



AGENDA

PLANNING & DEVELOPMENT COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

MONDAY, June 10, 2013 - 6:00 P.M.

COUNCIL CHAMBER, 2ND FLOOR - CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
<http://www.mississauga.ca>

Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5 (Chair)
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Mumtaz Alikhan, Legislative Coordinator, Office of the City Clerk
905-615-3200 ext. 5425 / Fax 905-615-4181
email: mumtaz.alikhan@mississauga.ca



Please note that the Planning and Development Committee meetings will be
streamed live and archived at <http://www.mississauga.ca/videos>

PLANNING & DEVELOPMENT COMMITTEE – JUNE 10, 2013

CALL TO ORDER

DECLARATIONS OF (DIRECT OR INDIRECT) PECUNIARY INTEREST

MATTERS TO BE CONSIDERED

1. Sign Variance Applications – Sign By-law 0054-2002, as amended
File: BL.03-SIG (2011)
2. Information Status and Removal of "H" Holding Symbol Report
To permit the northwest addition to Square One Mall and the future extension of Square One Drive, 100 City Centre Drive, Southwest of Hammerson Drive and Square One Drive
Owner/Applicant: OMERS Realty Management Corp and 156 Square One Limited, **Bill 51**, (Ward 4)
File: H-OZ 12/005 W4
3. Meadowvale Village Heritage Conservation District Plan Review
4. PUBLIC MEETING
Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area, (Ward 11)
File: CD.03.MEA
5. International Design Competitions Task Force – Report on Recommendations
File: PR.05.INT
6. SUPPLEMENTARY REPORT
Official Plan Amendment and Rezoning Applications
To permit a new grocery store and modified development standards for the existing plaza, 1077 and 1145 North Service Road and 2045 Insley Road
North side of North Service Road between Insley Road and Stanfield Road
Owner: Applewood Shopping Plaza Limited c/o The Effort Trust Company
Applicant: Salmona Tregunno Inc., **Bill 51**, (Ward 1)
File: OZ 10/003 W1
7. SUPPLEMENTARY REPORT
Proposed Zoning By-law Amendments – Port Credit Infill Housing Study – Hiawatha Neighbourhood, (Ward 1)
File: CD.06.POR

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

BL.03-SIG (2011)

DATE: May 21, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 10, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Sign By-law 0054-2002, as amended**
Sign Variance Applications

RECOMMENDATION: That the report dated May 21, 2013 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, and the requested four (4) Sign Variance Applications described in the Appendices of the report, be adopted in accordance with the following:

1. That the following Sign Variances **be granted**:

- (a) Sign Variance Application 12-01303
Ward 5
TownePlace Suites Marriott
5050 Orbitor Drive

To permit the following:

- (i) A second ground sign fronting Eglinton Ave. E.
- (ii) Two (2) proposed fascia signs located between the limits of the top floor and parapet on a hotel building 3 storeys in height.

- (b) Sign Variance Application 13-03889
Ward 9
Booster Juice
3160 Argentia Rd.

To permit the following:

- (i) One (1) fascia sign not located on the exterior wall forming part of the unit occupied by the business.

- (c) Sign Variance Application 13-04033
Ward 9
Atrens-Counsel Insurance Brokers
7111 Syntex Drive

To permit the following:

- (i) One (1) fascia sign erected on the third storey of the building.

2. That the following Sign Variances **not be granted**:

- (a) Sign Variance Application 11-6728
Ward 5
RE/MAX Gold
2980 Drew Rd.

- (i) Two (2) fascia signs not located on the unit occupied by the business.

- (ii) Two (2) fascia signs located on the second storey of the building.

BACKGROUND:

The *Municipal Act* states that Council may, upon the application of any person, authorize minor variances from the Sign By-law if in the opinion of Council the general intent and purpose of the By-law is maintained.

COMMENTS: The Planning and Building Department has received four (4) Sign Variance Applications (see Appendices 1 to 4) for approval by Council. The applications are each accompanied by a summary page prepared by the Planning and Building Department which includes information pertaining to the site location; the applicant's proposal; the variance required; an assessment of the merits (or otherwise) of the application; and a recommendation on whether the variance should or should not be granted.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Council may authorize minor variances from Sign By-law 0054-2002, as amended, if in the opinion of Council, the general intent and purpose of the By-law is maintained. Sign By-law 0054-2002, as amended, was passed pursuant to the *Municipal Act*. In this respect, there is no process to appeal the decision of Council to the Ontario Municipal Board, as in a development application under the *Planning Act*.

ATTACHMENTS:

APPENDIX 1:	TownePlace Suites Marriott Appendix 1-1 to 1-10
APPENDIX 2:	Booster Juice Appendix 2-1 to 2-6
APPENDIX 3:	Atrens-Counsel Insurance Brokers Appendix 3-1 to 3-6
APPENDIX 4:	RE/MAX Gold Appendix 4-1 to 4-7

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Darren Bryan, Supervisor, Sign Unit



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

May 21, 2013

FILE: 12-01303

RE: TownePlace Suites Marriott
5050 Orbitor Drive - Ward 5

The applicant requests the following variances to sections 1 and 13 of Sign By-law 0054-2002, as amended.

Section 1	Proposed
One (1) ground sign is permitted for each street line.	A second ground sign fronting Eglinton Ave. E.
Section 13	Proposed
Two (2) fascia signs located between the limits of the top floor and parapet on hotel building over 3 storeys in height.	Two (2) proposed fascia signs located between the limits of the top floor and parapet on a hotel building 3 storeys in height.

COMMENTS:

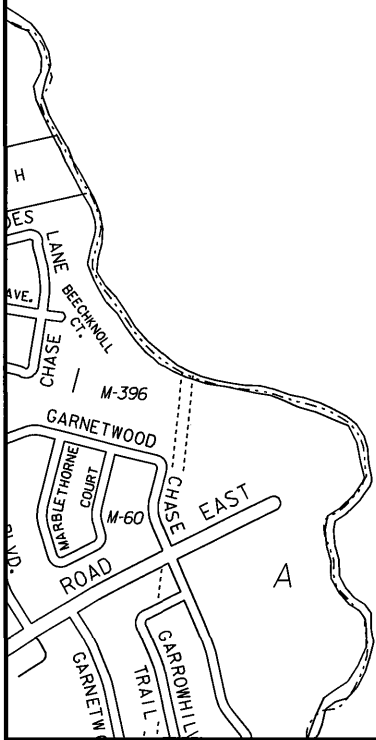
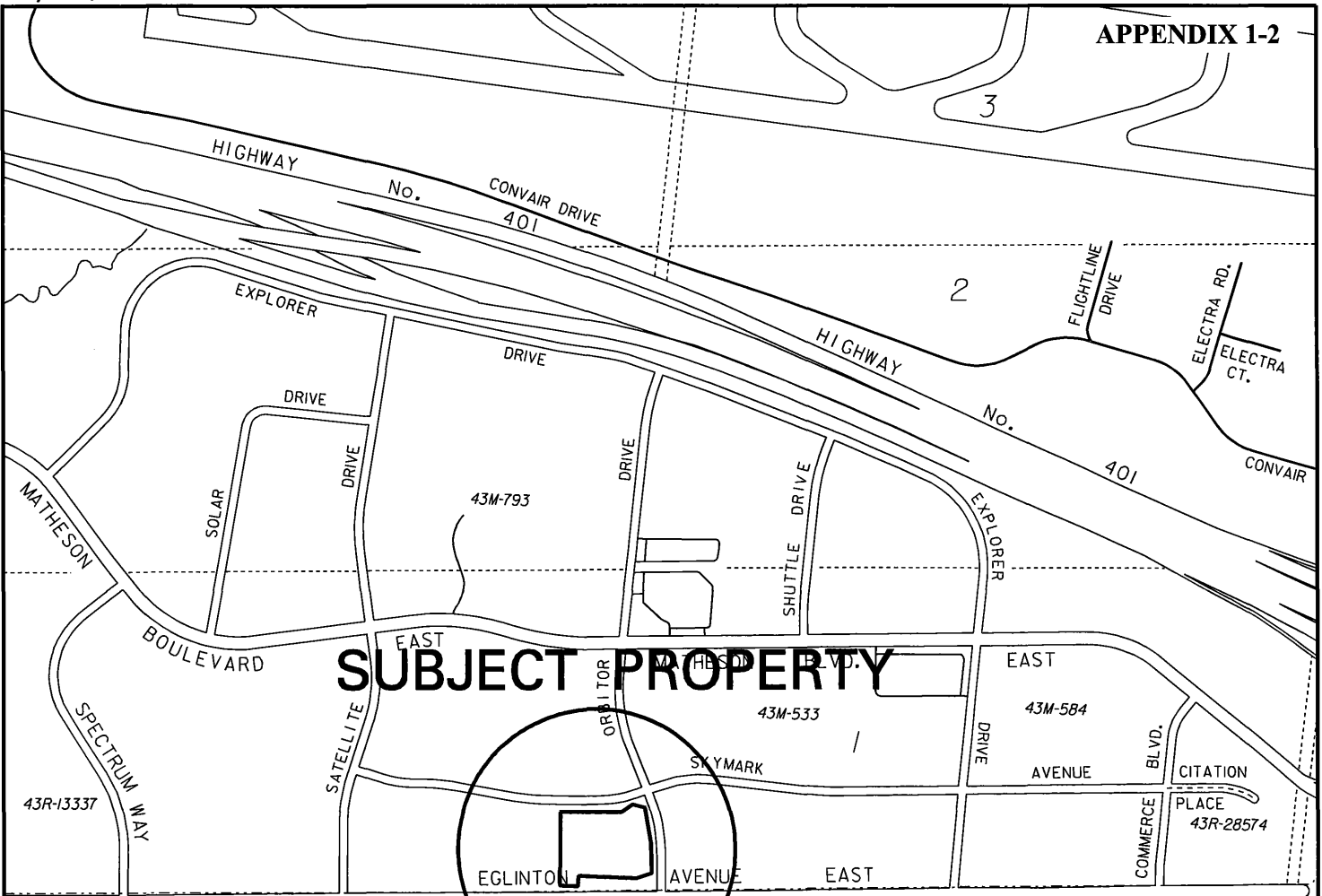
Ground Sign

The proposed ground sign replaces an existing ground sign which was removed to accommodate utility relocations around the bus rapid transit line. The Planning and Building Department finds the variance acceptable from a design perspective.

Fascia Signs

The proposed fascia signs are to be located between the top floor and parapet level of the three storey hotel. The Planning and Building Department finds the proposed location for the fascia signs is in character with the design of the building and has design merit, and therefore have no objections.

The fascia sign on the south elevation faces a parking area, the adjacent bus rapid transit line and Eglinton Avenue East. The south elevation has a guest entrance. The variance is to provide identification on all building elevations facing the public. The Planning and Building Department therefore find the variance acceptable from a design perspective.



 MISSISSAUGA Leading today for tomorrow	
Planning and Building	
Sign Unit	
5050 Orbitor Drive #12-01303 TownePlace Suite Marriott	
SCALE FOR REDUCED DRAWINGS 0m 50m 100m 200m 300m 400m 500m 1000m	

Permit World inc.

57 William St. W., Waterloo, ON N2L 1J6 519-585-1201 519-208-7008 (fax)

June 13, 2012

City Hall
Planning & Building Department, Sign Unit
300 City Centre Drive
Mississauga, ON
L5B 3C1

Attn: Darren Bryan

Re: Sign Variance Application for TownePlace Suites (Marriott), 5050 Orbitor Dr.

Dear Sir:

Please accept this letter as a formal request for a sign variance to allow 2 new illuminated fascia signs to be installed on the building façade (one on the north elevation and one on the south elevation), and one new replacement pylon sign at the above-mentioned location.

A variance is required for the two fascia signs proposed to be installed on the upper storey of a 3 storey building, whereas the by-law permits them on buildings over 3 storey's in height. The proposed signs will comply with the sign area restriction of 2 % of the building façade (Section 13. Table 1. Note 1). In addition, the fascia sign on the south elevation requires a variance for a sign installed above the first storey on a side elevation which does have a main entrance for the public and faces a parking lot but does not face a residential use within 100 m of this building façade.

A variance is required for the pylon sign proposed to replace the existing sign on the property line fronting Eglinton Avenue East (Sec. 1 Definitions). This sign is deemed not to be on a street line due to the expropriation of the land by the City for their transit. The pylon sign is a second sign along this property line where the by-law permits one ground sign per frontage. The existing location of the pylon sign is within a hydro easement. As part of the new sign program for this property the pylon sign will be relocated 3.0 m outside the hydro easement.

All of the ground signs located on this property are existing and are being replaced by new signs, with no additional ground signs proposed. The changes are required due to the City's expropriation of the land, which was covered by the Offer of Settlement between the City and the property owner.

This is an existing hotel which has undergone major renovations and has been changed to Marriott TownePlace Suites.

The proposed fascia signs and pylon sign have been designed to complement the building and surrounding landscaped property and to reflect the corporate image of the hotel chain.

This property is set back from Eglinton Avenue East and has heavy landscaping around it. The proposed fascia and ground signs will offer better identification to the hotel and help the public locate the hotel in the more efficient manner.

The proposed signage will not alter the character of the area and will not negatively impact the existing conditions as this hotel has been in operation for over 30 years. It is located in a commercial/industrial area and is surrounded by office buildings.

We are respectfully requesting your support in this matter. If you require additional information or have any questions, feel free to contact the undersigned.

Thank you,

Svetlana Levant
permits@permitworld.ca

Sorenson &

jS+a inc.

#25 Earl St Toronto On M4Y 1M4, jimsorenson@hotmail.com, 647-347-3178 (d) 647-991-8493 (c)

To City of Mississauga

Jim Sorenson & Associates as agent for SilverBirch Hotels and Resorts and SilverBirch No.23 Holdings Ltd owner, for the property located at 5050 Orbitor Drive, hereby authorizes my agent, **Permit World Inc.**, to act on my behalf in regards to obtaining necessary municipal approvals for the proposed sign package and/or drawings from the city's archives.

If you have any questions or require additional information, do not hesitate to contact the undersigned.

Best regards,

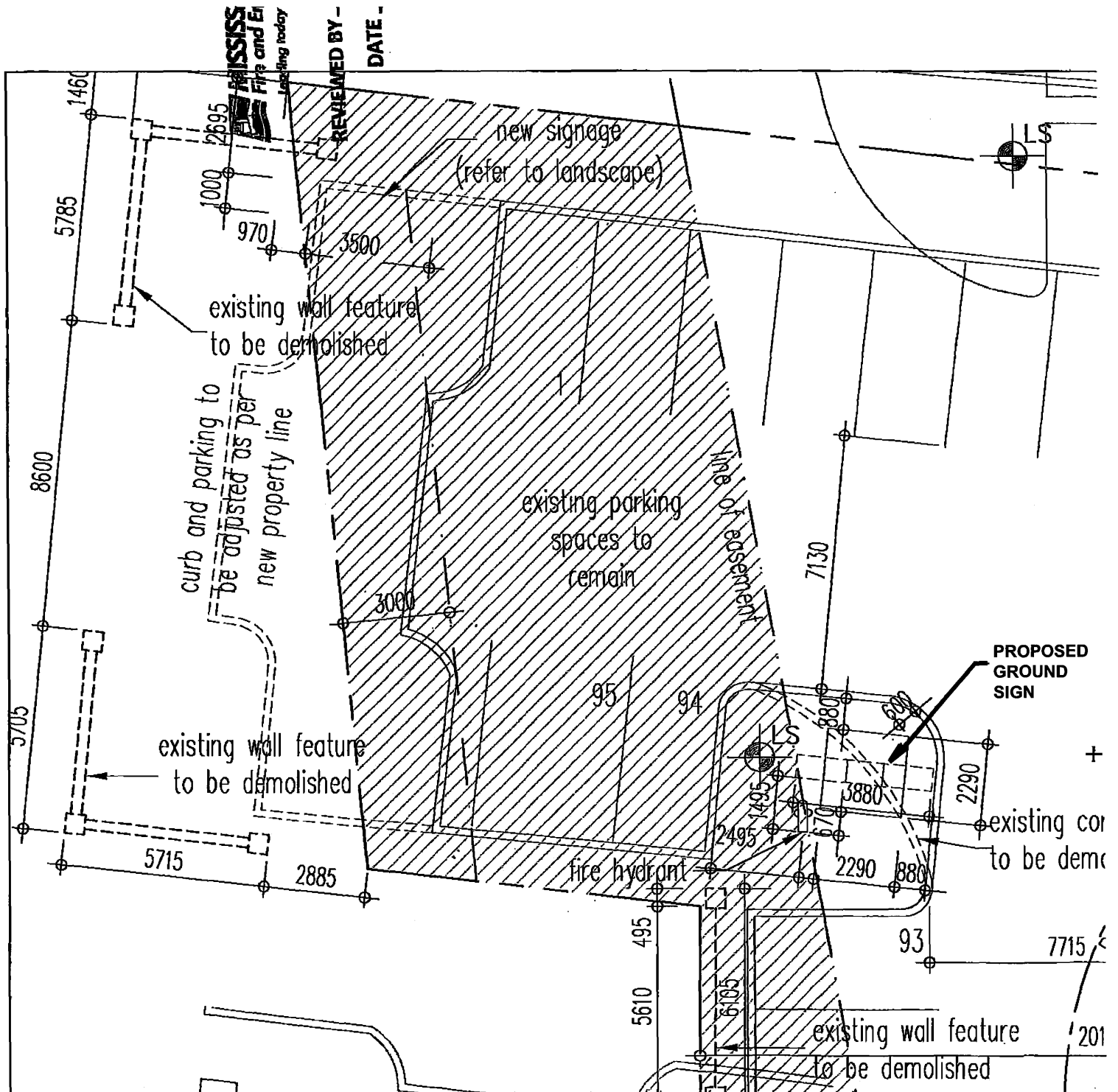


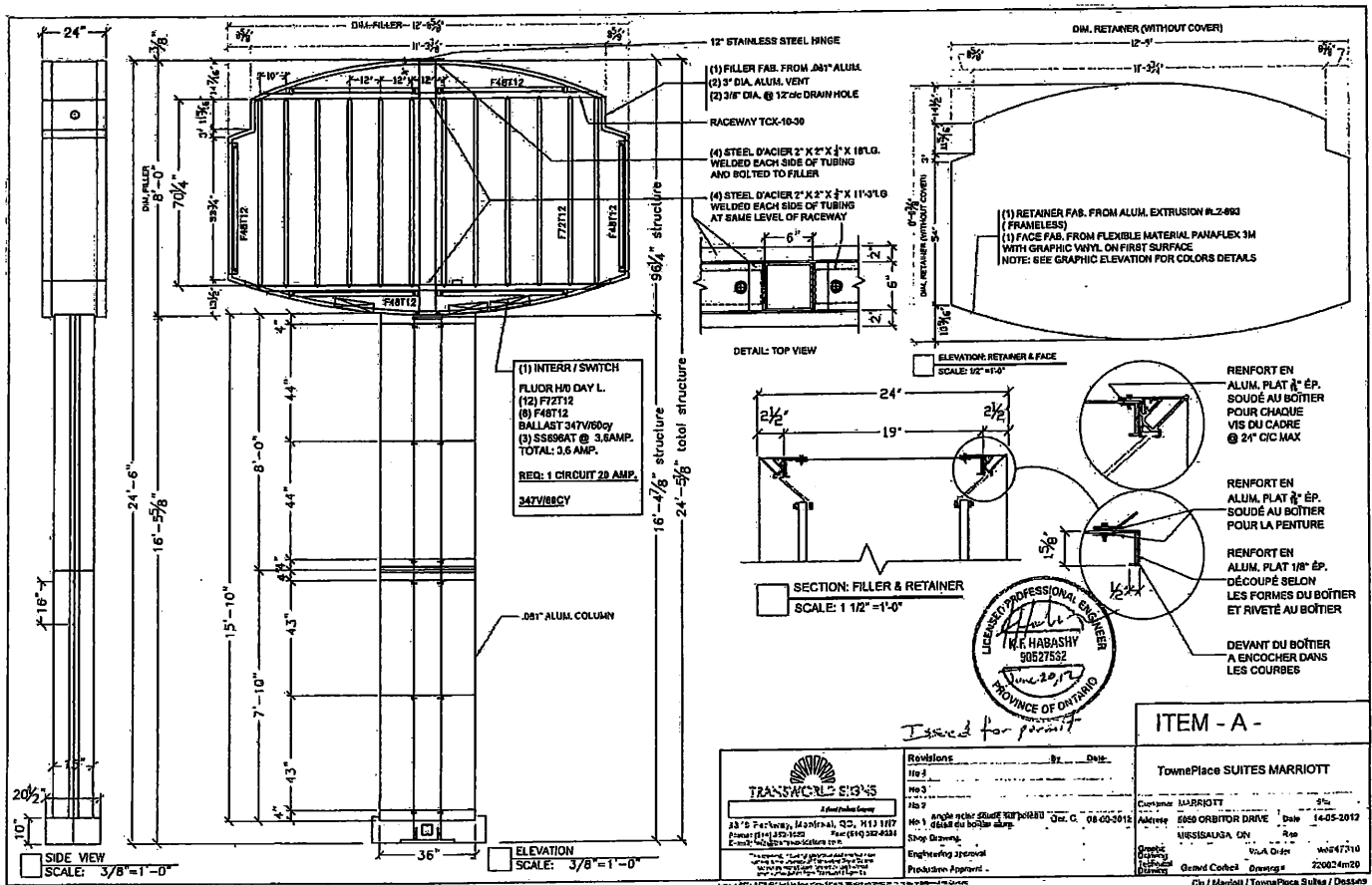
Jim Sorenson

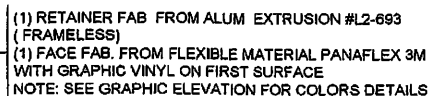
Date: April 23 2012

jim sorenson

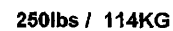
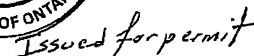
25 Earl St Toronto On M4Y 1M4, jimsorenson@hotmail.com, 416.972-0445 (h) 407.301.8493 (c)







ELEVATION RETAINER & FACE
SCALE: 1/2" = 1'-0"



ELEVATION, FILLER
SCALE: 1/2" = 1'-0"

FLUOR. H/O DAY LIGHT
(4)F96T12 (2)F48T12 (2)F36T12
(1) BALLAST #SS696AT @ 3.60 AMP.
TOTAL: 3.6 AMP., 1 CIRCUIT 20 AMP, 120v/60cy

STD. RACEWAY & SWITCH BOX

(1) 48" BX-CABLE

(4) STRUCTURE FAB FROM 1 1/2" X 1 1/2" X 3/16"
(1) FILLER FAB FROM .081" ALUM (SIDE & BACKING)
INSIDE PAINTED WHITE
(2) 3" DIA. ALUM VENT
(2) 3/8" DIA @ 12" c/c DRAIN HOLE

Cie / Marriott / TownePlace Suites / Design



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

May 21, 2013

FILE: 13-03889

RE: Booster Juice
3160 Argentia Rd. - Ward 9

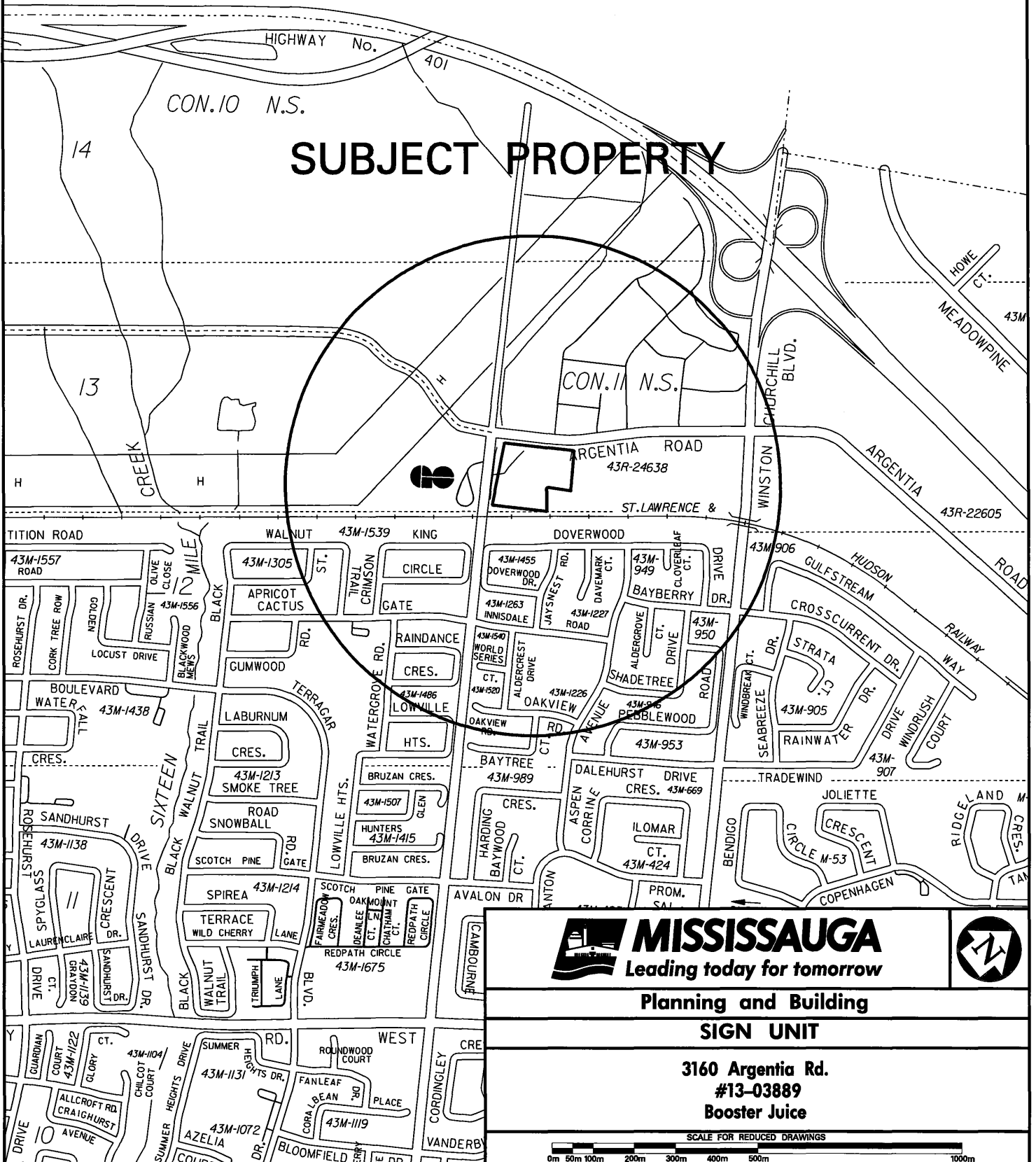
The applicant requests the following variance to section 4 of Sign By-law 0054-2002, as amended.

Section 4(10)	Proposed
A fascia sign must be located on an exterior wall forming part of the unit.	One (1) fascia sign not located on the exterior wall forming part of the unit occupied by the business.

COMMENTS:

The proposed fascia sign is positioned on the rear of the building fronting 10th Line. However, it extends onto the garbage room which is not considered part of their unit. The proposed sign is consistent in scale and character to other signage on the building. The Planning and Building Department therefore finds the variance acceptable from a design perspective.

TOWN OF HALTON HILLS



MISSISSAUGA
Leading today for tomorrow



Planning and Building

SIGN UNIT

3160 Argentia Rd.
#13-03889
Booster Juice

SCALE FOR REDUCED DRAWINGS





Always One Step Forward.

To whom it may concern:

On behalf of our client, Booster Juice, Forward Signs Inc. will be applying for a sign variance to the City of Mississauga for their exterior signage at 3160 Argentia Rd Unit 1 L5N 3W7.

The proposed signage is to fill in the empty space in facing 10th Lane. The proposed signage is in the shape of Booster Juice's signature sign, which will be illuminated by simple LEDs mounted on top of the existing structure.

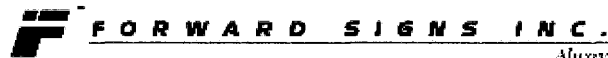
The nature of the variance of this sign permit is that this sign will be located on a third party property which is a part of a mechanical room.

The primary impetus for the proposed signage is to attract clients from a distance for people coming along 10th Lane to know where Booster Juice is located. For people entering the mall from the west side, it is very hard to locate Booster Juice without the sign; the proposed signage will greatly assist in building identification during the day and night.

We will look forward to answering your questions and providing any clarification required by your office should you require further details regarding our proposal. Please feel free to contact the account holder of this project; Helen Liang at 416-291-4477 ext.: 292 to address any further concerns that you may have.

Best Regards,

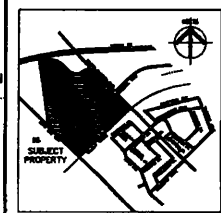
Helen Liang
Project Coordinator



Always One Step Forward.















60 Emblem Ct. Toronto, ON M1S 1B1
t: 416-291-4477 *292; 1-888-291-4477 | f: 416-291-4678 |
e: helenl@forwardsign.com | w: www.forwardsign.com

CREDIT VALLEY RAILWAY COMPANY
THE ONTARIO AND QUEBEC
RAILWAY COMPANY
(ST. LAWRENCE AND HUDSON
RAILWAY COMPANY)
(CANADIAN PACIFIC RAILWAY)



GENERAL NOTES:

- LEGEND**

- | SYMBOL | MEANING |
|---|---|
|  | LIMIT OF CONSTRUCTION |
|  | CONTINUOUS DIAPHRAGM CURB |
|  | CONCRETE SLABS |
|  | LAP-WELDED SLABS (CONCRETE CURBS) |
|  | CONCRETE SIDEWALK |
|  | TEMPORARY CONCRETE CURB |
|  | TEMPORARY SIDEWALK |
|  | DIAPHRAGM SLAB ENTRANCE/EXIT |
|  | PROPOSED SIDEWALK CONNECTION |
|  | PROPOSED SIDEWALK PAVEMENT BY
OTHER AGENCY (FILLER MATERIAL) |
|  | CONCRETE SIDEWALK PAVING |
|  | LOT LOT LINES AND PAVING |
|  | EXISTING CONCRETE SIDE AND
PAVEMENT LOT LINES, SIDEWALKS |
|  | PURPOSE CONCRETE SIDE AND PAVING
LOT LOT LINES |

[illegible][illegible]

SCALE 1:500 FILE # SP 11/177 WB

MISSISSAUGA GO LANDS
WINSTON CHURCHILL/ ARGENTIA RD.
MISSISSAUGA, ONTARIO
WC-401 DEVELOPMENTS LIMITED



880 TOWN CENTRE BLVD. SUITE 200 MARIETTA GEORGIA 30067-1414 TEL. 800.476.7888 FAX 800.476.7888		ORDER BY ORDERED BY DATE		BY DATE	ORDER NO. 07060
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1000	FEB 24 1962	SA-001
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SITE INFORMATION
 #s, 3110, 3120, 3128, 3130, 3140

ZONING: C3-40

APPLICANT:
WC-401 DEVELOPMENT LIMITED
CONTACT: RANDY GLADMAN
TEL: 800 760-6390 ext 7276 FAX: 800 760-6392
E-MAIL: RGLadman@wc401development.com
700 APPLICATED CREDIT/ CREDIT SUITE 100

[illegible][illegible]

SCALE: 3/16" = 1'-0"

TYPE 1:
EXISTING EXTERIOR OR INTERIOR WALL TO
REMAIN. PATCH AND MAKE GOOD WHERE
REQUIRED FOR NEW FINISHES. CONTRACTOR TO
ENSURE THAT DEMISING WALL IS BROUGHT TO
TYP. 2HR. FIRE SEPARATION STANDARDS OR TO
LOCAL FIRE REGULATION SPECS.

NEW WALL TO U/S OF T-BAR OR TO U/S OF DECK IN AREAS WHERE DECK IS EXPOSED. 3 5/8" STEEL STUDS @ 16" O.C., 1/2" DRYWALL BOTH SIDES, TAPED, FILLED AND SANDED, READY FOR NEW FINISHES. NEW DEMISING WALLS BETWEEN TENANTS TO BE BROUGHT TO MALL DEMISING WALL STANDARDS.

NEW PLUMBING WALL TO U/S OF T-BAR OR TO U/S OF DECK IN AREAS WHERE DECK IS EXPOSED. 5" STUDS @ 16" O.C., 1/2" DRYWALL BOTH SIDES, TAPED, FILLED AND SANDED, READY FOR NEW FINISHES. APPLY ALSO AS SPOILING BOARD.

1. CONTRACTOR SHALL FURR-OUT ALL EXPOSED COLUMNS, ELECTRICAL AND MECHANICAL LINES NOT INCLUDED ON DRAWINGS. CONFIRM REQUIREMENTS WITH DESIGNER.
2. ALL PENETRATIONS THROUGH FIRE WALLS, WHETHER BY STRUCTURAL, MECHANICAL OR ELECTRICAL, TO BE PACKED WITH MINERAL FIBRE INSULATION AND CAULKED TO MAINTAIN INTEGRITY OF SEPARATION.
3. VERIFY SPACE DIMENSIONS ON SITE PRIOR TO ANY MILLWORK CONSTRUCTION
4. JUICE PICK UP PADS, PICK UP SIGNAGE, SHELVING, ETC. SHALL BE SUPPLIED BY BOOSTER JUICE AND INSTALLED BY CONTRACTOR.
5. ALL WALL MOUNTED MILLWORK TO BE FASTENED WITH 50 lb. METAL DRYWALL ANCHORS.
6. CONTRACTOR TO PROVIDE BLOCKING WITHIN WALL CAVITY AS REQUIRED TO MOUNT SHELVING AND MILLWORK.

 TYPE EX:
EXISTING TENANT ENTRANCE/EXIT EXTERIOR
DOOR TO REMAIN. CONTRACTOR SHALL CLEAN
FOR RE-USE.

TYPE I:
3 X 6'-8" PAINT GRADE SOLID CORE DOOR C/W
PRESSED STEEL FRAME SUPPLIED BY
CONTRACTOR. SUPPLY DOOR C/W HANICAP
LEVER/PRIVACY HARDWARE. CONTRACTOR
SHALL SUPPLY DOOR CLOSERS, DOOR STOP
AND KICKPLATES TO BOTH SIDES.

TYPE II:
DOUBLE SWINGING DOOR AND INSTALLATION
HARDWARE SUPPLIED BY BOOSTER JUICE.
36" X 84" FINISHED OPENING, NO FRAME.

DRAWINGS REVISED FOR COMPLIANCE WITH THE
CITY BUILDING & ZONING BY-LAWS
subject to any revisions shown in our and marked thereon.

PROJECT:

SIGNATURE E. SAVINI, 1298 S. GROSS RD MISSISSAUGA, ONT L5N 0B1 (923 S.F. GROSS)

DESCRIPTION:
FLOOR PLAN

SCALE: AS NOTE

DRAWN BY:

GIFT.

BUILDING PLAN
REVIEWED BY
Name [Signature]
Date 7-7-12

The undersigned has reviewed and takes responsibility for the design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
 Registered nuclear design is exempt under 2.7.5.1 of the building code
Padro Faustino *Padro Faustino* 2522
 NAME SIGNATURE NO.

REGISTRATION INFORMATION

BOOSTER JUICE

Design Team

#205, 8915 - 51 Ave.
Edmonton, AB T6E 5
Tel: (780) 440 - 677
Fax: (780) 461 - 711

MAY 29/12	CONCE
-----------	-------

JUN 6/12	FINAL
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CITY OF MISSISSAUGA
BUILDING DIVISION

SEP 18 2012

DRAWINGS REVIEWED FOR COMPLIANCE WITH THE CITY BUILDING & ZONING BY-LAWS
subject to any revisions shown in our and marked thereon.

12-2165 PROJECT:

UNIT 01

MISSISSAUGA, ONT
L5N 0B1
(923 S.F GROSS)

DESCRIPTION:
FLOOR PLAN

SCALE: AS NOTE

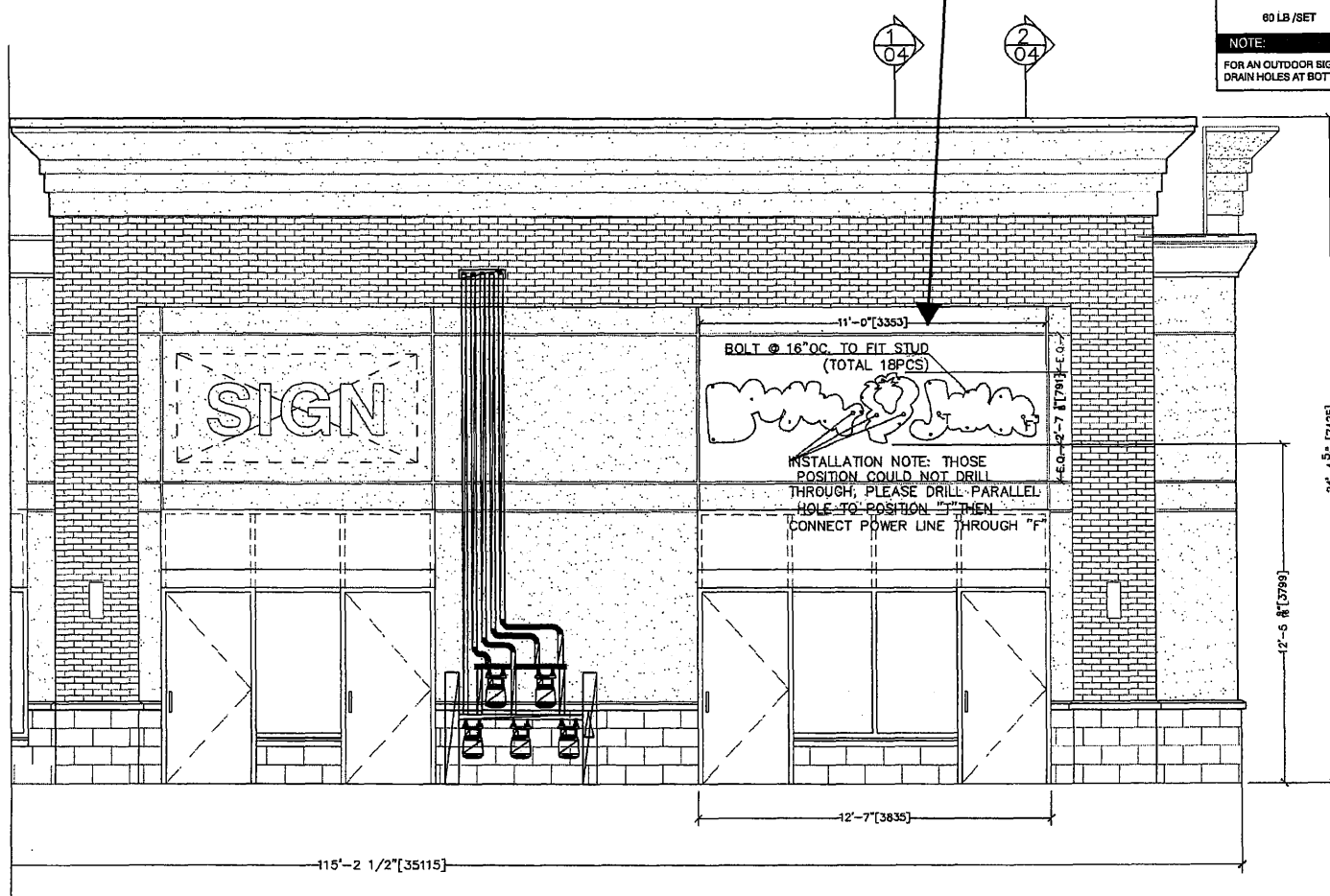
DRAWN BY:

GIFT.

APPENDIX 2-5

ITEM 1: ILLUMINATED FORM BOX 3 SET-03

LOCATION OF PROPOSED
FASCIA SIGN



ELECTRICAL REQUIREMENT		
120	VOLT.	5 AMP.
WEIGHT OF SIGN (if applicable)		
60 LB /SET		
NOTE:		
FOR AN OUTDOOR SIGN, MAKE 1/4" Ø DRAIN HOLES AT BOTTOM OF SIGN.		

FORWARD SIGNS INC.
60 Emblem Court, Scarborough,
Ontario, M1S 1B1
Tel: (416) 291-4477
Fax: (416) 291-4878
E-mail: info@forwardsign.com

CLIENT
BOOSTER JUICE
LOCATION
3160 ARGENTIA RD., MISSISSAUGA, ON.
PROJECT
ILLUMINATED FORM BOX
DRAWN BY
RICHARD Z
FILE NAME
ILLUMINATED FORM BOX-S-E-S
DATE OF DRAWING
FEB. 22, 2013
SCALE
1/4"=1'-0"
SALESPERSON
KATSAIRE
REMARKS

CLIENT APPROVED / DATE
ART DEPT. APPROVED / DATE
DRAWING NO.
03



F4004 Updated May 07, 2009

1 SOUTH ELEVATION
03 SCALE: 1/4"=1'-0"

This drawing is the property of Forward Signs Inc. No partial or complete reproduction in any form of this drawing is allowed without the written consent and permission from Forward Signs Inc.



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

May 21, 2013

FILE: 13-04033

RE: **Atrens-Counsel Insurance Brokers**
7111 Syntex Drive - Ward 9

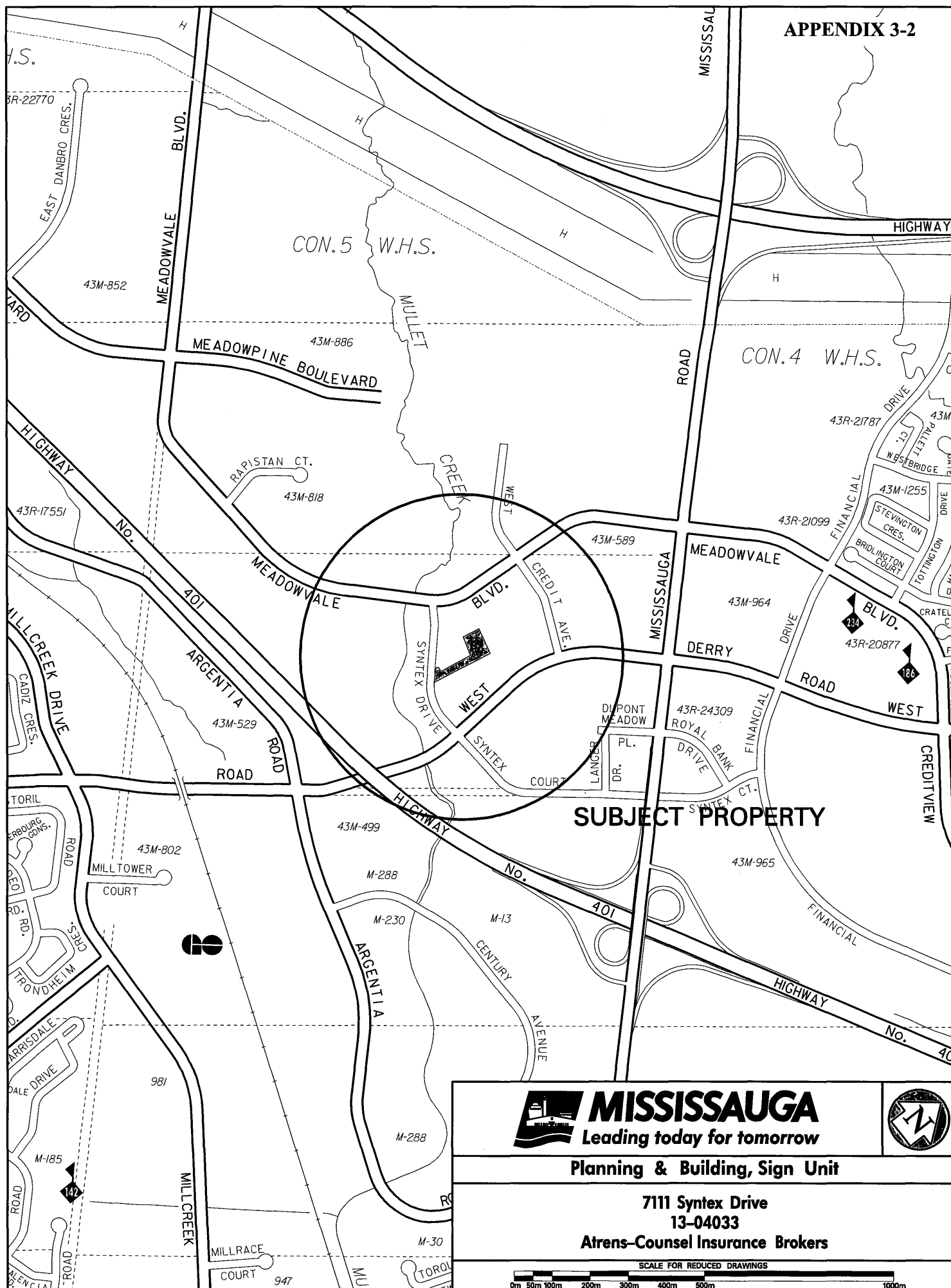
The applicant requests the following variance to section 13 of Sign By-law 0054-2002, as amended.

Section 13	Proposed
A fascia sign shall not be erected above the upper limit of the first storey.	One (1) fascia sign erected on the third storey of the building.

COMMENTS:

The sign is proposed to be located between the limits of the upper floor and parapet on a three storey office building. On an office building over three storeys in height, two fascia signs would be permitted between the limits of the upper floor and the parapet.

The proposed signs would be in compliance with the Sign By-law requirements for size and location if proposed on top floor of an office building exceeding three storeys in height. The Planning and Building Department finds the proposed location for the fascia sign to be in character with the design of the building and to have design merit, and therefore have no objections.



MISSISSAUGA

Leading today for tomorrow

Planning & Building, Sign Unit

7111 Syntex Drive

13-04033

Atrens-Counsel Insurance Brokers

SCALE FOR REDUCED DRAWINGS





255 PINEBUSH ROAD, CAMBRIDGE ONTARIO CANADA N1T 1B9

PRIDE SIGNS®

TEL: 519.622.4040 FAX: 519.622.4031 WWW.PRIDESIGNS.COM

City of Mississauga
300 City Centre Drive
Mississauga ON
L5B 3C1

Attn: Kelwin Hui

Re: Atrens-Counsel Insurance Brokers - 7111 Syntex Drive – Sign Variance

Dear Kelwin,

Please accept this letter as part of the variance package for the site listed above. We have been required to apply for a variance due to the fact that we are proposing a sign on the top storey of a 3 storey office building. The by-law only permits signs on the upper level of office buildings which exceed 3 storey's in height. The sign we have proposed has an area of 6.3m², and is proposed to be located on the upper right corner of the East elevation.

The proposed sign is an essential aspect to identifying Atrens-Counsel Insurance Brokers from the street. The sign does not appear out of context in relation to the building, and has been designed in a way which does not detract from the architectural features which currently exist on site. It is not overbearing on the façade, and has been P.Eng certified as a safe and sound structure.

There is currently one other sign on the top storey of an identical style building for Re/Max which appears to be 2 storey's and is closer to Syntex Dr than the Atrens-Counsel building is. The Atrens-Counsel sign is intended to be displayed for identification only, and is in line with the existing signage at the Re/Max building, but has a design which harmonizes better with the architecture than what currently exists for the Re/Max building. The addition of this sign does not pose a significant change to the streetscape, nor does it detract from the quality of the surrounding area.

Based on the above I would ask for your consideration and approval of this application. The sign is a key identifier for a major tenant in this building. The signage on this building blends in well with the surrounding buildings which also have signage on the top storey, and the sign does not detract from the façade in a negative manner. Should you have any questions regarding this proposal please contact the undersigned.

Thank you,


Nathan Dart – Permit Coordinator

T: 519-622-4040 x274

F: 519-622-4031

E: ndart@pridesigns.com

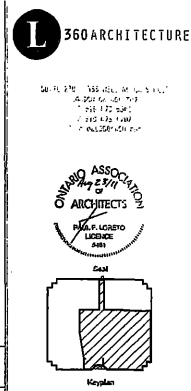
13.4033

An aerial photograph of a residential neighborhood. A black rectangular box highlights a specific house located in the upper-middle portion of the image. The house is a two-story structure with a dark roof and light-colored walls. It is surrounded by other houses and trees. A road or driveway is visible to the left of the highlighted house. The overall image is in black and white, with some areas appearing overexposed or washed out.

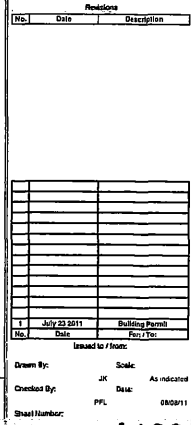
PLAN TAKEN FROM PLAN
OF SURVEY OF:
PART 1 & 3 OF PLAN 43R-15682
AND FORMS PART OF BLOCK 1
REGISTERED PLAN 43M-589

CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

Location Plan
N.T.S.



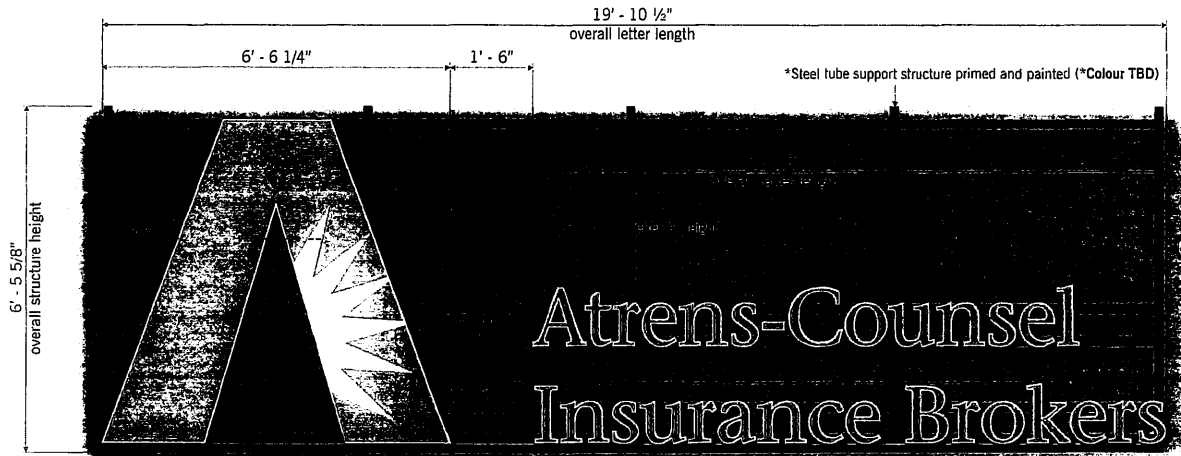
**Tenant Leasehold
Improvement**
H.Q. Holdings
7111 Syntex Drive
Mississauga, ON



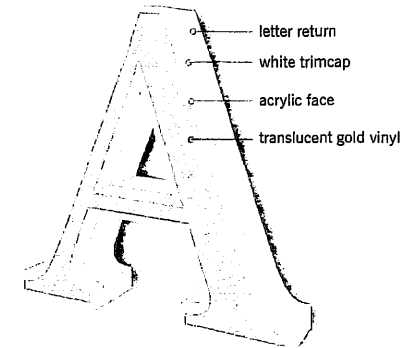
DRAWINGS NOT TO BE SCALED

Shoe Number: **A100**

Illuminated Channel Letters & Stringer - 1 set required
Scale: N.T.S.



Channel Letter Detail
Scale: nts



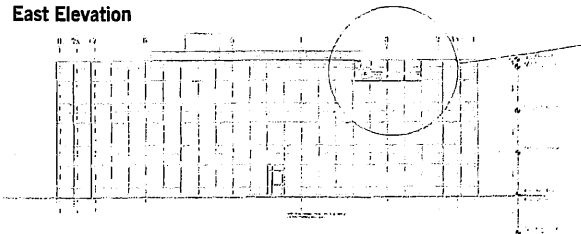
Material Specifications

- Aluminum prefinished white formed letter coil returns
- 3/16" white LD 2447 acrylic faces with translucent vinyl applied to 1st surface
- 1" White trimcap (*White F trim required for logo)
- White LED illumination

Graphics Colours:
• Gold Nugget 3m #3630-141

*Note: Letter backs to be pre-finished white sheet
(visible through existing glass)

East Elevation



Sign Location



SIGN AREA = 6.3m²

Drawing No.
ACIB-CL007111.120A1

Refer to No:



Revised by:
Signum
engineering inc.
81 Shadywood Cms.
Kitchener, ON, N2M 4P2
Tel: 519.522.7786

PRIDE SIGNS
255 PINEBUSH ROAD CAMBRIDGE ONTARIO N1T 1B9 CANADA TEL: 519.622.4040 FAX: 519.622.4031 WWW.PRIDESIGNS.COM

INTERNATIONAL SIGN ASSOCIATION

sac **face** **SP** **UL**

7111 Syntex Drive, Suite 200
Mississauga, ON

Atren-Counsel
Insurance Brokers

DRAWN BY: B. Guse
DATE: September 28, 2012

Electrical Requirements
120V

Site check required

Site check required

Preliminary Artwork

Approved for Production

CLIENT APPROVAL

REVISION DATES:
November 16, 2012
December 18, 2012
January 17, 2013
January 28, 2013
February 21, 2013

B. Guse
B. Guse
B. Guse
B. Guse
B. Guse



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

May 21, 2013

FILE: 11-6728

RE: RE/MAX Gold
2980 Drew Rd. – Ward 5

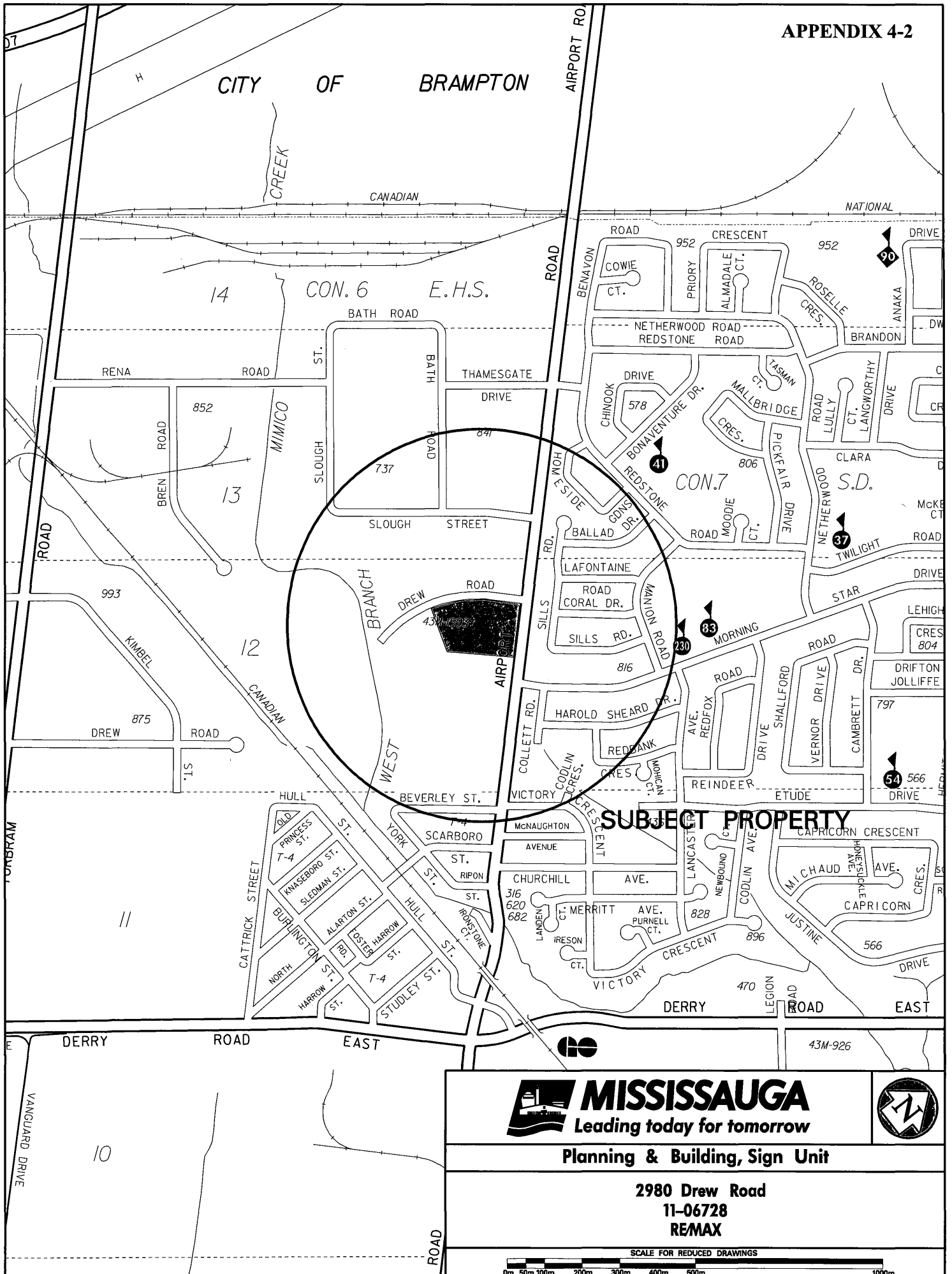
The applicant requests the following variance to sections 13 and 17 of Sign By-law 0054-2002, as amended.

Section 13	Proposed
Fascia signs shall be located on the exterior wall of the unit occupied by the business.	Two (2) fascia signs not located on the unit occupied by the business.
Section 17(3)	Proposed
A fascia sign shall be erected no higher than the upper limit of the first storey of a building.	Two (2) fascia signs located on the second storey of the building.

COMMENTS:

The Planning and Building Department and the Ward Councillor's office worked with the condominium corporation to allow businesses to have second floor signage on units that they occupied.

The requested variances are for the placement of fascia signs located on the second storey above a main entrance to the building. RE/MAX Gold does not occupy the units on which the proposed signs are located (Appendix 4-5). Installing the signs above the common entrance to the building may imply that this is a RE/MAX building creating confusion to the public (Appendix 4-7). The signs have been illegally installed without permits and have generated complaints from other tenants of the building. The Planning and Building Department therefore cannot support the requested variances.





RE/MAX
GOLD REALTY
INC.
EACH OFFICE INDEPENDENTLY OWNED & OPERATED

• Residential • Industrial • Commercial • Investment



Date : 29th Oct 2012

To : City Of Mississauga
Planning & Building Department
300 City Centre Drive
Mississauga, ON.

Subject: Letter Of Rational

The Signage is very important and mandatory to us , it is a requirement from RE/MAX Head Office to have outside signage. It will be very difficult for our company to operate without this signage . Our Company RE/MAX Gold Realty Inc. has generated employment for staff of 6 Administrators and Plus 50 Sales Representatives. The importance of the signage is not only for company but for all of the company Sales Representatives and the public body locating us in the plaza. We have a large office with approx 5000 plus sq ft .

We request from RE/MAX Gold Realty Inc. that the signage permission be granted and all necessary applications with fees have been submitted.

Sukhwinder S Khuman

RE/MAX Gold Realty Inc.

THIS AGREEMENT made February -01 -2012

Between:

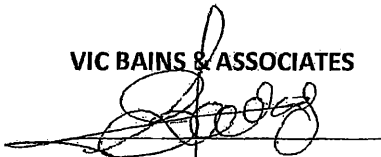
Mr. Vick Bains
Bains & Associates
2980 Drew Rd Suite 234
Mississauga, On L4T0A7
(416) 407-5683

And

Gordy Khuman
RE/MAX Gold Realty Inc.
2980 Drew Rd Suite 231
Mississauga, On. L4T 0A7
905-673-8500

WHEREAS Vic Bains, Bains & Associates at Unit #234, 2980 Drew Rd Agrees to grant and allow Mr. Gordy Khuman to erect a Cut Channel Signage for his company RE/MAX Gold Realty Inc. on the outer side of Unit #234. Signage rights will always remain in effect in the Event Mr. Vic Bains sells or Assigns or Sub – Leases this Unit to Anyone. Please find Final Proof from Kingprinting & Signs attached.

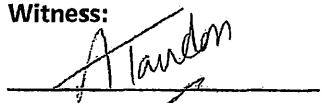
VIC BAINS & ASSOCIATES

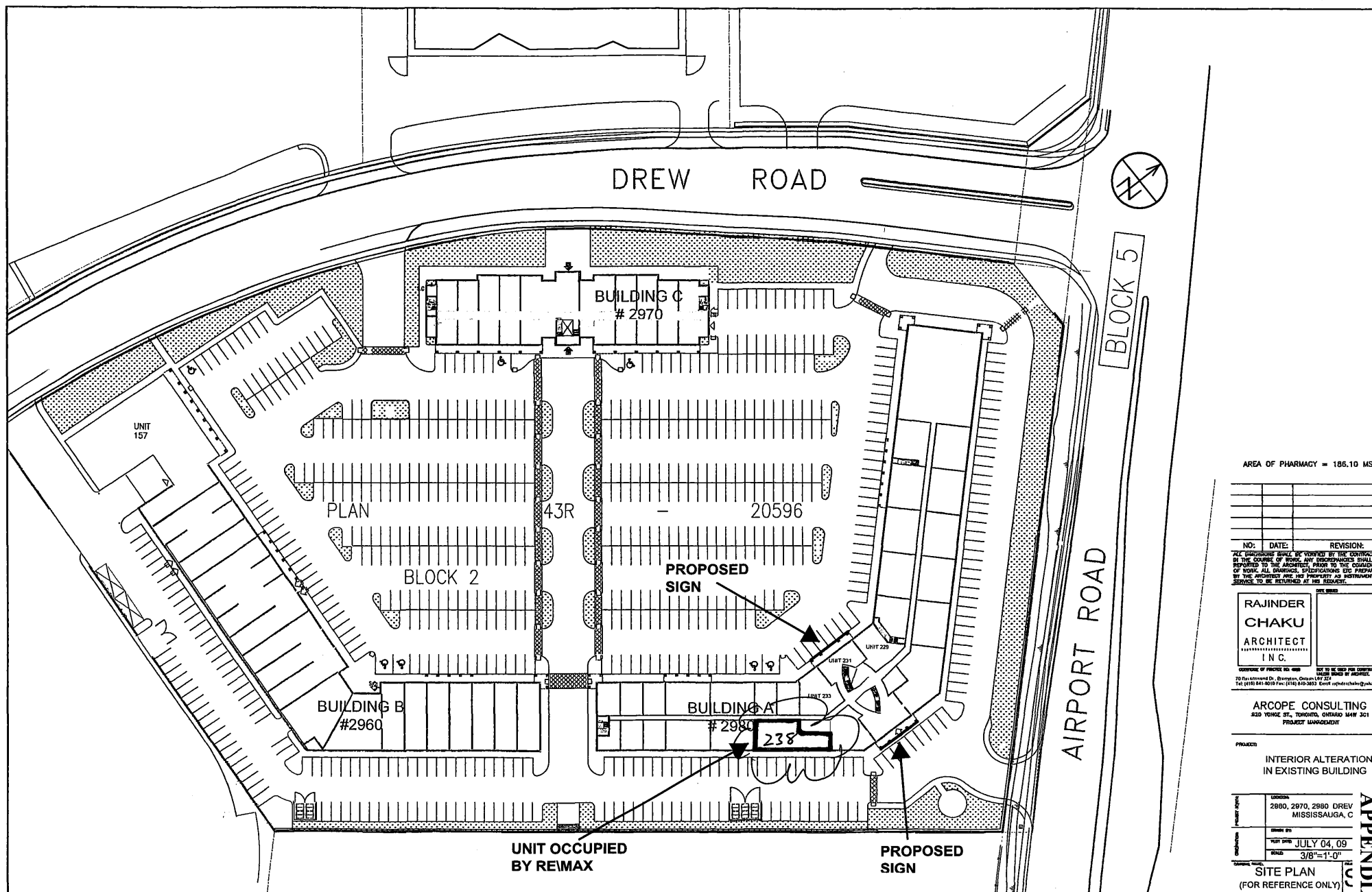
A handwritten signature in black ink, appearing to read 'Vic Bains', is written over a horizontal line.

Name : Vic Bains

Title: Pres/ Director of Condo Corp.

Witness:

A handwritten signature in black ink, appearing to read 'A. Landon', is written over a horizontal line.



AREA OF PHARMACY = 186.10 MS.

NO: DATE: REVISION:

ALL IMPROVEMENTS SHALL BE VERIFIED BY THE CONTRACTOR IN THE COURSE OF WORK. ANY IMPROVEMENTS SHALL BE REPORTED TO THE ARCHITECT PRIOR TO THE COMPLETION OF WORK. ALL DRAWINGS, SPECIFICATIONS ETC. PREPARED BY THE ARCHITECT ARE THE PROPERTY AND INSTRUMENTS SERVICE TO BE RETURNED AT THE REQUEST.

RAJINDER CHAKU ARCHITECT INC.

20 Fairview Dr. Brampton, Ontario L6Y 2E4
Tel: (905) 841-4018 Fax: (905) 840-9833 Email: rajinderchaku@shaw.ca

ARCOP CONSULTING
230 YONGE ST., TORONTO, ONTARIO M4W 2G1
PROJECT MANAGEMENT

PROJECT: INTERIOR ALTERATION IN EXISTING BUILDING

LOCATION: 2880, 2970, 2980 DREW MISSISSAUGA, C

DATE: 07/04/09

SCALE: 3/8"=1'-0"

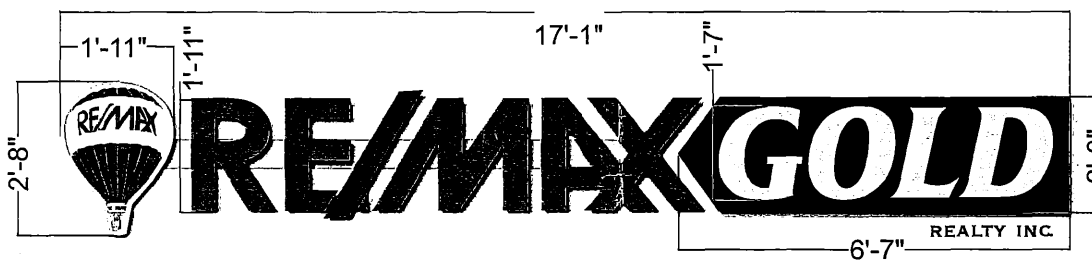
SITE PLAN
(FOR REFERENCE ONLY)

(FOR REFERENCE ONLY)

APPENDIX 4-5



NORTH
ELEVATION



KING PRINTING & SIGNS INC.

Tel.: (905) 673-9229 • Fax.: (905) 672-8338
 www.kingprintsign.com • info@kingprintsign.com
 7150 Torbram Rd., Unit # 6, Mississauga, ON L4T 3Z8

Client: Remax Gold
Address: 2980 Drew Rd. Unit # 229, 231, 233
 Mississauga, ON.

Approved By:
Name:
Signature:

Date: Nov. 8th 2011
Designed By: Karamjit Jhass

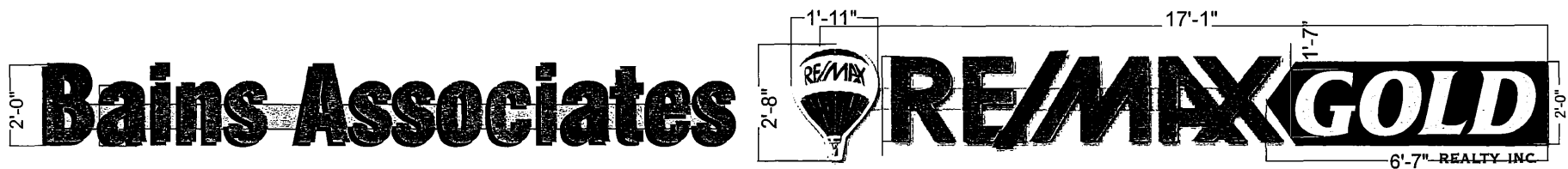
☐ CONCEPTUAL
 Not For Construction
☐ SHOP READY
 Construction Capable

Filler _____ **L.E.D.** _____ **TEC LED** _____
Acrylic _____ **Vinyl (1)** _____
Trim _____ **(2)** _____
Power Supply _____ **(3)** _____

Others

110V Electric/Final Hook Up provided by CII

11-67228



KING PRINTING & SIGNS INC.
 Tel.: (905) 673-9229 • Fax: (905) 672-8338
 www.kingprintsign.com • info@kingprintsign.com
 7150 Torbram Rd., Unit # 6, Mississauga, ON L4T 3Z8

Client: RE/MAX GOLD
 Address: 2980 Drew Rd. Unit # 238
Mississauga, ON.

Approved By: _____
 Name: _____
 Signature: _____

Date: Oct. 29th, 2012
 Designed By: Karamjit Jhass

☐ CONCEPTUAL
 Not For Construction
☐ SHOP READY
 Construction Capable

Filler: _____ L.E.D. _____ TEC LED _____
 Acrylic _____ Vinyl (1) _____
 Trim _____ (2) _____
 Power Supply _____ (3) _____

Other: _____

110V Electric/Final Hook Up provided by Client



Corporate Report

Clerk's Files

Originator's
Files H-OZ 12/005 W4

DATE: May 21, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 10, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Status and Removal of "H" Holding
Symbol Report
To permit the northwest addition to Square One Mall and the
future extension of Square One Drive
100 City Centre Drive
Southwest of Hammerson Drive and Square One Drive
Owner/Applicant: OMERS Realty Management Corp and 156
Square One Limited
Bill 51**

Ward 4

RECOMMENDATION: That the Report dated May 21, 2013, from the Commissioner of Planning and Building outlining the details of the proposed development and recommending approval of the removal of the "H" holding symbol application, to permit the northwest addition to Square One Mall and the future extension of Square One Drive under file H-OZ 12/005 W4, OMERS Realty Management Corp and 156 Square One Limited, 100 City Centre Drive, be received for information, and that the Planning and Building Department be authorized to prepare the necessary by-law for Council's passage.

**REPORT
HIGHLIGHTS:**

- The "H" holding symbol is proposed to be removed from the northwest side of Square One mall and future Square One Drive lands from Hammerson Drive to Duke of York Boulevard in order to permit an addition to the mall and allow for the extension of Square One Drive upon execution of a Development Agreement;
- A Site Plan application (SP 12/112 W4) has been received and is currently under review for a 2 storey addition to the northwest portion of the mall, between Target and Sears, to include a restaurant, café, police station, retail shops, a private open space plaza, and a grand entrance to the mall;
- This report is provided as information for Planning and Development Committee and Council to outline the details of the proposal and to seek Council's permission to prepare the by-law to lift the "H" holding symbol to allow for development of the subject lands.

BACKGROUND:

On July 2, 2008, City Council adopted PDC Recommendation PDC-0053-2008 which requires that prior to approval of an application to remove the "H" holding symbol for all lands located within the downtown, the Planning and Building Department prepare an Information Status Report for consideration by Planning and Development Committee and Council, outlining the details of the development proposal.

The proposal is for a two (2) storey addition to the northwest portion of Square One mall (between Target and Sears) which includes a restaurant, café, police station, retail shops, a private open space plaza, a grand entrance to the mall. Also part of this application is the extension of Square One Drive (from Hammerson Drive to Duke of York Boulevard), which is being gratuitously dedicated to the City, where currently only a private access road exists (See Appendices I-1 to I-3).

The Site Plan (SP 12/112 W4) for the proposed northwest mall addition, is shown in Appendix I-4, with the rendering and elevation shown in Appendix I-5.

The Removal of the "H" Holding Provision application (H-OZ 12/005 W4) was submitted concurrently with the Site Plan application (SP 12/112 W4) on May 14, 2012. This application has been circulated for technical comments and once the Development Agreement has been approved and executed, the requirements for lifting of the "H" holding symbol will have been met.

Typically the Information Status Report is prepared in advance of the report to seek permission to prepare the by-law to lift the "H" holding symbol, however, due to the summer PDC and Council meeting schedule, the two reports have been combined herein.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Application submitted:	May 14, 2012
Height:	2 storeys
Landscaped Area:	4 700 m ² (50,590 sq. ft.)
Gross Floor Area:	Existing Mall 159 599 m ² (1,717,905 sq. ft.) Northwest Addition 5 952 m ² (64,067 sq. ft.) Total mall area after northwest addition 165 551 m ² (1,781,976 sq. ft.)

Development Proposal	
Parking Required:	Existing Mall = 7,294 spaces Northwest Addition = 363 spaces Total = 7,657
Parking Provided:	Existing = 8,028 spaces Northwest Addition = -253 spaces Total = 7,775 spaces

Site Characteristics	
Frontage:	387 m (1,270 ft.)
Depth:	irregular
Net Area:	2.12 ha (5.23 ac.)
Existing Use:	surface parking lot

Neighbourhood Context

The subject property is currently comprised of a surface parking lot and private access road for Square One mall.

The surrounding land uses are described as follows:

North: surface parking lots, Mississauga Transit Terminal, Rathburn Road West
East: Sears store (Square One mall), Square One Drive, Hammerson Drive, Whole Foods supermarket, surface parking lots
South: Square One mall
West: Target store (Square One mall), surface parking lots, Duke of York Boulevard

Current Mississauga Plan Designation and Policies for City Centre (May 5, 2003)

"Retail Core Commercial" which permits retail commercial uses (except for those with a drive-through facility, motor vehicle sales, motor vehicle repair, motor vehicle wrecking and truck washes), restaurants, offices, residential apartments, hotel and conference facilities, entertainment, community and recreational facilities, park and open spaces, and civic and cultural facilities.

"Minor Collector" for the future extension of Square One Drive which contemplates a 26 m (85 ft.) right-of-way.

The application is in conformity with the land use designation and no official plan amendments are proposed.

Mississauga Official Plan (2012) (under appeal)

"Downtown Core Commercial" which permits retail commercial uses (except for those with a drive-through facility, motor vehicle sales, motor vehicle repair, motor vehicle wrecking and truck washes), restaurants, major and secondary offices, residential apartments, hotel and conference facilities, entertainment facilities, recreational facilities, parkland, and civic and cultural facilities.

"Minor Collector" for the future extension of Square One Drive.

As Mississauga Official Plan (2012) is under appeal, Mississauga Plan (2003) remains in effect.

Existing Zoning (By-law 0225-2007)

"H-CC1" (City Centre – Retail Core Commercial), which permits a wide variety and mix of uses including retail and service commercial uses, offices, restaurants, entertainment establishments, apartment dwellings, hotels and conference centres subject to specified development requirements.

On March 6, 2013 an amending by-law, By-law 0050-2013, was passed to zone the subject lands **"H-CC1" (Downtown Core – Core Commercial)**, which permits a wide variety and mix of uses including retail and service commercial uses, offices, restaurants, entertainment establishments, apartment dwellings, hotels and conference centres subject to specified development requirements including design requirements and a minimum building height of 3 storeys. This By-law is currently under appeal.

A minor variance was granted on January 10, 2013 under file 'A' 020/13 to permit the construction of a two storey addition

adjacent to the existing Target and Sears stores on the subject property; whereas Interim Control By-law 0046-2011, as amended, did not permit an expansion to the uses and structures that existed on the property on March 9, 2011. The Interim Control By-law has now expired and the amendments were approved by Council on March 6, 2013.

A minor variance was approved by the Committee of Adjustment on May 16, 2013 under file 'A' 185/13 to permit the following variances which are not permitted by By-law 0225-2007, as amended:

- (1) 51% of the first storey streetwall to be glazing; whereas a minimum of 75% of the first storey streetwall is required to be glazing;
- (2) the addition to have a height of one and two storeys; whereas a minimum building height of three storeys is required; and
- (3) an at-grade driveway aisle, parking area or loading area between the proposed addition and future Square One Drive; whereas this is not permitted in this location.

The approved variances accommodate the proposed development.

Site Plan

The site plan for the northwest expansion of Square One mall (SP 12/112 W4) proposes an addition between Target and Sears on the north side of the mall within 2 storeys. The addition will contain retail stores, a restaurant, café, police station, and grand entrance to the mall, with a private open space plaza south of the proposed extension of Square One Drive from Hammerson Drive in the east to Duke of York Boulevard in the west (see Appendices I-4 and I-5).

The "H" holding symbol must be removed prior to the issuance of site plan approval for any building permit.

Removal of Holding Symbol

Section 36 of the *Planning Act* provides the legislative framework for the removal of the "H" holding symbol and allows municipalities to amend a by-law to remove the "H" holding symbol. A formal public meeting is not required; however notice of Council's intention to pass the amending by-law must be given to all land owners within 120 m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected land owners by pre-paid first class mail.

The conditions for removing the "H" holding provision will be fulfilled as follows:

1. The owner will execute and enter into a Development Agreement, satisfactory to The Corporation of the City of Mississauga, addressing and agreeing to, amongst other things, the installation or placement of all required municipal works, municipal walkways, land dedications and the provision of required securities. This agreement must be complete and approved by Council prior to Council's approval of the By-law to remove the "H" holding symbol.
2. The lands for the future extension of Square One Drive will be gratuitously dedicated to the City of Mississauga at this time with a license back to OMERS Realty Management Corp and 156 Square One Limited until such time as the road is constructed to municipal standards and assumed as Public Highway.
3. The design of Square One Drive will be determined through an Environmental Assessment process, and must await the determination of the alignment for the Hurontario/Main Street Corridor Light Rail Transit (LRT).

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The conditions to remove the "H" holding symbol are anticipated to be fulfilled through the dedication of Square One Drive to the City, and the approval of the Development Agreement at a future Council meeting. These items must be completed prior to enactment of the By-law to lift the "H" holding symbol, and the by-law will not be scheduled until the Development Agreement is approved.

ATTACHMENTS:

- Appendix I-1: Aerial Photograph
- Appendix I-2: Excerpt of City Centre District Land Use Map
- Appendix I-3: Excerpt of Existing Land Use Map
- Appendix I-4: Proposed Site Plan
- Appendix I-5: Rendering and Elevation
- Appendix I-6: General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Jonathan Famme, Development Planner



LEGEND:



SUBJECT LANDS

DATE OF AERIAL: 03 2012



**SUBJECT: OMERS REALTY MANAGEMENT CORP.
& 156 SQUARE ONE LIMITED**



FILE NO:
H-OZ 12/005 W4
DWG. NO:
H12005A
SCALE:
1:4000
DATE:
2013 06 10
DRAWN BY:
K. PROKOP

APPENDIX I-1

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

PART OF CITY CENTRE DISTRICT LAND USE MAP
CITY CENTRE DISTRICT POLICIES OF MISSISSAUGA PLAN

LAND USE DESIGNATIONS

- Mixed Use
- Retail Core Commercial
- Public Open Space
- Greenbelt
- Parkway Belt West

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- City Centre Transit Terminal
- Proposed Grade Separation
- Higher Order Transit Corridor

- Option 1: Conceptual Centre View Drive connection to EB Hwy 403 concept.
- Option 2: Conceptual N-W ramp terminal relocation

Note:
All road proposals within the Highway 403 Corridor are conceptual and require review and approval of the Provincial Government.

- 1996 NEP /2000 NEF Composite Noise Contours
- Planning District

- Special Site Areas (See Special Site Policies)

SUBJECT LANDS



SUBJECT: OMERS REALTY MANAGEMENT CORP.
& 156 SQUARE ONE LIMITED

FILE NO:

H-OZ 12/005 W4

DWG. NO:

H12005L

SCALE:

1:5000

DATE:

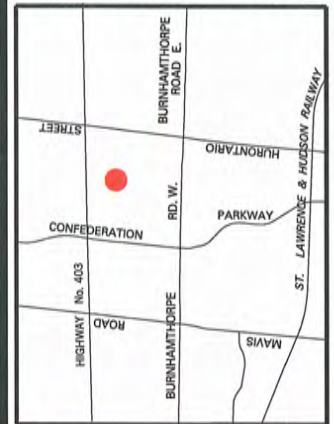
2013 06 10

DRAWN BY:

K. PROKOP

Produced by
T&W, Geomatics

APPENDIX I-2



MISSISSAUGA
Planning and Building

CENTRE VIEW DRIVE

THEATRE

H-CC2(1)

RESTAURANT

COMMERCIAL

H-CC1

RESTAURANTS

COMMERCIAL

STATION GATE ROAD

H-CC1

SPORTS COMPLEX

H-CC1

SPORTS COMPLEX

RATHBURN ROAD WEST

PARKING

MISSISSAUGA TRANSIT TERMINAL

PARKING

H-CC1

HAMMERSON DRIVE

CC1

COMMERCIAL

CC2(1)

VACANT

SQUARE ONE DRIVE

H-CC1

SQUARE ONE DRIVE

CC2(1)

INSTITUTIONAL

H-CC1

H-CC1

COMMERCIAL

PRINCE OF WALES DR

VACANT

H-CC2(1)

ARTS CENTRE

CCOS

VACANT

DUKE OF YORK BOULEVARD

PRINCESS ROYAL DR.

CC2(1)

CITY HALL

CCOS

LEGEND:

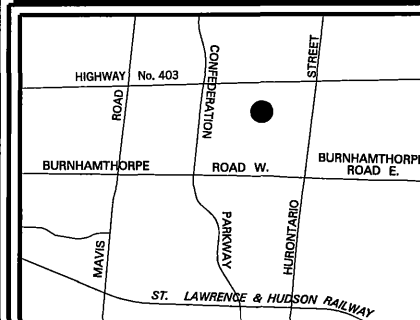


PROPOSED REMOVAL OF "H" HOLDING SYMBOL.

NOTE: THIS IS NOT A PLAN OF SURVEY.



SUBJECT: OMERS REALTY MANAGEMENT CORP.
& 156 SQUARE ONE LIMITED



FILE NO:
H-OZ 12005 W4

DWG. NO:
H12005R

SCALE:
1:4000

DATE:
2013 06 10

DRAWN BY:
K. PROKOP

APPENDIX I-3

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



Proposed NW Expansion Exterior View

Square One Shopping Centre, Mississauga, Ontario

SK-2205 (R1)

April 17, 2013

Ox|Flord

M M C
ARCHITECTURE



Proposed North Expansion Exterior View
 Square One Shopping Centre, Mississauga, Ontario

SK-2304
 April 17, 2013

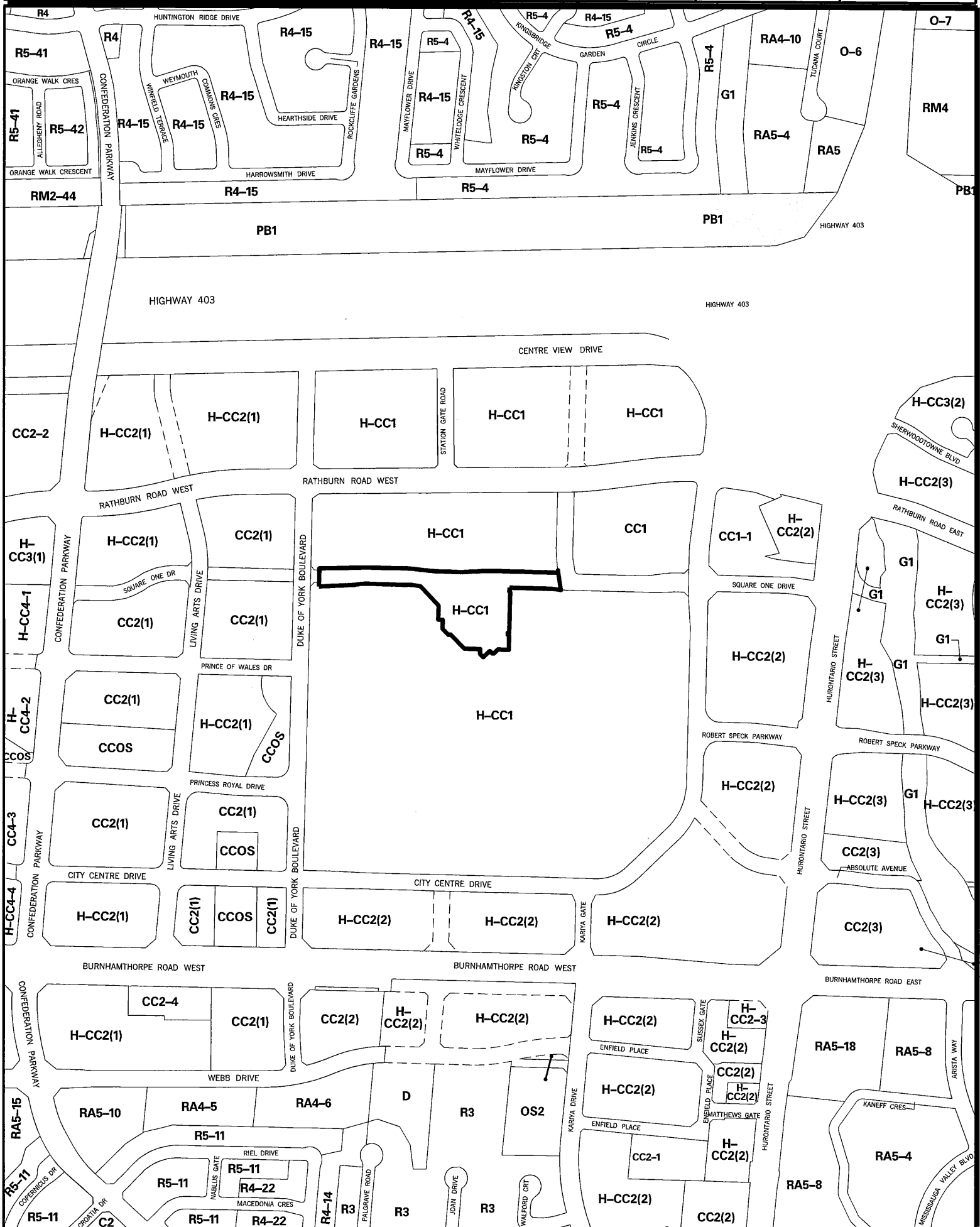
OXFORD

MMC
 ARCHITECTURE

GENERAL CONTEXT MAP

H-OZ 12005 W4

APPENDIX I-6





Corporate Report

Clerk's Files

Originator's
Files

DATE: May 1, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 10, 2013

FROM: Paul A. Mitcham, P. Eng, MBA
Commissioner of Community Services

SUBJECT: **Meadowvale Village Heritage Conservation District Plan Review**

RECOMMENDATION: That the report dated May 1, 2013, from the Commissioner of Community Services, with reference to the draft Meadowvale Village Heritage Conservation District Plan be received for information.

**REPORT
HIGHLIGHTS:**

- The Meadowvale Village HCD Plan Review has been in process since March 2012.
- Three background studies have been produced: Property Inventory, Cultural Heritage Assessment of Meadowvale Village and Area and Stage 1 Archaeological Report.
- Staff have considered a request from the Meadowvale Village Community Association to expand the heritage conservation district boundary.
- Five community consultation meetings have taken place to inform and engage the local Meadowvale Village community.
- A draft Meadowvale Village Heritage Conservation District Plan has been reviewed and endorsed by the Meadowvale Village HCD Review Committee and in accordance with the Ontario Heritage Act is presented with this corporate report as part of the statutory meeting for public awareness and comment.

- Minor draft amendments to the City's Official Plan and Zoning By-law are being proposed at the same Planning and Development Committee meeting in order to support the heritage conservation principles in the draft HCD Plan

BACKGROUND:

In 1980 the Meadowvale Village Heritage Conservation District was the first Ontario Municipal Board approved heritage conservation district (HCD) in Ontario. The Meadowvale Village HCD Plan is now over 30 years old and is in need of amendment in keeping with the regulations of the Ontario Heritage Act, current heritage conservation principles and ongoing changes as the community develops.

The City's Heritage Advisory Committee recommended at its meeting of January 24, 2012, "That the corporate report dated November 21, 2011 from the Commissioner of Community Services with respect to the updating of the Meadowvale Village Heritage Conservation District Plan be approved." The recommendation and report, with the terms of reference for the study, was adopted by Council at its meeting of February 8, 2012.

Detailed research on the properties within the current Heritage Conservation District (HCD) boundary and their immediate area has resulted in the compilation of three significant reports, two of which will form part of the final HCD Plan as appendices. The *Meadowvale Village HCD: Property Inventory* is a comprehensive review of each property in the Village, with a statement of significance and description of cultural heritage attributes for each property. This document will be the basis to assess the cultural heritage value of all property within the HCD. The *Cultural Heritage Assessment of Meadowvale Village and Area* is a report on the evolution of the Village. The report provides an overview of development within the Village and provides a context for understanding how the Village became what it is today. Both of the above mentioned reports form part of the final HCD Plan and have been distributed to property owners within the HCD and are available on the City's Heritage Planning web page:

<http://www.mississauga.ca/portal/residents/heritageconservationdistricts>

The third report is a Stage 1 Archaeological Assessment of the Meadowvale Village HCD Study Area. The report concluded the entire Village has a high potential for archaeological resources. In particular, the early commercial and industrial history of the Village has a high potential for archaeological resources that may be further explored should development threaten these potential resources. The area in and around the mill ruins has been registered with the Ministry of Culture, Tourism and Sport's archaeological data base giving it an additional layer of protection from development.

On November 28, 2012, Council adopted By-law 2038-2012, a by-law to define the HCD study area related to the proposed expansion of the Meadowvale Village HCD and to set limitations on development within the study area for one year. (Appendix 1) There are two appeals to the by-law which have been referred to the Ontario Municipal Board.

In February, 2013, the Meadowvale Village Community Association contacted Heritage Planning staff in writing to ask for an amended expansion of the study area to include properties both north and south of the current HCD boundary. The effected property owners were contacted and informed that the study area had been altered to include their property. It is acknowledged these properties are late amendments to the study area and therefore are not subject to the limitations of Study Area By-law 0238-2012. These additional properties, which relate to the HCD study area, have been researched and analyzed for their cultural heritage value and contribution to the HCD.

Staff concur with the addition of properties situated along Second Line West, into the heritage conservation district, thereby expanding the Study Area boundary as illustrated in Appendix 1 (Proposed Study Area) and Appendix 2 (Recommended HCD Boundary). The properties at 6940 and 6985 Second Line West are immediately adjacent to the original HCD boundary and share the characteristics of the HCD and therefore are entry points into the heritage conservation district and help define the southern HCD boundary of Second Line West.

From 7079 Second Line West, north to the termination of Second Line West, the new proposed HCD boundary will include the east side of the road right of way. This roadside area has retained its rural character with a soft shoulder and naturalized areas.

To further correct the HCD boundary, it is recommended that the properties on Gaslamp Walk which currently border the HCD have their borders altered. Several years ago the property known as the Gooderham Estate, when developed by the Monarch Corporation, created a laneway to the rear of these properties. Once the barn was removed from the end of the lane, this parcel of land was no longer needed by the former estate lot. This long narrow piece of land was subdivided and offered to the property owners on Gaslamp Walk, which effectively provided them with deeper lots. This additional parcel to each lot remained within the HCD boundary. It is now proposed that the HCD boundary be shifted to the west so that the rear portion of these lots is no longer within the HCD, but will follow the current property line, adjacent to the HCD. This minor adjustment will tidy the eastern boundary to the Village and correct the situation whereby the few property owners on Gaslamp Walk will no longer be considered within the HCD.

PRESENT STATUS: The Draft Meadowvale Village Heritage Conservation District Plan has undergone 15 months of study and preparation. The June 10, 2013 Planning and Development Committee meeting is an official public meeting to introduce the draft HCD Plan. Public consultation will continue through the summer months with a final Draft HCD Plan coming forward in September, with a period of review, and a final recommendation for adoption of the HCD Plan to Council in November, 2013.

COMMENTS: Since May 2012, there have been five community consultation meetings to review the three documents outlined above and discuss this process. Four of the meetings have been held at the Meadowvale Village Hall to allow for easy access by the Village residents and the fifth meeting, on May 23, 2013, was held at a local high school in order to accommodate an expected larger attendance.

At the meeting held on March 7, 2013, the proposed draft Design Guidelines and Policies, along with amendments to the Official Plan and Zoning By-law were presented to the Village residents. Prior to the meeting, the draft Design Guidelines and Policies were reviewed by the local Meadowvale Village Heritage Conservation District Review Committee and 35 members of the Project Team, comprised of City

staff and related stakeholders. Both the Review Committee and Project Team endorsed the draft Design Guidelines and Policies portion of the HCD Plan. The draft Design Guidelines and Policies document was available to the public on the City's Heritage Planning web page as of March 8, 2013.

As residents reviewed the draft Design Guidelines and Policies, comments were submitted. Heritage Planning staff met with three residents to answer questions and clarify elements of the document.

On March 15, 2013, the draft Meadowvale Village Heritage Conservation District Plan (2013) was provided to the Meadowvale Village HCD Review Committee. A follow-up meeting with the Review Committee was held on April 29, 2013, to discuss comments and clarify any points within the proposed draft HCD Plan.

The Ontario Heritage Act was amended in 2005 with updated requirements and regulations for heritage conservation districts. The revised Meadowvale Village HCD Plan will have the following elements, as required by the Act:

- A statement of the objectives to be achieved in designating the area as a heritage conservation district;
- A statement explaining the cultural heritage value or interest of the heritage conservation district;
- A description of the heritage attributes of the heritage conservation district and of properties in the district;
- Policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and
- A description of the alterations or classes of alterations that are minor in nature and that the owner of property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a permit under section 42.

The draft HCD Plan, as proposed in Appendix 3, has been compiled to meet the requirements of the Ontario Heritage Act (OHA). As well the OHA requires the City hold a statutory meeting in order to inform the relevant property owners and stakeholders of the Plan. The June 10, 2013 meeting of the Planning and Development Committee addresses this requirement. In addition, it is recommended that minor amendments to the Official Plan and Zoning By-law, in order to support the conservation of the HCD, are required as part of the same statutory meeting.

Following the statutory meeting, staff will monitor feedback and present the final draft HCD Plan, and proposed amendments to the Official Plan and Zoning By-law at a September Meadowvale Village HCD community meeting, Heritage Advisory Committee meeting and a following Planning and Development Committee.

The current Study Area by-law expires on November 28, 2013. It is anticipated that the HCD Plan and supporting Official Plan and Zoning By-law amendments will be adopted by Council prior to the end of November, 2013.

FINANCIAL IMPACT: There is no financial impact.

CONCLUSION: The outdated 1980 Meadowvale Village Heritage Conservation District Plan is under comprehensive review. A revised and updated HCD Plan is required to conserve the cultural heritage resources of the Meadowvale Village HCD and maintain its HCD Plan in accordance with the Ontario Heritage Act.

To date, a great deal of research has been completed which has provided the identification and understanding of the heritage character of the area and specific cultural heritage attributes of each property within the HCD and proposed additional properties. The draft HCD Plan provides the context for understanding the municipal administrative process, related policies, cultural heritage conservation and design guidelines and policies to protect the area's cultural heritage value. To support the policies and direction of the draft HCD Plan proposed, amendments to the Official Plan and Zoning By-law are also being presented at the June 10, 2013 statutory meeting of the Planning and Development Committee.

ATTACHMENTS:	Appendix 1:	Proposed Study Area By-law 0238-2012
	Appendix 2:	Recommended Heritage Conservation District Boundary
	Appendix 3:	Draft Meadowvale Village Heritage Conservation District Plan
	Appendix 3a:	Draft Meadowvale Village Heritage Conservation District Plan: Property Inventory
	Appendix 3b:	Draft Meadowvale Village Heritage Conservation District Plan: Cultural Heritage Assessment of Meadowvale Village and Area



Paul A. Mitcham, P. Eng, MBA
Commissioner of Community Services

Prepared By: Mark Warrack, Senior Heritage Coordinator, Special Projects, Culture Division



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0238-2012

A by-law Designating an area as a Heritage Conservation Study Area

WHEREAS the Meadowvale Village Heritage District Plan was adopted in 1980 and has not been updated since its inception;

AND WHEREAS an update of the Meadowvale Village Heritage District Plan is currently underway;

AND WHEREAS in-depth research, policy review, planning context review, and clearly defined design guidelines for future use and development of both natural and cultural heritage properties within and adjacent to the existing Heritage Conservation District are needed for the proper protection and conservation of that district;

AND WHEREAS research indicates that the village of Meadowvale was planned in the mid nineteenth century to be larger than it is today and that the boundaries of the Meadowvale Heritage Conservation District may have been short sighted and need to be reconsidered;

AND WHEREAS the *Ontario Heritage Act* enables municipalities to pass a by-law designating an area as a heritage conservation study area and such by-law may prohibit or set limitations with respect to the alteration of property and the erection, demolition or removal of buildings or structures within the study area;

AND WHEREAS the Council of the Corporation of The City of Mississauga wishes to undertake a heritage conservation study of the lands shown in bold outline, on Schedule "A" to this by-law;

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

1. That the area shown in bold outline, attached hereto as Schedule "A" is hereby designated as a heritage conservation district study area for a period of one year.
2. That the City shall undertake a heritage conservation district study in the heritage conservation district study area in accordance with the requirements of the *Ontario Heritage Act* for the purpose of revising and updating the Meadowvale Village Heritage Conservation District Plan and determining whether the boundary of the current Meadowvale Village Heritage Conservation District should be enlarged.
3. During a period of one year, no person shall:
 - (a) alter or permit the alteration of any property situated in the heritage conservation district study area; or
 - (b) erect, demolish or remove or permit the erection, demolition or removal of any buildings or structures in the heritage conservation district study area

without the prior consent of the City Council, save and except for minimal alterations and restoration works, not materially affecting the property's heritage attributes.

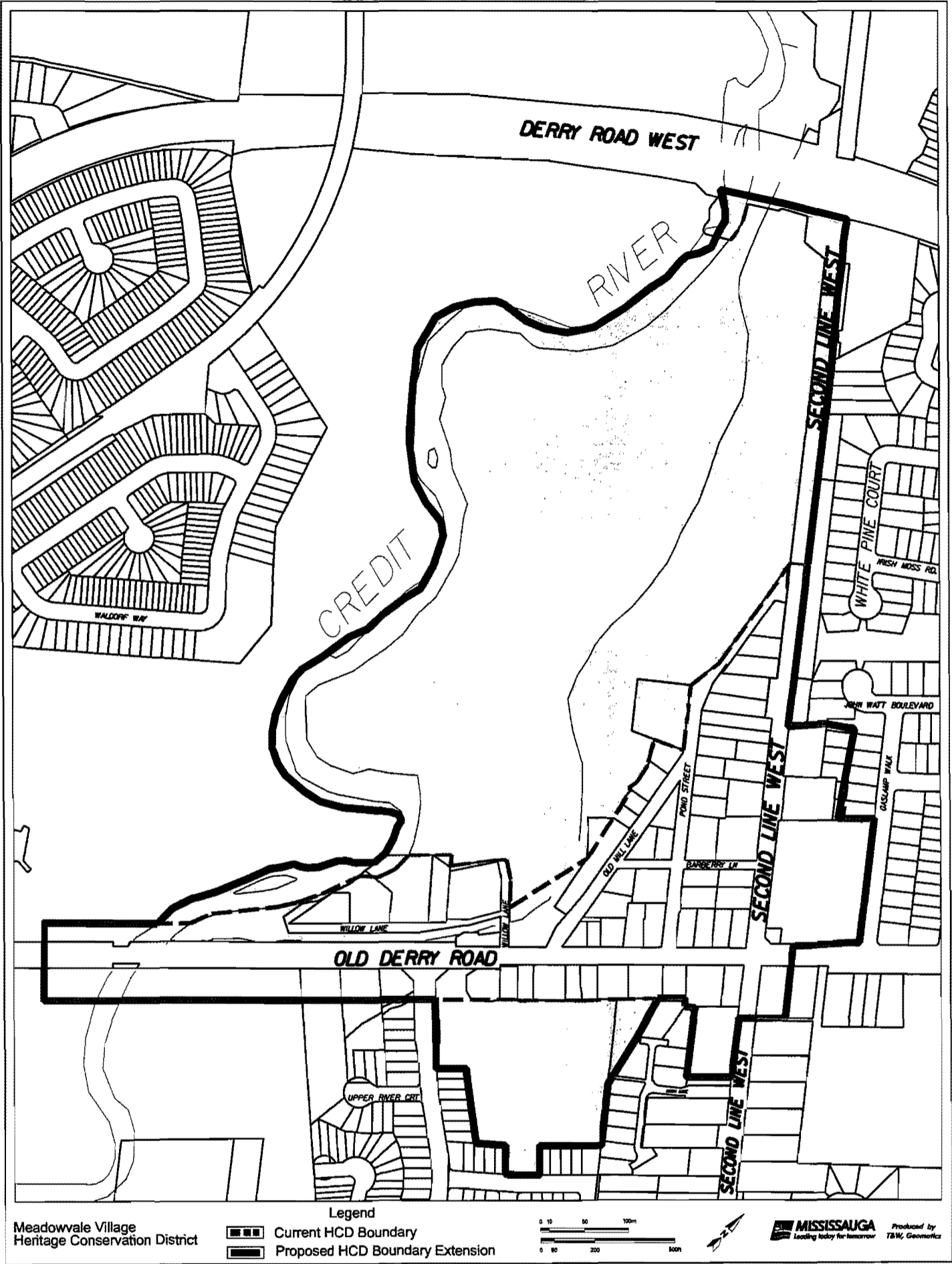
4. For greater clarity, the limitations as outlined in section 3 above do not apply to development applications already in process at the time of the passing of this by-law.
5. This by-law shall come into force and effect upon its passing.

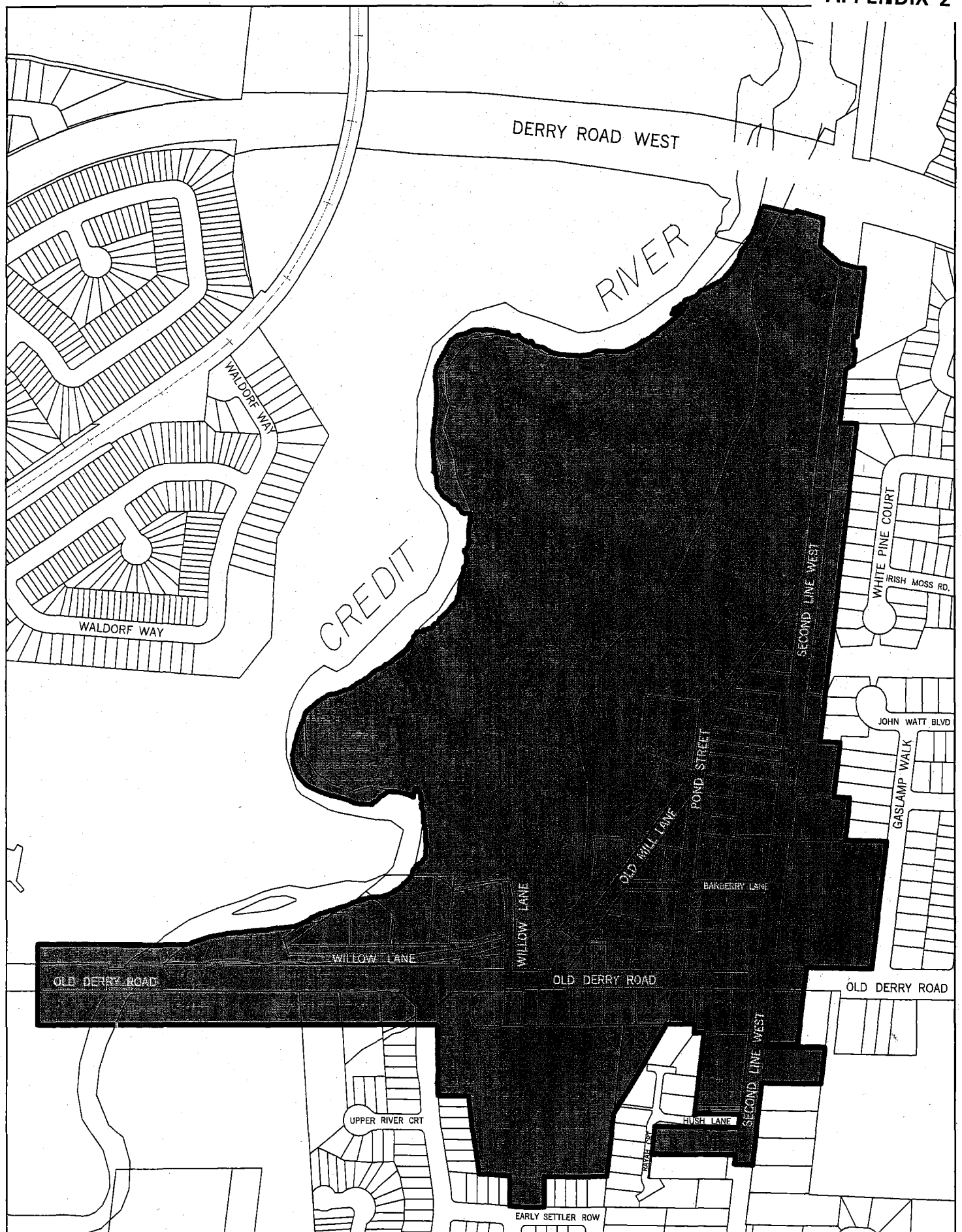
ENACTED and PASSED this 28 day of November, 2012.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
HJT			
Date	13	11	12


MAYOR


CLERK

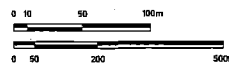




**Proposed Meadowvale Village Heritage
Conservation District Boundary**

Legend

 Proposed Boundary



MISSISSAUGA
Leading today for tomorrow

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T&W Geomatics



Corporate Report

Clerk's Files

Originator's
Files

CD.03.MEA

DATE: May 21, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 10, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Amendments to Mississauga Official Plan and Zoning
By-law 0225-2007 for the Meadowvale Village Neighbourhood
Character Area
PUBLIC MEETING
Ward 11**

- RECOMMENDATION:**
1. That the report titled "*Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area*", dated May 21, 2013 from the Commissioner of Planning and Building, be received.
 2. That the submissions made at the public meeting be received.
 3. That staff report back to Planning and Development Committee on the submissions.

**REPORT
HIGHLIGHTS:**

- The proposed amendments are an update to the Meadowvale Village Neighbourhood Character Area policies of Mississauga Official Plan and Zoning By-law 0225-2007 to reflect changes to the Meadowvale Village Heritage Conservation District Plan;

- A statutory public meeting is required under the *Planning Act* and is being held concurrently with the review of the Meadowvale Village Heritage Conservation District Plan review.

BACKGROUND:

On April 24, 2013, City Council adopted resolution 0062-2013 as follows:

“That a public meeting be held to consider proposed official plan and zoning by-law amendments as recommended in the report titled “Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area” dated March 26, 2013 from the Commissioner of Planning and Building”.

The purpose of the public meeting to be held on June 10, 2013, is to receive stakeholder comments on the proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007.

Subsequent to the public meeting, a report on comments will be prepared for consideration by Planning and Development Committee, which will address comments received from the public and, where necessary, recommend changes to the proposed amendments to both documents.

COMMENTS:**Official Plan**

The proposed Mississauga Official Plan amendments are detailed in Appendix 1 which is the corporate report presented at the April 15, 2013 Planning and Development Committee (PDC) meeting.

As noted in the report from the Commissioner of Community Services dated May 21, 2013 titled “Meadowvale Village Heritage Conservation District Plan Review” (see PDC agenda), the proposed boundaries have been adjusted and are shown in Appendix 2 to this report.

Zoning

Although the previous report from the Commissioner of Planning and Building dated March 26, 2013, proposed zoning that would restrict development to existing dwellings, upon further review, it is proposed that additional regulations be added to the exception zone to provide the opportunity for owners to renovate or rebuild on their properties within the permission of the zoning by-law, subject to Heritage Advisory Committee approval.

The intent of the proposed zoning provisions is to regulate the size of dwellings within the Heritage Conservation District to ensure compatibility with the existing character of the area. While the existing zoning regulates some elements of a dwelling such as height, the proposed zoning incorporates other provisions that have similarly been implemented elsewhere in the city to address protection of neighbourhood character. Proposed zoning provisions are attached as Appendix 3.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The amendments being proposed for the Meadowvale Village Neighbourhood Character Area policies of Mississauga Official Plan and Zoning By-law 0225-2007, are necessary to reflect:

- changes being made to the Meadowvale Village Heritage Conservation District Plan;
- updated policies to recognize existing conditions and as built developments surrounding the Meadowvale Village Heritage Conservation District; and
- proposed changes to the boundary of the Meadowvale Village Heritage Conservation District.

Following the statutory public meeting, a report on comments will be prepared for consideration by Planning and Development Committee, which will address comments received from the public and other stakeholders.

ATTACHMENTS:

- Appendix 1: Report titled “Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area” dated March 26, 2013, from the Commissioner of Planning and Building
- Appendix 2: Proposed Meadowvale Village Heritage Conservation District Boundary
- Appendix 3: Meadowvale Village Proposed Zoning Provisions

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner



Corporate Report

Clerk's Files

APPENDIX 1

Originator's
Files

CD.03MEA

PDC APR 15 2013

DATE: March 26, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 15, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Proposed Amendments to Mississauga Official Plan and Zoning
By-law 0225-2007 for the Meadowvale Village Neighbourhood
Character Area
WARD 11

RECOMMENDATION: That a public meeting be held to consider proposed official plan and zoning by-law amendments as recommended in the report titled *"Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area"* dated March 26, 2013 from the Commissioner of Planning and Building.

**REPORT
HIGHLIGHTS:**

- Updating of the Meadowvale Village Neighbourhood Character Area policies of Mississauga Official Plan to reflect the Draft Meadowvale Village Heritage Conservation District Plan;
- Revised policy framework to reflect existing conditions and as built developments surrounding the Meadowvale Village Heritage Conservation District;
- Updated mapping to reflect the expanded Meadowvale Village Heritage Conservation District boundaries; and

- Amending provisions of Zoning By-law 0225-2007 to reflect the proposed regulations contained in the Draft Meadowvale Village Heritage Conservation District Plan.

BACKGROUND:

The Meadowvale Village Heritage Conservation District was established as Ontario's first Heritage Conservation District in 1980. The Heritage Conservation District Plan has not been reviewed in detail since 1980 and it is time to reflect current heritage conservation principles and practices in the ongoing effort to protect and conserve the heritage character and attributes of the area.

The *Ontario Heritage Act* was amended in 2005 to allow for better protection of heritage conservation districts throughout the province. Staff in the Culture Division began working with area residents in 2012 to update the Meadowvale Village Conservation District Plan to current provincial heritage legislation.

On November 28, 2012, City Council adopted By-law 0238-2012, which established the Meadowvale Village Study Area and placed limitations on development in the area for a period of not more than one year. This By-law was passed under the provisions of the *Ontario Heritage Act* and has been appealed to the Ontario Municipal Board (OMB) which presides over matters under the *Ontario Heritage Act*.

As part of revisiting the Heritage Conservation District Plan, Mississauga Official Plan and Zoning By-law 0225-2007 need to be updated to reflect changes proposed through the Heritage Conservation District Plan. This is also an opportunity to update the policies that apply to the greenfield subdivisions that were built in the 1990's and early 2000's surrounding the Village.

This report outlines the general nature of the proposed changes to Mississauga Official Plan and Zoning By-law 0225-2007. The proposed amendments to the Official Plan and Zoning By-law will be brought forward at the same time as the proposed Meadowvale Heritage Conservation District Plan so that the community and other stakeholders can consider the changes to these documents comprehensively.

COMMENTS:**Mississauga Official Plan**

Meadowvale Village is identified as a Neighbourhood in Mississauga Official Plan. Neighbourhoods are intended to accommodate the lowest densities and building heights and will focus on residential uses and associated services and facilities. Policy 5.1.7 states that "Mississauga will protect and conserve the character of stable residential Neighbourhoods."

Section 7.4.3 of Mississauga Official Plan outlines policies for Heritage Conservation Districts defined as areas of "unique character to be conserved through a designation by-law pursuant to the *Ontario Heritage Act*."

Policy 7.4.3.2 outlines the contents of Heritage Conservation District Plans and states that they will contain the following:

- a. a statement of the objectives to be achieved in designating the area as a heritage conservation district;
- b. a statement explaining the cultural heritage value or interest of the heritage conservation district;
- c. a description of the heritage attributes of the heritage conservation district and of properties in the district;
- d. policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and
- e. a description of the alterations or classes of alterations that are minor in nature that the owner of a property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a Heritage Permit.

Appendix 1 is the proposed Meadowvale Village Neighbourhood Character Area Policies (Final Version) of Mississauga Official Plan. These policies reflect changes resulting from the heritage district review and have also been reformatted to distinguish between those policies that are applicable to the entire Character Area and those specifically related to the Village Precinct which includes the Heritage Conservation District. The appendix also indicates that Special Site 7 is proposed to be removed. This site has been built and its site specific exception zone regulations control site development.

Appendix 2 is a comparison of the proposed and existing policies, indicating what is new, what has been deleted and what has moved.

Appendix 3 is the Meadowvale Village Precincts Map showing the proposed expanded boundaries of the Meadowvale Village Heritage Conservation Area. The Extended Village Precinct area is proposed to be removed as these lands have been developed as residential subdivisions since the 1990's and are not immediately proximate to the Village.

No land use designations are changing as part of this exercise.

Appendix 4 is Part of Schedule 10, Land Use Designations of Mississauga Official Plan, showing the Meadowvale Village Neighbourhood Character Area and is being provided for information purposes only.

Zoning By-law 0225-2007

The majority of residential lots within the current Heritage Conservation District boundary are zoned "R1-32", which controls height and garage provisions beyond the "R1" base zone. It is proposed that lots within the revised Heritage Conservation District boundaries be rezoned to an "Exception" zone to only permit the existing buildings as of the date of passing of the by-law. Any new development is required to obtain a Heritage Permit and may be subject to a rezoning application. Small exterior alterations or additions may require a minor variance to the zoning by-law.

STRATEGIC PLAN

The Meadowvale Village Neighbourhood Character Area Policies responds to two of the pillars of the Strategic Plan:

Connect -- Completing our Neighbourhoods -- Meadowvale Village contains many of the elements of a complete neighbourhood. It is pedestrian friendly, offers recreational opportunities, public spaces and parks. Meadowvale Village celebrates and promotes our past and Meadowvale Village is one of Mississauga's two designated Heritage Conservation Districts.

Living Green -- An integral part of the Meadowvale Village Heritage Conservation District is its integration with the surrounding natural environment. Its proximity to the Credit River, Meadowvale Conservation Area and various green spaces within the Village including Old Ridge Park, have been critical to its historic development and will continue to be critical to its future.

The City's commitment to protecting and conserving Meadowvale Village as a Heritage Conservation District is an illustration of how the objectives of the Strategic Plan are being met.

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

The Meadowvale Village Heritage Conservation District Plan is being updated and amendments to reflect these changes in Mississauga Official Plan and Zoning By-law 0225-2007 are required. The next step is to initiate a public engagement process regarding the proposed policy and zoning changes.

- ATTACHMENTS:**
- APPENDIX 1: Proposed Meadowvale Village Neighbourhood
Character Area Policies (Final Version)
 - APPENDIX 2: Proposed Meadowvale Village Neighbourhood
Character Area Policies (Compare Version)
 - APPENDIX 3: Meadowvale Village Precincts Map
 - APPENDIX 4: Part of Schedule 10 Land Use Designations Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Karen Crouse, Policy Planner



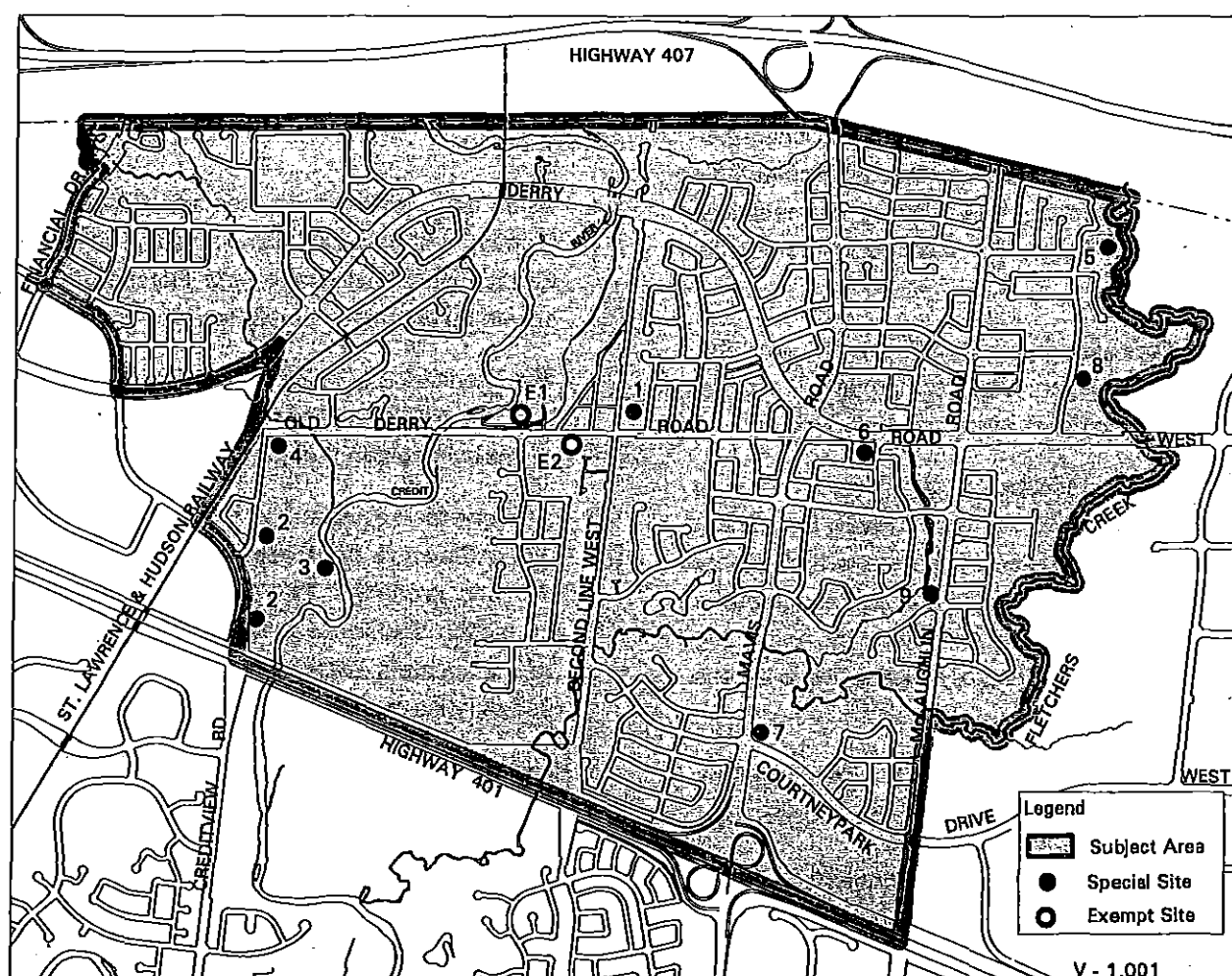
Proposed Meadowvale Village Neighbourhood Character Area Policies (Final Version)

16.17 Meadowvale Village

16.17.1 Context

16.17.1.1 The Meadowvale Village Neighbourhood Character Area policies apply to both the Meadowvale Village Heritage Conservation District including the lands immediately surrounding the Village, and the majority of lands more removed from the Village that have been developed through residential plans of subdivision throughout the 1990's and 2000's.

Meadowvale Village was first established as a European settlement circa 1819. Its location, adjacent the Credit River, with a natural and open meadow and shallow valley or vale, was a prime location for starting a saw mill and grist mill. Throughout the nineteenth century the mill, supported by local agrarian farming, built a strong economic community and social life for its inhabitants. In the late nineteenth century the rail lines were routed around the Village which led to its decline. The Village became the modest, small village that survived into the twentieth century. By the late 1960's, Meadowvale Village was still a rural



Map 16-17: Meadowvale Village Neighbourhood Character Area

community with much of its nineteenth century character intact.

The Ontario Heritage Act was introduced in 1974 to provide municipalities with the means to protect and conserve their rural village communities. Meadowvale Village was Ontario's first Heritage Conservation District as approved by the Ontario Municipal Board in 1980. The establishment of the Meadowvale Village Heritage Conservation District officially recognized its historical associations and existing built form that makes it unique in Mississauga.

The Heritage Conservation District remains distinct within the City of Mississauga. It has retained its cultural heritage landscape and attributes due to concerned residents and its early designation as a Heritage Conservation District which has managed change over the past 30 years.

16.17.2 Urban Design Policies

The Urban Design Policies apply to all lands within the Meadowvale Village Neighbourhood Character Area. Urban design policies specific to the Heritage Conservation District and lands immediately surrounding the Village, are detailed in the Village Precinct policies.

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

16.17.2.2 An interconnected open space network including the valleys of the Credit River, Levi Creek and Fletcher's Creek is a key feature in the identity of the Character Area which should be recognized in any development or redevelopment by enhancing visual and, where appropriate, physical public access to these open spaces.

16.17.2.3 A highly interconnected street pattern, such as a grid or modified grid, is encouraged.

16.17.2.4 A concept plan may be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern and connections to adjacent

developments. Appropriate land assembly may be encouraged to achieve the objectives of this Plan.

16.17.2.5 Subdivisions which provide a mixture of lot sizes which vary in a highly intermixed, seemingly random fashion to echo the lotting fabric of the Village are encouraged.

16.17.2.6 The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting - all of which differ from existing City standards.

16.17.2.7 Standards for street layout, parking and loading spaces, landscaping, commons, building height and location, site and dwelling unit design, including dwelling unit composition, form, massing, setbacks, and spatial relationship with adjacent buildings, site access, lighting, signage, and screening shall meet the requirements of the Zoning-By-law.

16.17.2.8 The design of the street right-of-way and the design of the lands along the street affect the **streetscape** and should have regard for the following:

- a. vistas and views of the Heritage Conservation District, and into and along the valleys of the Credit River, Levi Creek, and Fletcher's Creek should be created, maintained and enhanced;
- b. the creation of individual entry features to subdivisions is discouraged to avoid the creation of enclaves within the community;
- c. adjacent to Provincial Highways and elsewhere where "reverse frontages" are unavoidable and acoustic protection is required, such acoustic protection should be provided through berming to the greatest extent possible, minimizing the use of noise attenuation walls; and
- d. reverse frontage development will be prohibited along the existing alignment of Old Derry Road.

16.17.2.9 In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the function and aesthetic appeal of the site itself:

- a. the presence of garages should be minimized to create an attractive **streetscape**. Garages should not project substantially beyond the front face of any house. Garages that project beyond the front of any house will be discouraged; small, recessed or detached garages are preferred. Additional measures may be required through the processing of development applications to ensure an acceptable **streetscape** is developed. Garages will not project beyond the face of any house located in areas designated Residential Low Density I; and
- b. reversed frontage lots may be permitted, providing the lots have a minimum depth of 45 m.

The Village Precinct

16.17.2.10 The Village Precinct represents the lands in and around the Heritage Conservation District as shown on Map 16-17.1: Meadowvale Village Precincts.

16.17.2.11 The development of properties within

the Heritage Conservation District and the Village Precinct will be subject to site plan control. In the case of the Heritage Conservation District, development of properties will require the recommendation of the local Meadowvale Village Heritage Conservation District Review Committee and the Heritage Advisory Committee (HAC) in accordance with the Meadowvale Village Heritage Conservation District Plan.

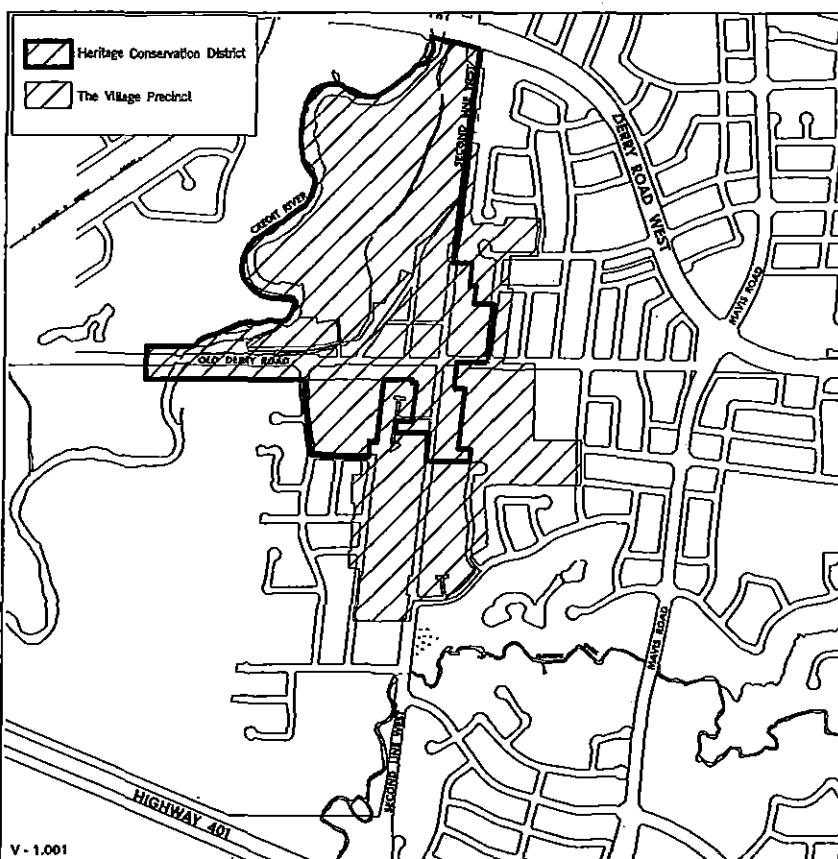
16.17.2.12 The rural village character of the Heritage Conservation District must be maintained; for example, the small houses with complex massing, the generous front, rear and side setbacks, the many mature trees and the irregular topography. These provisions should also guide new development in close proximity to the Heritage Conservation District.

16.17.2.13 The horizontal and vertical road alignments of existing roads within the Heritage Conservation District should be preserved with no widenings or significant changes to existing grades to ensure the preservation of existing hedgerow trees and Village character.

16.17.2.14 The ditched cross-sections of existing roads within the Heritage Conservation District should be maintained to retain character and to avoid disrupting the existing drainage pattern and thus affecting the health of existing trees; reconstruction of these roads to a curb and gutter cross-section will require an amendment to this Plan.

16.17.2.15 Outside the Heritage Conservation District, the street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern with small blocks.

16.17.2.16 The existing grades should be maintained. Where acceptable



Map 16-17.1: Meadowvale Village Precincts

drainage cannot be achieved through revised road layouts, lot sizes, lotting patterns or innovative drainage techniques, regrading may be permitted, providing that the effect on topography and vegetation is minimized.

16.17.2.17 Development will comply with and ensure the protection of the Village elements stated in the Heritage Character Statement and Heritage Attributes as stated in the Heritage Conservation District Plan.

16.17.2.18 The design of subdivisions will provide for the appropriate development of the rear yards of the existing lots fronting on both sides of Second Line West, south of Old Derry Road.

16.17.2.19 A concept plan will be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern, connections to adjacent developments, existing and proposed grading, building envelopes, and garage locations.

16.17.2.20 The Precinct includes a progression of spaces and landscape features to define the edge of the Village; development near these gateways should enhance them and be in harmony with the character of the Village. The procession of spaces leading to the Village starts with a **streetscape** which is loosely enclosed by buildings or tree planting, followed by a **streetscape** which is enclosed by a canopy of trees which marks the entrance to the village.

16.17.2.21 Lots should vary in size from street block to street block to create a varied and interesting **streetscape** sympathetic to the varied lot fabric of the Heritage Conservation District.

16.17.2.22 Land severances within the Heritage Conservation District will not be permitted in order to protect the historic patterning of open space and their relationship to properties, structures and elements.

16.17.2.23 Building heights should be limited to two and a half storeys, lot coverage should be addressed, and provision made for generous

setbacks to ensure a sense of spaciousness around the Village, with larger setbacks closer to the Village.

16.17.2.24 Any person undertaking to develop a building proposed to contain less than 25 residential dwelling units on lands within the Village Precinct will be required to provide such plans and drawings as set out in the *Planning Act*, as amended.

16.17.2.25 Pedestrian access will be provided from the Community Centre through abutting land to the west to the existing park.

16.17.3 Land Use

16.17.3.1 The Residential Low Density I designation permits detached dwellings on lots with minimum frontages of 22.5 m except in the following area:

- a. land which does not immediately abut the Heritage Conservation District may be developed for detached dwellings on lots with a minimum frontage of 18 metres.

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

16.17.3.3 Notwithstanding the Greenbelt policies of this Plan:

- a. agricultural operations will be permitted; and
- b. it is recognized that a golf club is located on lands north of Derry Road West and west of Fletcher's Creek. A golf club is a permitted use within the boundaries of the Derrydale Golf Club, as those boundaries exist on the date these Policies come into effect.

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

- a. banquet hall;
- b. conference centre;

- c. financial institution;
- d. funeral establishment;
- e. manufacturing;
- f. restaurants;
- g. ***secondary office***;
- h. self storage facility; and
- i. warehousing, distributing and wholesaling.

16.17.4 Transportation

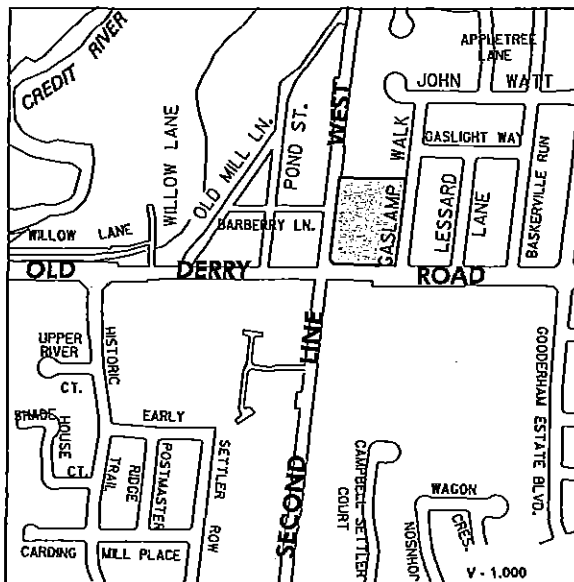
16.17.4.1 Public Lanes are considered part of the local road system and serve the rear of the properties that abut them. These Public Lanes, normally have rights-of-way less than 17 m, which will be determined during the development review process.

16.17.4.2 Second Line West may be terminated north and south of Provincial Highway 401 as part of the future widening of Provincial Highway 401. The precise timing and location of these points of termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.

16.17.5 Special Site Policies

There are sites within the Character Area that merit special attention. Any application for development of lands affected by a Special Site Policy will be subject to the provisions of this section and where applicable, the additional approvals of the Mississauga Heritage Advisory Committee and the Meadowvale Village Heritage Conservation District Review Committee, notwithstanding other policies of this Plan.

16.17.5.1 Site 1



16.17.5.1.1 Within the area identified as Special Site 1, it is the intent of these Character Area Policies to establish a special site within the village. This site is located on the Gooderham Estate, located at the northeast corner of Old Derry Road and Second Line West.

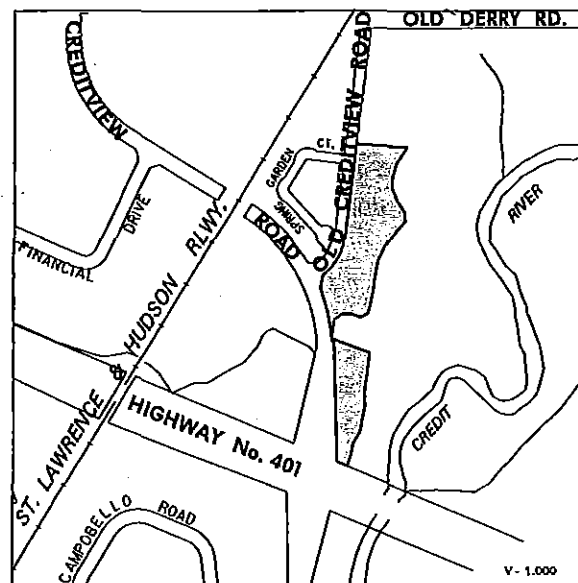
16.17.5.1.2 Notwithstanding the provisions of the Residential Low Density I and Public Open Space designations, Special Site 1 may also include the integration of open space with existing buildings and structures to be used for public and/or private uses. Permitted uses within the existing building designated Residential Low Density may include but are not limited to, overnight accommodation, including bed and breakfast, restaurants, public and

private community uses, an art gallery, and multiple unit housing.

16.17.5.1.3 The design and development of the community park lands will be done in consultation with the Meadowvale Village Heritage Conservation District Review Committee and the owners of the remaining component of the Gooderham Estate.

16.17.5.1.4 The lands designated Public Open Space will not be used to calculate the density of any development that should occur in the future on the balance of the site.

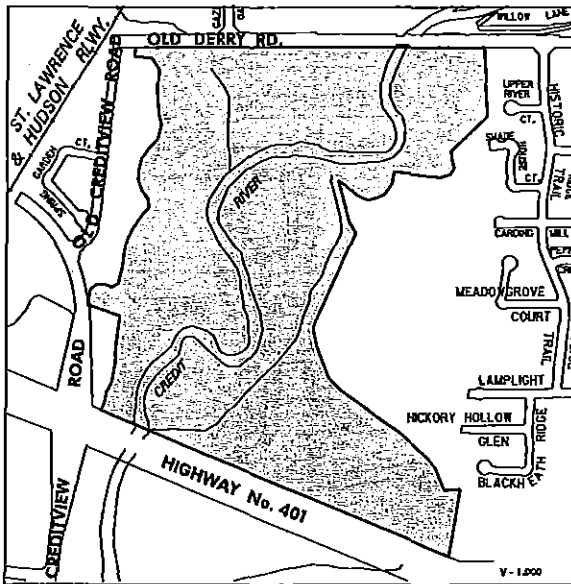
16.17.5.2 Site 2



16.17.5.2.1 The lands identified as Special Site 2 are located on the east side of Old Creditview Road and the east side of Creditview Road, north of Provincial Highway 401.

16.17.5.2.2 Notwithstanding the provisions of the Residential Low Density II designation, the lands may also be used for cluster townhouses, and offices having a residential scale and character at a maximum density of 0.5 **floor space index (FSI)**. Hospitality and recreational uses will be permitted, provided such uses are accessory to the establishment of a golf course on the lands designated Special Site 3.

16.17.5.3 Site 3



16.17.5.3.1 The lands identified as Special Site 3 are located south of Old Derry Road and straddle the Credit River.

16.17.5.3.2 The lands are portions of the property known in 1995 as Sanford Farm and are designated Greenbelt. Notwithstanding the Greenbelt designation, these lands may be used for a golf course.

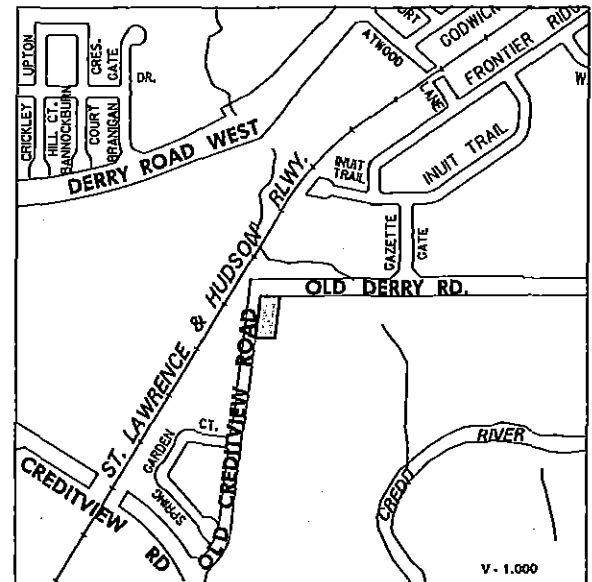
16.17.5.3.3 Development of Special Site 3 as a golf course will be subject to a comprehensive development concept for the site and any portion of Special Site 2 which would be used in connection with Special Site 3, will among other matters, satisfactorily address the following issues:

- compliance with Credit Valley Conservation's Policies for Floodplain Management to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River;
- compliance with Credit Valley Conservation's Watercourse and Valleyland Protection Policies to address environmental concerns, including the protection and preservation of native fish habitat;

c. compliance with Credit Valley Conservation's Guidelines for the Review of Golf Course Development Proposals Within the Credit River Watershed; and

d. the widening of Provincial Highway 401.

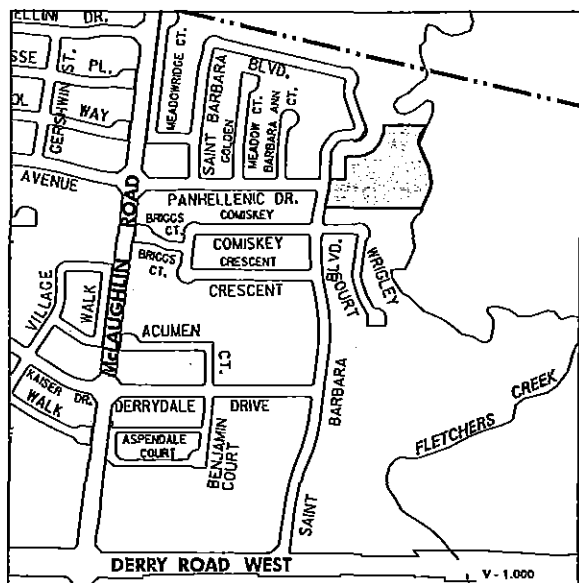
16.17.5.4 Site 4



16.17.5.4.1 The lands identified as Special Site 4 are located at the southeast corner of Old Creditview Road and Old Derry Road.

16.17.5.4.2 Notwithstanding the provisions of the Public Open Space designation, the lands may be used on an interim basis, for the sale of fresh produce, vegetables, and fruit, until such time as they are acquired for park purposes by the City of Mississauga.

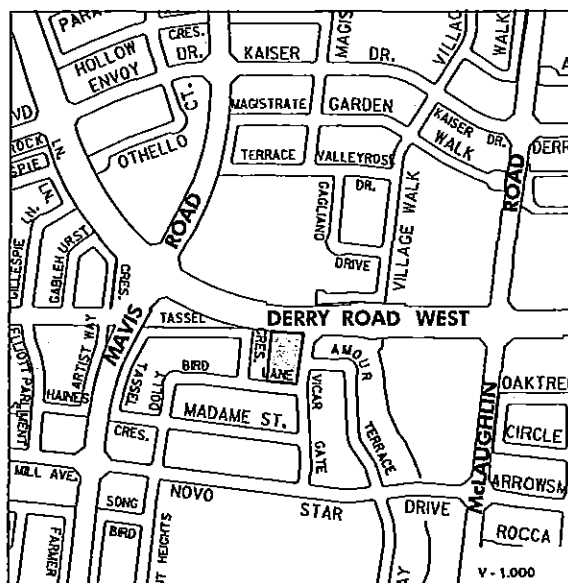
16.17.5.5 Site 5



16.17.5.5.1 The lands identified as Special Site 5 are located east of McLaughlin Road and north of Derry Road West.

16.17.5.5.2 Notwithstanding the provisions of the Residential Low Density II and Greenbelt designations, the lands may be used as a place of religious assembly. Subject to the Greenbelt policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for place of religious assembly, related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.

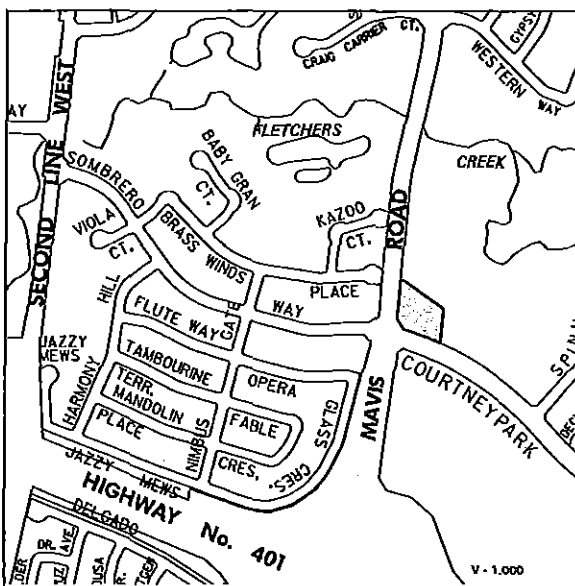
16.17.5.6 Site 6



16.17.5.6.1 The lands identified as Special Site 6, comprise the Brown-Vooro House, located on the south side of Derry Road West, west of McLaughlin Road.

16.17.5.6.2 Notwithstanding the provisions of the Residential Low Density II designation, the existing house may be converted to a restaurant and/or offices subject to the provision of access to the satisfaction of the Region of Peel.

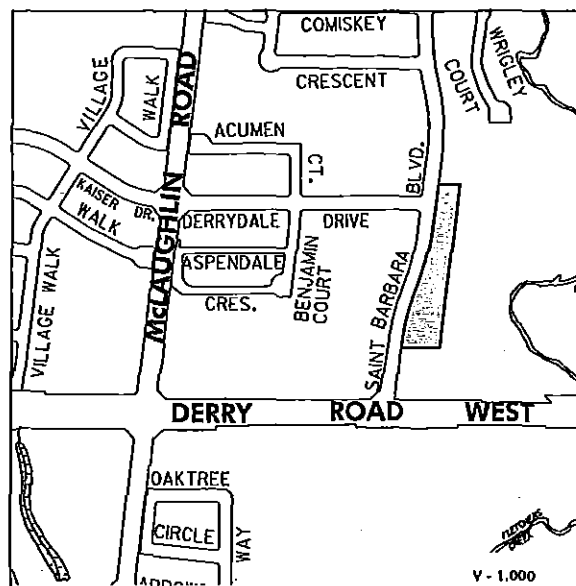
16.17.5.7 Site 7



16.17.5.7.1 The lands identified as Special Site 7 are located at the northeast corner of Courtneypark Drive and Mavis Road.

16.17.5.7.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the lands may be developed for Convenience Commercial uses.

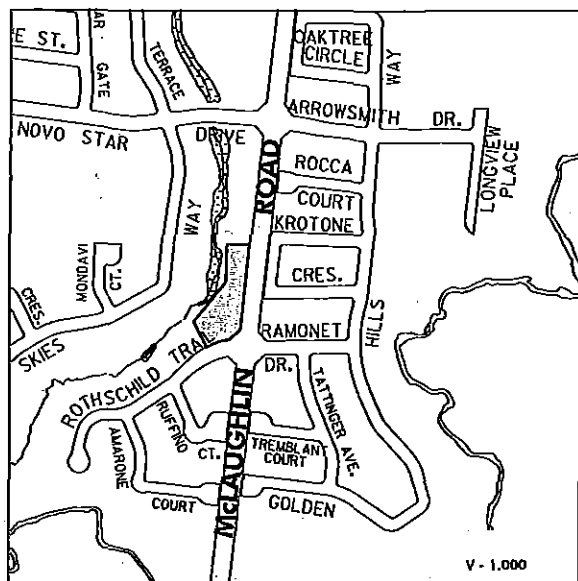
16.17.5.8 Site 8



16.17.5.8.1 The lands identified as Special Site 8 are located north of Derry Road West, east of McLaughlin Road.

16.17.5.8.2 Notwithstanding the provisions of the Business Employment designation, all community infrastructure will not be permitted.

16.17.5.9 Site 9

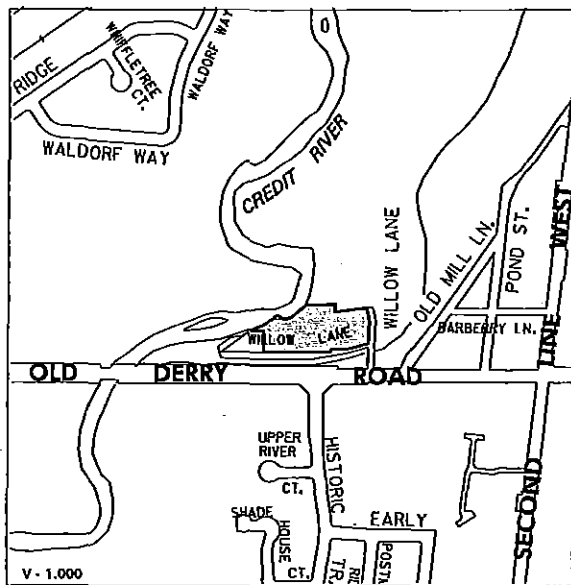


16.17.5.9.1 The lands identified as Special Site 9 are located on the west side of McLaughlin Road, south of Derry Road West.

16.17.5.9.2 Notwithstanding the provisions of the Residential Medium Density designation, apartment dwellings will be permitted.

16.17.6 Exempt Site Policies

16.17.6.1 Site 1



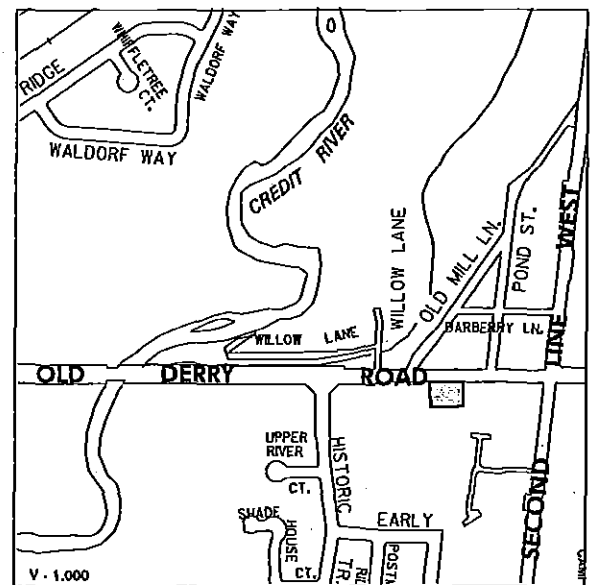
16.17.6.1.1 The lands identified as Exempt Site 1 are located on the north side of Willow Lane, and are subject to flooding from the Credit River.

16.17.6.1.2 Notwithstanding the provisions of the Greenbelt designation, detached dwellings will also be permitted in accordance with the Residential Low Density I policies of this plan.

Development of the subject lands will also be subject to the following:

- a. compliance with Credit Valley Conservation's *Policies for Floodplain Management* to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River; and
- b. compliance with Credit Valley Conservation's *Watercourse and Valleyland Protection Policies* to address environmental concerns, including the protection and preservation of native fish habitat.

16.17.6.2 Site 2



16.17.6.2.1 The lands identified as Exempt Site 2 are located on the south side of Old Derry Road, west of Second Line West.

16.17.6.2.2 Notwithstanding the provisions of the Convenience Retail Commercial designation, the existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.

Proposed Meadowvale Village Neighbourhood Character Area Policies (Compare Version)

New Text –Red

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16.17 Meadowvale Village

16.17.1 ~~Urban Design Policies~~ Context

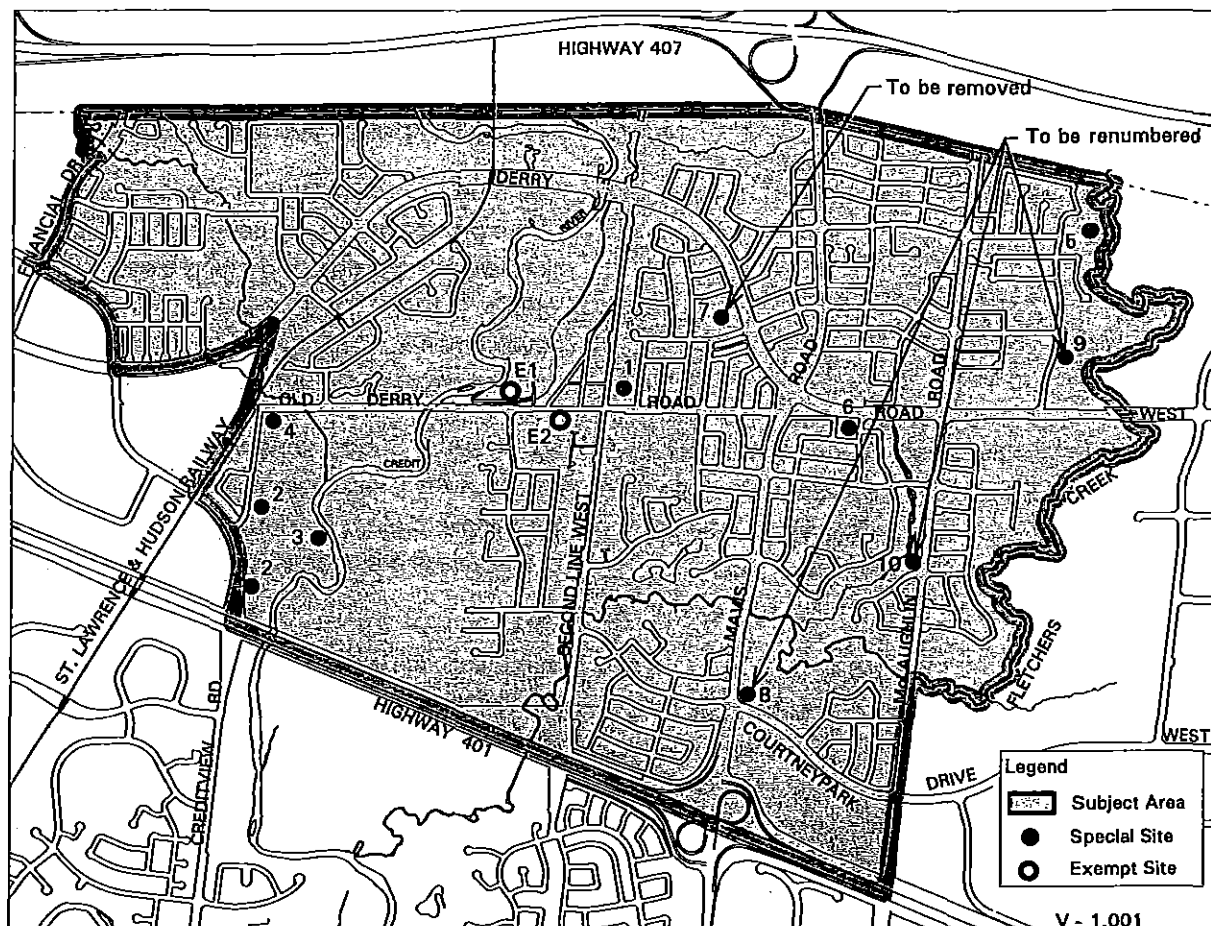
Community Design

16.17.1.1 In addition to general policies directing design elements which affect community identity and focus, two Precinets, as shown on Map 16.17.1: Meadowvale Village Precinets, require individual

attention:

- a. ~~the Village Precinct represents the lands in and around the Heritage Conservation District;~~
- b. ~~the Extended Village Precinct provides a buffer between other development and the Village.~~

16.17.1.2 Each Precinct includes lands with a variety of designations. The Urban Design Policies must be read together with the Land Use Policies of this Plan; together they are intended to encourage an



Map 16-17: Meadowvale Village Neighbourhood Character Area

New Text –Red

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Moved Text – Blue 1

~~urban form and character which supports the development concept.~~

Community Identity and Focus

16.17.1 The Meadowvale Village Neighbourhood Character Area policies apply to both the Meadowvale Village Heritage Conservation District including the lands immediately surrounding the Village, and the majority of lands more removed from the Village that have been developed through residential plans of subdivision throughout the 1990's and 2000's.

Meadowvale Village was first established as a European settlement circa 1819. Its location, adjacent the Credit River, with a natural and open meadow and shallow valley or vale, was a prime location for starting a saw mill and grist mill. Throughout the nineteenth century the mill, supported by local agrarian farming, built a strong economic community and social life for its inhabitants. In the late nineteenth century the rail lines were routed around the Village which lead to its decline. The Village became the modest, small village that survived into the twentieth century. By the late 1960's, Meadowvale Village was still a rural community with much of its nineteenth century character intact.

The Ontario Heritage Act was introduced in 1974 to provide municipalities with the means to protect and conserve their rural village communities. Meadowvale Village was Ontario's first Heritage Conservation District as approved by the Ontario Municipal Board in 1980. The establishment of the Meadowvale Village Heritage Conservation District officially recognized its historical associations and existing built form that makes it unique in Mississauga.

The Heritage Conservation District remains distinct within the City of Mississauga. It has retained its cultural heritage landscape and attributes due to concerned residents and its early designation as a Heritage Conservation District which has managed change over the past 30 years.

16.17.2 Urban Design Policies

The Urban Design Policies apply to all lands within the Meadowvale Village Neighbourhood Character Area. Urban design policies specific to the Heritage Conservation District and lands immediately surrounding the Village, are detailed in the Village Precinct policies.

~~16.17.4-3.2.1 New Development will comply with should create an identity for the Meadowvale Village Character Area which emphasizes the importance of the Heritage Conservation District Plan and integrates individual developments into a cohesive whole.~~

16.17.4-42.2 An interconnected open space network including the valleys of the Credit River, Levi Creek and Fletcher's Creek is a key feature in the identity of the Character Area which should be recognized in any development or redevelopment by enhancing visual and, where appropriate, physical public access to these open spaces.

16.17.4-52.3 A highly interconnected street pattern, such as a grid or modified grid, is encouraged.

16.17.4-62.4 A concept plan may be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern and connections to adjacent developments. Appropriate land assembly may be encouraged to achieve the objectives of this Plan.

16.17.4-72.5 Subdivisions which provide a mixture of lot sizes which vary in a highly intermixed, seemingly random fashion to echo the lotting fabric of the Village are encouraged.

~~16.17.4-21/24.2.6 The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting – all of which differ from existing City standards. In addition, side yard fencing, street trees, signage, open space linkages, bus shelters, mail delivery kiosks, and other street furniture should generally conform to the Meadowvale Village Urban Design Guidelines.~~

~~16.17.1-25.2.7 Within the Village Precincts and extended Village Precincts~~ Standards for street layout, parking and loading spaces, landscaping, commons, building height and location, site and dwelling unit design, including dwelling unit composition, form, massing, setbacks, and spatial relationship with adjacent buildings, site access, lighting, signage, and screening ~~should~~ shall generally meet the requirements of the Zoning By-Law. ~~Conservation Principles and Design Guidelines for the Meadowvale Village Heritage Conservation District.~~

~~16.17.1-27.2.8 Streetscape Policies apply to all lands within the Meadowvale Village Character Area.~~ The design of the street right-of-way and the design of the lands along the street affect the **streetscape** and should have regard for the following:

- a. vistas and views of the Heritage Conservation District, and into and along the valleys of the Credit River, Levi Creek, and Fletcher's Creek should be created, maintained and enhanced;
- b. the creation of individual entry features to subdivisions is discouraged to avoid the creation of enclaves within the community;
- c. adjacent to Provincial Highways and elsewhere where "reverse frontages" are unavoidable and acoustic protection is required, such acoustic protection should be provided through berming to the greatest extent possible, minimizing the use of noise attenuation walls; and
- d. reverse frontage development will be prohibited along the existing alignment of Old Derry Road.

Building and Spaces

~~16.17.1-28.2.9 Buildings and Spaces Policies apply to all lands within the Meadowvale Village Character Area.~~ In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the function and aesthetic appeal of the site itself:

~~a. sites within the Heritage Conservation District will be subject to the policies of the Meadowvale Village Heritage Conservation District plan and Conservation Principles and Design guidelines for the Meadowvale Village Heritage Conservation District;~~

~~b.~~ a. the presence of garages should be minimized to create an attractive **streetscape**. Garages should not project substantially beyond the front face of any house. Garages that project beyond the front of any house will be discouraged; small, recessed or detached garages are preferred. Additional measures may be required through the processing of development applications to ensure an acceptable **streetscape** is developed. Garages will not project beyond the face of any house located in areas designated Residential Low Density I; and

~~e.~~ b. reversed frontage lots may be permitted, providing the lots have a minimum depth of 45 m.

The Village Precinct

16.17.4-8.2.10 The Village Precinct represents the lands in and around the Heritage Conservation District as shown on Figure Map 16-17.1: Meadowvale Village Precincts.

16.17.4-26.2.11 The development of properties within the Heritage Conservation District and the Village Precincts will be subject to the site plan control. In case of the Heritage Conservation District, development of properties will require the approval of the Local Architectural Conservation Advisory Committee (LACAC) recommendation of the local Meadowvale Village Heritage Conservation District Review Committee and the Heritage Advisory Committee (HAC) in accordance with the Meadowvale Village Heritage Conservation District Plan.

16.17.4-9.2.12 The rural village character of the Heritage Conservation District must be maintained; for example, the small houses with complex massing, the generous front, rear and side setbacks,

the many mature trees and the irregular topography. These provisions should also guide new development outside the in close proximity to the Heritage Conservation District, but within this Precinct.

16.17.4-402.13 The horizontal and vertical road alignments of existing roads within the Heritage Conservation District should be preserved with no widenings or significant changes to existing grades to ensure the preservation of existing hedgerow trees and Village character.

16.17.4-42.14 The ditched cross-sections of existing roads within the Heritage Conservation District should be maintained to retain character and to avoid disrupting the existing drainage pattern and thus affecting the health of existing trees; reconstruction of these roads to a curb and gutter cross-section will require an amendment to this Plan.

16.17.4-42.2.15 The Outside the Heritage Conservation District, the street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern with small blocks.

16.17.4-432.16 The existing grades should be maintained. Where acceptable drainage cannot be achieved through revised road layouts, lot sizes, lotting patterns or innovative drainage techniques, regrading may be permitted, providing that the effect on topography and vegetation is minimized.

16.17.2.17 Development will comply with and ensure the protection of the Village elements as stated in the Heritage Character Statement and Heritage Attributes as contained in the Heritage Conservation District Plan.

16.17.4-14.2.18 The design of subdivisions will provide for the appropriate development of the rear

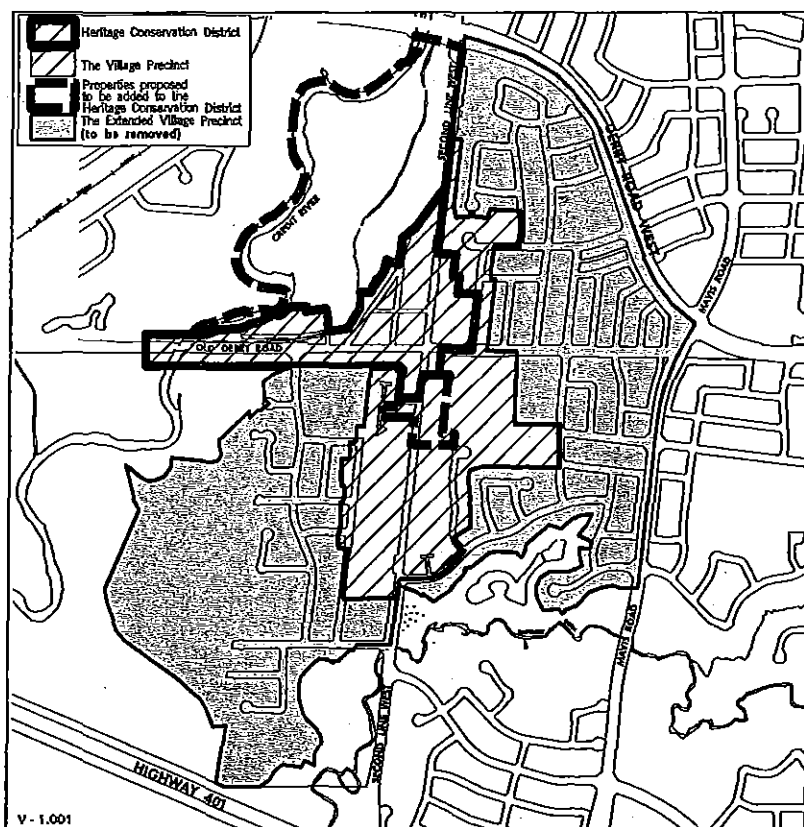


Figure Map 16-17.1: Meadowvale Village Precincts

yards of the existing lots fronting on both sides of Second Line West, south of Old Derry Road.

16.17.4.152.19 A concept plan will be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern, connections to adjacent developments, existing and proposed grading, building envelopes, and garage locations.

16.17.4.162.20 The Precinct includes a progression of spaces and landscape features to define the edge of the Village; development near these gateways should enhance them and be in harmony with the character of the Village. The procession of spaces leading to the Village starts with a **streetscape** which is loosely enclosed by buildings or tree planting, followed by a **streetscape** which is enclosed by a canopy of trees which marks the entrance to the village.

16.17.4.172.21 Lots should vary in size from street block to street block to create a varied and interesting **streetscape** sympathetic to the varied lot fabric of the Heritage Conservation District.

16.17.2.22 Land severances within the Heritage Conservation District will not be permitted in order to protect the historic patterning of open space and their relationship to properties, structures and elements.

Site Development Standards

16.17.4.18.2.23 Building heights should be limited to two and a half storeys, lot coverage should be addressed, and provision made for generous setbacks to ensure a sense of spaciousness around the Village, with larger setbacks closer to the Village.

16.17.4.19.2.24 Any person undertaking to develop a building proposed to contain less than 25 residential dwelling units on lands within the Village Precinct will be required to provide such plans and drawings as set out in the *Planning Act*, as amended.

16.17.4.20.2.25 Pedestrian access will be provided from the Community Centre through abutting land to the west to the existing park.

The Extended Village Precinct

~~16.17.1.22 This Precinct is shown on Map 16.17.1: Meadowvale Village Precincts.~~

~~16.17.1.23 The street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern.~~

~~16.17.1.24 The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting all of which differ from existing City standards. In addition, side yard fencing, street trees, signage, open space linkages, bus shelters, mail delivery kiosks, and other street furniture should generally conform to the Meadowvale Village Urban Design Guidelines.~~

16.17.3 Land Use

16.17.2.3.1 The Residential Low Density I designation permits detached dwellings on lots with minimum frontages of 22.5 m except in the following area:

- a. land which does not immediately abut the Heritage Conservation District may be developed for detached dwellings on lots with a minimum frontage of 18 metres.

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

16.17.2.3.3 Notwithstanding the Greenbelt policies of this Plan:

- a. agricultural operations will be permitted; and
- b. it is recognized that a golf club is located on lands north of Derry Road West and west of Fletcher's Creek. A golf club is a permitted use within the boundaries of the Derrydale Golf Club, as those boundaries exist on the date these Policies come into effect.

16.17.23.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

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

16.17.34 Transportation

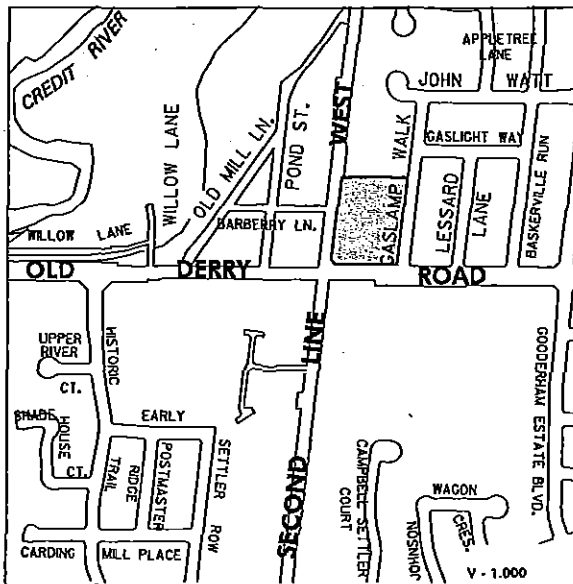
16.17.34.1 Public Lanes are considered part of the local road system and serve the rear of the properties that abut them. These Public Lanes, normally have rights-of-way less than 17 m, which will be determined during the development review process.

16.17.34.2 Second Line West may be terminated north and south of Provincial Highway 401 as part of the future widening of Provincial Highway 401. The precise timing and location of these points of termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.

16.17.45 Special Site Policies

There are sites within the Character Area that merit special attention. Any application for development of lands affected by a Special Site Policy will be subject to the provisions of this section and where applicable, the additional approvals of the Mississauga Heritage Advisory Committee and the Meadowvale Village Heritage Conservation District Review Committee, notwithstanding other policies of this Plan.

16.17.45.1 Site 1



16.17.45.1.1 Within the area identified as Special Site 1, it is the intent of these Character Area Policies to establish a special site within the village. This site is located on the Gooderham Estate, located at the northeast corner of Old Derry Road and Second Line West.

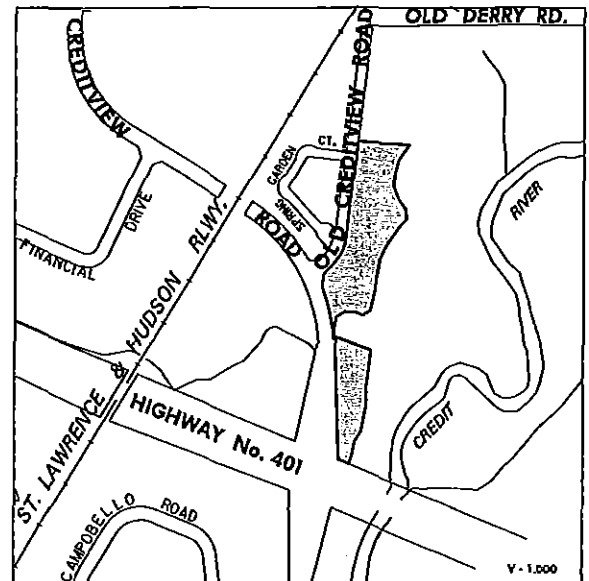
16.17.45.1.2 Notwithstanding the provisions of the Residential Low Density I and Public Open Space designations, Special Site 1 may also include the integration of open space with existing buildings and structures to be used for public and/or private uses. Permitted uses within the existing building designated Residential Low Density may include but are not limited to, overnight accommodation,

including bed and breakfast, restaurants, public and private community uses, an art gallery, and multiple unit housing.

16.17.45.1.3 The design and development of the community park lands will be done in consultation with the Meadowvale Village Heritage Conservation District Review Committee and the owners of the remaining component of the Gooderham Estate.

16.17.45.1.4 The lands designated Public Open Space will not be used to calculate the density of any development that should occur in the future on the balance of the site.

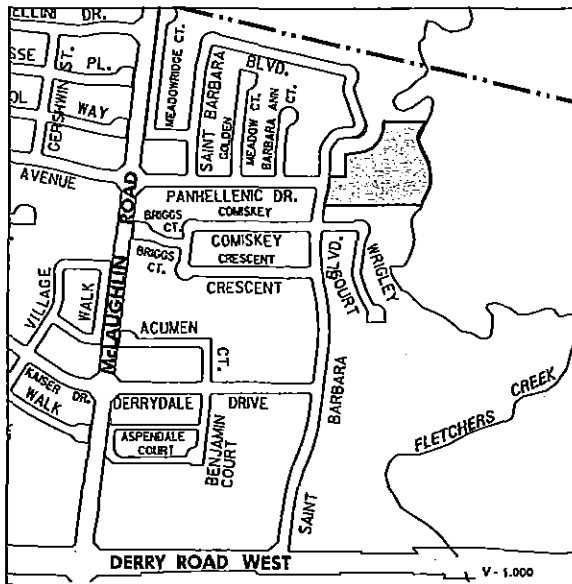
16.17.45.2 Site 2



16.17.45.2.1 The lands identified as Special Site 2 are located on the east side of Old Creditview Road and the east side of Creditview Road, north of Provincial Highway 401.

16.17.45.2.2 Notwithstanding the provisions of the Residential Low Density II designation, the lands may also be used for cluster townhouses, and offices having a residential scale and character at a maximum density of 0.5 **floor space index (FSI)**. Hospitality and recreational uses will be permitted, provided such uses are accessory to the establishment of a golf course on the lands designated Special Site 3.

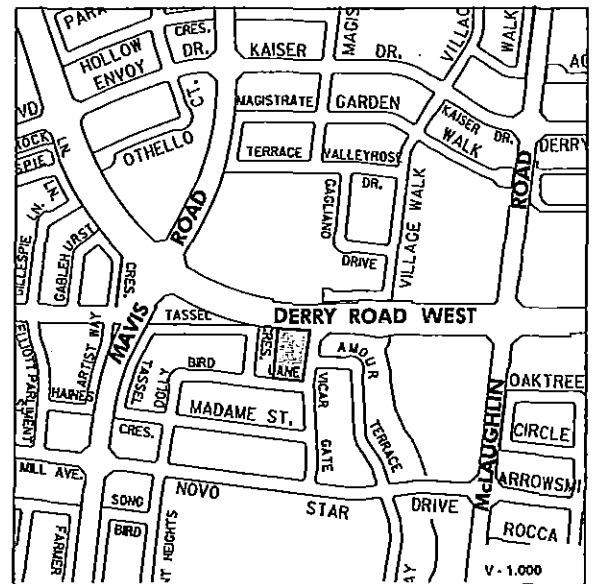
16.17.45.5 Site 5



16.17.45.5.1 The lands identified as Special Site 5 are located east of McLaughlin Road and north of Derry Road West.

16.17.45.5.2 Notwithstanding the provisions of the Residential Low Density II and Greenbelt designations, the lands may be used as a place of religious assembly. Subject to the Greenbelt policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for place of religious assembly, related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.

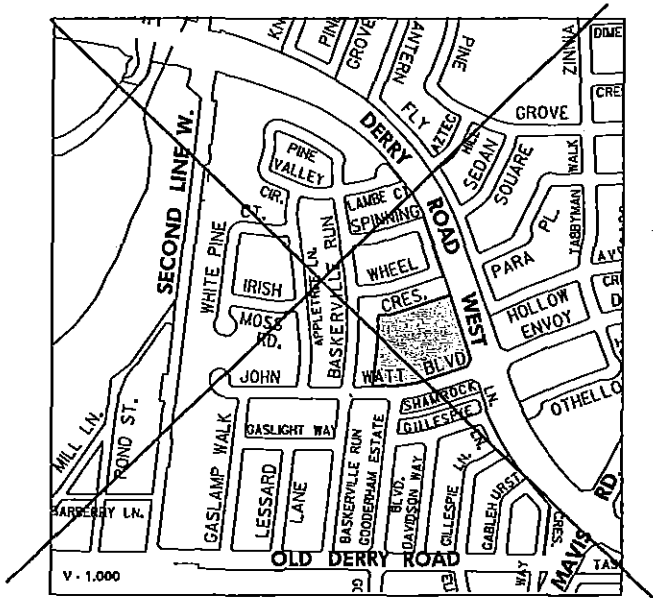
16.17.45.6 Site 6



16.17.45.6.1 The lands identified as Special Site 6, comprise the Brown-Vooro House, located on the south side of Derry Road West, west of McLaughlin Road.

16.17.45.6.2 Notwithstanding the provisions of the Residential Low Density II designation, the existing house may be converted to a restaurant and/or offices subject to the provision of access to the satisfaction of the Region of Peel.

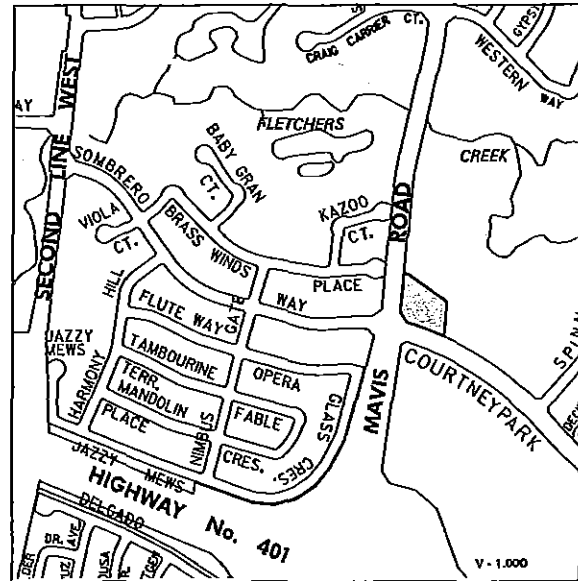
16.17.4.7 Site 7



16.17.4.7.1 The lands identified as Special Site 7 are located at the northwest corner of John Watt Boulevard and Derry Road West.

16.17.4.7.2 Notwithstanding the provisions of the Residential Low Density II designation, a 140-bed long-term care facility with a maximum Gross Floor Area (GFA) of 8,340 m² and a maximum height of two storeys will also be permitted and limited commercial uses may be considered.

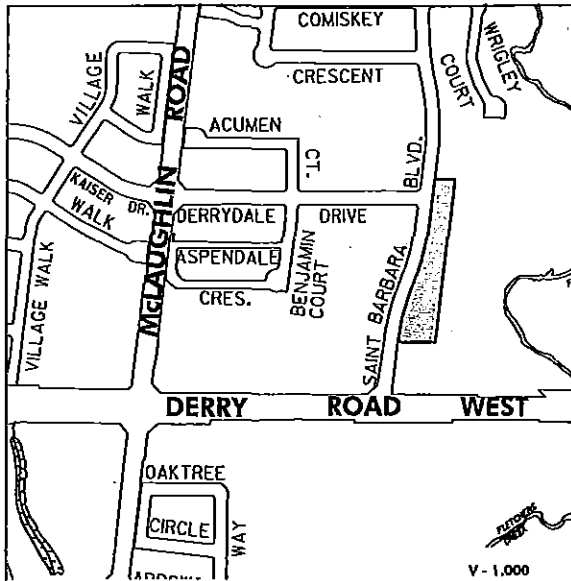
16.17.4.85.7 Site 87



16.17.4.8.5.7.1 The lands identified as Special Site 87 are located north of Derry Road West, east of McLaughlin Road.

16.17.4.8.5.7.2 Notwithstanding the provisions of the Business Employment designation, all community infrastructure will not be permitted.

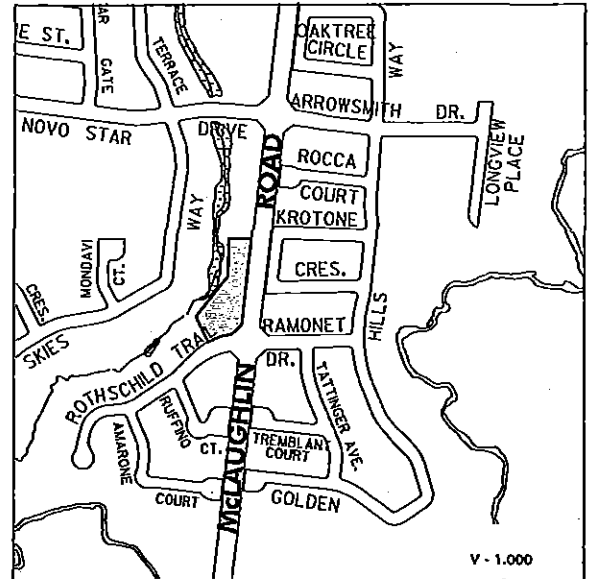
16.17.4.95.8 Site 98



16.17.4.95.8.1 The lands identified as Special Site 98 are located north of Derry Road West, east of McLaughlin Road.

16.17.4.95.8.2 Notwithstanding the provisions of the Business Employment designation, all community infrastructure will not be permitted.

16.17.4.105.9 Site 409

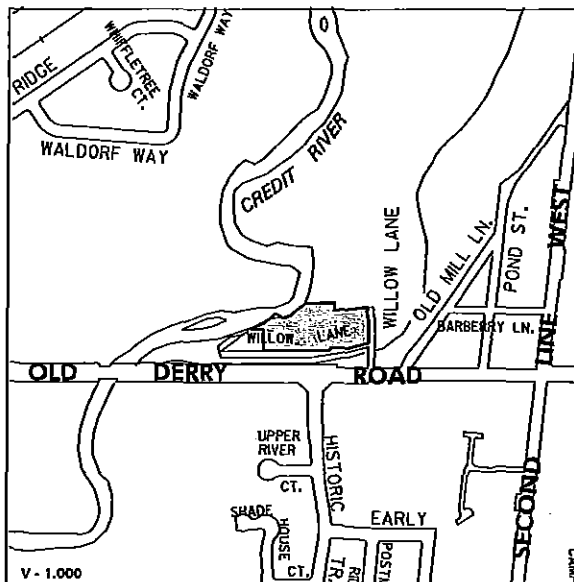


16.17.4.105.9.1 The lands identified as Special Site 409 are located on the west side of McLaughlin Road, south of Derry Road West.

16.17.4.105.9.2 Notwithstanding the provisions of the Residential Medium Density designation, apartment dwellings will be permitted.

16.17.56 Exempt Site Policies

16.17.56.1 Site 1



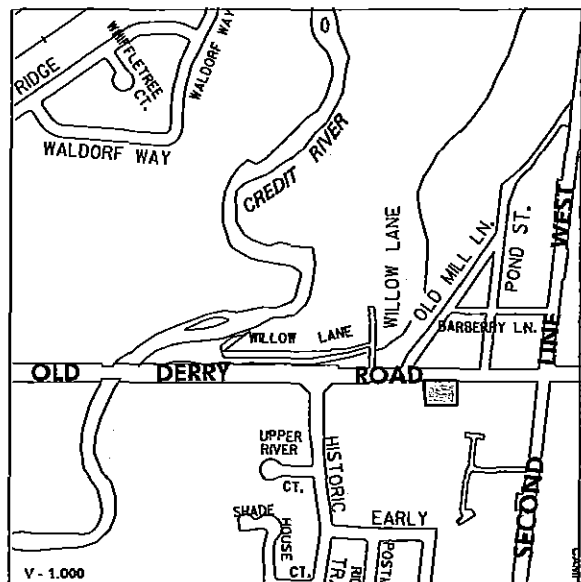
16.17.56.1.1 The lands identified as Exempt Site 1 are located on the north side of Willow Lane, and are subject to flooding from the Credit River.

16.17.56.1.2 Notwithstanding the provisions of the Greenbelt designation, detached dwellings will also be permitted in accordance with the Residential Low Density I policies of this plan.

Development of the subject lands will also be subject to the following:

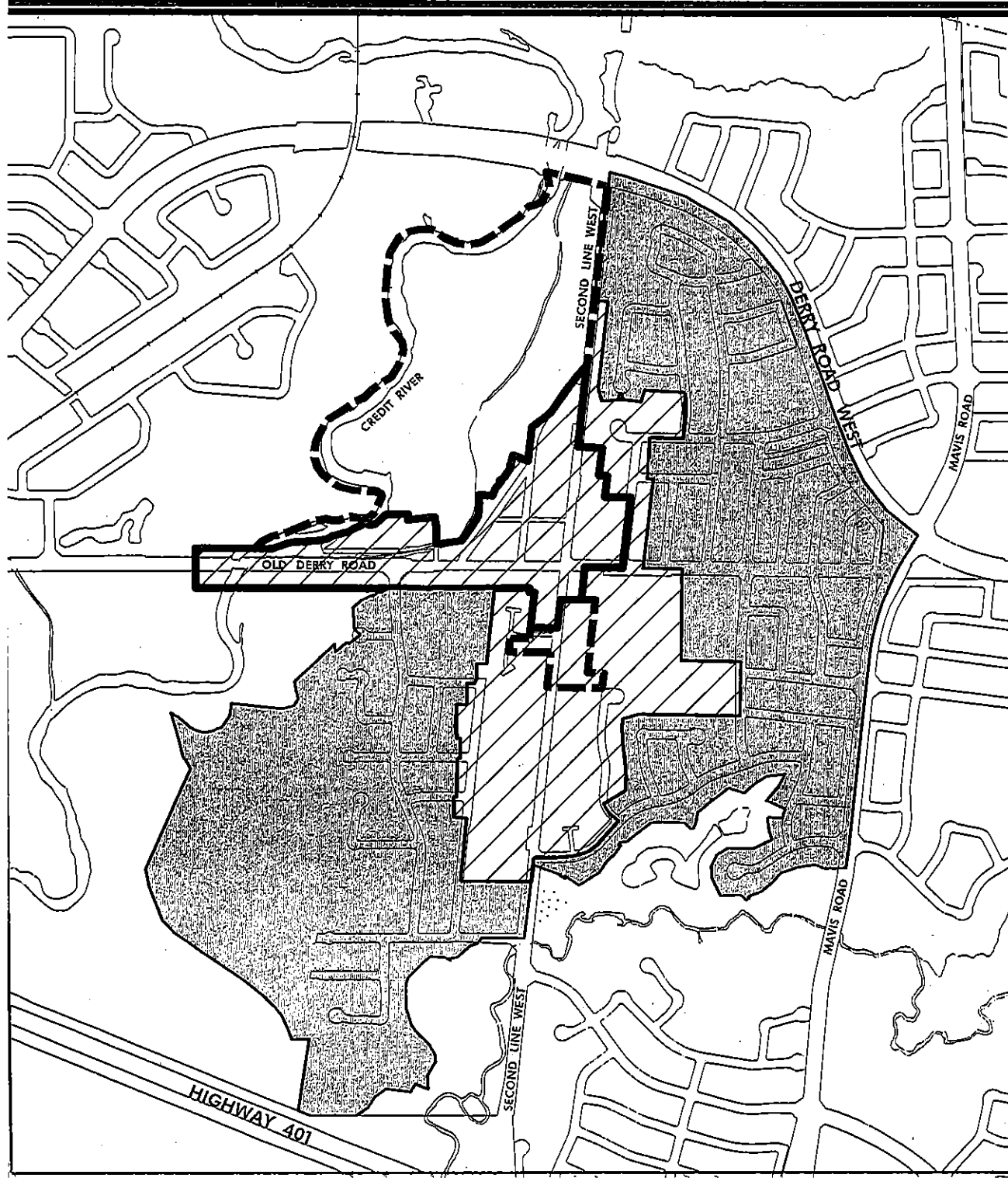
- a. compliance with Credit Valley Conservation's *Policies for Floodplain Management* to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River; and
- b. compliance with Credit Valley Conservation's Watercourse and Valleyland Protection Policies to address environmental concerns, including the protection and preservation of native fish habitat.

16.17.56.2 Site 2







16.17.56.2.1 The lands identified as Exempt Site 2 are located on the south side of Old Derry Road, west of Second Line West.

16.17.56.2.2 Notwithstanding the provisions of the Convenience Retail Commercial designation, the existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.



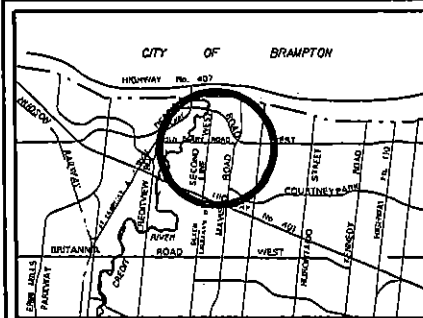
LEGEND:

-  Heritage Conservation District
-  The Village Precinct
-  Properties proposed to be added to the Heritage Conservation District
-  The Extended Village Precinct (to be removed)



SUBJECT:

MEADOWVALE VILLAGE PRECINCTS



FILE NO:	133428
DWG. NO:	MVPRECINCTS
SCALE:	N.T.S.
DATE:	2013 04 15
DRAWN BY:	K. PROKOP

APPENDIX 3

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics.

25

CITY

PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

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

LAND USE LEGEND

Heritage Conservation District	Civic Centre (City Hall)
1988 NEP/2000 NEP Composite Noise Contours	City Centre Transit Terminal
LBP/A Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBP/A Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

CITY STRUCTURE

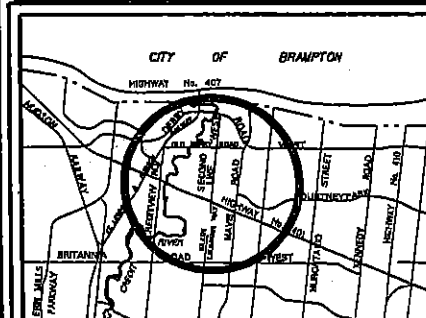
Elements

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

ND2 Region of Peel Non-Decision

Meadowvale Village Neighbourhood Character Area

SUBJECT: PART OF SCHEDULE 10
LAND USE DESIGNATIONS



FILE NO:

133428

DWG. NO:

LUSE10

SCALE:

N.T.S.

DATE:

2013 04 15

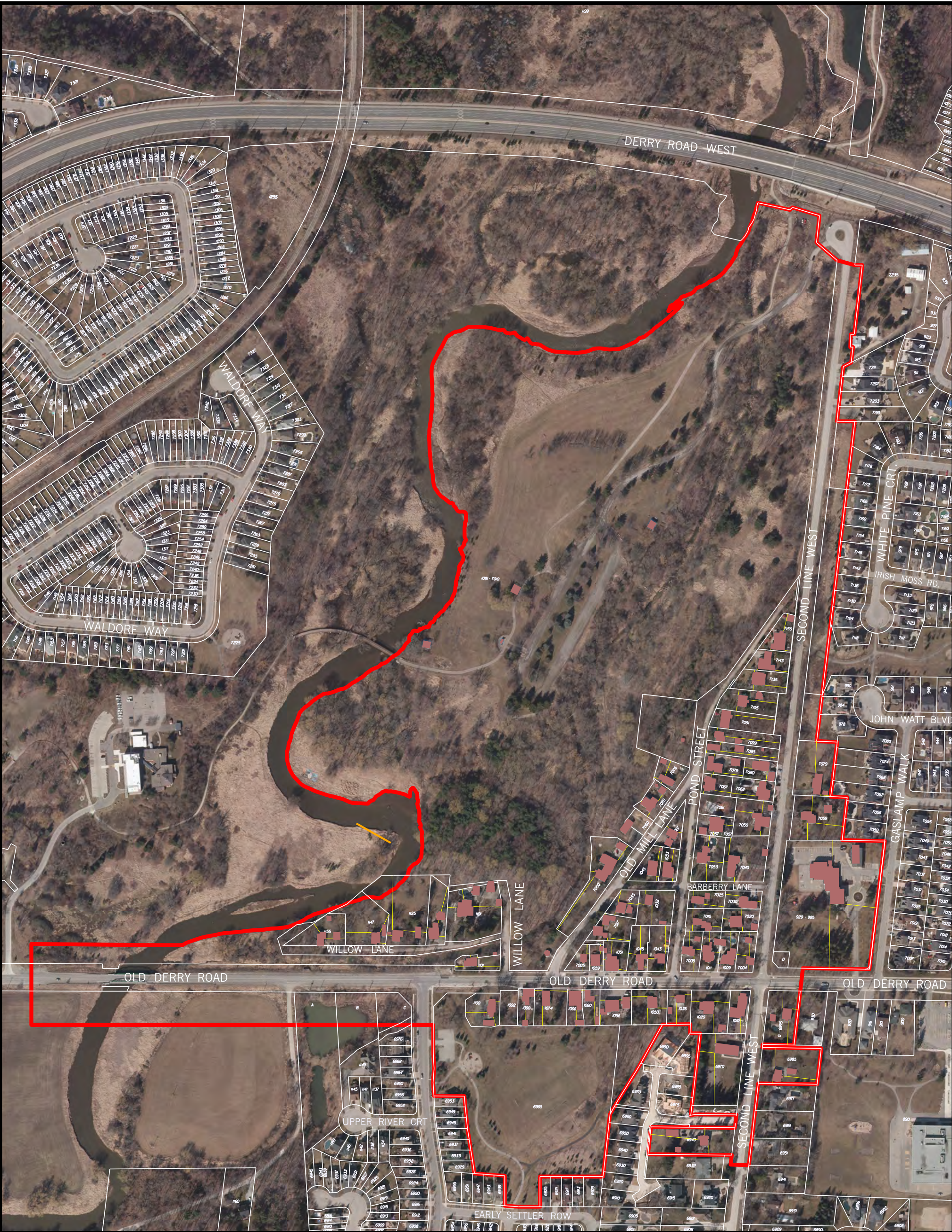
DRAWN BY:

K. PROKOP

MISSISSAUGA
Planning and Building

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T&W, Geomatics

APPENDIX 4



**PROPOSED MEADOWVALE VILLAGE
HERITAGE CONSERVATION DISTRICT BOUNDARY**

LEGEND

Proposed Boundary

Dimension Lines

0 25 50 75 100
metres

MISSISSAUGA
Leading today for tomorrow

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T&W, Geomatics

April 2013

Provision	R1 Base Zone	R1 – 32 Existing (Meadowvale Village)	R1 – 32 Proposed (Meadowvale Village)
Min. Lot Area	750 m ² (8,072 ft ²)	750 m ² (8,072 ft ²)	1200 m² (12,917 ft²)
Min. Lot Frontage	22.5 m (73.8 ft.)	22.5 m (73.8 ft.)	22.5 m (73.8 ft.)
Max. Lot Coverage	25%	25%	25%
Min. Front Yard	9.0 m (29.5 ft)	9.0 m (29.5 ft)	9.0 m (29.5 ft.)
Min. Ext. Side Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Min. Int. Side Yard	1.8/4.2 m (5.9/13.8 ft.)	1.8/4.2 m (5.9/13.8 ft.)	1.8/4.2 m (5.9/13.8 ft.)
Min. Rear Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum Combined Width of Side Yards One storey dwelling Two storey dwelling	n/a	n/a	20% of the lot frontage 27% of the lot frontage
Maximum Height	10.7 m (35.1 ft.)	7.0 m (23 ft.) highest ridge -sloped roof Flat roof not permitted	7.0 m (23 ft.) for sloped roof flat roof not permitted
Maximum GFA	n/a	n/a	150 m² (1,615 ft²) plus 0.10 times the lot area
Maximum Floor Area Garage	n/a	75 m ² (807 ft. ²)	50 m² (538 ft.²)
Max. Garage Projection	n/a	0.0 Attached garage not permitted	0.0 No attached garage
Max. Dwelling Depth	n/a	n/a	17.0 m (55.6 ft.)
Max. Driveway Width	n/a	Lesser of 8.5 m or 50% of lot frontage	3.0 m (9.8 ft.)⁽¹⁾

NOTE: (1) For **lots** having a **lot frontage** of 18.0 m or greater, the maximum **driveway** width may be increased to 6.0 m (19.7 ft.) for that portion of the **driveway** that is within 6.0 m (19.7 ft.) of the **front garage face** and which is providing direct vehicular access to the **garage**, provided that the **driveway** does not cover more than 50% of the area of the **front yard** and/or **exterior side yard**.



Corporate Report

Clerk's Files

Originator's
Files PR.05.INT

DATE: May 21, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 10, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building Department

SUBJECT: **International Design Competitions Task Force -
Report on Recommendations**

RECOMMENDATION: That the report dated May 21, 2013, from the Commissioner of Planning and Building entitled "International Design Competitions Task Force – Report on Recommendations", be adopted in accordance with the following:

1. That the Criteria for Evaluation and Identification of Landmark Sites, shown in Appendix 4, be approved as the guideline to evaluate and identify future properties.
2. That the Inventory of Landmark Sites in Appendices 5, 6 and 7 be approved for the purpose of recognizing key properties across the City and their potential to be enhanced and/or developed through a lens of design excellence and city building.
3. That City staff initiate contact with landowners of the selected sites, to express the City's aspirations for design excellence and to assess landowner interest in undertaking design competitions.
4. That the Commissioner of Planning and Building report back to the Planning and Development Committee with respect to the following:

- a. the expansion of the Inventory of Landmark Sites as additional properties are identified for future inclusion;
- b. additional information pertaining to design competitions including potential incentives;
- c. guidelines to assist private landowners with design competitions based on the process outlined by the Royal Architectural Institute of Canada (RAIC) and the Ontario Association of Architects (OAA); and
- d. implications for staff resources to support design competitions including administering the Inventory of Landmark Sites.

**REPORT
HIGHLIGHTS:**

This report outlines key steps related to design competitions:

- a set of criteria for evaluating and identifying potential sites for design competitions;
- an Inventory of Landmark Sites, to be expanded as additional properties are identified throughout the City;
- defining an approach to engage landowner interest in design competitions and communicating the City's design objectives; and
- highlights from the framework outlined by the Royal Architectural Institute of Canada (RAIC) and the Ontario Association of Architects (OAA) concerning architectural design competitions, serving as the basis for City initiated guidelines.

BACKGROUND:

At its meeting of November 14, 2011, the Planning and Development Committee considered a report entitled "International Design Competitions" that was received for information. The Commissioner of Planning and Building was requested to report back to the Planning and Development Committee on the recommendations of the International Design Competition Task Force identifying:

1. Sites to be considered for international design competitions;
2. Criteria used to determine the selection of the sites; and
3. Processes to be followed by landowners for engaging in an international design competition.

COMMENTS:**Proceedings and accomplishments of the International Design Competitions Task Force**

With the support of the Planning and Building Department, the International Design Competitions Task Force (see Task Force Members - Appendix 1) met on a number of occasions to discuss points of view related to international design competitions as a mechanism for achieving design excellence in the City. Highlights from the proceedings of the Task Force are cited in Appendix 2 of this report.

Design Competitions vs. Collaborative Approaches

The Task Force has carefully considered the opportunities and practical challenges of mandating competitions on private lands, given precedents set by other North American cities and the authority provided to Ontario municipalities under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, as outlined in Appendix 9 of this report. Alternatively, the Task Force is recommending a consultative and collaborative approach in engaging landowners, with a focus on promoting the City's objectives with respect to design excellence; understanding the future plans of the landowner; and assessing any potential interest of the landowner in undertaking a design competition.

First Steps to Promoting Design Excellence

To promote design excellence across the City, the Task Force has identified some key steps in moving forward that include:

1. Establishing an Inventory of Landmark Sites as a compilation that documents and recognizes key sites to be considered for a design competition in the City;
2. Formulating criteria in which to consider, evaluate and identify sites; and
3. Identifying a small number of properties as the basis for launching the Inventory.

Establishing an Inventory of Landmark Sites

The Task Force has given consideration to establishing an Inventory of Landmark Sites. Their endorsement of the list of properties is an important first step towards recognizing these key sites for their potential for design excellence and city building.

The proposed Inventory of Landmark Sites, explained in Appendix 5, is intended to be a 'living' record that will be expanded as additional properties are identified and evaluated against the proposed criteria (shown in Appendix 4).

As a communications and planning tool, the Inventory will be particularly instrumental for engaging landowners in discussions around future plans, their interest in undertaking design competitions and/or ways in which design excellence can be met through other approaches outlined in Appendix 3.

Criteria for Evaluating and Identifying Landmark Sites

A set of criteria, entitled 'Criteria for Evaluating and Identifying Landmark Sites' is shown in Appendix 4 for the purpose of identifying potential sites. The criteria not only provide a framework within which properties are considered, but also provide assurance of a reasoned, well-considered process for the evaluation and identification of sites in the City. The proposed criteria are founded on themes related to:

1. Civic and Community Contribution;
2. City Building;
3. Location and Prominence;
4. Potential Catalyst; and
5. Site Character and Qualities.

Properties Proposed for Inclusion in Inventory of Landmark Sites

The Task Force considered a number of sites throughout the City, identifying six (6) properties (shown in Appendices 6 and 7) as the basis to create the proposed Inventory of Landmark Sites. Each site has been vetted through the 'Criteria for Evaluating and Identifying Landmark Sites' (shown in Appendix 4) and qualify for inclusion in the Inventory.

Further Work to Be Investigated

The Task Force has highlighted other matters to be considered as part of further exploratory work and investigation into sites in preparation for design competitions. The purpose of this is to ensure that a site can reasonably accommodate the intended program and process. Considerations include a full understanding of site constraints; economic viability of the site/development program; ascertaining clarity around site ownership and status; in-place regulatory provisions; and, ensuring ample support from landowners, the public and elected officials for the property in question.

In addition to the collaborative approach that is recommended to engage landowners, the Task Force has also identified the need to explore potential incentives that could encourage interest in design competitions on private lands as part of further research work. Generally, these may include a focus on regulatory and planning aspects, such as pre-approved zoning; Community Improvement Plans and Section 37; and partnerships for communications, media, research and marketing programs between a developer and the City. Given the breadth of scope and complexity of these topics, staff will continue to assess and explore the feasibility of these

incentives, providing updates to the Planning and Development Committee as information becomes available.

Process for Landowners to follow concerning Design Competitions

A comprehensive framework for design competitions is provided by the Royal Architectural Institute of Canada and the Ontario Association of Architects on their respective corporate websites. The framework provides the basis in which guidelines can be developed by the City and followed by landowners to structure design competitions. This includes clarifying roles and responsibilities; articulating clear objectives; transparency and fairness; participation and engagement; communication strategies and timelines; and, the expected deliverables and outcomes related to design competitions. This process is further elaborated upon in Appendix 8.

STRATEGIC PLAN: Achieving design excellence through design competitions or alternative approaches is consistent with the City's Strategic Plan, supporting the Strategic Pillars of Change and actions related to: Move, Belong, Connect, Prosper and Green.

FINANCIAL IMPACT: There are implications for existing resources in order to continue with design competitions, including engaging landowners, research on potential incentives and administering the Inventory of Landmark Sites. As such, staff will report back to Planning and Development Committee with information on specific resource needs to support these undertakings.

CONCLUSION: The International Design Competitions Task Force has recommended key steps to promote the City's objectives concerning design excellence and city building. The proposed set of criteria are reasonable for the purpose of identifying potential sites, and recommends establishing an Inventory of Landmark Sites, which can be expanded as additional properties are researched and identified. An approach to engage landowner interest in design competitions is also outlined, with information made available from the RAIC and OAA concerning guidelines for

structuring design competitions. This framework is comprehensively set out and can be used by the City in developing guidelines that serve both public and private competitions.

ATTACHMENTS:

- Appendix 1: Members of the International Design Competitions Task Force
- Appendix 2: Highlights of Proceedings – International Design Competitions Task Force
- Appendix 3: Collaborative Tools for Design Excellence
- Appendix 4: Criteria for the Evaluation and Identification of Landmark Sites
- Appendix 5: Inventory of Landmark Sites (Explanation)
- Appendix 6: Map of Properties Proposed for Inclusion – Inventory of Landmark Sites
- Appendix 7: Properties Proposed for Inclusion (by Ward)
- Appendix 8: Framework for Design Competitions – Highlights on Guidelines from the Royal Architectural Institute of Canada and Ontario Association of Architects
- Appendix 9: Report dated October 25, 2011, to Planning and Development Committee

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Steven Bell, Urban Designer

International Design Competitions Task Force

File: PR.05.INT

MEMBERS OF THE INTERNATIONAL DESIGN COMPETITIONS TASK FORCE

City of Mississauga Council

Jim Tovey, Councillor, Ward 1

Pat Mullin, Councillor, Ward 2

Frank Dale, Councillor, Ward 4

Ron Starr, Councillor, Ward 6

Private Sector Architects and Practitioners

Antonio Gomez-Palacio, DIALOG

Mansoor Kazerouni, IBI Group/Page and Steele

Ian Chodikoff, Farrow Partnership Architects

Peter Berton, +VG Architects

Planning and Building Department

Marilyn Ball, Director, Development and Design

Wayne Nishihama, Manager, Urban Design

Steven Bell, Urban Designer

Edward Nicolucci, Urban Designer

International Design Competitions Task Force

File: PR.05.INT

**HIGHLIGHTS OF PROCEEDINGS
INTERNATIONAL DESIGN COMPETITIONS TASK FORCE**

The International Design Competitions Task Force met on several occasions to consider matters related to design competitions and design excellence in the City. A number of topics and viewpoints were considered and discussed by the Task Force and are cited as follows:

- design excellence is an important goal, priority and outcome to be realized for the City;
- the importance of good architecture, its contribution to place making, and the image of the City;
- iconic buildings versus buildings that integrate well with adjacent neighbourhoods and communities to create seamless relationships;
- the practical considerations of design competitions on either public or privately held lands;
- alternative approaches to achieve design excellence;
- how buildings relate to the public realm, i.e. streetscapes and open space;
- competition types and formats, including planning tools to support, encourage and facilitate competitions;
- regulatory considerations and approvals to support competitions;
- practical and due diligence matters associated with sites and competitions; and
- ways to identify, assess and recognize potential landmark sites in light of design excellence objectives, such as site inventories and criteria to assess sites.

International Design Competitions Task Force**PR.05.INT****Collaborative Tools for Design Excellence**

Although highly effective, design competitions represent one avenue to achieve design excellence in projects where architectural merit is commensurate with aspirational civic values that achieve sustainability, economic development and the sense of community and place. Other tools which can assist in achieving design objectives include:

- Design charettes and workshops
- Visioning exercises
- Master planning initiatives
- Urban design control documents
- Official Plan – the City’s new Official Plan also contains a number of innovative urban design policies in the section entitled "Build a Desirable Urban Form". These policies set out to significantly raise the bar on urban design objectives with a view to articulating the City’s aspirations for a quality built and open space environment.
- Form Based Designed Standards are another mechanism which can clearly communicate design expectations related to the execution and quality of buildings and the public realm. As an approach to delivering design excellence, this tool was recently deployed in conjunction with the recently approved Local Area Plan and Zoning Amendments for the Downtown Core by Council.
- Recognition through Mississauga Urban Design Awards - the City of Mississauga has also enjoyed tremendous success in witnessing a number of well executed projects by the private sector, without having to necessarily rely on design competitions. Many of these projects have been celebrated as important examples through the City’s annual Urban Design Awards Program, which recognizes their important contribution to Mississauga.
- Building upon recognized practices and current directions in urban design, architecture and landscape architecture
- Education and awareness on design excellence

**CRITERIA FOR THE EVALUATION AND IDENTIFICATION
OF LANDMARK SITES**

1. Civic and Community Contribution

Ability to significantly improve the quality of life for Mississauga citizens

2. City Building

Capacity to contribute toward City Building efforts

3. Location and Prominence

A strong presence or visibility in the City's landscape

4. Potential Catalyst

Able to catalyze improvements beyond the site at the community and city wide scale

5. Site Character and Qualities

Attributes or characteristics of the site that are distinct and significant, setting it apart from others

International Design Competitions Task Force**PR.05.INT****INVENTORY OF LANDMARK SITES****Purpose:**

The proposed Inventory of Landmark Sites recognizes properties across the City for their potential to be developed or enhanced through a lens of design excellence and city building. The Inventory is intended to be a 'living' record that will be expanded as properties are identified and evaluated. The Inventory serves a number of important purposes:

- As a communications and planning tool, the Inventory can be particularly instrumental in engaging landowners in discussions around future plans, their interest in undertaking design competitions and/or ways in which design excellence can be met through other approaches.
- As a research tool, it can inform how sites should be considered and understood in terms of their physical location, and how they contribute to the organization, layout and form of the City. This includes buildings and sites which have been developed and completed, contributing as landmarks in the City.
- As a messaging tool, the Inventory of Landmark Sites can serve as a platform to articulate the City's aspirations related to City building and its vision for the future through the Strategic Plan and Official Plan.








It should be noted that inclusion on the Inventory of Sites places no legal restriction on a property, nor does it impose obligations on a property owner or affect property rights. It does not affect legal title or sale, restrict the legal use of a property, prohibit development, including modifications to existing structures and buildings. In light of this, it is this Department's understanding that the City is not obligated to obtain the consent of a property owner for including their property on the Inventory of Landmark Sites.



International Design Competitions Task Force




PR.05.INT

**INVENTORY OF LANDMARK SITES
PROPERTIES PROPOSED FOR INCLUSION**

	SITE	AERIAL / PHOTO	
1	LAKEVIEW (FORMER OPG /INSPIRATION LAKEVIEW) WARD: 1	 	
2	CANADA LANDS Port Street, Port Credit WARD: 1	 	
3	DOWNTOWN CORE 1. CENTREVIEW DRIVE 2. FUTURE TRANSIT TERMINAL 3. LRT BRIDGE CROSSING 403 WARD: 4	   	

International Design Competitions Task Force

PR.05.INT

4	<p>NORTH HURONTARIO GATEWAY</p> <p>Hurontario Street- Mississauga Brampton Border</p> <p>WARD: 5</p>	 
5	<p>ROGERS LANDS</p> <p>Burnamthorpe Road and Confederation Parkway</p> <p>WARD: 7</p>	 
6	<p>COOKSVILLE MOBILITY HUB</p> <p>WARD: 7</p>	 

International Design Competitions Task Force**PR.05.INT**

**HIGHLIGHTS on FRAMEWORK for DESIGN COMPETITIONS
GUIDELINES FROM the ROYAL ARCHITECTURAL INSTITUTE of CANADA and
ONTARIO ASSOCIATION of ARCHITECTS**

As a national organization, the Royal Architectural Institute of Canada (RAIC) has been a major contributor to the development of guidelines concerning the conduct of design competitions for the professional practise of architecture in Canada. The RAIC's guidelines also define the roles and responsibilities of a number of players, including its relationship with territorial/provincial associations, such as the Ontario Association of Architects (OAA). The key players in a competition include the sponsor, professional advisor, jury, technical committee, competitors, stakeholders, participants, the public and the municipality.

The OAA has endorsed the RAIC's competition documents as a guideline to conducting architectural competitions in Ontario, subject to providing further explanation on competition types and the conditions that enable Ontario architects to participate in either open or limited competitions for a given site.

The 'Marilyn' Tower ('Absolute No. 4' constructed by the Cityzen Development Group) is considered to be a very unique example where a landowner initiated a competition on private lands acting as a 'sponsor'. Sponsors have a significant role in terms of funding, ensuring fairness to all parties, setting clear objectives and requirements, and identifying/adhering to the criteria for selecting a winner. In general, sponsors should ensure a well-run competition with the backing of Council and City staff. They should also ensure a high level of participation and public engagement in the competition process, with a view to achieving an outcome that meets the intended design objectives.

Depending upon the type and form competitions (see Appendix 4), the guidelines, which outline the role and responsibilities of competition sponsors, are clearly articulated and set out by the RAIC and the OAA on their respective corporate websites. The framework provides the basis in which guidelines can be developed by the City and followed by landowners to structure design competitions with a view to articulating clear objectives, transparency and fairness, participation and engagement, communication strategies, timelines, and the expected deliverables and outcomes respecting design competitions.



Corporate Report

Clerk's Files

Appendix 9

Originator's

Files

PR.05.INT

PDC NOV 14 2011

DATE: October 25, 2011

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 14, 2011

FROM: Edward R. Sajecki
Commissioner of Planning and Building Department

SUBJECT: International Design Competitions

- RECOMMENDATION:**
1. That the Report dated October 25, 2011, from the Commissioner of Planning and Building titled "International Design Competitions" be received for information.
 2. That Planning and Development Committee appoint two (2) members of Council to participate in the International Design Competition Committee and they, with Planning and Building Department staff, select representatives from the building industry to participate in the Committee.
 3. That the Commissioner of Planning and Building report back to the Planning and Development Committee on the recommendations of the International Design Competition Committee for:
 - (a) the sites to be considered for international design competitions;
 - (b) the criteria used to determine the selection of the sites;
 - (c) and the processes to be followed by landowners for engaging in an international design competition.

BACKGROUND: Resolution 0049-2011 adopted by Council on February 23, 2011 (see Appendix 1) resolved that the International Design Competition Committee of Council be formed to identify key sites

in the City that are appropriate locations for iconic buildings, and that those sites be "designated for architectural excellence by means of international design competitions". Further Planning staff were directed to report back to Planning and Development Committee on the parameters of the *Planning Act*, the Downtown 21 team (see Appendix 1) and to include landowners in the process.

COMMENTS:**Parameters of the Planning Act**

Although the *Planning Act* ("Act") has undergone amendments to give a municipality additional power with respect to matters concerning the design of buildings, it neither gives a municipality authority to designate sites for iconic buildings nor authority to mandate that private landowners undertake a design competition.

Authority is given to City Council under Section 41 of the Act to designate areas under Site Plan Control. The Act specifies what information can be requested, such as the site and building attributes, and the conditions for site plan approval. The Site Plan Control By-law may be an appropriate mechanism to identify properties for urban design competitions. Without the authority of the *Planning Act* to require urban design competitions, a collaborative approach is recommended including engaging representatives from the building industry and landowners whose properties are being considered in a discussion about the City's objectives for iconic buildings.

New Mississauga Official Plan Policies

There are no specific policies in the current Official Plan which relate to design competitions. However, the new Mississauga Official Plan adopted by City Council on September 29, 2010 and granted partial approval by the Peel Regional Council on September 22, 2011, contains provisions in the Implementation section under Design Excellence, 19.16.1 b) "encouraging design competitions for sustainable practices; architecture; landscape and urban design". In addition, under the Site Plan section, 19.13.4

new provisions give the City authority to influence the exterior design of a building.

Downtown21 Master Plan

The Downtown21 Master Plan is intended to promote the continued evolution of a livable, compact, accessible, sustainable downtown centre. The goal is to create a new comprehensive plan and strategy for Mississauga's Downtown involving landowners, the development community and the public. The Master Plan takes the form of a long-term plan of action designed to achieve a particular set of place-making goals and urban objectives for Downtown Mississauga.

Although the Downtown21 Master Plan does not specifically identify sites for architectural competitions, it does indicate locations for Signature Architectural Features, in both civic-institutional and private built form.

In Section 6: Urban Design Guidelines, the document contains an illustration, "View Sheds and Key Sites" which identifies a number of sites designated for "Signature Architectural Features and Landmarks". The Master Plan defines the above as follows, "The envisioned urban form of streets and blocks is intentionally setup to frame special corners and terminating views to the future development sites. The architectural expression at these locations should consider articulation of built form that visually establishes these sites through towers, gateways, and special massing." This illustration identifies a number of potential sites throughout the City Centre for signature architectural features and landmarks (see Appendix 3).

The International Design Competition Committee should consult with the Downtown21 Landowners Group in the selection of potential sites for international design competitions.

A Developers Perspective

Given the recent success of the international design competition of the Cityzen Development Group and Fernbrook Homes - Absolute World No. 4 development, commonly known as the "Marilyn" building, the developer was consulted to gain their perspective. Cityzen Development Group indicated that there were a few important factors that led them to undertake the international design competition for the "Marilyn" building. One important reason given was the strong support and encouragement they received from the Mayor and the Commissioner of Planning and Building to undertake such an endeavor. To administer such a large international competition, it is vital to have the backing of Council and City staff.

Another important factor for the developer was the City Centre's zoning (i.e. unlimited height and density). Therefore, the building design would not be limited by regulatory restrictions. To undertake a competition, a developer must be committed to excellence in design. Cityzen and Fernbrook acknowledged that the site was at a prominent location in the City and that warranted an iconic building. They believed that the extra cost of undertaking the international competition and the higher construction cost would be absorbed/offset by the purchasers willing to live in an iconic building. The developers also believed that there is a segment of the residential market that would pay more to live in an iconic building.

Notwithstanding the benefits, there are risks associated with undertaking a design competition. Will the submissions be imaginative and meet technical and budgetary constraints? Can the building be constructed in an economical manner? Will the winning scheme be appreciated by the public and will individuals be interested in purchasing units in the building?

Appendix 2, Background Information includes important aspects to consider prior to undertaking a design competition. In the end, the competition was very successful as both Absolute World buildings

the "Marilyn" and "Absolute No. 5" were sold out very quickly and received international acclaim and recognition for the City.

Competition Types and Processes

There are basically two (2) types of competitions - idea competitions and project competitions. The type of a competition is often determined by the final product or objective. Idea competitions are developed to elicit visionary and conceptual initiatives which may or may not be built. Project competitions are typically used to construct a building, park, structure or art installation. There are also competitions that are hybrid in nature; that is, they combine the two basic types.

Within the two (2) basic competitions types, competitions can be formatted to be open or invited:

- an open competition refers to an open call for all individuals within a discipline (i.e. all architects) to submit for the competition;
- an invited competition refers to the selection of a few within a discipline (i.e. the selection of five (5) renown landscape architects) to submit.

The Mississauga Civic Centre, the Living Arts Centre Park and the "Marilyn" building competitions utilized the project type competition process and used an open-call format to construct the respective building and park. The Civic Centre competition was a one-stage process with the winner selected to construct the building and square. As this was a national competition, all entrants were required to be Canadian architects. The Living Arts Centre Park competition was a one-stage competition and used an open-call to all landscape architects in Canada.

The "Marilyn" building competition was international in scope and had a two-stage process. Stage One was to establish a short list of finalists from all the valid entrants. Stage Two was to select a winner from the short list. The winner of the "Marilyn" building competition was Yansong Ma, an architect from Beijing. The

international firm is then required to work in partnership with a local architectural firm to prepare construction drawings and to oversee construction of the building.

Development Issues

Prior to undertaking a design competition it is important to inform the community of the objectives and goals of the competition. Gathering background information will assist the competition entrants in understanding community and City-wide aspirations. The location of iconic buildings should be carefully considered and must have regard for many factors. Factors to consider could include:

- what is envisioned for the area or specific location;
- will the project conform to the official plan, zoning and design guidelines;
- identification of specific needs or desires from the community;
- heritage and/or environmental concerns;
- sustainable green technology, accessibility or crime prevention issues;
- studies, report and analysis by other City departments, agencies and other authorities for the development of the site.

These development objectives and parameters should be considered for the Competition's Brief or Terms of Reference.

Successful Competitions

For a successful competition, it is critical to ensure there is a clear mandate, a thorough and comprehensive Competition Brief (Terms of Reference) and to consider all aspects of the project. The important task of producing a Competition Brief can either be prepared by a consultant team hired by the developer or by having a dedicated team within the organization that has expertise in running competitions. The consultant or dedicated team would typically be required to undertake the following work:

- establish clear and concise objectives for the competition;

- prepare a Competition Brief (Terms of Reference);
- produce background information;
- establish the competition and project budget;
- hire a technical review and a cost consultant;
- employ a jury chair and several jury members;
- establish media releases and create a web portal to gather questions and disseminate information; issue addendums as necessary;
- establish timelines and dates for submissions and reviews;
- organize public exhibits of finalists and winning submission;
- run the logistics of the competition through the various stages;
- establish prizes for the finalists and for the competition winner;
- negotiate the final terms of the winning team; and
- ensure that the project can be constructed as envisioned.

The above noted tasks, including other possible tasks, should be considered for a successful competition.

Benchmarking with other Cities

North American cities such as, Toronto, Vancouver, Hamilton, Montreal, San Francisco, Boston, etc. were benchmarked to determine what their policies were on undertaking design competitions. Many of the North American cities have policies or have initiatives in place that require selected projects to undertake design competition for public facilities. The City of Montreal requires all significant public institutions to undertake design competitions (see Appendix 3). However, no cities were found to require private landowners to undertake a design competition.

Other international cities were benchmarked. Cities in the European nations have a European Union regulation that requires major public institutions under a procurement process to undertake design competitions. This process has been understood and accepted. The results are attractive and superior buildings. However, similar to North American cities, European cities generally, do not mandate design competitions on private lands.


FINANCIAL IMPACT: The formation of the International Design Competition Committee and the support needed from Planning and Building staff to address International Design Competitions will be handled through the 2012 operating budget. There will be no further financial impact to the City.

CONCLUSION: Design competitions can be a method to promote excellence in design; local and national interest; and social and economic stimulus through the creation of iconic buildings. Rather than mandate international design competitions, a collaborative approach is being recommended by Planning and Building Department. Engaging representatives from the building industry in a discussion about the City's objectives for iconic buildings is the preferred approach that should be taken.

The next steps in the process is to appoint the members of the International Design Competition Committee, establish a criteria for designating sites for international design competitions, consultation with selected groups or individuals, identify the sites, the recommended processes and then report back to the Planning and Development Committee.

ATTACHMENTS:

- Appendix 1: Resolution 0049-2011
- Appendix 2: Background Information
- Appendix 3: Downtown21 Master Plan, View Sheds and Key Sites



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Edward Nicolucci, Urban Designer

International Design Competitions

File: PR.05.INT

Resolution 0049-2011

Councillor Dale spoke to Resolution 0049-2011 and requested that the location be changed to throughout the City instead of just the City Centre. He also requested that the matter be referred to Planning and Development staff to report back on the parameters of the Planning Act, the Downtown 21 team, and include land owners in the process. Councillor Tovey agreed with the revision and spoke to the matter. Mayor McCallion and Councillor Mullin spoke to the matter.

0049-2011 Moved by: Jim Tovey

Seconded by: Chris Fonseca

WHEREAS Mississauga city centre has three internationally recognized, iconic buildings designed through international architecture competitions and the City of Mississauga is maturing from a suburban city to an exciting urban city of the future; and

AND WHEREAS every great city in the world has a cluster of unique architecture that defines and celebrates the culture and society of the citizens that reside within its boundaries; and

AND WHEREAS Mississauga will soon complete another iconic landmark, our magnificent city square; where citizens may gather and view the surrounding skyline; and

AND WHEREAS the City of Mississauga now has a narrow window of opportunity in the city centre to create a renaissance in built form by encouraging architectural excellence that earns the sky;

AND WHEREAS the Council of the City of Mississauga is committed to creating a world renowned city centre for the benefit and prosperity of future generations.

THEREFORE BE IT RESOLVED THAT the city of Mississauga form an ad hoc committee of Council to identify additional key sites within the city that are in the appropriate location for the placement of iconic buildings and further be it resolved, that the identified sites be designated for architectural excellence by means of international design competitions.

Carried

International Design Competitions

File: PR.05.INT

Background Information

The following background information provides important on Mississauga's successful design competitions, including Mississauga City Hall and Civic Square, the Living Arts Centre Park and the "Marilyn" building. A review of other cities in Canada indicates that no jurisdiction mandates design competitions on privately owned lands. The City of Montreal is a leader in design as a cultural and economic driver, and in this regard forms various partnerships to encourage excellence in design. Mississauga also encourages design excellence in urban design through the Mississauga Design Awards program and through the establishment of the Mississauga Urban Design Panel.

Mississauga's Design Competitions

The City of Mississauga has had three design competitions. National design competitions were held for the City Hall and Civic Square and the Living Arts Centre Park and an international competition was held for the Absolute Development Tower No. 4 (also known as the Marilyn building).

Mississauga City Hall and Civic Square

In April 1982, the City of Mississauga sponsored a national one-stage architectural competition to select a scheme and architect to design the new City Hall building and Civic Square. The competition resulted in 627 registrants with 246 entrants from various regions of the country. The process included a competition brief, urban design criteria, a building program, construction budget, selection of a professional advisor and jury chair and a 5 member jury, a technical review committee and a well attended public exhibition. The jury concluded that given the number and quality of the entries, and the unanimous decision on the winning submission, the competition was a success. It is important to note that the Mississauga City Hall and the Civic Square competition comes from a tradition of city hall competitions including Toronto City Hall (1958), Edmonton City Hall (1980) and Kitchener City Hall (1989).

Living Arts Centre (LAC) Park

In 1994, the City of Mississauga sponsored a national one-stage competition for the Living Arts Centre Park design. The competition had 26 entrants and was administered by City staff.

International Design Competitions

File: PR.05.INT

Landscape architects in Canada were invited to give their ideas for the lands surrounding the LAC building. The competition concluded with the selection of 3 finalists. Prizes for the finalists were \$10,000 for third, \$15,000 for second and \$25,000 prize for the winner. Due to complications with the winning bid, the entrant for the second place finalist was used for the final park design.

The Absolute "Marilyn" Building

In December 2004, Cityzen Development Group and Fernbrook Homes sponsored an international two-phase ideas competition for a building to be located at the corner of Hurontario Street and Burnhamthorpe Road East. The sponsor of the competition retained the services of a consultant to manage the competition process. The process included a competition brief; terms of reference; consultation and involvement of City staff; selection of the jury members; extensive media releases and public exhibitions. Phase 1, Design Idea Competition was to attract international talent, and focus on new and innovative ideas. This phase concluded with a shortlist of 5 participants, a \$15,000 honorarium for each finalist to refine their designs and to compete in Phase 2. Phase 2, a Limited Architectural Design Competition included a well attended public exhibit of the 5 finalists in the Great Hall of the Civic Centre and the Atrium on Bay in Toronto. Phase 2 was a more rigorous process with the submission requirements asking the architects and design teams for more detailed information. The winner was announced at a celebration in the CN Tower and the winning designer received \$125,000 and an opportunity to design a landmark building.

The City of Montreal: UNESCO City of Design

Of the cities benchmarked, no city has requirements for design competitions on private lands. Many cities have policies or have initiatives in place that require selected projects to undertake a design competition on their own city facilities. The City of Montreal has the most advanced program to promote design competitions.

On May 12, 2006, the City of Montreal was appointed a UNESCO (United Nations Education, Science and Cultural Organization) City of Design. The City of Montreal believes that design is not simply for show, but important for the city's well-being. Design can be a powerful tool in promoting the inclusion and plurality of values. The city also involves its citizens, businesses, local, national and international design community to play a critical role in promoting design to inspire innovative thinking that enhances the quality of life. Through support and involvement from the general public, private and government sectors, the city displays economic and social

International Design Competitions

File: PR.05.INT

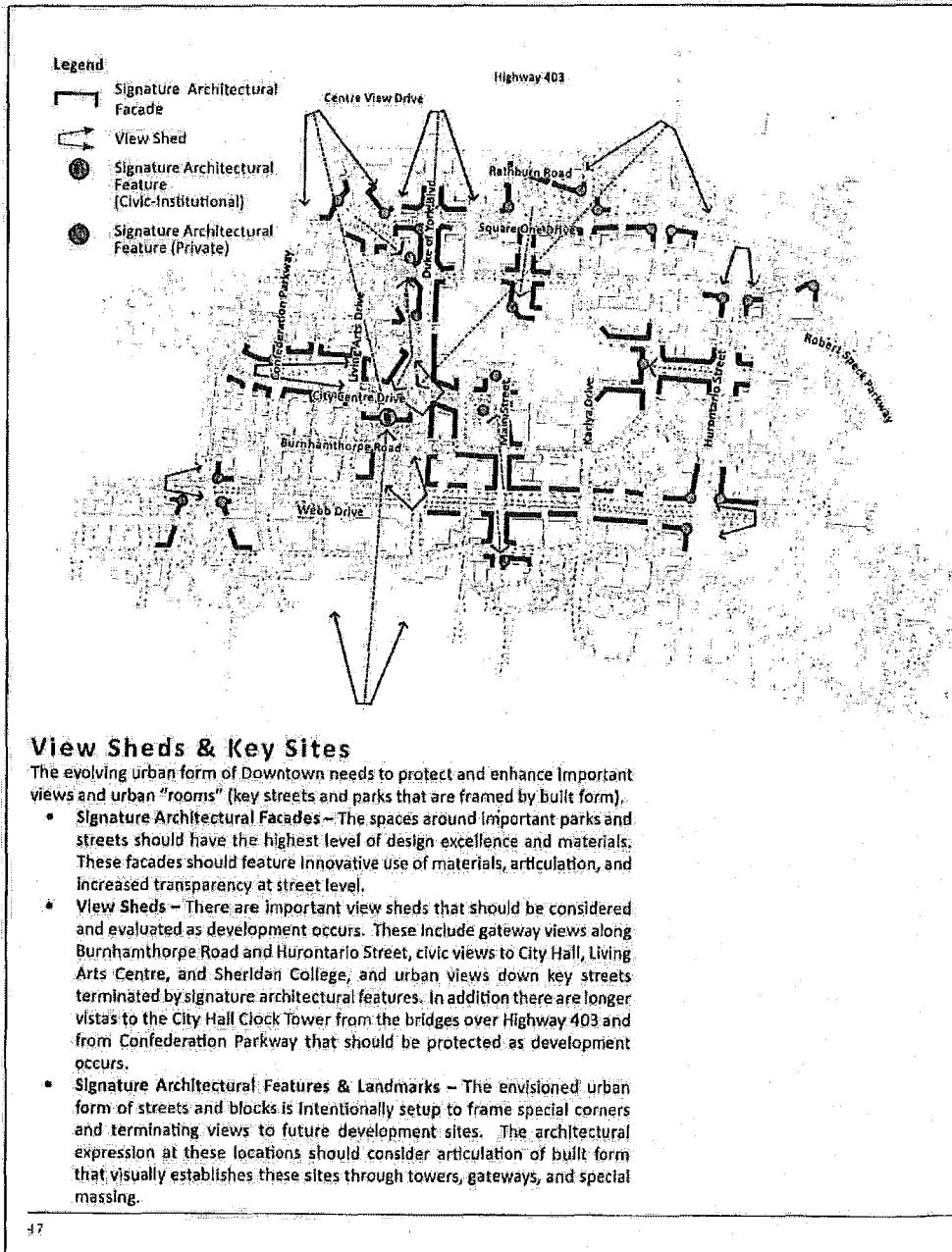
development potential through the promotion of design. The office that administers city design competitions has five full-time staff. The office prepares the background information, the terms of reference, all media releases and other administrative duties to run a number of successful competitions. The City also partners with private industry, the design community and cultural and educational institutions in design competitions to foster excellence in design.

Mississauga Promoting Excellence in Urban Design

The Planning and Building Department established the Mississauga Urban Design Program 30 years ago. The very successful program aims to promote and acknowledge excellence in urban design. The program has encouraged the building industry and the design community to design attractive buildings and livable spaces that contribute to and enhance the quality of city life.

The Mississauga Urban Design Panel was established in 2007. The role of the Urban Design Panel is to provide professional and objective advice on matters of design that affect the public realm, architecture, context sensitivity and sustainability. The Panel is comprised of international recognized architects, planners, landscape architects and other design professionals who provide an independent peer review of prominent projects. In just a few years, the Panel has provided comments on key projects in City Centre and prominent locations.

Downtown21 Master Plan, Illustration: View Sheds and Key Sites





Corporate Report

Clerk's Files

Originator's
Files OZ 10/003 W1

DATE: May 21, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 10, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications**
To permit a new grocery store and modified development
standards for the existing plaza
1077 and 1145 North Service Road and 2045 Insley Road
North side of North Service Road between Insley Road and
Stanfield Road
Owner: Applewood Shopping Plaza Limited c/o The Effort
Trust Company
Applicant: Salmona Tregunno Inc.
Bill 51

Supplementary Report

Ward 1

RECOMMENDATION: That the Report dated May 21, 2013, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 10/003 W1, Applewood Shopping Plaza Limited c/o The Effort Trust Company, 1077 and 1145 North Service Road and 2045 Insley Road, north side of North Service Road between Insley Road and Stanfield Road, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any

further notice regarding the proposed amendment is hereby waived.

2. That the application to amend Mississauga Official Plan from "Motor Vehicle Commercial" to "Mixed Use" to permit a new grocery store, be approved. Should the appeal to Mississauga Official Plan not be resolved that an amendment to Mississauga Plan (2003), be approved.
3. That the application to change the Zoning from "C2-1" (Neighbourhood Commercial) and "C5-3" (Motor Vehicle Commercial) to "C2 - Exception" (Neighbourhood Commercial) to permit a new grocery store and modified development standards for the existing plaza in accordance with the proposed zoning standards described in Appendix S-7 of this report, be approved subject to the following condition:
 - (a) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

**REPORT
HIGHLIGHTS:**

- A Public Meeting was held on May 28, 2012 and various comments were received relating to truck traffic, aesthetics of the plaza, and parking lot improvements;
- Since the Public Meeting, additional information and materials have been submitted and minor revisions have been proposed, namely: the deletion of the two proposed free standing buildings; an increase in gross floor area for the existing plaza and proposed grocery store; increased landscaped buffers; site modifications in order to address pedestrian and vehicular safety, including changes to on-site pedestrian movement; and, a modified loading area for the grocery store with restricted truck access;

- Concerns identified by the community have been addressed;
- Staff is satisfied with the revisions and additional information provided, and recommends that the applications be approved to permit a new grocery store and modified development standards for the existing plaza subject to certain conditions.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on May 28, 2012, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0036-2012 which was subsequently adopted by Council and is attached as Appendix S-2.

Subsequent to the Public Meeting, a community meeting was held by Ward 1 Councillor, Jim Tovey on June 7, 2012. A further Steering Committee Meeting was held on July 4, 2012. Planning staff also attended the Annual General Meeting of the Applewood Acres Homeowner's Association on October 17, 2012 to provide an update on the applications.

The applicant has made some minor modifications to the proposal including:

- Deletion of two proposed free standing buildings;
- An increase of 538.8 m² (5,799.7 sq. ft.) in the Gross Floor Area non-residential (GFA) of the proposed grocery store (storage mezzanine and compressor room);
- An increase in the number of parking spaces from 649 to 758 due to parking lot reconfiguration and restriping;
- Site modifications in order to restrict truck access to Stanfield Road and egress to North Service Road (see Appendices S-5);
- Redesign of the loading area for the proposed grocery store in order to help mitigate noise and direct truck traffic; and
- Improvements to the north side of the plaza, including an increased landscape area, garbage enclosures and pedestrian walkways.

On August 23, 2012 the Committee of Adjustment approved a minor variance application for the subject lands under File 'A' 393/12 to allow for the construction of the proposed grocery store in advance of the subject Official Plan Amendment and Rezoning applications, with reduced parking and landscape buffer. The Committee approved the requested variances for a temporary period of 1 year (expiring September 30, 2013), subject to a maximum gross floor area (GFA) for the plaza of 14 076.0 m² (151,517.76 sq. ft.) and that no new additional buildings besides the grocery store be constructed. As the applicant is now requesting an increase in the GFA for the grocery store, the Committee of Adjustment decision is no longer valid.

At the time of writing this report, Metro's presence at the plaza remains uncertain. The land owner continues to pursue all options to retain a grocery store in the plaza.

On March 19, 2013 the Heritage Advisory Committee passed recommendation HAC-0023-2013 which removed 3 previous conditions adopted by Council associated with the property being removed from the City's Heritage Register; namely that the rezoning application be approved, that the applicant retain a grocery store on the property and that through the site plan process, the applicant be encouraged to incorporate the existing façade into the new development. This recommendation was adopted by Council on April 10, 2013 and consequently the subject site has been removed from the Register.

COMMENTS:

See Appendix S-1 - Information Report prepared by the Planning and Building Department.

COMMUNITY ISSUES

A number of issues were raised by area residents at the May 28, 2012 public meeting, and the June 7, 2012 and July 4, 2012 community meetings and through written comments sent to the City. These issues are listed below along with responses:

Comment

Concerns were raised regarding additional GFA resulting in a loss of parking and the shortage of accessible parking.

Response

Two proposed free standing buildings totaling 795.7 m² (8,565.1 sq. ft.) have been removed from the applicant's concept plan. The GFA of the proposed grocery store has been increased by 538.8 m² (5,799.7 sq. ft.) from 3 251.6 m² (35,001.1 sq. ft.) to 3 790.4 m² (40,800.8 sq. ft.). Parking requirements are addressed in the Planning Comments section of this report.

Comment

Concerns were raised regarding the deteriorating condition of the plaza given its age as well as the absence of appropriate garbage enclosures.

Response

The owner of the plaza has agreed to improvements including increased landscaping along the north property boundary and garbage bin enclosures. Overhead hydro wires are proposed to be relocated underground and the entire parking lot will be restriped, including the rear of plaza.

Comment

Concerns were raised regarding the lack of pedestrian connections throughout the plaza and near the pedestrian overpass.

Response

Existing pedestrian walkways will remain and additional walkways are proposed at both the south and east sides of the plaza. A new pedestrian walkway is proposed that will connect the new grocery store to the existing bus stop on North Service Road. Two additional pedestrian walkways are proposed from both accesses on North Service Road leading up to the front of the plaza. Parking islands are also proposed throughout the site in order to prevent vehicles from cutting through the parking area thereby increasing pedestrian safety on site.

Comment

Concerns were raised regarding speeding along Stanfield Road.

Response

The City acknowledges the community's concerns raised regarding speeding along Stanfield Road. Transportation and Works has been made aware of the concerns and will continue to monitor the situation.

Comment

Concerns were raised regarding truck traffic along the north side of the plaza and noise during loading times.

Response

Comments regarding the truck traffic and loading are included in the Planning Comments section of this report.

Comment

Concerns were raised regarding the clean-up of the contamination on site identified in the Phase I and Phase II Environmental Site Assessment.

Response

Comments regarding the on-site contamination are included in the Updated Agency and City Department Comments section of this report from the City's Transportation and Works Department.

**UPDATED AGENCY AND CITY DEPARTMENT
COMMENTS****Ministry of Transportation (MTO)**

Comments updated May 7, 2013, state that in principle the Ministry has no objections to the subject applications, however, the owner should be aware that in the future should the Ministry acquire any land within the 14 m (46 ft.) setback limit for any highway improvements, the Ministry will not compensate the property owner for removal or relocation costs.

Specific and detailed comments related to the Site Plan application will be provided at a later date.

City Community Services Department – Culture Division

Comments updated May 1, 2013, state that Council on April 10, 2013, adopted HAC Recommendation 0023-2013 by the Heritage Advisory Committee which removed the subject property from the Heritage Register.

City Transportation and Works Department (T&W)

Comments updated May 7, 2013, state that a Noise Report has been received which concludes that with the use of appropriate attenuation measures and warning clauses, the proposed development can be adequately attenuated from the surrounding noise sources in accordance with City, Regional and Ministry of Environment (MOE) guidelines.

T&W is in receipt of a satisfactory Traffic Impact Study which indicated that the existing road network can adequately accommodate the traffic generated by the proposed development.

A functional servicing report has been updated to address certain aspects related to the proposed storm drainage design. The owner will be required to implement stormwater management techniques into the design and construction of the site works and services in accordance with the applicable criteria, to the satisfaction of T&W.

Site specific details will be addressed as part of the review and approval process for the associated Site Plan application under file SP 12/109 W1, including final MTO approval as the site is adjacent to the Q.E.W.

In the event these applications are approved by Council, the lands are to be remediated in accordance with the applicable Ministry of the Environment standards and the applicant is to provide a clean-up report along with a letter of reliance for all environmental site assessments and reports. Upon remediation of the lands, and prior to By-law enactment, the owner will be required to dedicate the

required road widening across the frontage of North Service Road and enter into a Development Agreement with the City in support of these applications.

PLANNING COMMENTS

Official Plan

Mississauga Official Plan was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Plan was appealed in its entirety; however, on November 14, 2012 the Ontario Municipal Board (OMB) issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals. As the "Mixed Use" policies are currently under appeal, a "General Retail Commercial" designation under Mississauga Plan (2003) may be required. When the appeal is resolved, the OMB will be requested to incorporate the amendment into Mississauga Official Plan. The applicant has consented to the applications being converted to amend Mississauga Official Plan.

The subject site is located within the Lakeview Local Area Plan and is on a Major Collector (North Service Road). The majority of the site is designated "**Mixed Use**" and a portion of the southeast corner of the site is designated "**Motor Vehicle Commercial**". The "**Mixed Use**" designation permits a variety of uses including retail stores, offices, residential uses, restaurants, financial institutions, personal service establishments etc. The "**Motor Vehicle Commercial**" designation permits a gas bar, motor vehicle repair, motor vehicle service station and motor vehicle wash.

The proposal requires an amendment to Mississauga Official Plan to change the designation at the southeast corner of the property from "**Motor Vehicle Commercial**" to "**Mixed Use**" to permit a new grocery store.

Section 19.5 of Mississauga Official Plan provides criteria for evaluating site specific Official Plan Amendments. Each criterion is summarized below along with a discussion of how the proposal addresses the intent of the criteria.

Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?

The majority of the site is currently designated "Mixed Use". The proposal to bring the remainder of the site into conformity with the existing designation will allow for the site to accommodate the new grocery store in addition to other commercial uses permitted under the "Mixed Use" designation.

The Official Plan encourages that lands designated "Mixed Use" contain a mixture of permitted uses, as is presently occurring on site. Retail uses may be permitted in Neighbourhood areas in order to provide local residents with convenient retail uses. The proposed new grocery store will replace the existing Metro currently on-site, and will continue to serve the local area residents. As the proposed GFA of the new grocery store is greater than the existing Metro store, the building foot print is proposed to expand to the east on the portion of the site currently designated "Motor Vehicle Commercial" towards the residential lands. The site design has considered the potential impact on the surrounding residential area, and has responded by restricting truck access to the site and introducing noise mitigation measures.

A Supplementary Phase II Environmental Site Assessment dated March 28, 2013, was submitted by the applicant on April 2, 2013. The report outlines that remedial action is required on lands that are to be dedicated to the City. Further details regarding the contamination and remediation are outlined in the updated comments from the City's Transportation and Works Department.

As a grocery store use and the "Mixed Use" designation currently exist on site, it is not anticipated that the proposal will adversely impact the neighbouring lands.

Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?

Given the context of the site as noted above, the proposed new grocery store is not expected to have any significant land use impacts on the surrounding properties within the Applewood Acres neighbourhood. The existing plaza, in combination with the existing designation and zoning of the majority of the subject site, demonstrates that the intent of the site is to accommodate commercial uses.

In order to address the suitability of the new grocery store, the following modifications are proposed in order to improve the buffering to the neighbouring homes:

- Truck access will be restricted to Stanfield Road, with trucks exiting onto North Service Road;
- A height limiting bar will be constructed at the north access off of Stanfield Road (at the back of the plaza), in order to discourage trucks from travelling along and idling near the existing residential homes;
- A noise remediation wall is proposed in order to deflect noise and screen the truck loading area from the view of the residential area to the east. The owner will be required to provide a screen door that will need to be closed at all times to ensure visibility of loading is minimized; and
- Increased landscaping is proposed along the north property line adjacent to the residential homes fronting onto Henley Road.

Based on the above, the lands are considered suitable for the proposed development and the proposed uses will be compatible with the surrounding residential and commercial uses.

Is there adequate infrastructure and community services to support the proposed development?

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

Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?

Staff have viewed the applicant's Planning Justification Report, which spoke to various relevant policies and merits of the proposal, including reference to the policies contained within Mississauga Plan which were applicable at the time of original submission. The report was found to be acceptable.

Zoning

The proposed "C2 – Exception" (Neighbourhood Commercial) zone is appropriate to accommodate the proposed new grocery store and the modified development standards for the existing plaza. Appendix S-7 contains the revised site specific zoning provisions for the proposed development.

Parking

Parking on site is proposed to be provided at a rate of 4.4 parking spaces per 100 m² (1,076.4 sq. ft.) Gross Floor Area (GFA) - Non-Residential or 758 parking spaces. A revised Parking Justification report was prepared by Cole Engineering on April 12, 2013. Parking surveys were undertaken at the plaza to determine the peak parking demand rate, which was found to be 2.14 spaces per 100 m² (1,076.4 sq. ft.) or 367 parking spaces. Based on the parking justification, Planning staff is satisfied that there will be more than sufficient on-site parking.

Gross Floor Area

Subsequent to the May 8, 2012 Information Report, new information has been provided by the applicant indicating that additional GFA was omitted in error from the original calculations. The second floor office space existing above both Building B and C has now been included, resulting in a total existing GFA of 16 118.96 m² (173,508.71 sq. ft.). A total GFA of 2 754.49 m² (29,650.05 sq. ft.) will be removed with the demolition of the existing Metro building and the automotive repair garage.

Changes have also been made to the GFA of the proposed grocery store in order to accommodate a storage mezzanine and compressor room, resulting in a GFA of 3 790.4 m² (40,800.9 sq. ft.). The total proposed GFA for the entire plaza is now 17 155.0 m² (184,660.9 sq. ft.), which remains under the current maximum GFA (non-residential) of 18 905 m² (203,498.4 sq. ft.).

Landscape Buffer and Restaurant Setback

A minimum landscape buffer of 1.7 m (5.5 ft.) along North Service Road will be recognized in the implementing Zoning By-law amendment, due to the 6.7 m (22.0 ft.) road widening land dedication required by the City.

The minimum landscape buffer abutting a residential zone will be 3.2 m (10.5 ft.), however it is noted that on the site plan along the north property boundary, a landscape buffer of up to 6.4 m (21.0 ft.) is proposed in order to provide sufficient landscaping and mitigate any potential headlight glare into neighbouring rear yards.

Restaurants, convenience restaurants and take-out restaurants currently require a minimum 60 m (196.9 ft.) setback from a residential zone. The subject site will be exempt from this requirement as restaurant uses currently exist and will continue to exist on site.

For the reasons stated within the Planning Comments section of this report, it is recommended that the Rezoning be approved consistent with the proposed Official Plan Amendment.

Site Plan

On April 30, 2012, an application for Site Plan approval was received under file SP 12/109 W1 for the proposed development. While the applicant has worked with City departments and agencies to address many site plan related issues, through the review of the Rezoning concept plan, further details will be required regarding architectural elements, landscaping and pedestrian connections.

Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Carbon dioxide refrigeration (which means reduced carbon footprint and very little chlorofluorocarbon (CFC) in the building);
- High efficiency LED and Fluorescent lighting; and
- Heat reclaim and hot water heating.

FINANCIAL IMPACT:

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION:

In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, Council is given authority to determine if further public notice is required. The proposed revisions to the applications, which are detailed in the Background section of this report, consist of the deletion of the two proposed free standing buildings; an increase in GFA for the existing plaza and proposed grocery store; increased landscaped buffers; site modifications in order to address pedestrian and vehicular safety, including changes to on-site pedestrian movement; and a modified loading area for

the grocery store with restricted truck access. These revisions are considered minor. Therefore, it is recommended that no further public notice be required regarding the proposed changes.

The proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed Official Plan amendment is compatible with the surrounding land uses, based on the surrounding context, the "Mixed Use" designation currently on the majority of the property and the existing grocery store use on site.
2. The proposed Official Plan amendment and zoning standards are appropriate to accommodate the new grocery store and modified development standards based on the increased landscaping proposed, site modifications to re-direct truck traffic, and the revised loading area design for the new grocery store.

ATTACHMENTS:

Appendix S-1: Information Report

Appendix S-2: Recommendation PDC-0036-2012

Appendix S-3: Existing Mississauga Official Plan and Lakeview
Local Area Plan Land Use Designation Map

Appendix S-4: Revised Except of Existing Land Use Map

Appendix S-5: Revised Concept Plan

Appendix S-6: Revised Concept Elevations

Appendix S-7: Proposed Zoning Standards

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Sheena Harrington, Development Planner



Corporate Report

Clerk's Files

Originator's
Files OZ 10/003 W1

PDC MAY 28 2012

DATE: May 8, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 28, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a new grocery store, two new free standing buildings,
and modified development standards for the plaza;
1077 and 1145 North Service Road and 2045 Insley Road
North side of North Service Road, between Insley Road and
Stanfield Road
Owner: Applewood Shopping Plaza Limited c/o The Effort
Trust Company
Applicant: Salmona Tregunno Inc.
Bill 51

Public Meeting **Ward 1**

RECOMMENDATION: That the Report dated May 8, 2012, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Motor Vehicle Commercial" to "General Retail Commercial" and to change the Zoning from "C2-1" (Neighbourhood Commercial) and "C5-3" (Motor Vehicle Commercial) to "C2-Exception" (Neighbourhood Commercial), to permit a new grocery store, two new free standing buildings and modified development standards for the plaza under file OZ 10/003 W1, Applewood Shopping Plaza Limited c/o The Effort Trust Company, 1077 and 1145 North Service Road and

2045 Insley Road, north side of North Service Road, between Insley Road and Stanfield Road, be received for information.

BACKGROUND:

The above-noted applications have been circulated for technical comments and a community meeting has not been held.

The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	March 3, 2010 (Received) April 1, 2010 (Deemed Complete)
Existing Gross Floor Area:	Retail plaza = 10 894.8 m ² (117,274.4 sq. ft.) LCBO building = 847.0 m ² (9,117.0 sq. ft.) Metro Grocery Store* = 2 522.1 m ² (27,147.7 sq. ft.) TD Bank building = 475.8 m ² (5,121.6 sq. ft.) Automotive repair garage* = 242.0 m ² (2,604.9 sq. ft.) * buildings to be demolished Total = 14 981.7 m ² (161,266.9 sq. ft.)
Proposed Gross Floor Area:	New Metro Grocery Store = 3 251.6 m ² (35,000.0 sq. ft.) New Retail Bldg 1 = 352.8 m ² (3,798.0 sq. ft.) New Retail Bldg 2 = 442.9 m ² (4,768.0 sq. ft.) Total New GFA = 4 047.3 m ² (43,566.2 sq. ft.) Total New & Existing GFA* = 16 264.9 m ² (175,079.6 sq. ft.) * less gfa of buildings to be demolished

Development Proposal	
Height:	1 storey
Parking Required:	878 spaces @ 5.4 spaces/100 m ² (1,076.42 sq. ft.)
Parking Provided:	694 spaces @ proposed rate of 4.26 spaces/100 m ² (1,076.42 sq. ft.)
Supporting Documents:	<ul style="list-style-type: none"> - Planning Justification Report - Heritage Impact Statement - Traffic Impact and Access Study - Phase I Environmental Site Assessment - Phase II Environmental Site Assessment - Functional Servicing Report - Environmental Noise Feasibility Study - Stormwater Management Report - Arborist Report and Tree Preservation Plans - Parking Justification and Loading Operation Review

Site Characteristics	
Frontages:	Approx. 435 m (1,427 ft.) - North Service Road Approx. 136 m (446 ft.) - Insley Road
Depth:	Approx. 106 m (347.7 ft.)
Gross Lot Area	5.76 ha (14.23 ac.)
Net Lot Area:	5.47 ha (13.51 ac.)
Existing Use:	Applewood Village Plaza, including a freestanding LCBO, Metro grocery store and new TD Bank and an automotive repair garage (Autotex Service Centre) at corner of North Service Road and Stanfield Road.

Additional information is provided in Appendices I-1 to I-8.

Neighbourhood Context

The subject property, known as Applewood Village Plaza, is located on the north side of North Service Road between Insley Road to the west and Stanfield Road to the east. The plaza was originally constructed in 1955 by GS Shipp & Son and was expanded to the east in 1960. This plaza and Dixie Outlet Mall located on the South Service Road, just to the east, are the two largest shopping plazas that serve the Lakeview District.

Applewood Village Plaza currently contains an existing one-storey multi-unit building along with a stand alone LCBO, Metro Grocery Store and a recently built TD bank. On the southeast corner of the site there exists a motor vehicle repair garage (Autotex Service Centre) which is proposed to be demolished as part of the Metro Grocery store redevelopment. The site is surrounded by a residential neighbourhood consisting primarily of detached dwellings with the exception of a Sunoco service station on the west side of Insley Road. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Detached dwellings backing onto the rear of plaza
- East: Detached dwellings east of Stanfield Road
- South: North Service Road and Queen Elizabeth Way (Q.E.W.) beyond
- West: Detached dwellings and a Sunoco gas station west of Insley Road

Current Mississauga Plan Designation and Policies for Lakeview District (May 5, 2003)

"Motor Vehicle Commercial" which permits only gas bars and motor vehicle service stations; motor vehicle washes; establishments for minor motor vehicle repairs; and retail commercial uses of a convenience nature, including an accessory take-out restaurant which may include a drive-through facility, in conjunction with other Motor Vehicle Commercial uses.

"General Retail Commercial" which permits retail commercial development located primarily on major roads.

The applications are not in conformity with the land use designations as the proposed Metro grocery store will occupy lands currently designated "Motor Vehicle Commercial".

There are other policies in the Official Plan which also are applicable in the review of these applications including:

Urban Design Policies

Section 3.18.2.4 – Building and site design will be compatible with site conditions, the surrounding context, features and surrounding landscape and intended character of the area.

Section 3.18.2.6 – Building, landscaping and site design will minimize the effects of noise, unattractive views, other negative impacts and will buffer adjacent land uses.

Criteria for Site Specific Official Plan Amendments

Section 5.3.2 of Mississauga Plan contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- there is adequate infrastructure and community services to support the proposed development.

Mississauga Official Plan (2011)

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety and, as such, the existing Mississauga Plan (2003) remains in effect. The applications were originally submitted under Mississauga Plan (2003), which is the current plan in effect, but regard should be given to the new Mississauga Official Plan (2011). The applicant is aware of the status of the new Mississauga Official Plan which designates the subject lands as **"Mixed Use" and "Motor Vehicle Commercial"** within the Lakeview Local Area Plan. Should Mississauga Official Plan come into effect before these applications are approved, an amendment will be required to the new Plan.

In addition, a review of the Lakeview District policies is currently under way. Policy recommendations resulting from the review will be incorporated into the new Lakeview Local Area Plan which will ultimately form part of the new Mississauga Official Plan.

Proposed Official Plan Designation and Policies

"General Retail Commercial" which permits retail commercial development located primarily on major roads.

Existing Zoning

"C2-1" (Neighbourhood Commercial) which permits a wide range of commercial uses.

"C5-3" (Motor Vehicle Commercial), which permits gas bars, motor vehicle service stations and motor vehicle repair facilities with restricted uses.

Proposed Zoning By-law Amendment

"C2-Exception" (Neighbourhood Commercial) to permit modified development standards for the plaza.

As part of the rezoning, the applicant is proposing that the following standards be applied:

	Required Zoning By-law Standard	Proposed Standard
Parking	5.4 spaces/100 m ² (1,076.42 sq. ft.)	4.26 spaces/100 m ² (1,076.42 sq. ft.)
Restaurant uses adjacent to residential uses	60.0 m (197 ft.)	24.0 m (79 ft.)
Minimum Front Yard Setback	4.5 m (14.8 ft.)	2.38 m (7.9 ft.)

COMMUNITY ISSUES

No community meeting was held and no written correspondence has been received.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be addressed:

Façade of Existing Metro grocery store

Consistent with the recent recommendation from the Heritage Advisory Committee adopted by Council on April 25, 2012 (See Appendix I-1, Site History), through the site plan approval process for the new Metro grocery store, the applicant is encouraged to incorporate the façade of the existing grocery store into the replacement store.

On-site Truck Circulation and Access Routes

The location of loading bays and large trucks which will service the new Metro grocery store are of concern given the proximity of residential properties. The applicant has indicated that truck access for the Metro grocery store will be limited to Stanfield Road and

that circulation through the back of the site will be restricted by way of a raised walkway and a height limit bar. Any noise generated by refrigerated trucks will need to be appropriately mitigated through appropriate design of the loading area. The applicant will be required to demonstrate that these concerns can be appropriately addressed. Additionally, the applicant will need to demonstrate that safe pedestrian circulation can be achieved through appropriately located and sized walkways.

Parking

The applicant is proposing a reduction in the parking standard by approximately 20%. A Parking Justification Report has been submitted which is currently being reviewed. Additional comments will be provided in regard to the report and proposed zone standards prior to the preparation of a Supplementary Report.

OTHER INFORMATION

Development Requirements

- In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to site remediation, noise attenuation and storm water management which will require the applicant to enter into appropriate agreements with the City.

FINANCIAL IMPACT:

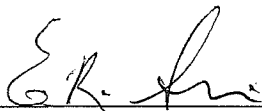
Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION:

All agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Lakeview District Land Use Map
Appendix I-4: Excerpt of Existing Land Use Map
Appendix I-5: Concept Plan
Appendix I-6: Elevations
Appendix I-7: Agency Comments
Appendix I-8: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: David Breveglieri, Development Planner

Site History

- 1986 to 2010 – The Committee of Adjustment approved several temporary minor variances over a 14 year period, including to permit a place of religious assembly and a garden centre as well as allowing restaurant uses, including outdoor patios in conjunction with existing restaurant uses to locate within 60 m (197 ft.) of a Residential zone, with no additional parking in certain instances.
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned "C2-1" (Neighbourhood Commercial) and "C5-3" (Motor Vehicle Commercial).
- January 11, 2012 – Site plan application under file SP 10/072 W1 was approved to permit the construction of a free-standing TD Bank on the site.
- February 17, 2012 – Heritage permit application HPA 12/008 W1 to permit the demolition of the existing Metro grocery store received.
- April 25, 2012 – Council adopted recommendation HAC -0041-2012 by the Heritage Advisory Committee recommending that the property at 1077 North Service Road be removed from the Heritage Register provided that the subject applications be approved, the applicant retain a grocery store on the property, and that through the Site Plan process the applicant be encouraged to incorporate the façade of the existing grocery store into the replacement store.



LEGEND:



SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO IS 03/2009



SUBJECT: APPLEWOOD SHOPPING PLAZA LTD.

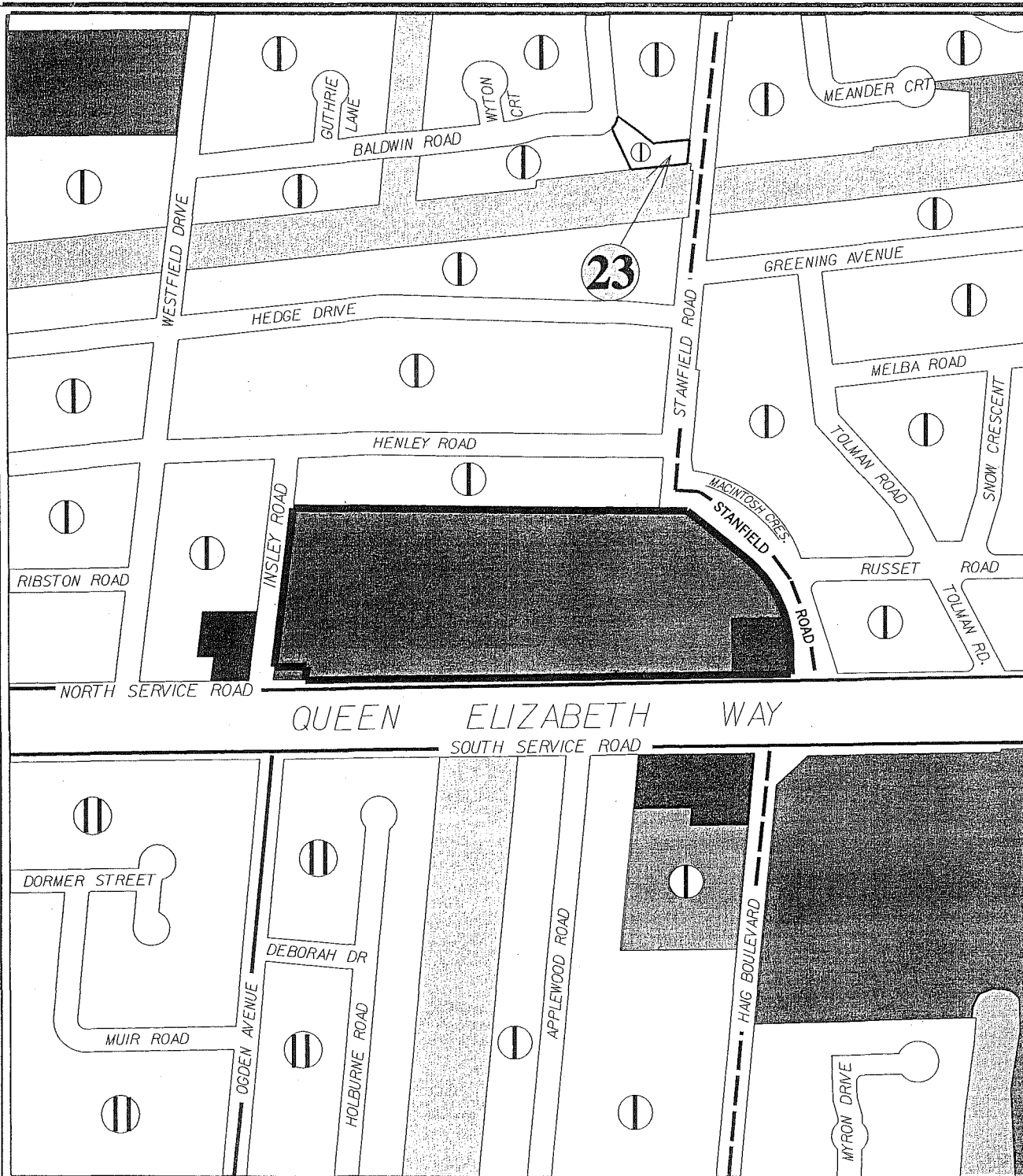


FILE NO:
OZ 10003 W1
DWG. NO:
10003A
SCALE:
1:5000
PDC DATE:
2012 05 28
DRAWN BY:
B. KRUGER

APPENDIX I-2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



PART OF LAKEVIEW DISTRICT LAND USE MAP LAKEVIEW DISTRICT POLICIES OF MISSISSAUGA PLAN

LAND USE DESIGNATIONS

- Residential - Low Density I
- Residential - Low Density II
- Residential - Medium Density I
- Residential - High Density I
- Residential - High Density II
- Mainstreet Commercial
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station

LAND USE LEGEND

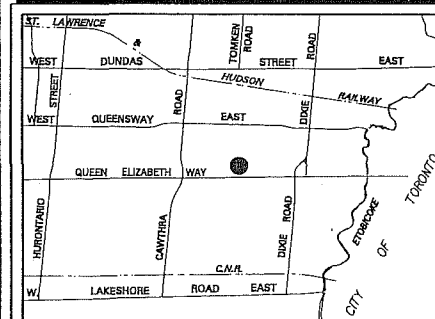
- Regulatory Floodplain
- Golf Course
- Proposed Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)



SUBJECT LANDS



SUBJECT: **APPLEWOOD SHOPPING PLAZA LTD.**



FILE NO:
OZ 10003 W1

DWG. NO:
10003L

SCALE:
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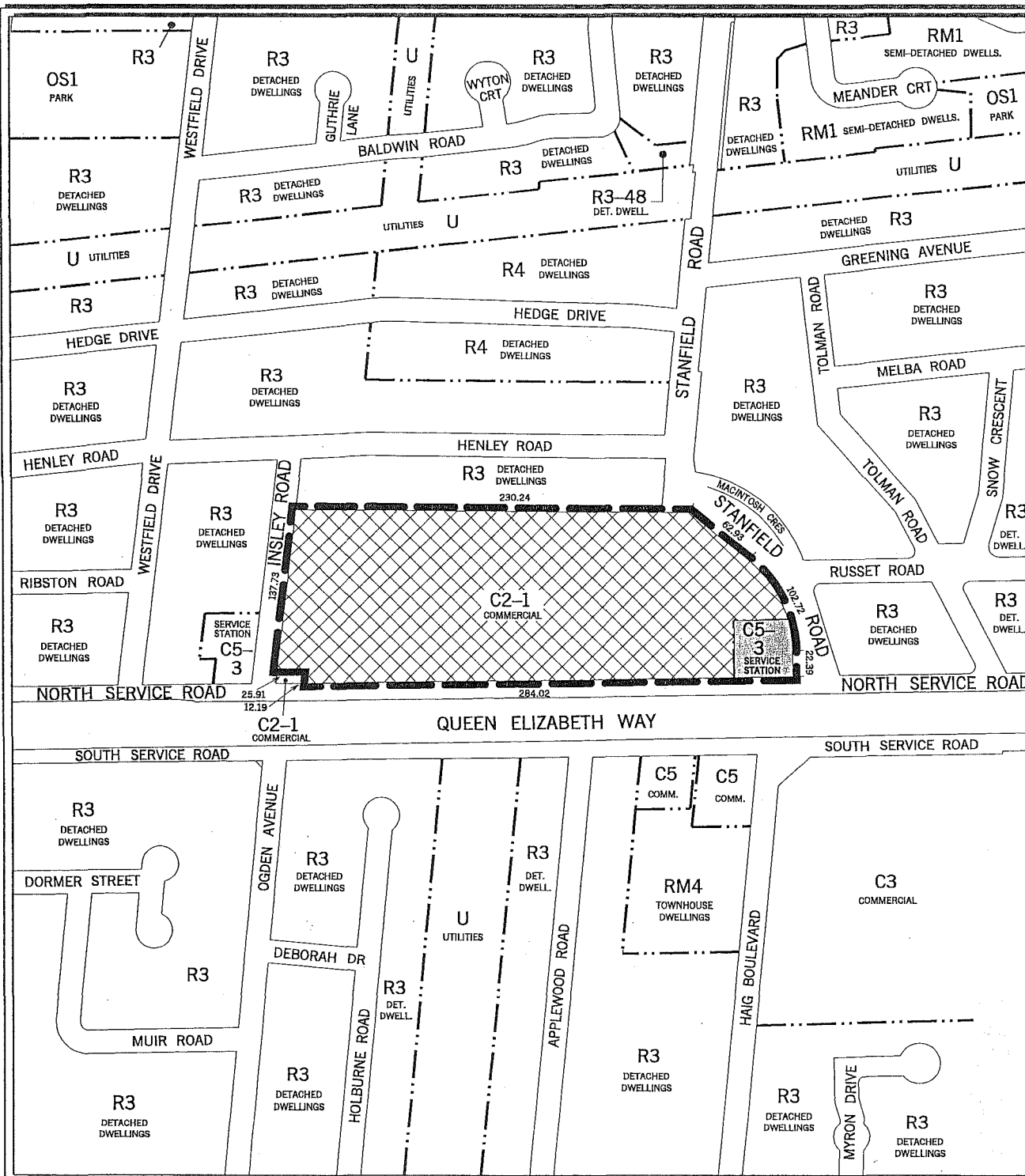
PDC DATE:
2012 05 28

DRAWN BY:
B. KRUGER

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX I-3



LEGEND:



SUBJECT LANDS



PROPOSED REZONING FROM "C2-1" (NEIGHBOURHOOD COMMERCIAL) TO "C2-EXCEPTION" (NEIGHBOURHOOD COMMERCIAL) TO PERMIT MODIFIED DEVELOPMENT STANDARDS FOR THE PLAZA.



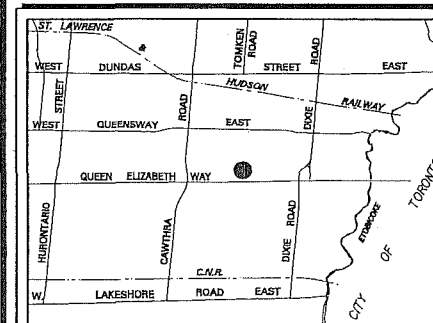
PROPOSED OFFICIAL PLAN AMENDMENT FROM "MOTOR VEHICLE COMMERCIAL" TO "GENERAL RETAIL COMMERCIAL" AND PROPOSED REZONING FROM "C5-3" (MOTOR VEHICLE COMMERCIAL) TO "C2-EXCEPTION" (NEIGHBOURHOOD COMMERCIAL) TO PERMIT A NEW GROCERY STORE.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN
PROPOSED ZONING INDICATED BY SHADING WITHIN
THE APPLICATION AREA.



SUBJECT:

**APPLEWOOD
SHOPPING PLAZA LTD.**



FILE NO:
OZ 10003 W1

DWG. NO:
10003R

SCALE:
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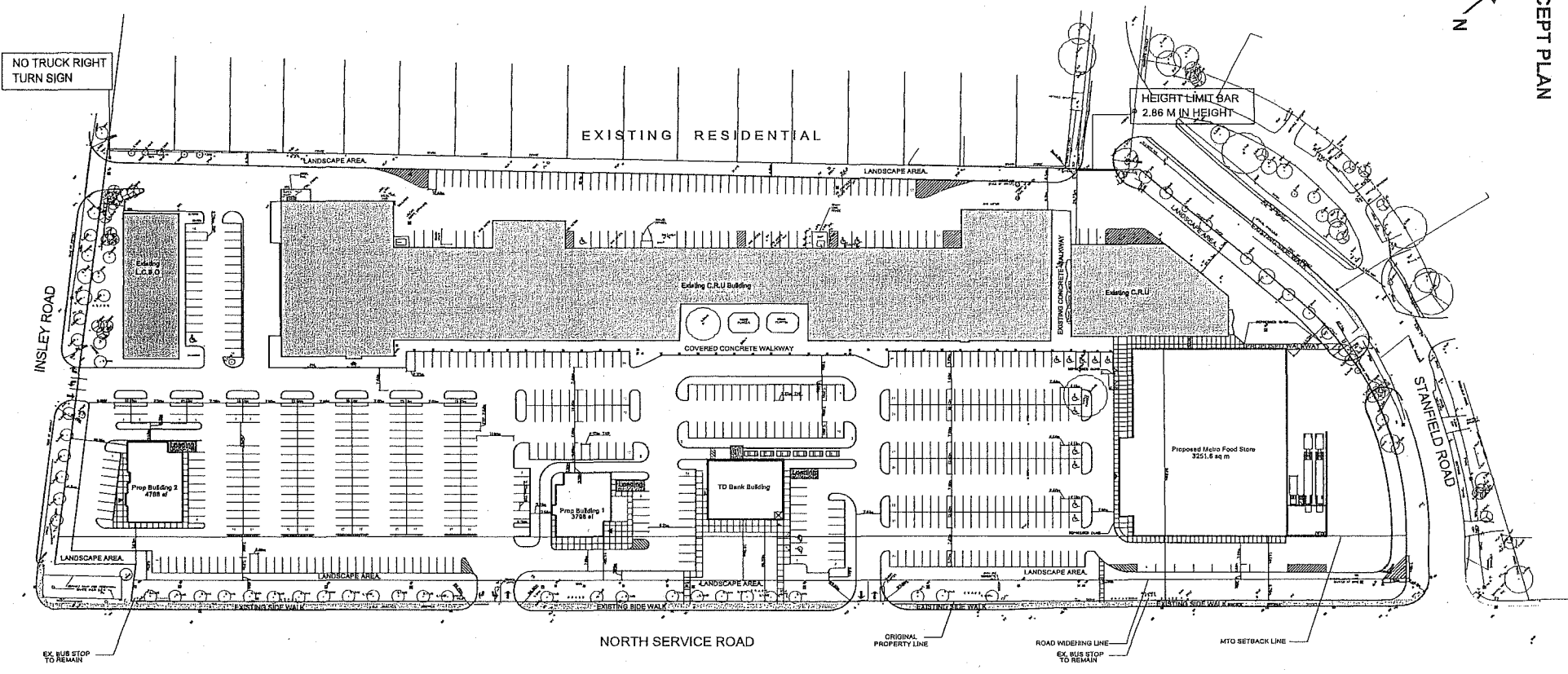
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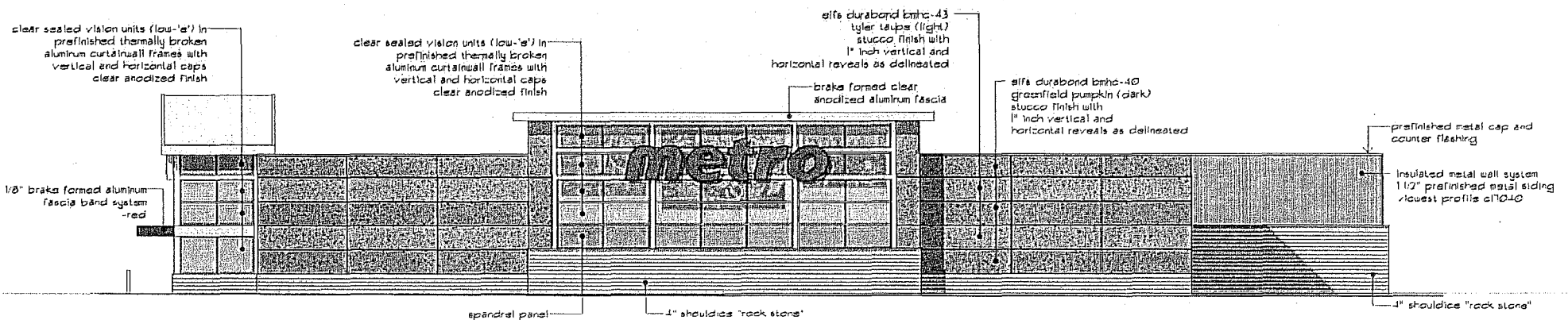
DRAWN BY:
B. KRUGER

MISSISSAUGA
Planning and Building

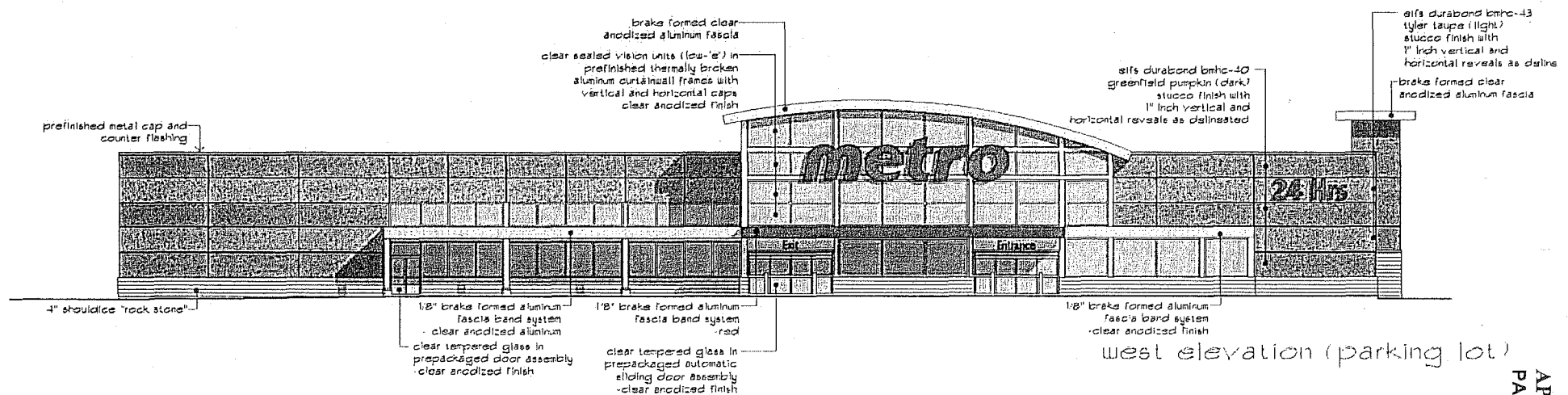
Produced by
T&W, Geomatics

APPENDIX I-4





south elevation (QEW)

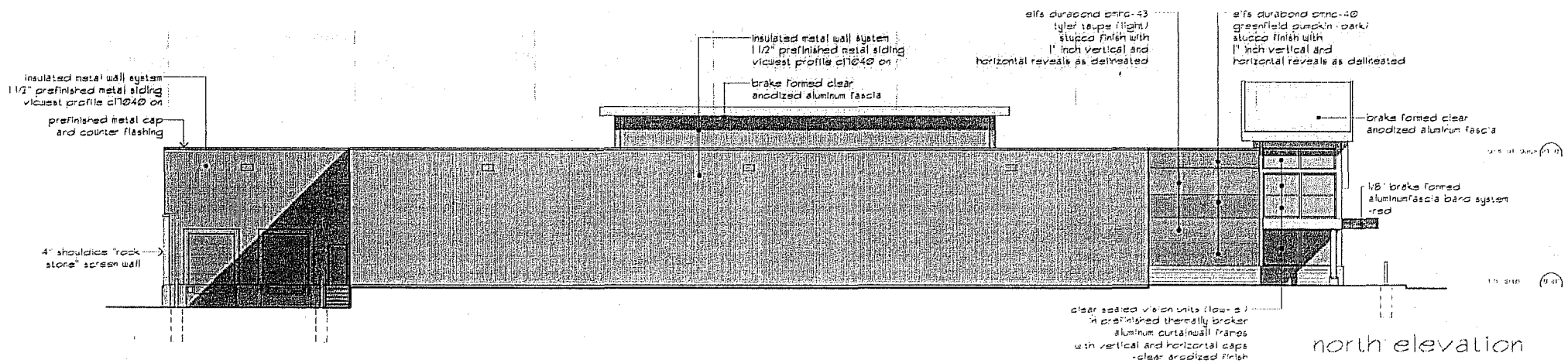
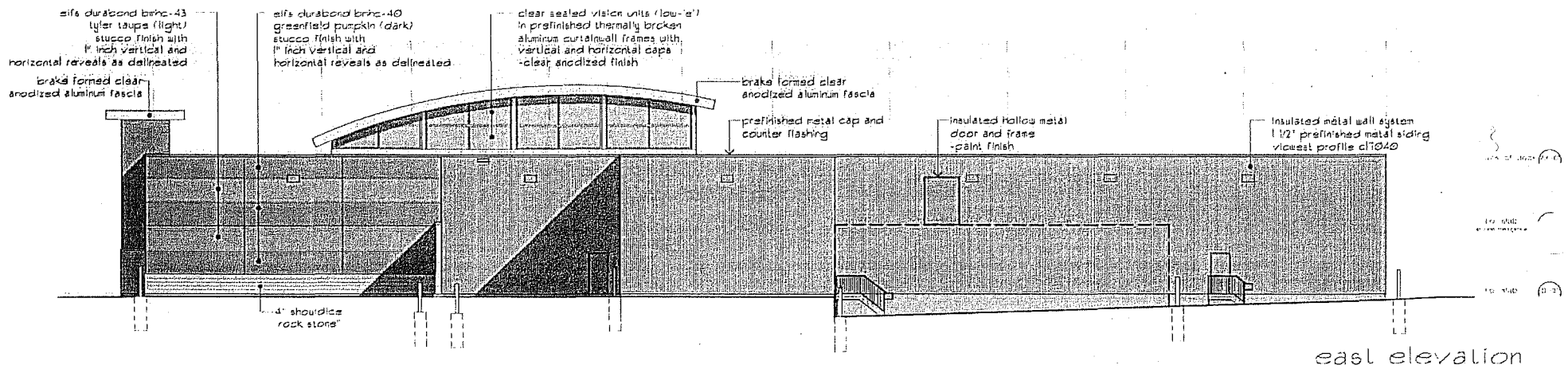


west elevation (parking lot)

ELEVATION STUDY - METRO STORE - APPLEWOOD PLAZA, MISSISSAUGA, ONTARIO

AKITT, SWANSON + PEARCE ARCHITECTS INC. September 23, 2009 project no. 08022

option A



ELEVATION STUDY - METRO STORE - APPLEWOOD PLAZA, MISSISSAUGA, ONTARIO

AKITT, SWANSON + PEARCE ARCHITECTS INC. September 23, 2009 project no. 08022

Applewood Shopping Plaza Limited

File: OZ 10/003 W1

Agency Comments

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

Agency / Comment Date	Comment
Ministry of Transportation (February 17, 2012)	<p>The Ministry has had the opportunity to review the revised submission and confirmed that in principle that it has no objections to the proposed applications.</p> <p>The Ministry Drainage Office has accepted the latest submission of the Storm Water Management (SWM) proposal for the site. During the Site Plan application process, the Ministry will still require the proponent to submit the SWM Report signed and stamped by a P. Eng licensed in Ontario.</p> <p>Ministry Building and Land Use Permits are required prior to site grading/site servicing and for individual building lots within 45 m (147.6 ft.) of all MTO property limits and within 395 m (1,295.9 ft.) radius from a Ministry intersection. Sign permits are required for signing within 400 m (1,312.3 ft.) of the Q.E.W.</p>
Region of Peel (April 27, 2012)	<p>The Region has no objections to the continued processing of these applications.</p> <p>An existing 200 mm (8 in.) diameter water main is located on Insley Road, an existing 250 mm (10 in.) diameter water main is located on North Service Road and an existing 150 mm (6 in.) diameter water main is located on Stanfield Road.</p> <p>An existing 375 mm (15 in.) diameter sanitary sewer is located on Stanfield Road and an existing 375 mm (15 in.) diameter sanitary sewer is located on Insley Road.</p> <p>The applicant is advised any forthcoming site plan applications associated with these Official Plan Amendment and Rezoning applications must clearly show and label all registered easements on the site plan. If there are easements in favour of the Region, this will be a condition of site plan approval.</p>

Applewood Shopping Plaza Limited

File: OZ 10/003 W1

Agency / Comment Date	Comment
	<p>The applicant is required to submit two (2) sets of site servicing drawings to the Region's Development Engineering Division for review (all connections must conform to Regional standards and specifications and design criteria). This is not a condition of site plan approval.</p> <p>The Functional Servicing Report was received on April 5, 2010 and the Region has no objections to the report.</p> <p>The subject property is not within a landfill site.</p> <p>The applicant is advised that on-site waste collection is required through a private hauler.</p>
<p>City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (January 23, 2012)</p>	<p>In the event that the applications are approved by Council, prior to by-law enactment, a cash contribution for street tree planting and trail signage will be required. Further, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Community Services Department – Culture Division (April 27, 2012)</p>	<p>Research into the site revealed that the existing Metro grocery store was originally a Steinberg's supermarket which opened in 1962. The architectural firm of Deacon, Arnett & Murray designed this iconic local landmark. Staff have had discussions with the applicant in order to encourage them to incorporate the façade of the existing building into any new store that is constructed; however, as of yet no confirmation has been provided as to the applicant's intentions.</p> <p>Also see Appendix I-1, Site History, with respect to recommendation from the Heritage Advisory Committee adopted by Council on April 25, 2012.</p>
<p>City Community Services Department – Fire and Emergency Services Division (April 20, 2012)</p>	<p>Fire has reviewed the applications from an emergency response perspective and has no concerns; emergency response time to the site and watersupply availability is acceptable.</p>

Applewood Shopping Plaza Limited

File: OZ 10/003 W1

Agency / Comment Date	Comment
City Transportation and Works Department (March 9, 2012)	<p>A satisfactory noise report and the Traffic Impact Study dated June 2010 has been submitted and is currently under review. Notwithstanding the findings of the traffic report, MTO approval is required as the site is adjacent to the Q.E.W.</p> <p>In addition, prior to a Supplementary Report proceeding to Council, the applicant has been requested to provide a final remediation report and plan along with a letter of reliance for all environmental site assessments and reports.</p> <p>The functional servicing report is to be updated to address certain aspects related to the storm drainage design.</p> <p>Further detailed comments/conditions will be provided prior to the Supplementary Report proceeding pending the review of the revised material.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Bell Canada - Canada Post - City Development Services - Enersource Hydro Mississauga Inc. - Hydro One Networks Inc. - Rogers Cable
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - City Economic Development Office - City Realty Services - Enbridge Gas Distribution Inc.

GENERAL CONTEXT MAP

OZ 10003 W1

APPENDIX I-8



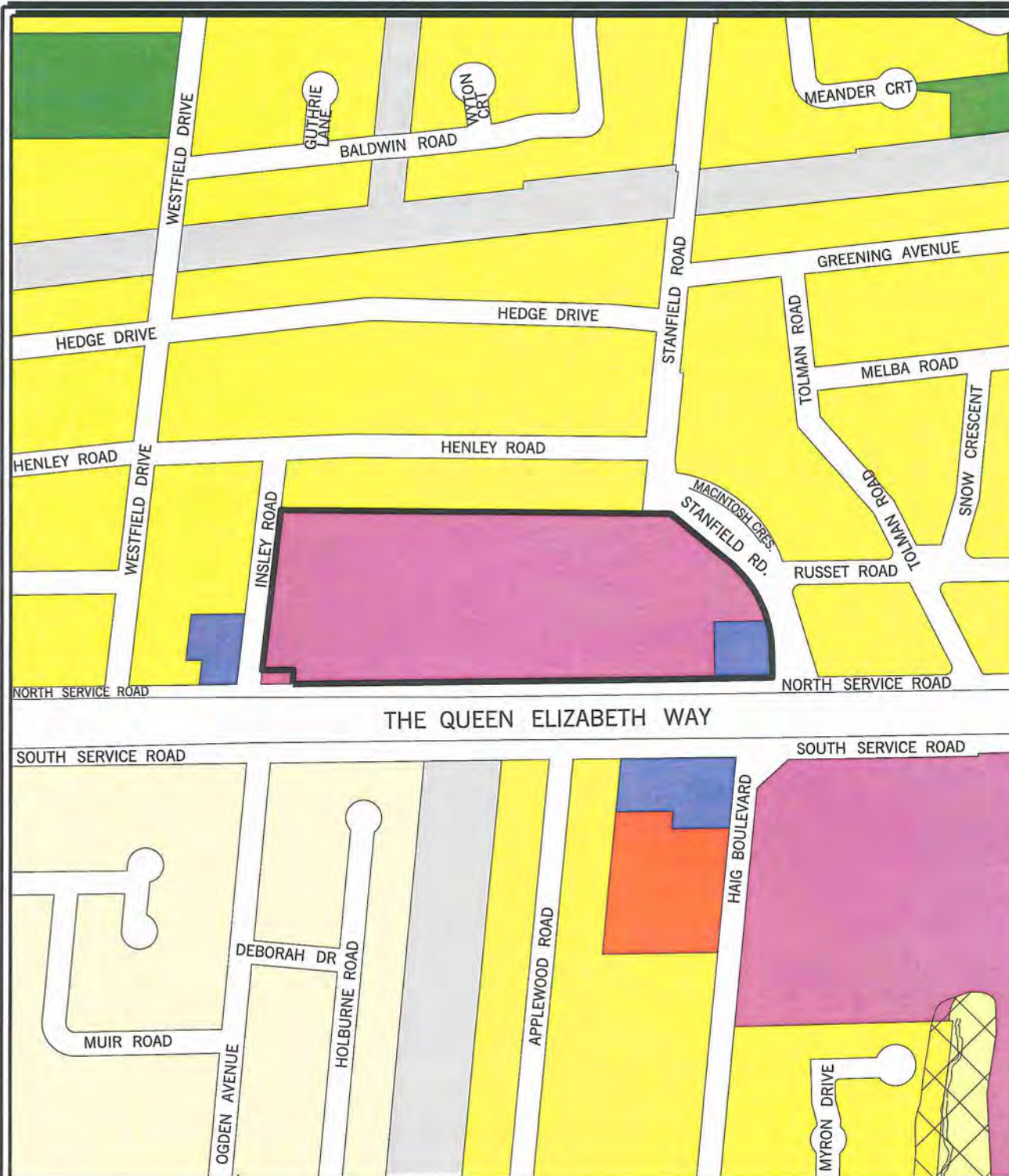
Applewood Shopping Plaza Ltd.

File: OZ 10/003 W1

Recommendation PDC-0036-2012

PDC-0036-2012

- "1. That the Report dated May 8, 2012, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Motor Vehicle Commercial" to "General Retail Commercial" and to change the Zoning from "C2-1" (Neighbourhood Commercial) and "C5-3" (Motor Vehicle Commercial) to "C2-Exception" (Neighbourhood Commercial), to permit a new grocery store, two new free standing building and modified development standards for the plaza under file OZ 10/003 W1, Applewood Shopping Plaza Limited c/o The Effort Trust Company, 1077 and 1145 North Service Road and 2045 Insley Road north side of North Service Road, between Insley Road and Stanfield Road, be received for information.
2. That the following correspondence be received:
 - a) Email dated April 26, 2010 from Murray Moore, Resident
 - b) Email dated May 22, 2012 from Irene Wojcik Gabon, Resident
 - c) Email dated May 25, 2012 from Andre Lill, President of Applewood Acres Homeowner's Association
 - d) Email dated May 26, 2012 from Bruce Reid, Resident
 - e) Email dated May 26, 2012 from Donald G. Weatherbe, Resident
 - f) Email dated May 27, 2012 from Dave Fagin, President of Pollution Control Installations Inc.
 - g) Email dated May 27, 2012 from Jo Anne Boni, Resident
 - h) Email dated May 27, 2012 from Lisa MacCumber, P.Eng Resident"



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN AND LAKEVIEW LOCAL AREA PLAN LAND USE MAP

LAND USE DESIGNATIONS

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

LAND USE LEGEND

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

CITY STRUCTURE

Elements

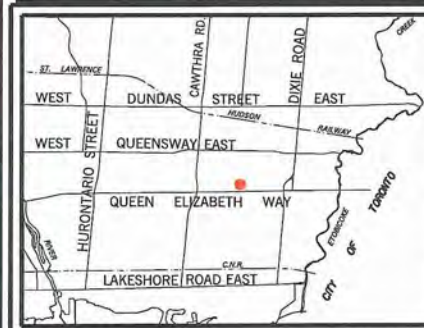
Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

SUBJECT LANDS



SUBJECT:

APPLEWOOD SHOPPING PLAZA LTD.



FILE NO:

OZ 10/003 W1

DWG. NO:

10003L MOP

SCALE:

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DATE:

2013/06/10

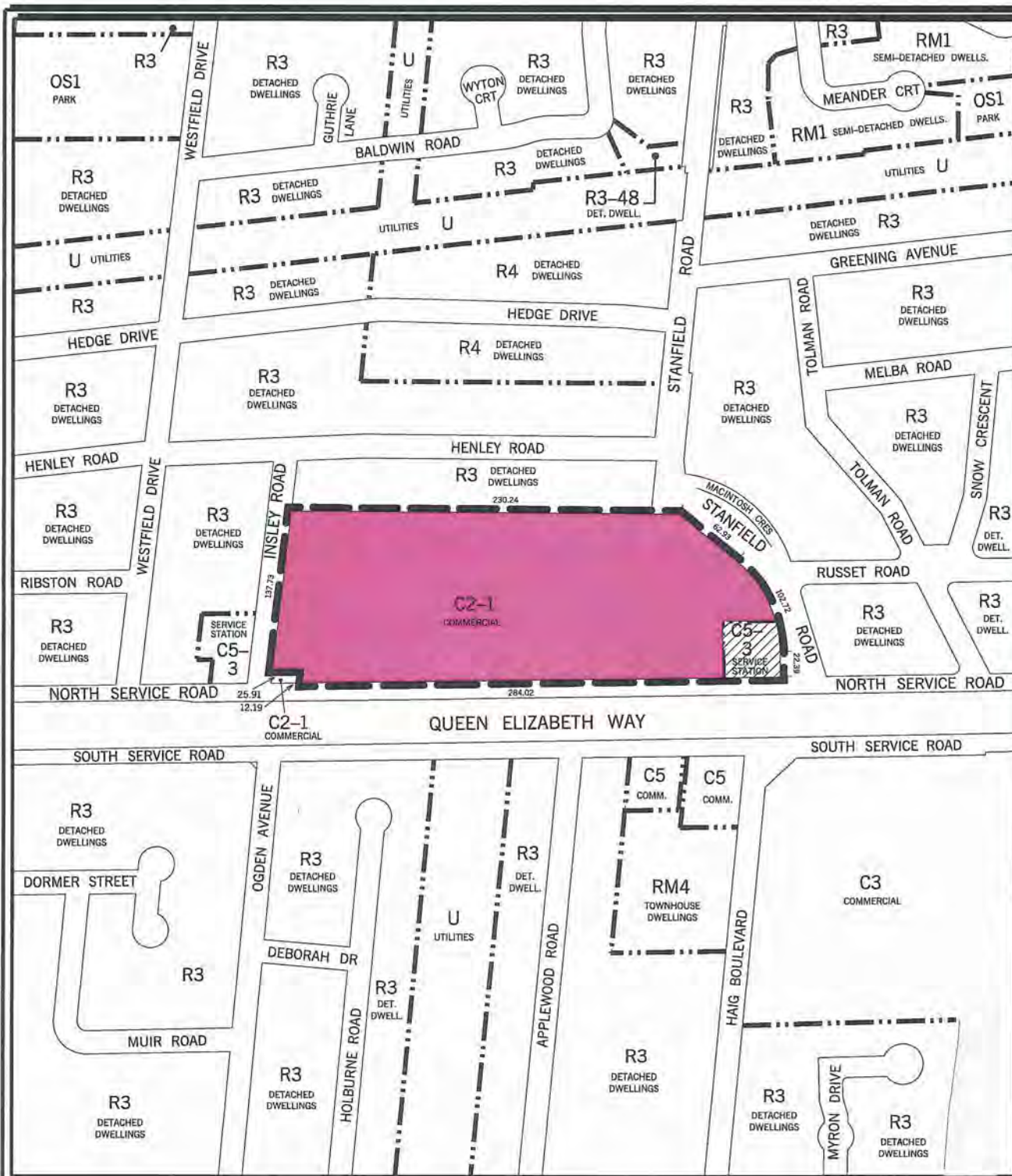
DRAWN BY:

A.SHAH

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX S-3



LEGEND:



SUBJECT LANDS



PROPOSED REZONING FROM "C2-1" (NEIGHBOURHOOD COMMERCIAL) TO "C2-EXCEPTION" (NEIGHBOURHOOD COMMERCIAL) TO PERMIT MODIFIED DEVELOPMENT STANDARDS FOR THE PLAZA.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "MOTOR VEHICLE COMMERCIAL" TO "MIXED USE" AND PROPOSED REZONING FROM "C5-3" (MOTOR VEHICLE COMMERCIAL) TO "C2-EXCEPTION" (NEIGHBOURHOOD COMMERCIAL) TO PERMIT A NEW GROCERY STORE.

NOTE: THE 'MIXED USE' POLICIES UNDER MISSISSAUGA OFFICIAL PLAN ARE CURRENTLY UNDER CITY-WIDE APPEAL

NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA.



SUBJECT:

APPLEWOOD SHOPPING PLAZA LTD.



FILE NO:
OZ 10003 W1

DWG. NO:
10003R

SCALE:
1:5000

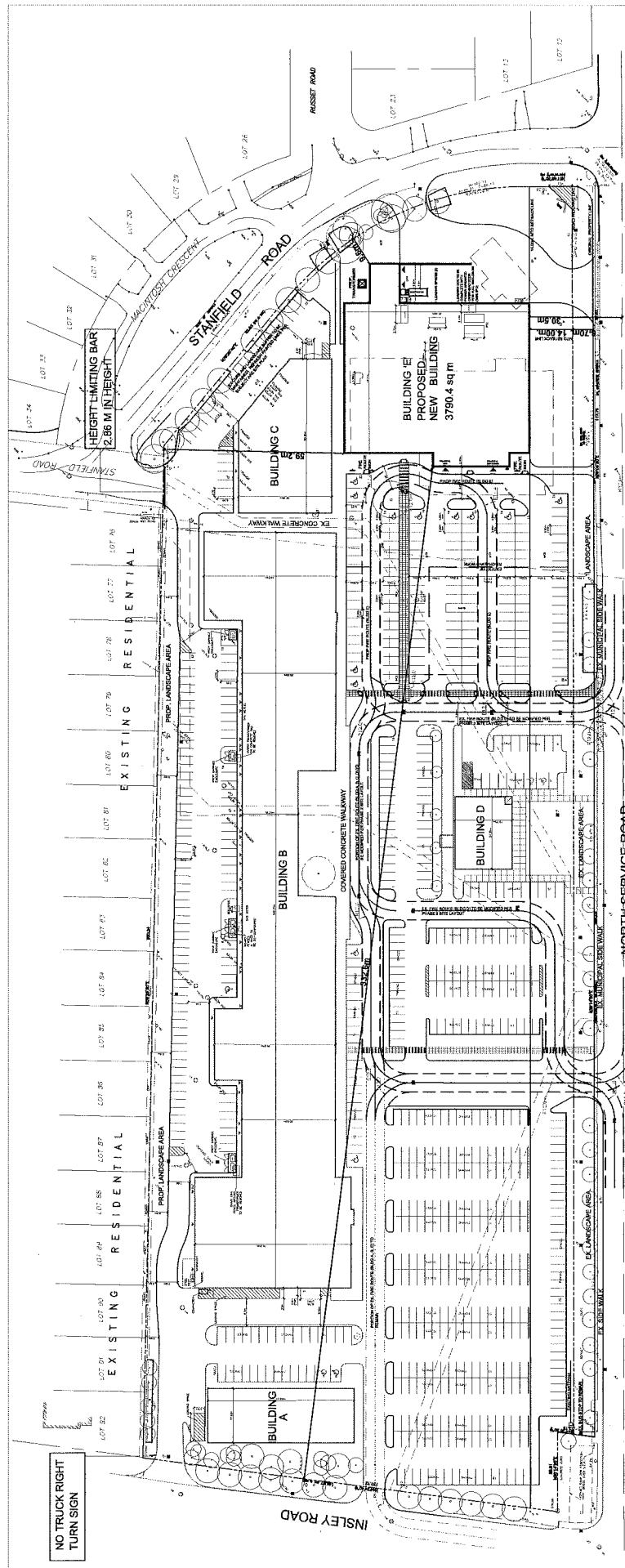
PDC DATE:
2013 06 10

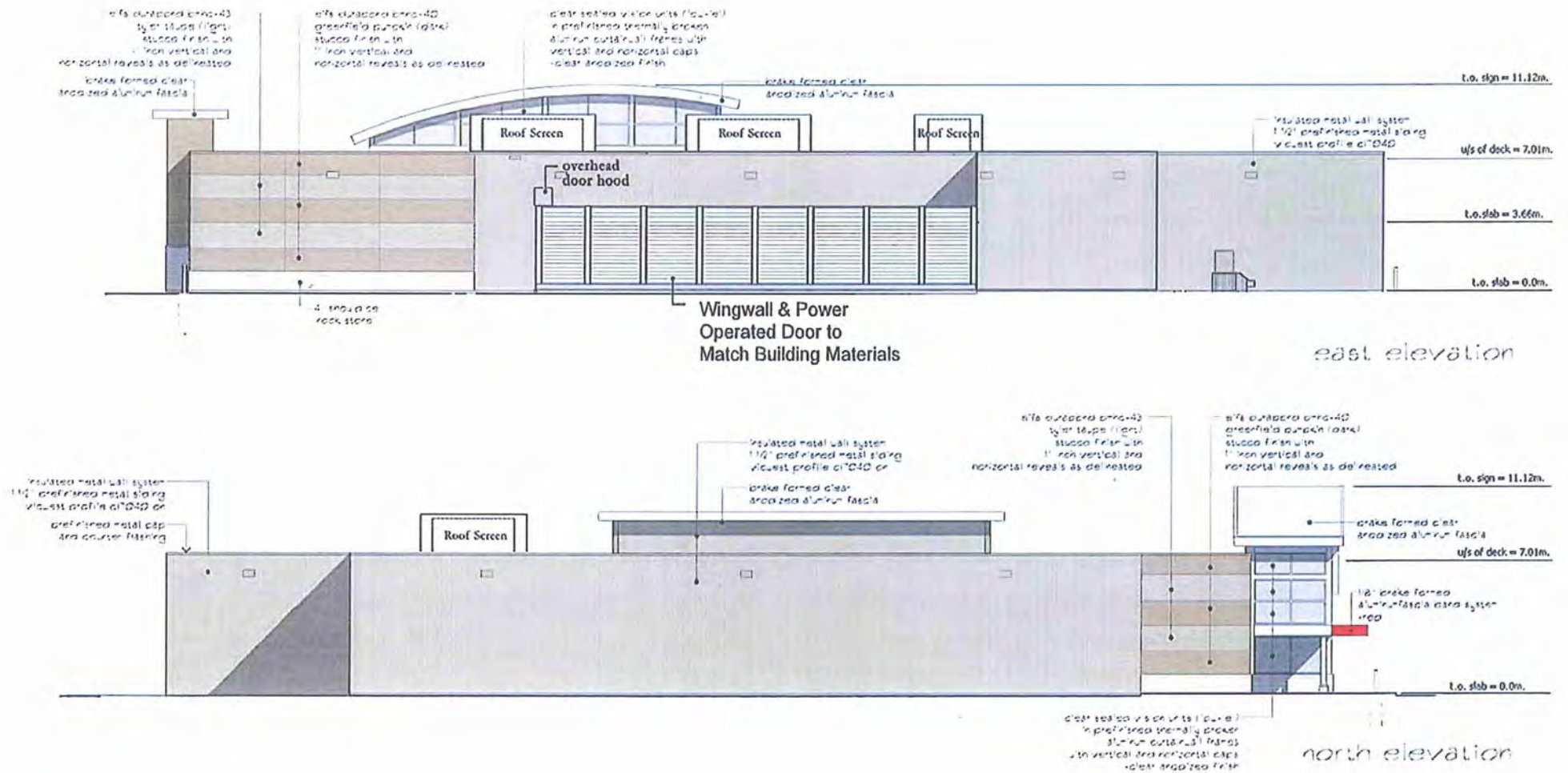
DRAWN BY:
B. KRUGER

APPENDIX S-4

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics





Conceptual Elevation Study - Food Store - Applewood Plaza

PROPOSED CONCEPT ELEVATIONS

Applewood Shopping Plaza Ltd.

File: OZ 10/003 W1

Proposed Zoning Standards

Item	Required Zoning By-law Standard	Proposed "C2-Exception" By-law Standard
Maximum gross floor area – non- residential	18 905 m ² (203,498.38 sq. ft.)	18 905 m ² (203,498.38 sq. ft.)
Restaurant uses adjacent to residential uses	60.0 m (197 ft.)	0 m (0 ft.)
Minimum depth of landscaped buffer from any lot line	4.5 m (14.8 ft.)	Minimum landscaped buffer abutting a residential zone 3.2 m (10.4 ft.) Minimum landscaped buffer abutting North Service Road 1.7 m (5.5 ft.)
Parking Standard	5.4 spaces/ 100 m ² (1,076.42 sq. ft.)	4.4 spaces/ 100 m ² (1,076.42 sq. ft.)



Corporate Report

Clerk's Files

Originator's
Files CD.06.POR

DATE: May 21, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 10, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Zoning By-law Amendments**
Port Credit Infill Housing Study- Hiawatha Neighbourhood
Supplementary Report **Ward 1**

RECOMMENDATION: That the report dated May 21, 2013, from the Commissioner of Planning and Building, titled "Proposed Zoning By-law Amendments, Port Credit Infill Housing Study - Hiawatha Neighbourhood", recommending amendments to the existing "R15" (Detached Dwellings – Port Credit) zone standards within the Port Credit Infill Housing Study area, in order to retain the neighbourhood character and improve compatibility between existing housing and replacement housing and detached dwelling additions, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, revisions to the proposed Zoning By-law Amendments are being recommended, Council considers that changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendments is hereby waived.
2. That the existing "R15" (Detached Dwellings - Port Credit), zone within the Port Credit Infill Housing Study Area be changed to "R15-Exception" (Detached Dwellings - Port

Credit), in accordance with the proposed zoning standards outlined in the Zoning section of this report and that an implementing Zoning By-law be brought to a future City Council meeting.

**REPORT
HIGHLIGHTS:**

- Proposed Zoning By-law amendments are being recommended for the Port Credit Infill Housing Study Area which includes: eliminating projecting garages; a reduction in maximum dwelling height; a maximum dwelling depth for all standard lots; a reduction in maximum lot coverage for waterfront lots; and an increase in minimum front yard setback for waterfront lots (see Appendix S-3).
- Community concerns received throughout the Study process have been assessed and appropriate changes made.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on February 25, 2013 at which time a Planning and Building Department Report (Appendix S-1) was presented and received for information.

At that public meeting, the Planning and Development Committee passed Recommendation PDC-0012-2013 which was subsequently adopted by Council on March 6, 2013 and is attached as Appendix S-2.

COMMENTS:**COMMUNITY ISSUES**

As noted in the Public Meeting Report, (Appendix S-1), two community meetings were held on March 3, 2012 and November 22, 2012 as well as 3 focus group meetings on April 3, 2012, May 23, 2012 and October 3, 2012. The City also distributed a survey at the second community meeting to gauge the interest of the community in revising the existing Zoning By-law regulations.

From the feedback received on the survey, 88% (88% of individual households) indicated they would like to see changes to the existing Zoning By-law regulations. In addition to comments received in response to the survey, twenty three (23) written submissions were received and 10 residents verbally expressed their position in

regards to the proposed Zoning By-law amendments at the public meeting held on February 25, 2013. The following is a summary of comments and responses to issues identified:

Comment:

Some residents are concerned with the effect of the more restrictive zoning standards on their property values and, therefore want to maintain the current development potential under the existing zone regulations. Also some residents felt that smaller standard lots (see Appendix S-3) should be treated differently from the rest of the standard lots in the area since they do not have the same development opportunity as they have less frontage. It was suggested that no maximum dwelling depth and height restriction be placed on these lots.

Response:

The proposed Zoning By-law amendments represent a balanced approach, allowing homes to be enlarged, while preserving the area's character. The proposed amendments would generally permit significantly larger dwellings, while respecting the massing and height characteristics of existing abutting dwellings. For proposals that are not able to meet either the existing or proposed zone requirements, the option to apply to the Committee of Adjustment for minor variance exists that would allow public input and review by City staff to assess the appropriateness of any requested variances, including compatibility with neighbourhood character.

Comment:

Concerns were raised about the potential of the proposed Zoning By-law amendments on property taxes.

Response:

Municipal taxes are not directly affected by property zoning. The assessed value of a property and the mill rate form the basis of municipal taxes. According to information posted on their website, the assessed value, as determined by the Municipal Property Assessment Corporation (MPAC), is based primarily on the

location and area of the property and the value of existing construction, not the potential through zoning.

Comment:

Some residents suggested limiting the dwelling height to a maximum of two (2) storeys to reduce the opportunity for new higher dwellings.

Response:

To address issues of excessive building heights and compatibility, the proposed restrictions, which include a reduction in maximum dwelling height, will adequately address concerns related to the potential for new higher dwellings.

Comment:

Some residents suggested the inclusion of a maximum Gross Floor Area (GFA) provision while others requested a maximum dwelling size restriction of 465 m² (5,000 sq. ft.) for the entire neighbourhood as they felt dwellings larger than this are not characteristic of the neighbourhood.

Response:

With respect to restricting the amount of Gross Floor Area (GFA), adding a maximum dwelling depth provision for all standard lots and reducing the maximum lot coverage from 40% to 30% for most of the waterfront lots in combination with the existing and proposed zone regulations, should be sufficient to adequately protect the character of the area while providing flexibility in design for replacement dwellings and for additions.

Comment:

Some residents suggested further increasing the side yard setbacks, which are used elsewhere in the City.

Response:

Planning staff feel that the existing side yard setback regulations adequately address the character of the neighbourhood given the current lot widths.

Comment:

Comments received from the survey noted that there currently are no projecting garages on the standard lots within the area and therefore, new restrictions should not allow for any garage projections. At the public meeting, area residents also expressed an interest in eliminating the opportunity for a projecting garage.

Response:

Comments regarding the need to regulate projecting garages are included in the Zoning section of this Report.

Comment:

Some residents felt that waterfront lots should not be treated any different than standard lots in the study area (see Appendix S-3), as the housing stock was similar to the rest of the neighbourhood at one time.

Response:

While it is noted that the housing stock on the south side of Cumberland Drive was at one time similar to the rest of the neighbourhood, the front yard setbacks of the waterfront lots are larger than the rest of the neighbourhood. Therefore, there is merit in treating the waterfront lots differently than the other lots in the neighbourhood.

Comment:

There were concerns expressed that some lots on the south side of Cumberland Drive are not as deep as others and more restrictive Zoning By-law standards would be too onerous given the Credit Valley Conservation (CVC) restrictions. This would limit the development potential on these properties and therefore, need to be looked at individually.

Response:

Comments regarding the proposed regulations for the smaller waterfront lots are included in the Zoning section of this Report.

Comment:

One resident felt that one by-law does not fit all properties and that one set of zoning rules is unfair to certain properties. In addition, this resident felt that the City had poor communication with the community.

Response:

The study area is currently governed by one zone category, namely the "R15" (Detached Dwellings - Port Credit) zone, however, as previously noted above, through the review of the existing Zoning By-law standards for the neighbourhood, and the public engagement process that ensued, the need for some further refinements to the originally proposed standards has been recognized.

In terms of communicating with the community, Ward 1 Councillor Jim Tovey held 2 community meetings regarding the Port Credit Infill Housing Study, which were well attended, and 3 focus group meetings between March and November 2012. In addition, the City conducted a survey to gauge community interest and involvement and Ward 1 Councillor, Jim Tovey's web site contained information and updates about the Study. Planning staff also have met with approximately 15 area residents who requested appointments and staff has responded to over 100 emails.

Comment:

Some residents felt the proposed maximum height regulation for eaves was too restrictive and could not be met.

Response:

The eaves height that is being proposed is the same eaves height that is being used for the infill residential areas of Mineola, Clarkson/Lorne Park and Streetsville. These areas have been able to adequately accommodate new dwellings, replacement housing and additions with this reduced height restriction. For proposals that are not able to meet either the existing or proposed zone requirements, the option to apply to the Committee of Adjustment for minor variance exists that would allow public input and review by staff to assess compatibility with neighbourhood character.

PLANNING COMMENTS

Official Plan

As noted in Appendix S-1, the lands within the Port Credit Infill Housing Study Area are designated "Residential – Low Density I" within the Port Credit Local Area Plan. The proposed Zoning By-law Amendments conform to Mississauga Official Plan policies and no amendments are proposed.

Zoning

The existing "R15" (Detached Dwellings - Port Credit) zone within the Port Credit Infill Study Area – Hiawatha Neighbourhood is proposed to be amended to "R15- Exception" (Detached Dwellings - Port Credit) in accordance with the following:

For all standard "R15" zoned lots and smaller waterfront lots (see Appendix S-3):

- Adding a regulation that garages not project beyond the main front face of the dwelling;
- Reducing the maximum dwelling height from 9.2 m (30.2 ft.) to the midpoint of the roof to 9.5 m (31.2 ft.) to the highest ridge of the roof (maximum height of the eaves 6.4 m (21 ft.) and 7.5 m (24.6 ft.) for a flat roof); and
- Adding a maximum dwelling depth of 20 m (65.6 ft.).

For most of the waterfront lots along Lake Ontario (see Appendix S-3):

- Adding a regulation that garages not project beyond the main front face of the dwelling;
- Reducing the maximum dwelling height from 9.2 m (30.2 ft.) to the midpoint of the roof to 9.5 m (31.2 ft.) to the highest ridge of the roof (maximum height of the eaves 6.4 m (21 ft.) and 7.5 m (24.6 ft.) for a flat roof);
- Reducing the maximum permitted lot coverage from 40% to 30%; and

- Increasing the minimum front yard setback from 6.0 m (19.7 ft.) to 9.0 m (29.5 ft.) or where a lot abuts a lot with an existing front yard of 12 m (39.3 ft.) or more, increasing the minimum front yard setback to 12 m (39.3 ft.).

As noted above and in response to the issues raised through the public consultation process, it is recommended that the original proposed regulations which included a maximum 3.0 m (9.8 ft.) garage projection beyond the front face of a dwelling be eliminated and reduced to 0.0 m (0.0 ft.). Additionally, some of the smaller waterfront lots have been re-evaluated and Planning staff recommends that the proposed regulations for the standard "R15" zoned lots be applied to these selected lots. Both issues are further elaborated on below:

Garage Projection

A review of the dwellings within the study area indicates that few dwellings within the study area have attached garages that project beyond the main face of the dwelling. The original intent of allowing a partial garage projection was to provide some limited flexibility in the design for replacement dwellings and additions, while protecting the general character of the area. Given the opposition expressed to this particular proposed amendment, Planning staff have no concern with eliminating the opportunity for a garage to project completely and, therefore, recommend that garages not project beyond the main front face of the dwelling. This regulation is consistent with other infill residential areas, namely the Clarkson-Lorne Park/Mineola.

Proposed Regulations for Smaller Waterfront Lots

Staff acknowledges that due to Credit Valley Conservation (CVC) restrictions, the potential for redevelopment on some of the smaller waterfront lots will be constrained. These lots have a depth of 65 m (213 ft.) or smaller and include lots on the south side of Cumberland Drive at the eastern and western ends of the Study Area (see Appendix S-3). On these lots, applying a greater setback would further reduce the potential for redevelopment. In addition,

the existing homes built on these lots are situated closer to the street than the rest of Cumberland Drive. Since these lots are more proportional to the non-waterfront lots and given the CVC restrictions, it is recommended that the provisions for the standard "R15" zoned lots apply. Therefore, these lots would have to adhere to the proposed maximum 20 m (65.6 ft.) dwelling depth restriction but could maintain the current minimum front yard setback of 6.0 m (19.7 ft.).

FINANCIAL IMPACT: Not applicable

CONCLUSION: In accordance with subsection 34 (17) of the *Planning Act*, R.S.O. 1991, c.P.13, as amended, Council is given the authority to determine if further public notice is required. Since the proposed revisions concerning the elimination of projecting garages on all lots and the revised regulations for smaller waterfront lots were discussed at the public meeting and are considered to be minor, it is recommended that no further public notice be required regarding these proposed changes.

The proposed Zoning By-law Amendments, as revised, should be approved for the following reasons:

1. The proposed amendments for the Study Area are in conformity with the Port Credit Local Area Policies of Mississauga Official Plan.
2. The proposed "R15 - Exception" (Detached Dwellings - Port Credit) zones for the identified standard and waterfront lots are appropriate and compatible with the surrounding land uses.
3. The proposed Zoning By-law Amendments represent a balance between maintaining the neighbourhood character within the study area and addressing compatibility and massing issues associated with replacement housing and additions to existing detached dwellings.

ATTACHMENTS:

Appendix S-1: Public Meeting Report

Appendix S-2: Recommendation PDC-0012-2013

Appendix S-3: Study Area Map –Revised

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Sharon Mittmann, Urban Designer



Corporate Report

Clerk's Files

Originator's

Files CD.06.POR

PDC FEB 25 2013

DATE: February 5, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 25, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Proposed Zoning By-law Amendments
Port Credit Infill Housing Study – Hiawatha Neighbourhood
Public Meeting Ward 1

- RECOMMENDATION:**
1. That the report dated February 5, 2013, from the Commissioner of Planning and Building, titled "Proposed Zoning By-law Amendments, Port Credit Infill Housing Study – Hiawatha Neighbourhood", south of Lakeshore Road East, east of Elmwood Avenue South, be received for information.
 2. That the Planning and Building Department report back on any public submissions received and make specific recommendations to amend the existing "R15" (Detached Dwellings – Port Credit) zone standards in the Port Credit Infill Housing Study area in order to retain neighbourhood character and improve compatibility between existing housing and replacement housing and detached dwelling additions.

**REPORT
HIGHLIGHTS:**

- Background information is provided on a review of existing zoning standards in the Port Credit Infill Housing Study area;
- Proposed solutions are discussed for retaining the neighbourhood character within the study area and addressing compatibility and massing issues associated with replacement

- housing and additions to existing detached dwellings;
- Comments received to date from neighbourhood residents through the public engagement process are summarized.

BACKGROUND:

In February 2012, as a consequence of a new detached dwelling being constructed at 90 Cumberland Drive and resulting public expressions of concerns, Ward 1 Councillor, Jim Tovey requested the Planning and Building Department to review the matter. This resulted in staff conducting a review of the existing Zoning By-law standards for the area, a public engagement process with area residents and suggesting various alternatives. The issue is replacement housing and large additions that are significantly larger than existing houses, thereby changing the character of this established neighbourhood.

COMMENTS:**Port Credit Infill Housing Study**

The concept of regulating replacement housing and new additions through Zoning By-law standards is not new in Mississauga. The infill housing areas in Clarkson-Lorne Park, Mineola, the Port Credit and Meadowvale Village Heritage Conservation Districts and most recently in Streetsville are subject to specific Zoning By-law regulations that are designed to retain the character of these areas and reduce the incompatibility between existing houses and new houses and additions. In these areas, the Zoning By-law was modified from the base zone standards to include regulations that reduced lot coverage and dwelling heights, increased side yard setbacks, restricted garage projections, imposed a maximum dwelling unit depth and restricted the amount of gross floor area permitted to be built.

The Port Credit Infill Housing Study area comprises the residential neighbourhood located south of Lakeshore Road East, east of Elmwood Avenue South, as delineated on Appendix I-1.

Mississauga Official Plan Designation and Policies for the Port Credit Local Area Plan (November 14, 2012)

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Plan was appealed in its entirety, however, on November 14, 2012, the Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals which have no effect on the Port Credit Infill Housing Study area.

The study area is located within a Neighbourhood Area (Port Credit Local Area Plan) and within the portion of the South Residential Precinct east of Elmwood Avenue South. The lands within the study area are designated "**Residential Low Density I**" which permits detached dwellings.

Mississauga Official Plan (Port Credit Local Area Plan) contains the following applicable policies with respect to the South Residential Precinct:

2.1.2.2 South Residential

These stable residential areas should be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas should be preserved including: the one to two storey building heights; the combination of small building masses on small lots (i.e. the scale of the neighbourhood is of modest detached dwellings); the physical and visual access to Lake Ontario; the well landscaped streetscapes; and the irregular street grid.
- b. Any development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.

Draft Port Credit Local Area Plan

At the September 17, 2012 Planning and Development Committee meeting, the Planning and Building Department presented a report titled "Draft Port Credit Local Area Plan", dated August 28, 2012. The meeting constituted the statutory Public Meeting under the *Planning Act* for the revised Plan. The draft Plan carries forward many existing policies and land use designations found in the existing Plan. The land use designation for the study area, which continues to fall within the South Residential Precinct, remains unaffected. It is expected that a report on comments to the Local Area Plan will be considered at a Planning and Development Committee meeting early in the new year.

Existing Zoning

"R15" (Detached Dwellings - Port Credit), which permits detached dwellings on lots with a minimum frontage of 12.0 m (39.4 ft.) and a minimum lot area of 460 m² (4,951 sq. ft.). Appendix I-4 outlines the existing "R15" zone regulations.

Credit Valley Conservation (CVC) Restrictions

In addition to the zone regulations, the lands immediately abutting Lake Ontario are regulated by CVC. Generally they require that dwelling units not be placed closer than 30 m (100 ft.) to the shore line. In addition, a 6.0 m (19.7 ft.) buffer setback will be required. Each individual property will be assessed on its own merits as it goes through the development process, however these general rules apply until further information is obtained.

Proposed Zoning By-law Amendments

At this point the Planning and Building Department are considering the following combination of Zoning By-law amendments, subject to further community input:

For all standard "R15" zoned lots (see Appendix I-1):

- Maximum garage projection beyond the front face of a dwelling of 3.0 m (9.8 ft.);
- Maximum height from 9.2 m (30.2 ft.) to the midpoint of the roof to 9.5 m (31.2 ft.) to the peak of the roof (maximum height of the eaves 6.4 m (21 ft.) and a maximum height of 7.5 m (24.6 ft.) for a flat roof); and
- Maximum dwelling depth of 20 m (65.6 ft.) for all lots.

For most of the waterfront lots along Lake Ontario (see Appendix I-1):

- Maximum garage projection beyond the front face of a dwelling of 3.0 m (9.8 ft.);
- Maximum height from 9.2 m (30.2 ft.) to the midpoint of the roof to 9.5 m (31.2 ft.) to the peak of the roof (maximum height of the eaves 6.4 m (21 ft.) and a maximum height of 7.5 m (24.6 ft.) for a flat roof);
- Maximum permitted lot coverage from 40% to 30%; and
- Minimum front yard setback from 6.0 m (19.7 ft.) to 9.0 m (29.5 ft.) or where a lot abuts a lot with an existing front yard of 12 m (39.3 ft.) or more, the minimum front yard shall be 12 m (39.3 ft.).

Projecting Garages

A review of dwellings within the study area indicates that few dwellings have attached garages that project beyond the main face of the dwelling. In order to maintain this design characteristic, it is proposed that a regulation which prohibits the face of an attached garage from projecting beyond the main face of the dwelling more than 3.0 m (9.8 ft.) be included, thereby reducing the prominence of garages. Allowing a partial garage projection will adequately protect the general character of the area while providing sufficient flexibility in design for replacement dwellings and additions.

Reduction in Height

The existing "R15" zone permits a maximum height of 9.2 m (30.2 ft.) to the midpoint of the roof which is measured from average grade of the lot to the mid-point of the roof of a sloped roof. This means that the highest point of a roof can be significantly higher depending upon the pitch of the roof. For the infill housing areas in Clarkson-Lorne Park, Mineola and Streetsville, the maximum dwelling height is measured as the distance between the average grade of the lot and the highest ridge of a sloped roof. The maximum height in these areas has also been reduced to 9.0 m (29.5 ft.) and 9.5 m (31.2 ft.) depending upon lot frontage. There is another zoning regulation that requires a maximum height to the underside of the roof eaves of 6.4 m (21 ft.). This regulation simply brings the edge of the roof closer to the ground, which significantly lessens the visual massing of a dwelling.

The existing "R15" zone permits a flat roof of 9.2 m (30.2 ft.) measured between the average grade of a lot to the highest point of a flat roof. This existing height regulation would permit a 3 storey dwelling which would be out of character with the dwellings in this neighbourhood. In addition to the above-noted reduced heights for dwellings with sloped roofs, the infill residential areas of Clarkson-Lorne Park, Mineola and Streetsville are also subject to a reduced maximum height provision of 7.5 m (24.6 ft.) for a flat roof.

Maximum Dwelling Depth

The majority of lot depths within the study area are 46 m (150 ft.). The existing "R15" zone permits a detached dwelling to have continuous dwelling depth as long as the proposed dwelling complies with the minimum front yard setback of 6.0 m (19.6 ft.) and the minimum rear yard setback of 7.5 m (24.6 ft.). A new dwelling was constructed on Oakwood Avenue South which is over 30 m (100 ft.) in length and is out of character with the adjacent dwellings.

The infill residential areas of Clarkson-Lorne Park, Mineola, and Streetsville include a maximum dwelling depth standard of 20 m (65.5 ft.). This provision effectively regulates the overall mass of dwellings and encourages attached garages to be incorporated into the mass of the dwelling, rather than projecting beyond or behind the dwellings.

Increased Front Yard Setback

The existing "R15" zone requires a minimum 6.0 m (19.6 ft.) front yard setback. Front yard setback means a yard extending across the full width of a lot between the front lot line and the nearest part of any building or structure on the lot. The majority of standard lot dwellings in the study area are at or close to this setback. However, the waterfront lot dwellings on the south side of Cumberland Drive have a significantly larger setback. While some new dwellings have been constructed to the minimum 6.0 m (19.6 ft.) setback, the majority of the dwellings are within a range of 10 m (32.8 ft.) to 28 m (91.8 ft.) with the average being approximately 22 m (72.2 ft.). A new dwelling having a setback of 6.0 m (19.6 ft.) was recently constructed on the south side of Cumberland Drive which is much closer to the street than the adjacent neighbour that is setback approximately 25 m (82 ft.) and not in keeping with the existing character of the neighbourhood.

The "R1" (Detached Dwellings) zone category includes a requirement for a minimum front yard setback of 9.0 m (29.5 ft.) or where a lot abuts a lot with an existing front yard of 12 m (39.3 ft.) or more, the minimum front yard shall be 12 m (39.3 ft.). This provision will better protect the character of the existing waterfront lots.

Reduced Lot Coverage

Maximum lot coverage is the percentage of the lot area that is covered by all buildings and structures. The existing "R15" zone permits a maximum lot coverage of 40%. Although lot coverage does reduce the permitted size of the dwelling, it does not address height incompatibilities and, if reduced significantly, may not allow

the construction of a one storey addition if the existing dwelling and any accessory structures are at or close to the maximum lot coverage permitted.

Reducing the lot coverage from 40% to 30% for most of the waterfront lots in combination with the various proposed zone regulations for these lots, as noted above, could be a very effective method for addressing compatibility and character concerns. A reduction in the size and height of replacement dwellings and additions would better respect the scale of the existing dwellings on abutting lots, thereby maintaining the character of the neighbourhood. A new dwelling having a lot coverage of 36% was recently constructed at 90 Cumberland Drive which is excessively larger than other dwellings in the neighbourhood.

COMMUNITY ISSUES: Ward 1 Councillor, Jim Tovey held two community meetings on March 3, 2012 and November 22, 2012. Approximately 200 residents attended the first community meeting and approximately 150 attended the second community meeting. In addition, the Ward 1 Councillor arranged 3 focus group meetings which were held on April 3, 2012, May 23, 2012 and October 3, 2012. The focus group consisted of approximately 30 interested residents from the immediate neighbourhood who signed up at the first community meeting or contacted the Councillor's office following the meeting. Everyone who expressed an interest in the Port Credit Infill Housing Study was permitted to be on the focus group. The focus group identified several issues related to built form. These included:

- Some residents felt that the waterfront lots along the south side of Cumberland Drive were different than the lots in the rest of the neighbourhood and should, therefore, be separated out and have different restrictions;
- Consistency of minimum front yard setback in particular to 90 Cumberland Drive;
- Overall massing of the dwellings;
- Maximum dwelling height;
- Maximum lot coverage;
- Minimum side yard setbacks;

- Maximum dwelling depth;
- Overall dwelling size;
- Character; and
- Two storey projecting garages.

At the November 22, 2012 community meeting, City staff distributed a survey (see Appendix I-5) that was intended to gauge the interest of the community in revising the existing Zoning By-law regulations. Surveys were distributed by the Councillor's office to every home within the Port Credit Infill Housing Study area. A total of 147 surveys were returned from 106 households. Of the surveys submitted, 88% (88% of individual households) indicated they would like to see changes to the existing Zoning By-law regulations.

The following additional information was obtained from the surveys.

- 74% (74% of households) felt that a change in minimum **front yard setback** was required;
- 65% (63% of households) felt a change in minimum **side yard setbacks** was required;
- 81% (81% of households) felt a change in maximum **dwelling height** was required;
- 80% (79% of households) felt a change in **overall size of the dwelling** was required;
- 77% (75% of households) felt a change in maximum **lot coverage** was required;
- 76% (74% of households) felt a change in **maximum dwelling depth** was required;
- 75% (75% of households) felt a change in **maximum garage projection** beyond the front wall of the dwelling was required.

In addition, the community was surveyed to determine if they felt the waterfront lots along the south side of Cumberland Drive should have different zoning restrictions than the rest of the neighbourhood. 57% (50% of households) felt these lots should be treated differently.

Additional comments received from the survey are summarized below and will be taken into consideration when preparing the Supplementary Report:

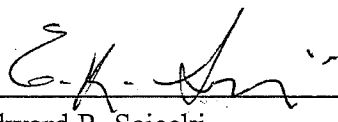
- Some lots on the south side of Cumberland Drive are not as deep as others and more restrictive Zoning By-law standards would be too onerous and deem most of the properties undevelopable, and therefore need to be looked at individually;
- Lots that are narrower than the required minimum frontage of 12 m (39.4 ft.) would have a difficult time constructing a reasonably sized house with the proposed new maximum dwelling depth restriction;
- At the focus group meeting, residents made a presentation showing that dwelling height was not an issue but rather the design and overall massing of the dwelling was the issue and, therefore some residents felt a height restriction was not required;
- Site Plan Control was not something the residents wanted;
- A maximum dwelling depth restriction on the waterfront lots is required to ensure that a long and linear dwelling such as 90 Cumberland Drive does not happen again;
- The waterfront lots should not be treated any different than the other lots in the neighbourhood and should also have a dwelling depth restriction; and
- There are currently no projecting garages on the standard lots and therefore, new restrictions should not allow for any garage projection.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Once public input has been received, and all issues are identified the Planning and Building Department will be in a position to make recommendations regarding the proposed amendments to the Zoning By-law for the "R15" (Detached Dwellings – Port Credit) zone within the Port Credit Infill Housing Study area.

ATTACHMENTS:

- Appendix I-1: Location of Study Area
- Appendix I-2: Excerpt of Port Credit Local Area Plan
Land Use Map
- Appendix I-3: Excerpt of Existing Zoning Map
- Appendix I-4: Existing "R15" Zone Regulations
- Appendix I-5: Neighbourhood Survey



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Sharon Mittmann, Urban Designer



LEGEND:



Location of Study Area



Standard Lots



Waterfront Lots

Date of Aerial Photo: May 2012



**SUBJECT: PORT CREDIT INFILL HOUSING STUDY-
HIAWATHA NEIGHBOURHOOD**



FILE NO:

CD-06-POR

DWG. NO:

HIAWATHA_H

SCALE:

1:7000

PDC DATE:

2013 02 25

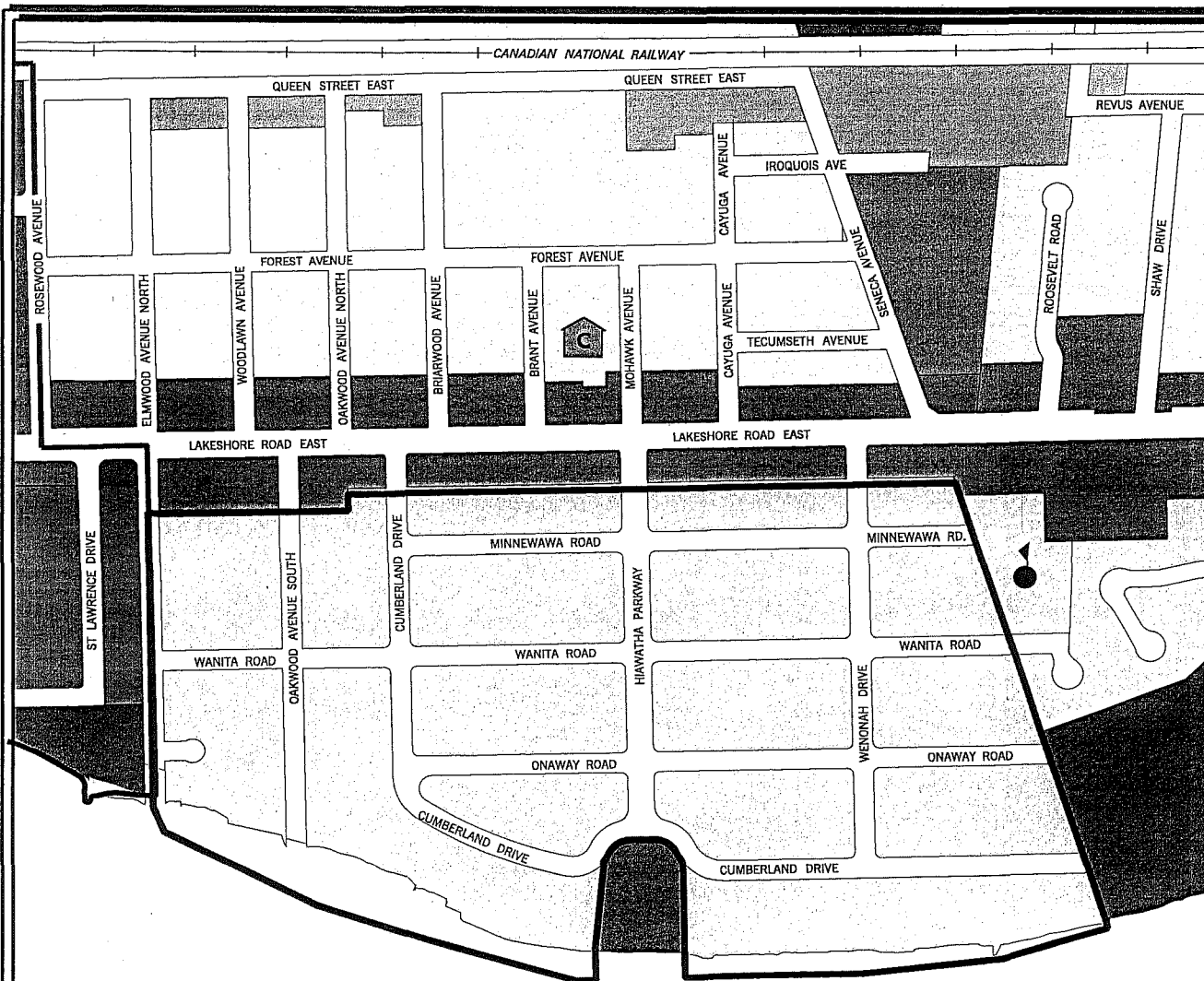
DRAWN BY:

N. BISKARIS

APPENDIX I-1

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



Part of Schedule 10 Land Use Designations of Mississauga Official Plan

LAND USE DESIGNATIONS

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

LAND USE LEGEND

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

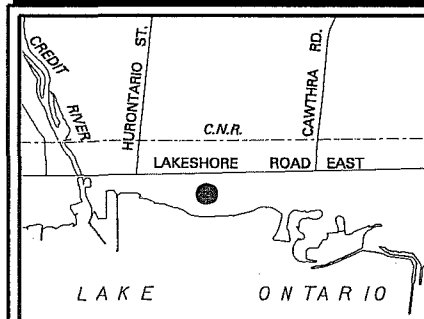
CITY STRUCTURE

Elements

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

Location of Study Area

SUBJECT: PORT CREDIT INFILL HOUSING STUDY-HIAWATHA NEIGHBOURHOOD



FILE NO:

CD-06-POR

DWG. NO:

HIAWATHA_L

SCALE:

1:7000

PDC DATE:

2013 02 25

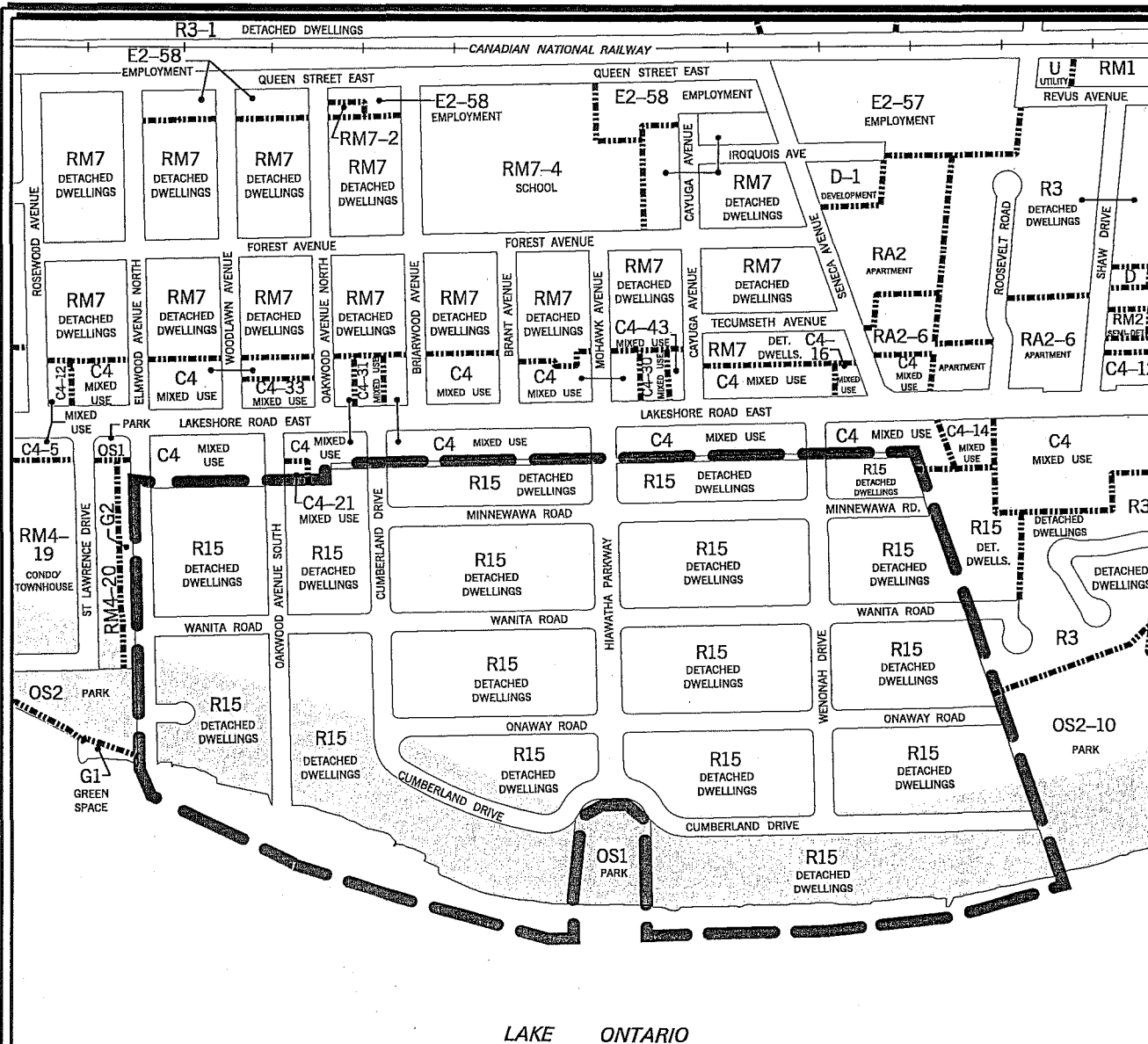
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LEGEND:



Location of Study Area

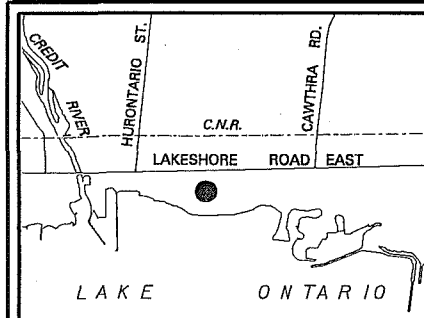


Greenbelt Overlay

NOTE: EXISTING ZONING DELINEATED ON THE PLAN



SUBJECT: PORT CREDIT INFILL HOUSING STUDY-
HIAWATHA NEIGHBOURHOOD



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Part 4 - Residential Zones

**4.6 R15 ZONE
(DETACHED DWELLINGS - PORT CREDIT)**
4.6.1 R15 Permitted Uses and Zone Regulations

All buildings and structures shall comply with the provisions contained in Parts 1 to 3 and Section 4.1 of this By-law, and the uses and zone regulations specified within the applicable zone column contained in Table 4.6.1 - R15 Permitted Uses and Zone Regulations.

Table 4.6.1 - R15 Permitted Uses and Zone Regulations

Column	A	B
Line	ZONES	R15
1.0		
PERMITTED USES		
2.0	RESIDENTIAL	
2.1	Detached Dwelling	✓ ⁽¹⁾
ZONE REGULATIONS		
3.0	MINIMUM LOT AREA	460 m ²
4.0	MINIMUM LOT FRONTAGE	12.0 m
5.0	MAXIMUM LOT COVERAGE	40%
6.0	MINIMUM FRONT YARD	6.0 m ⁽²⁾
7.0	MINIMUM EXTERIOR SIDE YARD	4.5 m ⁽²⁾
8.0	MINIMUM INTERIOR SIDE YARD	
8.1	Detached dwelling with an attached garage	1.2 m ⁽²⁾
8.2	Detached dwelling without an attached garage	3.0 m on one side of the lot and 1.2 m on the other side ⁽²⁾
9.0	MINIMUM REAR YARD	7.5 m ⁽²⁾
10.0	MAXIMUM HEIGHT	9.2 m
11.0	ATTACHED GARAGE, PARKING AND DRIVEWAY	
11.1	Attached garage	Permitted ⁽³⁾
11.2	Minimum parking spaces	✓ ^{(4) (5)}
11.3	Maximum driveway width	Lesser of 8.5 m or 50% of lot frontage ⁽⁴⁾
12.0	ACCESSORY BUILDINGS AND STRUCTURES	✓ ⁽⁶⁾

- NOTES: (1) See Subsections 4.1.1, 4.1.16 and 4.1.17 of this By-law.
 (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
 (3) See also Subsection 4.1.12 of this By-law.
 (4) See also Subsection 4.1.9 of this By-law.
 (5) See also Part 3 of this By-law.
 (6) See Subsection 4.1.2 of this By-law.

**Port Credit Infill Housing
Hiawatha Neighbourhood Survey**

Do you want changes to the Zoning By-law in your neighbourhood?

Yes	No
-----	----

How important are these issues to you? (1 = not important 3 = very important)

Issue	1	2	3
The water lots along the south side of Cumberland Drive should have different restrictions than the rest of the neighbourhood;			
Character of the Neighbourhood			
Overall size of the dwelling			
Front yard setback			
Lot coverage			
Side yard setbacks			
Maximum depth of a dwelling			
Dwelling height			
Garages that project beyond the front wall of the dwelling			

Additional Comments: _____

Name: _____

Address: _____

Phone/email: _____

Please submit survey only, by mail/email to the City by December 06, 2012

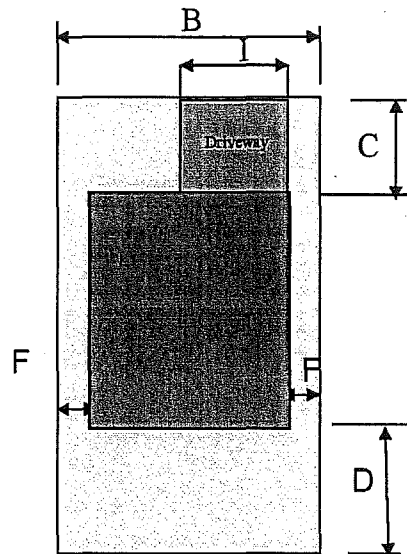
Sharon Mittmann
City of Mississauga
Planning and Building Department
Development and Design Division
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Or email to sharon.mittmann@mississauga.ca

Existing R15 Zone Provisions

Typical lot in the area is approximately
15.2 m x 46 m (50 ft. x 151 ft.)
(700 m² (7,536 ft²))

Average Water lot is approximately
15.2 x 75 m (50 ft. x 246 ft.)
1140 m² (12, 271 ft²)



A = Minimum Lot Area	460 m² (4,952 ft².)
B = Minimum Lot Frontage:	12m (39 ft.)
C = Minimum Front Yard Setback:	6.0 m (19.6 ft.)
D = Minimum Rear Yard Setback:	7.5m (24.6 ft.)
E = Maximum Lot Coverage:	40%
F = Minimum Side Yards:	1.2 m (4.0 ft.)
G = Maximum Height:	9.2 m (30 ft.) - mid-point of roof
I = Maximum Driveway Width:	Lesser of 8.5 m (27.88 ft.) or 50% of lot

**Proposed Zoning By-law Amendments
Port Credit Infill Housing Study - Hiawatha Neighbourhood**

File: CD.06.POR

Recommendation PDC-0012-2013

PDC-0012-2013

- "1 That the report dated February 5, 2013, from the Commissioner of Planning and Building, titled "Proposed Zoning By-law Amendments, Port Credit Infill Housing Study - Hiawatha Neighbourhood", south of Lakeshore Road East, east of Elmwood Avenue South, be received for information.
2. That the Planning and Building Department report back on any public submissions received and make specific recommendations to amend the existing "R15" (Detached Dwellings – Port Credit) zone standards in the Port Credit Infill Housing Study area in order to retain neighbourhood character and improve compatibility between existing housing and replacement housing and detached dwelling additions.
3. That the following correspondence be received:
 - a) Email dated February 14, 2013 from Mr. Giuseppe Simeone, Resident.
 - b) Email dated February 20, 2013 from Mr. Peter Lo, Resident.
 - c) Email dated February 22, 2013 from Mr. Leo Norgard, Resident.
 - d) Email dated February 24, 2013 from Mr. Afzal Ahmad, Resident.
 - e) Email dated February 25, 2013 from Mr. Tim Ader, Resident.
 - f) Email dated February 25, 2013 from Ms. Kareen Colbert, Resident.
 - g) Email dated February 25, 2013 from Mr. John Holland, Resident.
 - h) Email dated February 25, 2013 from Mr. Paul Krush, Resident.
 - i) Email dated February 25, 2013 from Mrs. Jodi and Dominic Rosso, Residents.
 - j) Email dated February 25, 2013 from Mr. Ian L. Smith, Resident.
 - k) Email dated February 25, 2013 from Mr. Evan and Mrs. Shelley Steed, Residents.
 - l) Letter dated February 20, 2013 from Lisa and Paul Reed, Residents.
 - m) Email dated February 25, 2013 from Cathy Mann, Resident.
 - n) Letter dated February 25, 2013 from Andrew Beattie and Michelle Becker, Residents."



LEGEND:



Location of Study Area



Standard Lots



Waterfront Lots

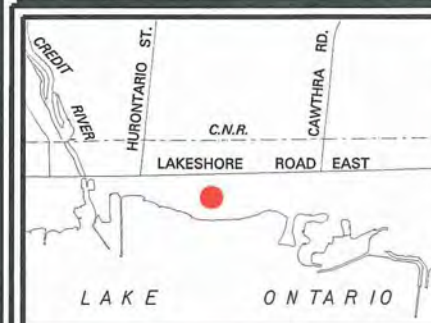


Area Previously in Water-Front Lots
Now Standard Lot Provisions

Date of Aerial Photo: May 2012



**SUBJECT: PORT CREDIT INFILL HOUSING STUDY-
HIAWATHA NEIGHBOURHOOD**



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N. BISKARIS

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