

Implementation

Policy and Regulatory Approvals

The proponent (Saint Luke’s Dixie Senior Residence Corporation) met with the City of Mississauga on May 12, 2021, for a Pre-Application Meeting (DARC). A Submission Requirements Checklist was issued, outlining the general requirements as well as required reports and studies to be submitted. In addition to the DARC Meeting, a Project Status Report was issued by the City of Mississauga on May 25, 2021, outlining the review status and comments received from each review group. A second DARC Meeting was held on June 21, 2023 to review the updated concept plan for the development. An accompanying updated Submission Requirements Checklist was issued.

Compliance with zoning regulations and proposed amendments to zoning are addressed in the Policy Justification in Section 8.0 of this report. The Planning Justification Report along with the completion of the required studies, supports the applications for an Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) requesting site-specific exemptions from the

building setback, the maximum number of storeys and height provisions and parking requirements.

Upon approval of the OPA and ZBA, the project will progress to the Site Plan Control Application (SPA) stage, whereby the proposed development will be evaluated by the City of Mississauga Planning Staff, relevant City Divisions, the Region of Peel and utilities to ensure plans facilitate proper site function at-grade.

Impediments and Constraints to be Addressed

The geotechnical investigation identified shallow groundwater, indicating a high water table. Groundwater monitoring wells installed as part of the hydrogeological study will confirm dewatering requirements for the proposed underground parking structure. The potential impacts on natural light and privacy from the height of the building are addressed in the Shadow Study prepared by Weston Consulting (2024), where the impacts are minimal due to the location of the building in relation to the surroundings.

Technical Studies Required for Development

To ensure a complete Official Plan and Zoning By-law Amendment submission, several technical studies were required to be undertaken. The sections below identify and summarize the site studies undertaken. All studies are included in the Official Plan and Zoning By-law Amendment application submission.

Phase I Environmental Site Assessment

Terraprobe Inc. was retained to complete a Phase One Environmental Site Assessment (ESA). The ESA did not identify any Areas of Potential Environmental Concern (APECs), and a Phase Two ESA is not required prior to the preparation and submission of a Record of Site Condition.

Geotechnical Report

Terraprobe Inc. was retained to conduct a geotechnical investigation for the proposed development. The report encompasses the results of the geotechnical investigation conducted for the proposed development to determine the prevailing subsurface soil, bedrock and ground water conditions, and provide geotechnical engineering design recommendations for the proposed building foundations, earth pressure and seismic design parameters, basement floor slab and drainage, and shoring considerations. Geotechnical comments are also included on pertinent construction aspects, excavation, backfill and ground water control.

Hydrogeological Report

A desktop hydrogeological report is provided by Terraprobe Inc., which provided brief information for the regional setting of the site within the geological and physiographic mapping of Southern Ontario. The watershed setting of the site is discussed. Additionally, the Ministry of the Environment,

Conservation and Parks (MECP) well records database is reviewed to locate any water supply well at the site, the south portion of the site (the Study Area) or within a 500 m radius of the Study Area. Furthermore, the available previous studies completed for the site are reviewed to identify the initial groundwater level and subsoil profile. A comprehensive hydrogeological report is underway and will be submitted at the subsequent circulation.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report is prepared by Valdor Engineering Inc. The report concluded that the proposed development can be adequately serviced with full municipal services (watermain, sanitary and storm) in accordance with the standards of the City of Mississauga, Region of Peel and Toronto & Region Conservation Authority (TRCA).

In terms of water, the subject site is serviced by one existing 200mm diameter connection to the existing 600mm diameter watermain on Rathburn Road East. This 200mm diameter connection currently provides both domestic water supply and fire protection for the existing building. A new 150mm domestic watermain is proposed to branch off the existing water service connection. A detector check valve will be installed on the 200mm diameter water service connection at the property line. Fire protection will be provided by the existing municipal fire hydrants on Rathburn Road East and the proposed municipal fire hydrants on the northeast corner and southwest corner of the site. Water consumption will be measured by a bulk water meter to be located within the water meter room to be located on the P1 parking garage level. The existing building will continue to have its own water meter. The total water requirement including fire flow and the maximum day demand is 104.6 L/s. In terms of wastewater, sanitary service will be provided by a 250mm sanitary service connection discharging to the existing 300mm diameter sanitary sewer on Rathburn Road East.

For storm drainage and stormwater management, the site storm sewer will discharge to the existing 900mm diameter Westminster Place storm sewer via the existing 450mm diameter storm service connection. The report notes that most of the redevelopment area on the subject site is generally sloping northerly to the road allowance of Westminster Place. The report also highlights that the stormwater management concept will be maintained under the post-development condition given the rerouting and relocation of the existing on-site storm sewers and catch basins, and given the surface condition and runoff coefficient of the post-development condition is maintained to be similar to the pre-development condition, no mitigation measures and water balance measures are required. With the effects of green roof, the stormwater quality control is also not required.

Site Grading & Site Servicing Plan

Valdor Engineering Inc. was retained to prepare a Site Grading and Site Servicing Plan.

The Site Grading Plan indicates the finished floor elevation for the proposed building addition and the grading design for the parking area. The Site Servicing Plan identifies the servicing requirements for the site.

Arborist Report

Urban Forest Innovations Inc. was retained to prepare an arborist report. The report documented the existing tree and site conditions, to evaluate anticipated impacts to site trees which may occur as a result of the proposed development, and to identify required and recommended tree protection measures and regulatory requirements associated with the proposed development. It is determined that 75 trees may be retained, and 10 trees are recommended to be removed.

Environmental Noise Feasibility Study

An Environmental Noise Feasibility Study was completed by Valcoustics Canada Ltd. The transportation noise source with potential to impact the proposed development is road traffic on Rathburn Road East and Tomken Road. To meet the applicable transportation noise source guideline limits, all residential suites in the development require mandatory air conditioning for noise control purposes. To meet the indoor sound level limits, exterior wall and window construction meeting the minimum non-acoustical requirements of the Ontario Building Code (OBC) will be sufficient. Final requirements should be checked when detailed building plans are available. This is usually done as a condition for obtaining a building permit.

With the incorporation of the recommended noise mitigation measures, the Ministry of the Environment, Conservation and Parks noise guidelines can be met and a suitable acoustical environment provided for the occupants.

Transportation Demand Management Study

Paradigm Transportation Solutions Limited (Paradigm) was retained to prepare a Traffic Impact Study, Parking Study and Transportation Demand Management Plan for the proposal. The study includes a review of the existing transportation network conditions, a description of the proposed development, and the identification of any remedial measures to support the development. The study concluded that there are no significant issues from a transportation perspective. The trips generated by the development were found to have a minimal impact on the studied transportation network; and the project team at Paradigm considers the Transportation Demand Management Plan included in the attached study, to enhance alternate modes of transportation and accessibility to destinations near the site.

Shadow Study

A Shadow Study was prepared by Weston Consulting. Analyzing the shadow impacts of the proposed development on neighbouring properties and land uses, the study found no negative impacts. There was a minor exceedance of City standards on the courtyard amenity space for the existing building,

although the exceedance was only to be found during December, when seasonal conditions make the impact on resident enjoyment on that amenity space minimal.

Wind Study

A Pedestrian Wind Study was completed by RWDI, and the assessment was based on the wind-tunnel testing conducted for the proposed development site under the existing and proposed configuration of the site and surroundings. The predicted wind conditions are presented in Figures 1A through 2B and Table 1 in the enclosed Pedestrian Wind Study. The study concludes that wind speeds at all areas assessed on and around the existing development site meet the pedestrian safety criterion and are suitable for the intended pedestrian use throughout the year. With the addition of the proposed development, an increase in wind speeds is predicted in the vicinity of the new building with conditions remaining comfortable for the intended use at all areas assessed. In addition, the study proposed several wind control measures to reduce the wind speed at the secondary entrance during the winter months, including vertical wind screens and coniferous plantings.

8.0 Policy Justification

In order to gain planning approval for the proponent's residential expansion proposal at 4150 Westminster Place, the Official Plan Amendment (OPA), Zoning By-Law Amendment (ZBA), Site Plan and this analysis will need to support Provincial and Municipal policy and meet the standards set in Provincial and local regulations. At the Provincial level, the development will be required to demonstrate consistency with the Provincial Policy Statement (2020) and conformity with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Likewise, at the municipal level, the development will need to demonstrate conformity with the Region of Peel Official Plan and the City of Mississauga Official Plan and compliance with the general intent of the City of Mississauga's Zoning By-Laws passed under S.34 of the Planning Act.

Planning Act (1990)

The Planning Act is provincial legislation that sets out the ground rules for land use planning in Ontario. Section 2 of the Planning Act describes the Provincial interest in land use planning matters. The proposed development supports matters of provincial interests by intensifying an area with existing infrastructure, promoting the efficient use of sewage, water services and waste management systems. It also contributes to the provision of adequate housing, including affordable housing in Ontario.

In accordance with Section 3(5) of the Planning Act, all land-use planning decisions are required to be consistent with the Provincial Policy Statement on these matters.

Provincial Policy Statement (2020)

The current Provincial Policy Statement (PPS) came into effect on May 1, 2020, replacing the previous PPS published in 2014.

It provides province-wide policy direction on matters of provincial interest regarding land use planning and development. It sets the vision that Ontario's long-term prosperity and social well-being depend upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

The land-use planning decisions made by municipalities, planning boards, the Province, or a commission or agency of the government must be consistent with the PPS. Policy 4.2 also provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

The PPS also highlights efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. These efficient land-use patterns contribute to a mix of housing, including affordable housing, as well as employment, parks and open spaces, recreation and active transportation.

To support the collective well-being in the present and in the future through well-managed land use, the proposed development is consistent with policies in the PPS relating to housing, infrastructure and public service facilities, stormwater management, transportation, energy conservation and climate change. Furthermore, the proposal specifically addresses certain policies, including:

Efficient and Resilient Land Use

Section 1.1 The proposed intensification contributes to the goal of building healthy, liveable and safe communities by adding more affordable housing units to the community, accommodating a mix of residential types. The proposal will also enhance efficient land use by incorporating the development into the existing network of public infrastructure and public service facilities.

Section 1.1.3.1 As an intensification project located within the built-up area, the proposed development will contribute to the aim of directing development to existing settlement areas.

Section 1.1.3.2 (a) and (b) The proposal will ensure efficient use of land and resource by intensifying development within settlement areas. It increases density on under-utilized space on an existing parcel with access to infrastructure and public service facilities such as roads and water infrastructures.

Section 1.1.3.2 (c) and (d) The incorporated Passive House design standard will promote energy efficiency and prepare for a changing climate's impacts.

Section 1.1.3.2 (e) and (f) The project's proximity to stores and services at Tomken Plaza supports active transportation. The proposal's incorporation into the existing bus routes will also foster a transit-supportive environment.

Section 1.1.3.4 The proposed new development of 8 storeys of affordable rental units will facilitate intensification and redevelopment, enhancing compact urban form.

Housing

Section 1.4.1 As an intensification project within the City of Mississauga, the proposed development at 4150 Westminster Place will provide additional 70 affordable units for seniors to the existing 190-unit seniors' complex. It contributes to the PPS's goal of developing a range of housing options and densities to meet the housing needs of current and future residents.

Section 1.4.3 Permitting and facilitating the proposed development that increases Peel and Mississauga's affordable housing stock will help meet the projected affordable housing demands of current and future residents of the regional market area. It helps achieve Peel's target of building an average of 2,000 affordable units per year and Mississauga's target of 1,034 units per year as set in Peel Housing and Homelessness Plan 2018-2028.

The proposed residential intensification benefits from the availability of public infrastructure and service facilities. It promotes a compact and efficient land-use pattern. The easy access to public transit and pedestrian paths also encourages the use of public and active transportation.

Infrastructure

Section 1.6.2 The incorporation of a green roof into the building design will complement the existing infrastructure.

Section 1.6.3 (a) The proposed development will be incorporated into the existing water and sewer system, optimizing the use of existing water infrastructures.

Sewage, Water and Stormwater

Section 1.6.6.1 The proposed development optimizes the use of existing municipal water and sewer services. The water-saving plumbing fixtures used also promote water conservation and water use efficiency.

Section 1.6.6.7 The incorporated low-impact green roof has enhanced stormwater management by retaining precipitation and reducing and delaying stormwater runoffs.

Transportation

Section 1.6.7.4 The site is located on Westminster Place and adjoined Rathburn Road East to the southeast, a major collector road connecting the site with Cawthra Road, a regional arterial to the southwest. The site is well-connected to the regional transportation network, and reduces the vehicle trips and distance needed. The easy pedestrian access to the local shopping centre Tomken Plaza and Mississauga's transit system enhances a mixed land use and promotes the use of transit and active transportation.

Long-Term Economic Prosperity

Section 1.7.1(a) The additional 70 residential units will bring more activity to the local shopping centre, promoting local business growth.

Section 1.7.1(c) The proposal makes use of the existing resources and infrastructure, including lands, water infrastructure, energy supply and roads. It optimizes the long-term availability and use of land, resources, infrastructure and public service facilities.

Section 1.7.1 (j) By utilizing energy-efficient Passive House design and construction techniques, the proposal reduces energy consumption, promoting energy conservation.

Section 1.7.1 (k) The proposal's green roof feature reduces the heat island effects and stores and returns water to the atmosphere, reducing the negative impacts of climate change.

Energy Conservation, Air Quality and Climate Change

Section 1.8.1 (a) As an intensification project adjacent to existing amenities, services, and public transit, the proposal promotes a compact form and reduces the distance needed for vehicle travel. It reduces greenhouse gas emissions, improves air quality, and prepares for the impacts of a changing climate.

Section 1.8.1 (f) The application of energy-efficient design, including Passive House design and a green roof, reduces the development's lifetime environmental and carbon footprint, thereby contributing to mitigating the effects of climate change.

Natural Heritage

The proposal does not conflict with Section 2.1 as the proposed expansion will not affect the area's natural features, ecological function and biodiversity.

Water

Section 2.2.1 (g) and (i) The design and construction of the site to efficiency standards, including water conservation technologies such as low flow plumbing fixtures, are inherent in building design. Integrating stormwater management infrastructure within the site will sustain water quality and preserve key hydrological functions on the site.

Natural Hazards

Sections 3.1.2 and 3.1.5 By avoiding natural hazards, the proposal is consistent with Provincial policy on development near natural hazards. Specifically, the development is not located near identified flood or erosion-prone areas.

Human-made Hazards

Section 3.2 The goal of Section 3.2 is to protect human health and safety from point source contaminants and pollutants. As the site has no history of use which would lend itself to the use of pollutants, there is little risk of contamination. Furthermore, no nearby land uses currently handle or create hazardous substances or significant pollutants.

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

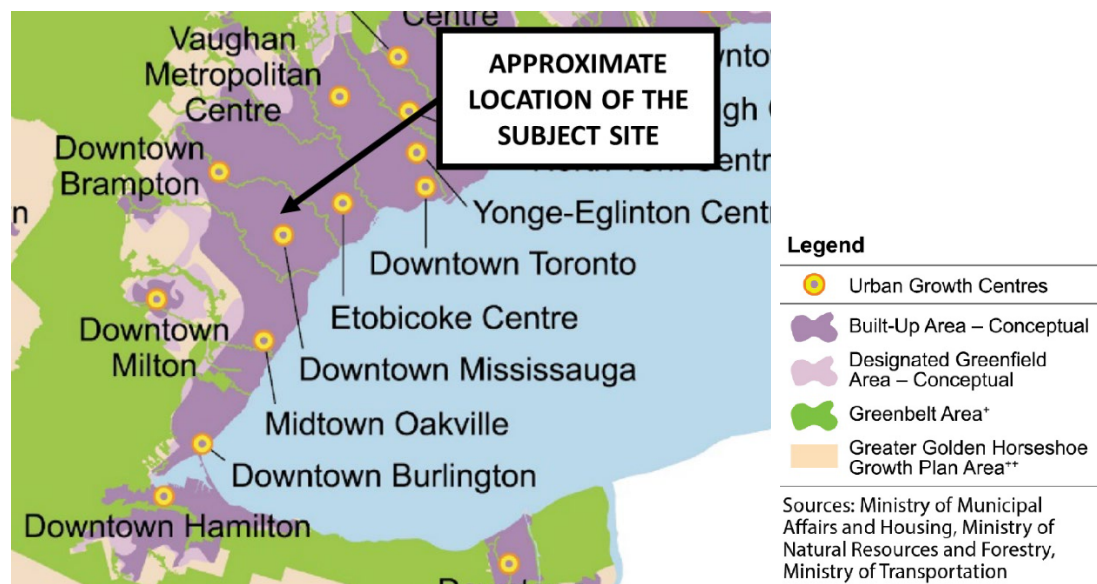
A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan), 2019, as amended, came into effect on August 28, 2020. As the Greater Golden Horseshoe (GGH) grows and changes, challenges also arise from growth, such as increased demand for infrastructure, increased traffic congestion and vulnerability to health issues due to low-density and automobile-dependent development patterns and lifestyle. Unmanaged growth is also responsible for the degradation of the region's air quality, water and other natural resources. The growth plan has specifically addressed the

challenges posed by the region’s changing demographic structure, where people over the age of 60 are expected to comprise over a quarter of the population by 2041. Thus, the aging population calls for more age-friendly development that can address their unique needs.

The Growth Plan is the provincial initiative that addresses the challenges mentioned above and plans for the growth and development of the GGH in a way that fosters economic prosperity, protects the environment, and helps communities achieve a high quality of life while promoting the provincial interest through prescriptive policies guiding: the form and density of development and redevelopment, housing, energy, transportation, infrastructure, and expansion of the urban area boundary in the GGH. The proposal must conform with the policies contained within the Growth Plan.

The site is located within the settlement area of the Growth Plan Area, more specifically within the Built-up Area. Since growth will be focused in delineated built-up areas within the settlement area, the site is appropriate for residential intensification.

Figure 25. Excerpt from Schedule 2 of the Growth Plan



Source: Ontario Ministry of Municipal Affairs and Housing; 2020

The proposed development conforms to policies in the Growth Plan relating to housing, infrastructure and public service facilities, growth management and transit. In addition, the proposal explicitly addresses specific policies within the Growth Plan, including:

Growth Management

Section 2.2.1.2 Located within a delineated built-up area, the proposal will direct growth to a site appropriate for development, aligning with provincial policy objectives regarding the desired location for forecasted growth.

Section 2.2.1.4 (a) The proposed 70 residential apartment units for senior renters support the achievement of complete communities through convenient access to Tomken Plaza, where many local stores and service facilities are present.

Section 2.2.1.4 (b) The proposed development improves social equity and overall quality of life by offering affordable housing for seniors whose mobilities and incomes are reduced and who are currently faced with precarious housing.

Section 2.2.1.4 (c) The proposed development contributes to the diverse range and mix of housing options within the surrounding area and accommodates the housing needs of people with lower levels of income and household sizes.

Section 2.2.1.4 (f) The inclusion of Passive House design, green roof, and various energy and resource efficient techniques helps mitigate the negative impacts of a changing climate, improves climates resilience and contributes to environmental sustainability.

Delineated Built-Up Areas

Section 2.2.2(3) The proposed residential development contributes to GGH's intensification target of 50% of Mississauga's residential development within the delineated built-up area.

Transit Corridors

Section 2.2.4.10 The proposal is adjacent to the Bus No. 20 stop which is a frequent transit. The proposed development's proximity to bus stops and easy pedestrian access to adjacent amenities foster a transit-supportive environment.

Housing

Section 2.2.6 By introducing multi-unit affordable rental residential development within a predominantly low-rise single-detached residential area of the city, this proposal diversifies the type, tenure, and price of housing in the area. It contributes to the municipal efforts in building complete communities by offering more accessible and affordable housing options.

Transportation

Section 3.2.2 The proposal's easy access to nearby amenities and bus routes will increase the modal share of alternatives to cars, contributing to the expansion of infrastructure that supports active transportation.

Section 3.2.3 The proposal is adjacent to Rathburn Road East and Tomken Road transportation routes. The local shopping centre Tomken Plaza is conveniently located with easy pedestrian access from the proposed development. It will support the provincial objectives in providing residents with a range of transportation choices that reduce reliance on private

automobile use, reduces trip distance and time, and prioritize transit and active transit in moving people.

Stormwater Management

Section 3.2.7 By maintaining pre-application stormwater runoff post-development, the proposal does not conflict with the goals of the Growth Plan.

Environmental Protection and Climate Change

Section 4.2.4 The proposal is located within a settlement area and is not considered adjacent to key hydrologic and natural heritage features. Therefore, the proposed development does not conflict with the policies related to protecting hydrologic and natural heritage features.

Section 4.2.9 The inclusion of water-saving plumbing fixtures and Passive House design will reduce energy and water resources consumption and foster a culture of conservation.

Section 4.2.10.1 The proposal to allow an 8-storey seniors' apartment building to be added to the existing 3-storey apartment building at 4150 Westminster Place supports the achievement of complete communities and intensification and density targets. The easy access to amenities and public and active transportation reduces the use of automobiles and the consumption of fossil fuels.

Section 4.2.10.2 The inclusion of Passive House design principles and a green roof reduces the energy needed for operation, reducing greenhouse gas emissions. The green roof also balances heat and precipitation, fostering a climate-resilient environment.

Region of Peel Official Plan (2022)

The Region of Peel Official Plan ("ROP") serves as a guide to the growth and development of the Region of Peel. Peel Regional Council approved the ROP on April 28, 2022 and received provincial approval on November 4, 2022.

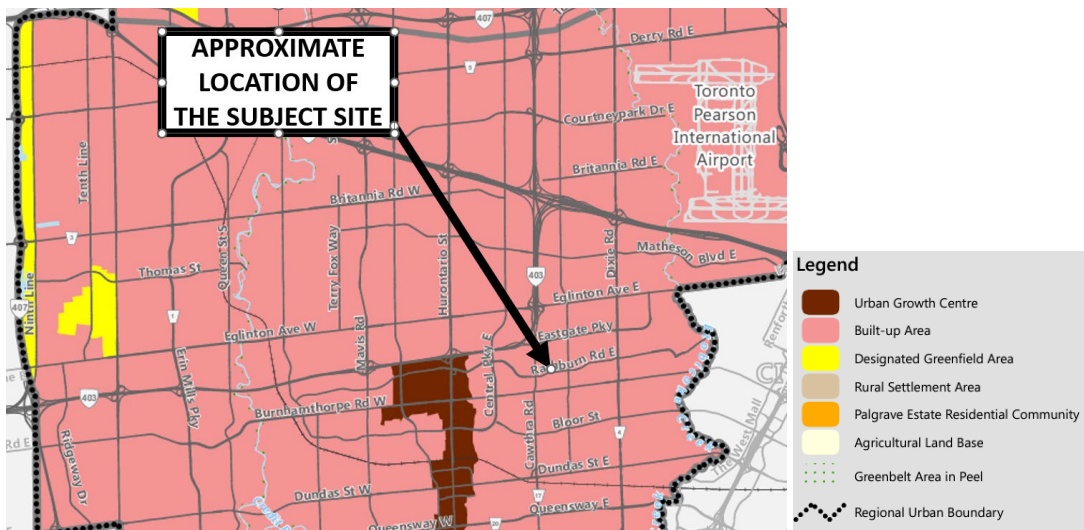
As shown in Figure 25 and Figure 26, the proposed development is located within the Urban System and Built-up area. Therefore, the proposal will need to show consistency with the regulations and policies regarding the Urban System and Built-up Area.

Figure 26. Excerpt from Schedule E-1 of the Region of Peel Official Plan



Source: Region of Peel; 2022

Figure 27. Excerpt from Schedule E-3 of the Region of Peel Official Plan



Source: Region of Peel; 2022

Regional Forecasts

Figure 10 of the Official Plan outlines population, household, and employment forecasts for Peel Region to 2051. It forecasts that the Region of Peel will have a 1,829,000 population by 2031, representing an increase of 15% or 251,000 people, and Mississauga will have 852,000 residents by 2031, representing a 57,000 (or 7%) increase from 2021. The proposed development helps accommodate the forecasted population growth by offering 70 affordable housing units within Mississauga.

The Urban System

Section 5.6.1 As a highly efficient building designed to Passive House standards, the improvement in energy efficiency and reduction in energy

usage for the proposed building reduces greenhouse gas emissions and represents adaptation to a changing climate

Sections 5.6.3-5.6.4 The proposed development will bring an 8-storey apartment building with 70 affordable units into the existing affordable rental complex with established public services and infrastructures. The proposed development fosters a compact urban form and promotes residential density.

The proposed building is conveniently located near amenities at Tomken Plaza to the north of the site. The high pedestrian accessibility to existing amenities encourages the use of active transportation. The proposed building is also served by existing bus routes, which fosters a transit-supportive urban environment.

Section 5.6.5 The addition of 'eyes on the street' along Rathburn Road East through the addition of active uses and the orientation of the building entrance contributes to crime prevention.

Section 5.6.7 By providing 70 rental units for seniors, the proposal provides for the changing needs of Peel Region's age structure and allows opportunities for residents to live in their own communities as they age.

Intensification

Section 5.4.18.1 As an 8-storey 70 unit apartment building the proposed development achieves efficient and compact built form.

Section 5.4.18.2 The proposed development is able to utilize existing municipal infrastructure to support the additional residential units and therefore represents an optimization of the use of existing infrastructure.

Section 5.4.18.4 By building new residential units on a surface parking lot, the proposal is an intensification of development on underutilized lands.

Section 5.4.18.5 By only providing the minimum number of parking spaces necessary to accommodate the nature of the proposed land use and forecast parking demand, the proposal reduces reliance on private automobiles and supports use of existing transit services.

Housing

Section 5.9.1 The proposed 70-unit rental apartment promotes the development of compact, complete communities by introducing intensification and higher density forms of housing compatible with the surrounding neighbourhood.

Section 5.9.2 The proposed 70 affordable units for seniors increase the availability of housing options and densities, including affordable housing so that people can live in the community of their choice as they age. Furthermore, it contributes to meeting the new housing unit targets in Table 4 of the ROP.

Section 5.9.3 The proposed 70 units of affordable rental units for seniors contributes to the Region’s objective of increasing the affordable rental supply and helps ensure there is an adequate supply of rental stock to meet local needs.

Section 5.9.4 As an energy efficient Passive House designed building the proposal contributes to the mitigation and adaptation to climate change through sustainable development of housing stock in the Region.

Transportation

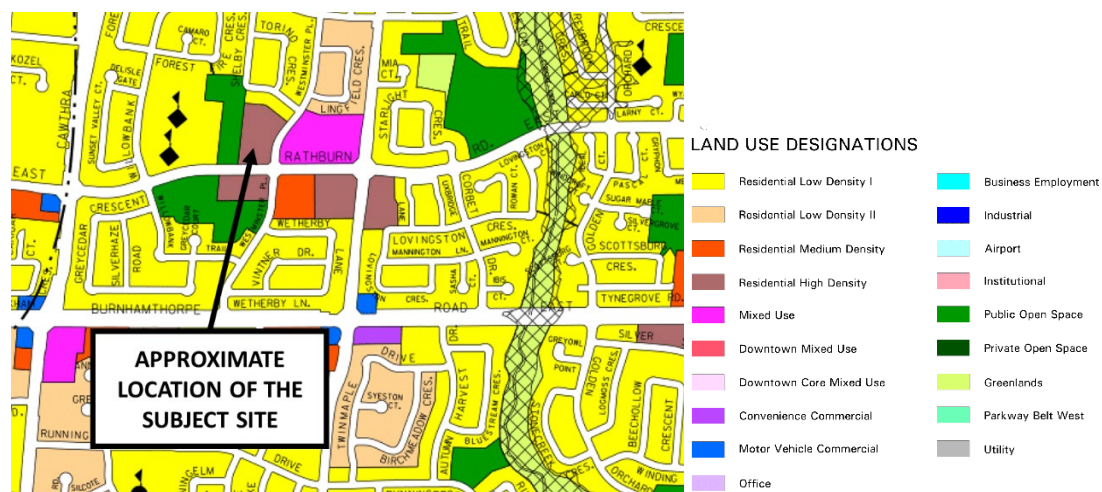
Section 5.10.2 The residential intensification of a site adjacent to existing public transit services and a multi-use trail system encourages the use of sustainable transportation modes and promotes improved mobility choices for people of all ages, abilities and income levels.

Mississauga Official Plan (2021)

The Mississauga Official Plan (MOP) was adopted by Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. Numerous appeals to the Ontario Municipal Board (now known as the Local Planning Appeal Tribunal, “LPAT”) were followed. The following policy analysis is based on the most recent October 21, 2021, office consolidation, which includes all LPAT decisions and Council-approved amendments to date.

The MOP guides how the City will grow and develop by 2031. It provides a basis for Mississauga’s land use and urban design, directs growth to where it is beneficial to the urban form, supports a strong public transportation system, and addresses the city’s long-term sustainability.

Figure 28. Excerpt from Schedule 10 of the Mississauga Official Plan



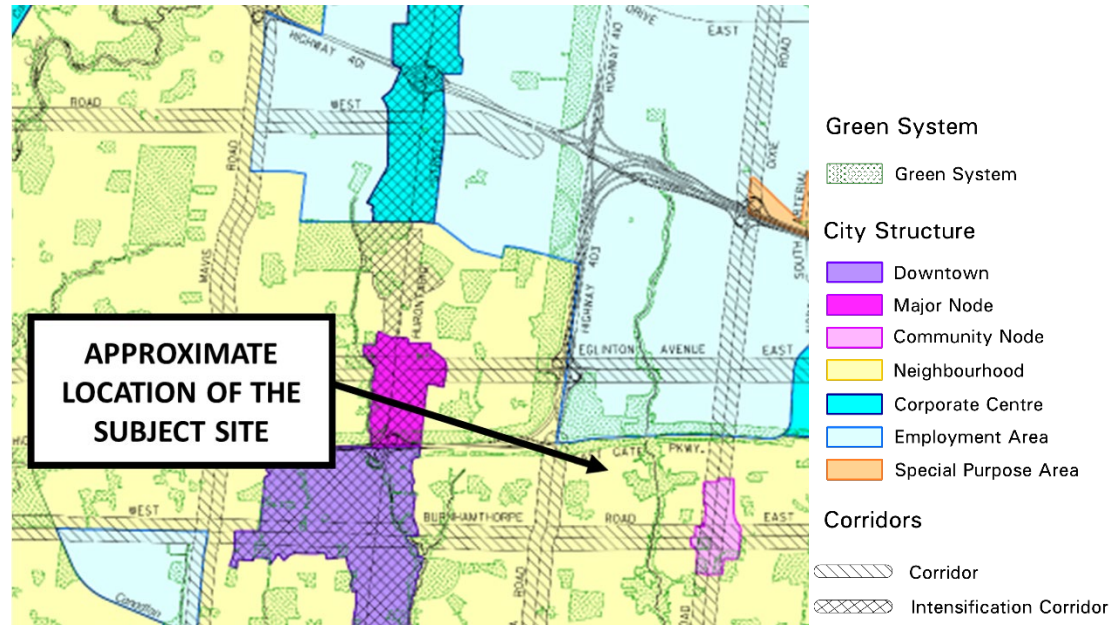
Source: City of Mississauga; 2021

Under the MOP land use designation, the site is Residential High Density which permits a range of land uses, including apartment dwellings. The proposed high-density residential development aligns with the land use designation.

Furthermore, the proposal explicitly addresses specific policies of the Official Plan, including:

Direct Growth

Figure 29. Excerpt from Schedule 1 of the Mississauga Official Plan



Source: City of Mississauga; 2021

Section 5.3.5.2 As shown in Figure 28, the proposal is within the Neighborhood classification under Mississauga’s Urban System. The proposed 70 seniors’ rental units will help direct the residential intensification within the Neighbourhood through infilling.

Housing

Section 7.2.1 The proposed affordable housing development will utilize the existing community infrastructure and engineering services while offering 70 additional affordable units to meet the demand and preferences of senior Mississauga residents.

Section 7.2.2 The proposed 70 affordable rental units contribute to the production of various affordable dwelling types within the City of Mississauga. As affordable housing is designed for seniors, it also provides accommodation for those with special needs, such as housing for the elderly.

Multi-Modal Network

Section 8.2 The proposed development is integrated into the existing bus number 20 route, which runs every 15 minutes on weekdays. The site’s proximity to the local shopping centre promotes the use of active transportation and reduces the trips needed. Together, they reinforce the efforts to build a multi-model network.

Non-Intensification Areas

Section 9.2.2.1 The proposed 8-storey apartment building is within a non-intensification area that needs to respect the surrounding context. There is an existing 3-storey residential complex to the northwest of the site, which offers an appropriate transition in height to the area north of the proposal, which is mainly low-density residential.

Residential Land Use

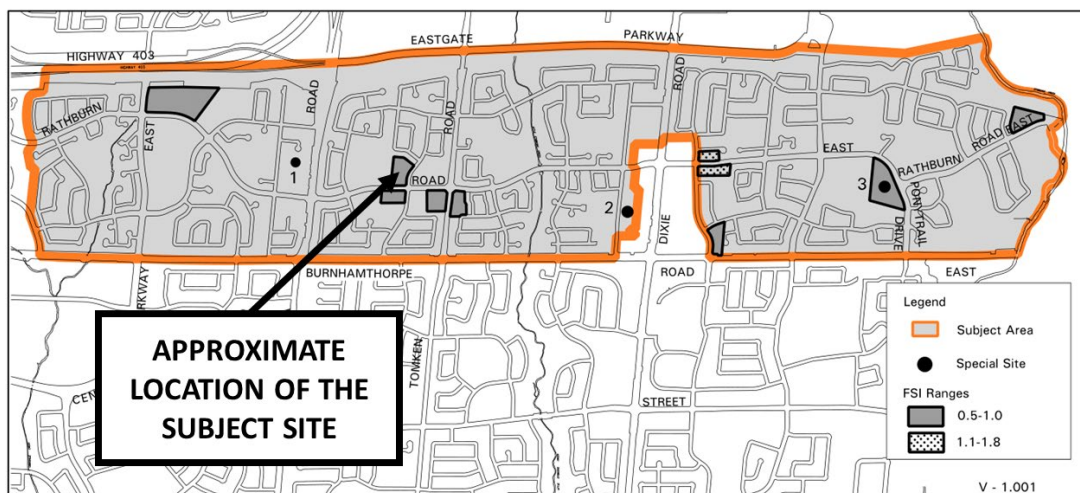
Section 11.2.5.6 The property on which the proposed development will be built is designated as Residential High Density, which permits apartment dwelling use. The proposed seniors' apartments conform with the permitted uses in the land use designation.

Neighbourhoods

Section 16.1.1.1 The site is currently designated as Neighbourhoods in the City Structure. For lands within a Neighbourhood, a maximum building height of four (4) storeys will apply. The proposed 8-storey building does not conform with the policy.

Rathwood Neighbourhood Character Area

Figure 30. Mississauga Official Plan Map 11-22: Rathwood Neighbourhood Character Area



Source: City of Mississauga; 2018

As shown in Figure 29, the site is located within the Rathwood Neighbourhood Character Area. The FSI range for the site is set between 0.5-1.0. The proposal exceeds the FSI range specified for the site.

Proposed Official Plan Amendment and Justification

As discussed in the previous section, the site is located within Rathwood Neighbourhood Character Area, and under the current land use designation for a Neighbourhood, the maximum building height is restricted to four (4)

storeys unless Character Area policies indicate otherwise. The proposed development intends to bring an 8-storey building to the site.

In addition, the restrictive Floor Space Index (FSI) permissions set forth by the Rathwood Neighbourhood Character Area policies of the Mississauga Official Plan do not conform to the policies surrounding sustainable land consumption and compact urban form as required by the Region of Peel Official Plan, the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement.

In response to the above, SLDSRC proposes to amend the Mississauga Official Plan Section 16.1.1.1 regarding the maximum building height of 4 storeys within a Neighbourhood and Section 16.22 Rathwood regarding the FSI regulation for the subject site.

The Official Plan Amendment (OPA) proposes to allow a building of 8 storeys to be built with a Site-Specific Policy within the Rathwood Neighbourhood Character Area. The OPA also proposes to replace the FSI Range of 0.5-1.0 that is set for the site with the FSI Range of 1.1-1.8. The FSI ranges are used to control the intensity of the development. The targeted tenants for the proposed rental apartment are seniors. The potential residents of the proposal are likely to have smaller household sizes, and are likely to drive less because most no longer need to commute. Therefore, the proposal and its associated FSI will bring a minor impact on the Neighbourhood.

Mississauga Zoning By-law 0225-2007

Mississauga Zoning By-law 0225-2007 is the regulation implementing the Mississauga Official Plan. Through permitted uses and performance standards, the Zoning By-Law restricts development by controlling built-form and land use. It is much more specific and complex than the Official Plan land use designations from which it receives direction.

Current Zoning Classification

The site is currently zoned as Residential (RA1-1).

Current Permitted Use and Performance Standards

The permitted use in the RA-1 Zone includes Apartments, Long-Term Care Buildings and Retirement Buildings. In addition to the OPA, the ZBA will propose to rezone the site to RA-2 zoning with site specific exceptions. The following table lists the standards for the RA-1 Zone, along with the RA-2 Zone and the standards proposed for the site:

Table 1. Comparison of zoning requirements and the proposal

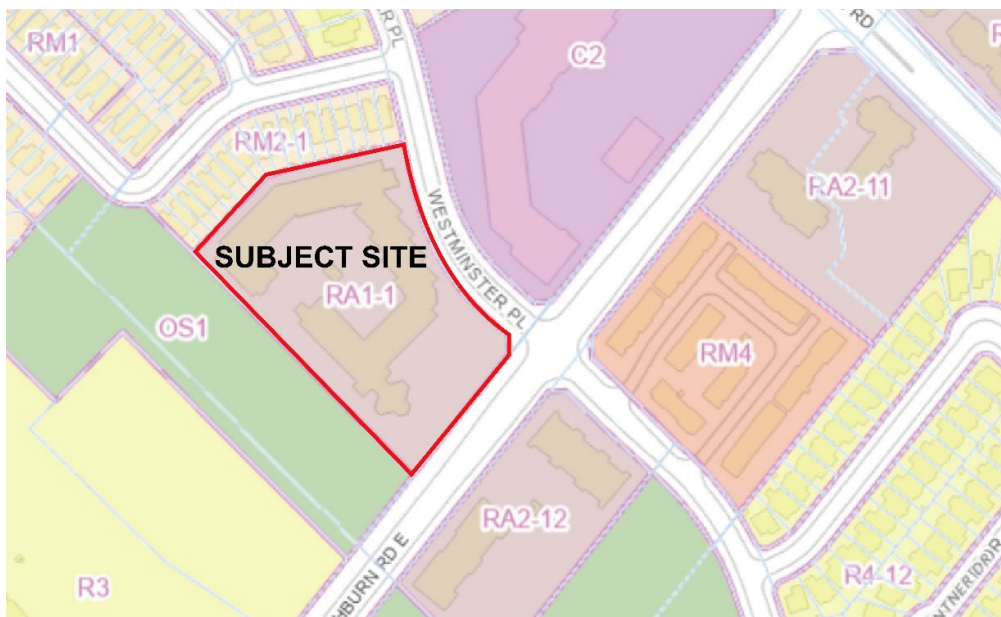
| Regulation | By-law 0225-2007 | | Proposed for Site |
|---------------------------------------|--|---------------------|----------------------------------|
| Zoning | RA1-1 | RA2 | RA2-XX (Site Specific Provision) |
| Permitted Uses | Apartment; Long-Term Care Building; Retirement Building | | Proposed: Apartment |
| Minimum Lot Frontage | 30.0 m | | 92.1m |
| Minimum Floor Space Index | 0.5 | | FSI 1.36 |
| Maximum Floor Space Index | 1.0 | | |
| Maximum Height and Storeys | 13.0m and 4 storeys | 26.0m and 8 storeys | 33.4m and 8 storeys |
| Minimum Front and Exterior Side Yards | <ul style="list-style-type: none"> For that portion of the dwelling with a height less than or equal to 13.0m: 7.5m For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m: 8.5m For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 9.5m For that portion of the dwelling with a height greater than 26.0 m: 10.5m | | 18.263m |
| Minimum Interior Side Yard | <ul style="list-style-type: none"> For that portion of the dwelling with a height less than or equal to 13.0m: 4.5m For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m: 6.0m For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 7.5m For that portion of the dwelling with a height greater than 26.0 m: 9.0m Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof: 4.5m Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached: 7.5 m plus 1.0 m for each additional 1.0 m of dwelling | | 12.09m |

| | | |
|--|---|--|
| | height, or portion thereof, exceeding 10.0m to a maximum setback requirement of 25.5m | |
| Minimum Rear Yard | <ul style="list-style-type: none"> • For that portion of the dwelling with a height less than or equal to 13.0m: 7.5m • For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m: 10.0m • For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 12.5m • For that portion of the dwelling with a height greater than 26.0 m: 15.0m • Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof: 4.5m • Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached: 7.5m plus 1.0m for each additional 1.0m of dwelling height, or portion thereof, exceeding 10.0m to a maximum setback requirement of 25.5m | +/- 131m |
| Minimum Above Grade Separation Between Buildings | <ul style="list-style-type: none"> • For that portion of the dwelling with a height less than or equal to 13.0m: 3.0m | 0m (buildings are attached via one storey connection between buildings) |
| Minimum Parking Spaces (Rental Apartment in Precinct 3) | <ul style="list-style-type: none"> • 234 resident parking spaces: 0.9 spaces per unit • 52 visitor parking spaces: 0.20 spaces per unit | 122 parking spaces or 0.47 spaces per unit |
| Minimum electric vehicle ready parking spaces | <ul style="list-style-type: none"> • 24 resident parking spaces: 20% of 111 proposed resident parking spaces (rounded up) • 2 visitor parking spaces: 10% of 11 proposed visitor parking spaces | 12 resident parking spaces (>10% of proposed resident parking spaces) and 2 visitor parking spaces (>10% of proposed |

| | | |
|--|--|---|
| | | visitor parking spaces) |
| Minimum required Class A bicycle parking spaces | 42 bicycle parking spaces: 0.6 per unit | 10 bicycle parking spaces |
| Minimum required Class B bicycle parking spaces | 6 bicycle parking spaces: greater of 0.05 spaces per unit or 6 spaces | 6 bicycle parking spaces |
| Minimum setback from surface parking spaces or aisles to a street line | 4.5m | 1.57m |
| Minimum setback from surface parking spaces or aisles to any other lot line | 3.0m | 3.0m |
| Minimum setback from a parking structure above or partially above finished grade to any lot line | 7.5m | N/A |
| Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line | 3.0m | 12m |
| Minimum setback from a waste enclosure/loading area to a street line and to a zone permitting detached dwelling and/or semi-detached | 10.0m | +/- 13m to Rathburn curb; 5.19m to Rathburn lot line |
| Minimum Landscaped Area | 40% of lot area | 30% of lot area |
| Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone | 4.5m | 1.02m |
| Minimum depth of a landscaped buffer along any other lot line | 3.0m | +/- 6.0m |

| | | |
|--|-------------------------|--------------------|
| Minimum Amenity Area | 1,637.02 m ² | 1574m ² |
| Minimum percentage of total required amenity area to be provided in one contiguous area | 50% | 24% |
| Minimum amenity area to be provided outside at grade | 55.0 m ² | 313 m ² |

Figure 31. Excerpt from of the Mississauga Zoning Information Map



Source: City of Mississauga; 2022

The proposed development complies with the Permitted Use, Minimum Front Yard, Exterior Side Yard, and Interior Side Yard under RA1 and RA2 zoning regulations. However, it does not comply with the RA1-1 zoning regulations regarding Maximum Floor Space Index (FSI), Maximum Height and Storeys, Minimum Rear Yard Setback and Minimum Parking Requirement. With the 70 additional units, the 260 units in total on the site has an FSI of +/-1.35, which exceeds the maximum FSI of 1.0. With a height of +/-33.4 metres and 8 storeys, the proposed development does not comply with the By-law regarding maximum height and storeys. The proposed development has a +/- 131m Rear Yard Setback. In total, the site overall will provide 0.47 parking spaces per unit, which does not comply with the minimum parking spaces for Rental Apartments. A parking justification memo attached to this submission describes the nature of the existing and proposed land uses, which are closer to the Retirement Building owned by a Non-Profit Housing Provider use, which has reduced parking requirements.

As shown in Figure 30, the lands to the southeast of the site across Rathburn Road East are zoned as RA2, which allows a maximum of 8 storeys and 26 metres in height. The current zoning of the site substantially limits the potential

residential intensification, which is appropriate for the site and is contemplated by the Mississauga Official Plan, the Region of Peel Official Plan, the Growth Plan and the PPS.

Parking, Loading and Stacking

Chapter 3 of the By-law (revised: June 30, 2022) regulates the parking, loading and stacking lanes in Mississauga.

Section 3.1.1.12 Based on the the proposed parking supply of 122 parking spaces, the proposed number of electric vehicle (EV) ready parking spaces (12 for residents, 2 for visitors) does not comply with the Zoning By-Law. Specifically, the proposed 12 resident EV ready parking spaces represents +/- 10% of the total proposed parking supply and just over 10% of the resident parking supply forecasted. This is appropriate given the proposed building demographics (low-income seniors).

Section 3.1.2.1 The requirement of parking spaces for the site (dwelling units provided by a non-profit housing provider in a Rental Apartment in Precinct 3) are as follows:

- 0.65 resident spaces per unit
- 0.2 visitor spaces per unit

The existing building contains 190 units, and the proposed building contains 70 units. Therefore, the total 260 residential units would require 169 resident parking spaces and 52 visitor parking spaces. The proposed development includes 74 at-grade parking spaces and 49 underground parking spaces, representing a total of 122 parking spaces or 0.47 parking spaces per residential unit. Therefore, the proposed number of parking spaces does not comply with the zoning regulations. However, if the existing and proposed land use is compared with the requirements for retirement buildings in *Section 3.1.2.1*, which are as follows:

- 0.35 resident spaces per unit

In this case, the proposed parking supply of 122 parking spaces exceeds the minimum requirements in the By-Law.

Section 3.1.3.2 of the Zoning By-law outlines the requirements for the location of accessible parking spaces, which shall be provided and maintained on the same lot in proximity to the main entrances to a building or structure. The accessible parking on the proposed development conforms with the requirement by locating the accessible parking spaces near the building's main entrance.

Section 3.1.4.4 Loading spaces shall have an unobstructed rectangular area with a minimum width of 3.5 m and a minimum length of 9.0m.

Section 3.1.4.5 One loading space per apartment and/or retirement building containing a minimum of 30 dwelling units, shall be required. Therefore the proposal complies with the regulations.

Section 3.1.6 Bicycle parking spaces for visitors (Class B) should be provided at a rate which is the greater of 6.0 spaces or 0.05 spaces per unit for Apartments. The proposed visitor parking supply of 6 bicycle parking spaces complies with the Zoning By-Law. For Apartments, resident or Class A bicycle parking spaces should be provided at a rate of 0.6 spaces per unit. This would require 42 resident bicycle parking spaces. The proposed supply of 10 Class A spaces would not comply. However, the forecast bicycle parking demand based on existing resident demand at 4150 Westminster Place (1 space for 190 units) suggests that the proposed supply of 10 Class A spaces will be more than adequate to meet resident demand.

Proposed Changes to Zoning

This submission proposes to amend Zoning By-law 0225-2007 through a site-specific zoning amendment by amending the zoning classification for 4150 Westminister Place to RA2-XX with site-specific exceptions which will:

- **Increase the Maximum Floor Space Index from 1.0 to 1.4.** The maximum FSI allowed under the current zoning regulations hinders residential intensification. The increased FSI will help build a compact urban form within the built-up area as outlined in the Provincial Policy Statement and the Region of Peel Official Plan.
- **Increase the Maximum Height and Storeys from 13m and 4 storeys to 33.4m and 8 storeys.** The apartment building located at 4100 Westminister Place, which is to the immediate southeast of the site across Rathburn Road East, is currently zoned as RA2-12, which permits apartments up to 26 metres and 8 storeys. The orientation and location of the proposed building will result in minimal impact on the neighbouring buildings and properties' natural light and privacy, as demonstrated in the Sun and Shadow Study included in this application.
- **Permitting the Separation Between Buildings to be 0 metres.** The proposed building will be connected at-grade via a one-storey connection.
- **Reducing the Minimum Off-Street Parking to 122 spaces or 0.47 spaces per unit.** Under the current zoning regulations for parking in Rental Apartments provided by a non-profit housing provider, the proposal would need a minimum of 169 resident parking spaces and 52 visitor parking spaces. Although the proposed development is categorized as a Rental Apartment under the proposed use, its residents are seniors whose commuting patterns, vehicle ownership and lifestyle are similar to those of Retirement Buildings operated by a non-profit housing provider. This is detailed further in an attached

Parking Justification – Land Use Memo, and the attached Transportation Study prepared by Paradigm Transportation Solutions (2024). In comparison, the minimum parking spaces required for dwelling units in a Retirement Building operated by a non-profit housing provider are 0.35 spaces per unit. Based on a proposed 260 units, a total of 91 parking spaces would be required for the site if considered a Retirement Building operated by a non-profit. Further, the existing building's parking demand would require a total of 118 parking spaces to serve resident demands of the expanded facility. Therefore, a relief regarding the required minimum parking spaces should be granted to the proposal.

- **Reducing the Minimum required number of electric vehicle ready parking spaces from 20% to 10% of total required resident parking spaces.** Based on the the proposed parking supply of 122 parking spaces, the proposed number of electric vehicle (EV) ready parking spaces (12 for residents, 2 for visitors) does not comply with the Zoning By-Law. Specifically, the proposed 12 resident EV ready parking spaces represents +/- 10% of the total proposed parking supply and just over 10% of the resident parking supply forecasted. This is appropriate given the proposed building demographics (low-income seniors).
- **Reduce the Minimum required Class A Bicycle Parking Spaces from 42 to 10 spaces.** While the proposed resident bicycle parking supply of 10 spaces represents a deficiency of 32 spaces when compared to the Zoning By-Law (0225-2007) requirements for an Apartment Building use, it vastly exceeds the measured demand for bicycle parking for the existing building. If the existing and proposed uses on the site are instead classified as a Retirement Building operated by a non-profit housing provider, then the resident bicycle parking is only deficient eleven (11) spaces. Given the measured demand for existing residents of the same demographic profile at 4150 Westminster Place, the proposed 10 resident bicycle parking spaces proposed will be more than adequate.
- **Reducing the Minimum setback from surface parking spaces or aisles to a street line from 4.5m to 1.5m.** This reflects existing site conditions on the east side of the existing surface parking area that will remain unchanged as a result of this development.
- **Reducing the Minimum setback from a waste enclosure/loading area to a street line from 7.5m to 5m.** To accommodate the proposed waste storage and collection enclosure, it will be located in an existing paved area at the southwest corner of the site, adjacent to the Rathburn Road East right-of-way.
- **Reducing the Minimum Landscaped Area from 40% of lot area to 30% of lot area.** A reduction in the landscaped area is required to

provide more parking. This is only a small reduction from the existing landscaped area of 33%.

- **Reducing the Minimum depth of a landscaped buffer abutting the Open Space Zone to the west from 4.5m to 1.0m.** There will be a minimum 3.0m landscaped buffer abutting Open Space Zone to the west to accommodate the existing driveway. The 1.0m landscaped buffer also reflects existing conditions at the southwest corner of the site. Currently surface parking spaces, this paved area will remain paved to accommodate the proposed waste storage and collection enclosure.
- **Reducing the Minimum Amenity Area from 1,637m² to 1574m².** Significant indoor and outdoor amenity area exists on-site, and efficiencies are achieved through co-location of both buildings which together provide sufficient amenity space for residents.
- **Reducing the Minimum percentage of total required amenity area to be provided in one contiguous area from 50% to 24%.** The existing courtyard is 377.7m² which represents 24% of the total amenity space provided.

By amending the Zoning By-Law as described above, the proposed 8-storey rental apartment will comply with regulations.

Other Applicable Policies, Standards and Guidelines

[Peel Housing and Homelessness Plan 2018-2028](#)

The Peel Housing and Homelessness Plan guides the direction for the Region of Peel and its partners over the 10-year period to make affordable housing available and prevent homelessness.

The proposed 70 units of senior affordable housing contribute to Peel's annual target of 2,000 affordable units and Mississauga's annual target of 1,034 units. They are helping the Region of Peel's efforts to increase housing affordability and prevent homelessness.

[Toronto and Region Conservation Authority](#)

The subject site and proposed development are within the Toronto and Region Conservation Authority (TRCA) jurisdiction. However, they are not within the TRCA Regulated Area, as shown in the TRCA mapping. As such, no additional approvals or permits are required from the TRCA.

Figure 32. Excerpt from Toronto and Region Conservation Authority Regulated Area Mapping



Source: Toronto and Region Conservation Authority, 2022

9.0 Planning Analysis

Change and Intensification of Land Use

The site is located on Westminster Place and adjoins Rathburn Road East, a major northeast-southwest collector road within the City of Mississauga. Local transit service also directly serves the site, running along Rathburn Road East. The site is well-integrated into both the transit system and regional road network, representing an excellent opportunity to create additional affordable residential rental units.

The intensification of the site with an 8-storey 70-unit residential development is desirable as it would bring affordable rental housing into the area with demonstrated high demand and lagging supply. By focusing on affordable housing, the proposal helps address a housing shortage at the local, regional, and provincial levels and will help satisfy a sorely missing gap in the City of Mississauga's housing continuum. The proposal will also retain the existing affordable rental units and much of the green space on site.

The development will support senior residents in the city, fostering an age-friendly community. The introduction of additional residential uses onto the site is consistent with existing land use patterns in the area.

Affordable Housing Needs Analysis

The City of Mississauga and Region of Peel's growing need for affordable housing are outlined and demonstrated in the Peel Housing and Homelessness Plan 2018-2028. Mississauga and the Region of Peel's housing market conditions and demographics strongly support the need for new affordable rental housing. This project will address existing market gaps and contribute to increasing the supply of affordable rental housing in Mississauga and the Region of Peel. By creating new deeply affordable and low-end market housing units that target senior renters with lower incomes and reduced mobility, the project will foster an age-friendly housing market that is affordable and accessible for the seniors in the region.

Physical Constraints

The existing building footprint and site layout is the primary physical constraint on development within the site.

Environmental Considerations

There are several environmental factors which have been appropriately considered and mitigated in the development proposal. Appropriate stormwater management solutions, including Low Impact Development technologies such as a green roof, will mitigate negative changes in water quantity and quality. The use of energy-efficient HVAC systems will provide cost savings for energy usage. Furthermore, the Passive House design will reduce energy loss during both the summer and winter months. These

measures exceed typical development standards and municipal requirements. Overall, the proposed development offers significant and desirable improvements over the status quo regarding environmental considerations for both animal and human users of the site.

Infrastructure

The site is well served by municipal infrastructure. Water, stormwater, and wastewater infrastructure adjacent to the site are in good condition. The infrastructure has been confirmed by the Functional Servicing and Stormwater Management Report to have the capacity to absorb the extra volumes from a development proposal of this size without materially impacting the quality of service for existing users or requiring infrastructure upgrades. Using existing system capacity is cost-effective for both the municipality and the developer and represents good planning.

Transportation and Parking

The site is located on Westminster Place and adjoined Rathburn Road East to the southeast, a major collector road connecting the site with Cawthra Road, a regional arterial to the southwest. The site is well-connected to the regional transportation network. The access to Highway 403 (both northwest and southwest bound) is less than 2 kilometres away to the west of the site. Access to Highway 401 is about 5 kilometres away to the north of the site, Queen Elizabeth Way is approximately 5 kilometres away to the southeast of the site, and Highway 427 is around 7.5 kilometres away to the northeast of the site.

The site is also well-integrated into Mississauga's transit system. The nearest Mississauga Transitway station is less than 2 kilometres away to the northwest, providing key connection points to MiWay and Toronto Transit Commission (TTC) services via a more efficient and reliable corridor. The site is also directly served by the frequent transit Bus No.20 that connects the site with Kipling GO and Erindale GO Train service, shopping at Rockwood Mall and Square One, Mississauga City Centre Transit Terminal and Sheridan College - Hazel McCallion Campus. In short, the proposed development would be well-served by transportation and transit infrastructure, supporting goals of reduced auto-dependency and increased mobility for residents.

Future residents of this development would have a variety of modes of transportation available to them, supporting their daily transportation needs regardless of ability or income. In addition, the increased density on this site would support the economic viability of the transit routes along Rathburn Road East, which is identified in the Official Plan as a Priority Transit Segment.

The proposed development will be built on the existing surface parking lot, therefore one floor of underground parking with 49 parking spaces is proposed to help compensate for the lost at-grade parking spaces. Together with 73 at-grade parking spaces, the proposal reaches a total of 122 parking spaces or a parking ratio of 0.47 parking space per unit.

Although the proposed development will be categorized as Rental Apartment under the proposed use, its residents are seniors whose commuting pattern, vehicle ownership and lifestyle are similar to those of Retirement Buildings. In comparison, the minimum parking spaces required for Retirement Buildings provided by a non-profit are 0.35 spaces per unit. Furthermore, the existing buildings parking demand is 0.43 spaces per unit. Therefore, the proposed number of parking spaces is justified and will meet the demand for the senior renters living on site.

The attached Traffic Impact Study, Parking Study and Transportation Demand Management Plan prepared by Paradigm Transportatino Solutions (2024) also conclude that there are no significant issues from a transportation perspective, the trips generated by the proposed development were found to have minimal impact on the studied transportation network. Therefore, the efficient use of surface and underground parking and the availability of alternative modes of transportation represents good planning.

Proximity Analysis

The site is conveniently located with pedestrian access to Tomken Plaza, which is home to various retails, health services, a grocery store, and a bank. The nearby Shelby Park and Allison's Park Playground are both accessible for pedestrians. While many services are located outside the 'walking shed' of 500-800 metres, the proximity of the site to major collector roads means services further afield can also be reached quickly and easily by private automobile or public transit. The proposed development location at this site allows future residents to take care of their daily needs nearby, thereby reducing trip distances and times. The site would be a desirable location for future residents to move to.

Local Context

The proposed development is in the Rathwood neighbourhood of Mississauga, which has a mix of residential and commercial retail uses. The majority of dwellings in the neighbourhoods are grade-related, with 1 and 2-storey detached dwellings. Northeast of the site, across Westminster Place, are existing retail strip malls. To the southwest, two schools with low-rise buildings are across Shelby Park. Immediately to the north are single-detached houses. To the southeast, across Rathburn Road East, are several apartment buildings. The apartment building at 4100 Westminster Place is an 8-storey residential building.

The development will complement the existing, primarily ownership-tenure, low-rise housing stock by introducing multi-unit affordable rental housing for seniors. It fosters an age-friendly community by providing opportunities for senior residents of different income levels, household sizes, and abilities to live in the Neighbourhood. The nearby retail and personal services will help serve the needs of the development's residents. The development is consistent with the surrounding densities and built form. It would help fulfil the

vision of local policy for the area and would be an appropriate and desirable addition to the local context.

Density, Height and Massing

As the site is well-served by transportation infrastructure and existing transit routes, such dense development will make efficient use of infrastructure and support the viability of public transit. While the proposal is taller than the single-detached residential built form to the north, the existing in-between 3-storey apartment building with a much larger building footprint offers an appropriate transition in height and massing, and it will effectively mitigate these impacts. The orientation and location of the proposed building will result in minimal impact on the neighbouring buildings and properties' natural light and privacy, as demonstrated in the Sun and Shadow Study included in this application.

To that end, the proposed 8-storey tower is located nearer to the street of the site, which resonates with the 8-storey apartment to the southeast of the site, across Rathburn Road East.

The use of soft landscaping and planting trees within the site, along Westminster Place and Rathburn Road East, will further lessen the visual impact from neighbouring properties and the street.

10.0 Community Engagement Plan

Communication will be an important focus during the development process for Saint Luke's Dixie Senior Residence Corporation (SLDRC) in order to ensure that neighbour and community issues are identified and addressed. Toward that end, a community engagement plan has been prepared.

Phase 1: Pre-Submission

The pre-submission phase is a very critical time in the community consultation process. In an effort to establish trust and garner community support for the proposed project, SLDRC and its consultants engaged in the following activities:

Community Open House: SLDRC, with the assistance of the local City Councilor's office, informed residents and staff, neighbours and community members of the proposed development through a Community Meeting with an Open House format. In attendance were Councilor Fonseca, members of the Councilor's staff, City Staff including representatives from Planning, residents, and members of the public. Printed boards showing the proposed Site Plan and colour renderings of the proposed development in its neighbourhood context allowed attendees to gain a better understanding of potential impacts of the proposal, and ask questions of the design in a more intimate format. Questions from the public were recorded and used to inform further design refinements in advance of the resubmission of the proposal to City Staff.

Phase 2: Post Development Application

After the submission of the development application, SLDRC will undertake the following activities:

Public Meeting: SLDRC and its consultants will attend the statutory public meeting on the development application to answer questions and address concerns from the public prior to a decision by Council on the proposal.

Dedicated Feedback Email Address: SLDRC will share an email address for residents to give feedback on the proposed project prior to and during construction. This feedback will allow SLDRC and its consultant team to be informed of the views of the public throughout the project.

Phase 3: Construction

During construction, it will be important to continue to have good relations with the community. Throughout the construction period, SLDRC intends to provide periodic updates to residents and neighbours as to how construction is proceeding, as well as as-needed communications where things like construction staging might impact noise or parking. This will be provided through email or printed notices and other means of communication by SLDRC staff, board members, or consultants as appropriate.

11.0 Summary and Conclusions

After fair and full consideration of the factors outlined in this report, our professional opinion is that the proposed development at 4150 Westminster Place represents good planning. The Provincial and municipal planning framework supports intensification and infill residential development on the site, and the proposal can maximize efficient and effective use of existing infrastructure, the local transportation network, nearby services and community facilities.

Furthermore, the proposal adds much-needed new affordable, rental and seniors' housing options to the City of Mississauga and the Region of Peel, which is supported by both Provincial and Municipal policy, as well as demographics and current residential real estate market dynamics. The proposed height and massing are compatible with the surrounding context.

Overall, the proposed development will contribute to active transportation, support nearby retail and businesses, and support the creation of a complete and age-friendly community in Mississauga. Our professional recommendation is that the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Application are appropriate and desirable from a planning perspective and should be approved.



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