



AGENDA

THE CORPORATION OF THE CITY OF MISSISSAUGA

PLANNING & DEVELOPMENT COMMITTEE

MONDAY, JUNE 2, 2014 - 7:00 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
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9 (Chair)
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

LIVE STREAMING: <http://www.mississauga.ca/videos>



PLANNING & DEVELOPMENT COMMITTEE – JUNE 2, 2014

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board (OMB), and may not be added as a party to the hearing of an appeal before the OMB.

Send written submissions or request notification of future meetings to:

Mississauga City Council
c/o Planning and Building Department – 6th Floor
Att: Development Assistant
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

CALL TO ORDER

DECLARATIONS OF CONFLICT OF INTEREST

APPROVAL OF PREVIOUS MINUTES

Planning and Development Committee Meeting of May 14, 2014

MATTERS TO BE CONSIDERED

1. Sign Variance Applications – Sign By-law 0054-2002, as amended
File: BL.03-SIG (2014)
2. **PUBLIC MEETING**
Information and Supplementary Report on Official Plan Amendment, Rezoning and Draft Plan of Subdivision Applications to permit 7 detached dwellings, 1 greenbelt block and the retention of the existing designated heritage dwelling, 2625 Hammond Road, south of Dundas Street West, east of Erin Mills Parkway
Owner: Latiq and Fatima Qureshi
Applicant: Gagnon & Law Urban Planners Ltd., **Bill 51**
Files: OZ 12/013 W8 & T-M12001 W8
3. **PUBLIC MEETING**
Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments
File: CD.04.HUR

4. PUBLIC MEETING
Information Report on Official Plan Amendment and Rezoning Applications to permit four residential apartment buildings ranging in height from 35 to 50 storeys, 24-64 Elm Drive West and 3528-3536 Hurontario Street, southwest corner of Elm Drive West and Hurontario Street
Owner: Solmar Inc.
Applicant: Sorensen Gravely Lowes Planning Associates Inc., **Bill 51** (Ward 7)
File: OZ 13/022 W7
5. PUBLIC MEETING
Draft Lakeview Local Area Plan (January 2014)
File: CD.03.LAK (Ward 1)
6. Removal of the "H" Holding Symbol from Zoning By-law 0225-2007, as amended, 4390 Mississauga Road, west side of Mississauga Road, north of Highway 403
Owner: 1598607 Ontario Corp. (Dunpar Developments Inc.)
Applicant: Weston Consulting Group Inc.
File: H-OZ 13/001 W8
7. Payment-in-Lieu of Off-Street Parking (PIL) Application, 65-71 Lakeshore Road East, south side of Lakeshore Road East, east of Stavebank Road
Owner: 1296896 Ontario Inc.
Applicant: David Brown Associates
File: FA.31 11/002 W1

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

BL.03-SIG (2014)

DATE: May 13, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 2, 2014

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 13, 2014 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, to permit the requested one (1) Sign Variance Application described in Appendix 1, be adopted in accordance with the following:

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

- (a) Sign Variance Application 14-00657
Ward 4
Element Financial
4 Robert Speck Parkway

To permit the following:

- (i) Two (2) fascia signs located between the limits of the top floor and parapet in addition to (1) one existing sign.

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 one (1) Sign Variance Application (see Appendix 1) for approval by Council. The application is 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.

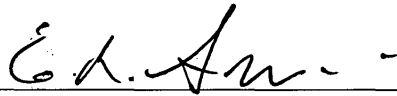
FINANCIAL IMPACT: Not applicable.

CONCLUSION:

Council may authorize minor variances from Sign By-law 0054-002, 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 not a process to appeal the decision of Council to the Ontario Municipal Board, as in a development application under the *Planning Act*.

ATTACHMENTS:

Element
Appendix 1-1 to 1-10



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Darren Bryan, Supervisor, Sign Unit





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

May 13, 2014

FILE: 14-00657

RE: Element Financial
4 Robert Speck Parkway - Ward 4

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

Section 13	Proposed
An office building in a commercial zone is permitted a maximum of two (2) fascia signs located between the limits of the top floor and parapet or roof level or located on the structure enclosing the mechanical equipment on the roof.	Two (2) fascia signs located between the limits of the top floor and parapet in addition to (1) one existing sign.
A fascia sign shall not project out from the face of a building more than 0.6m (1.97 ft.).	Two (2) fascia signs that project 0.71m (2.33 ft.) from the face of the building.

COMMENTS:

The application is to install two (2) fascia signs in addition to one (1) existing sign on the top floor of the building. The proposed fascia signs are located on the north and south sides of the building. The existing fascia sign is located on the west side of the building. Since only two of these fascia signs can be seen at the same time the Planning and Building Department has no concern with the requested variance.

The proposed signs require a variance for projection resulting from the design of the building. The building columns project beyond the face of the building. The proposed signs are to be installed in front of these columns. The proposed signs are designed in scale and character with this building. The Planning and Building Department have no concern with the requested variance.

steel art

signs

37 Esna Park Drive.
Markham, Ontario
L3R 1C9

Fax # (905) 474-0976
Phone # (905) 474-1678 ext. 245

Date: March 28, 2014

To: City of Mississauga – Planning and Building Dept

From: Denis Richard

Attn: Jeff Grech

REFERENCE RE: 14-657 - ELEMENT FINANCIAL – 4 ROBERT SPECK PKWY

The proposal is to install (2) sets of “LOGO + ELEMENT” LED illuminated channel letters to the upper storey / Mech Penthouse of the office tower located at 4 Robert Speck Parkway.

The proposed signage complies with the signage bylaw in all elements except with respect to the quantity of signs at the upper level of the building.

Per Sign bylaw 54-02, Section 13, Table 1, Fascia Signs, “Office” note 1: “An office building or hotel over three (3) storeys in height shall be permitted two (2) additional fascia signs per building located between the limits of the top floor and the parapet or roof level, or located on the structure enclosing the mechanical equipment on the roof, both in total, not greater in area than 2% of the building face on which the sign is located.”

There is an existing set of letters reading “Intact” which is installed under permit for another tenant in the building. The addition of our proposed two signs will exceed the bylaw limit of a max of (2) signs at the top of the building.

The proposed signs are on opposite elevations of the building and will not be viewed in conjunction with each other.

The proposed signage is in keeping with other signage on the upper storey’s of other buildings in the immediate area.

The proposed signage is not out of scale or contrary to the nature of the development.

No precedent shall be set by the installation of these signs.

Please contact me directly if you should require further information.

Regards,

Just Cole

Permits and Project Manager

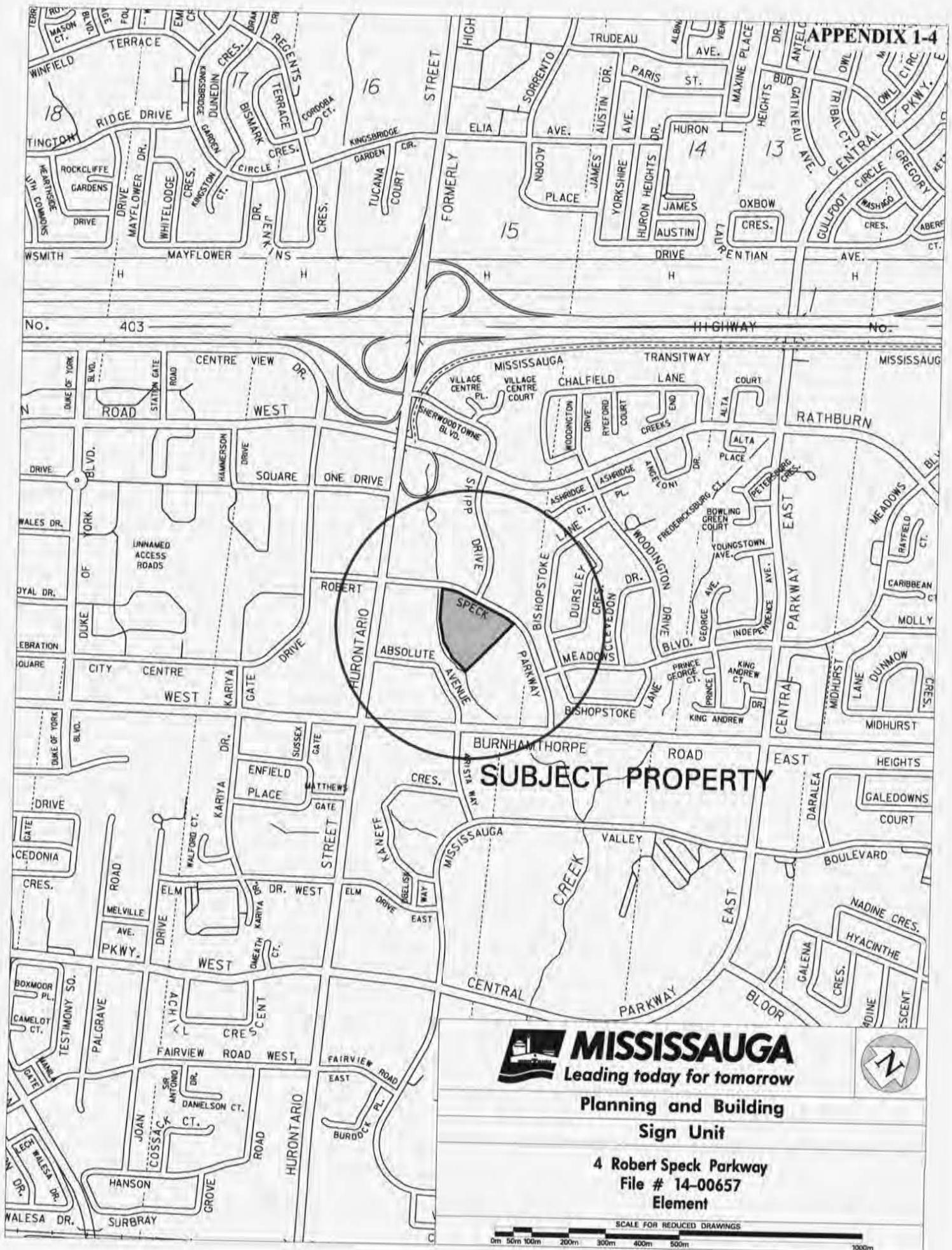
Steel Art Signs

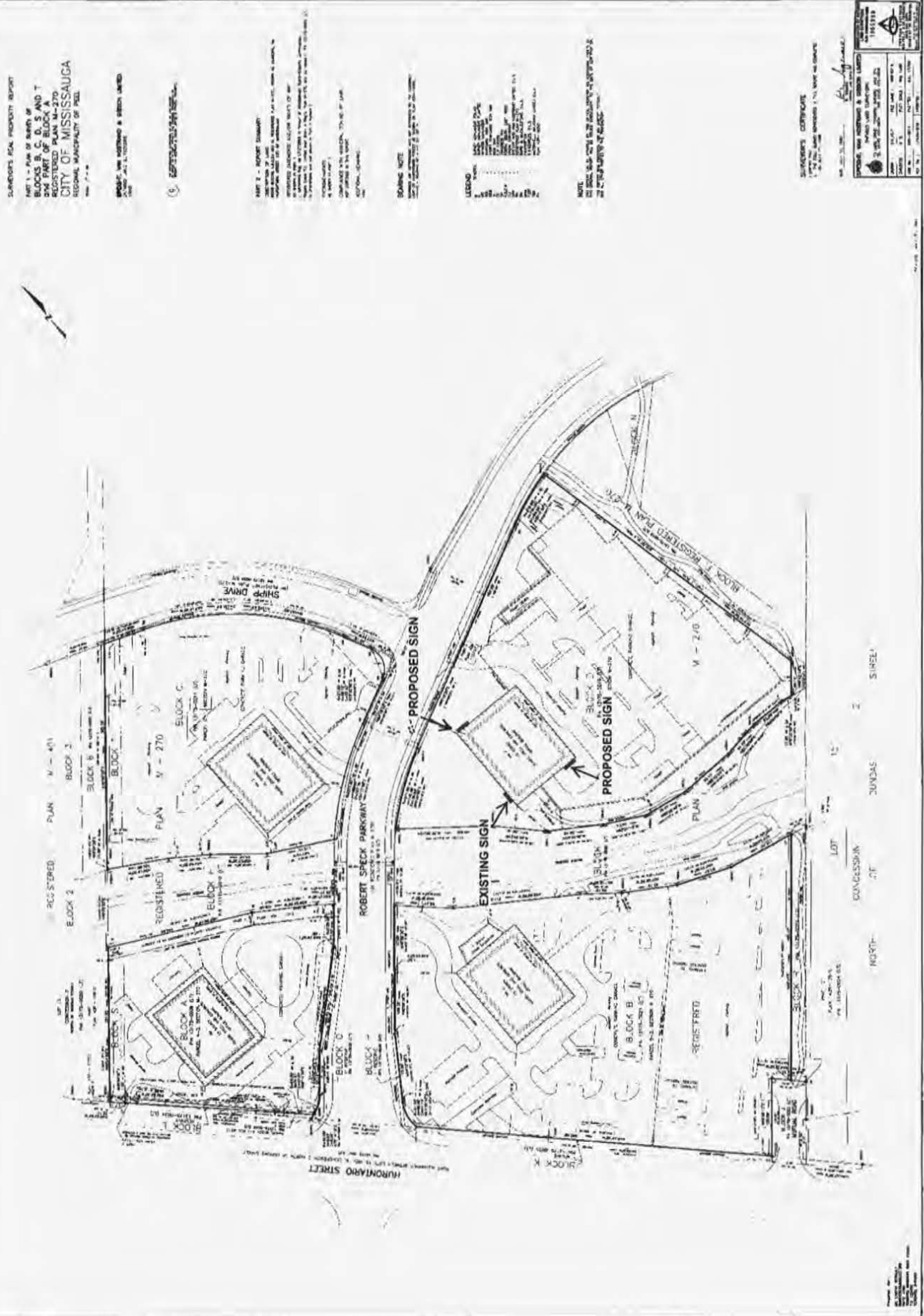
Phone # (905) 474-1678 ext. 245

Cell # (416) 717-3388

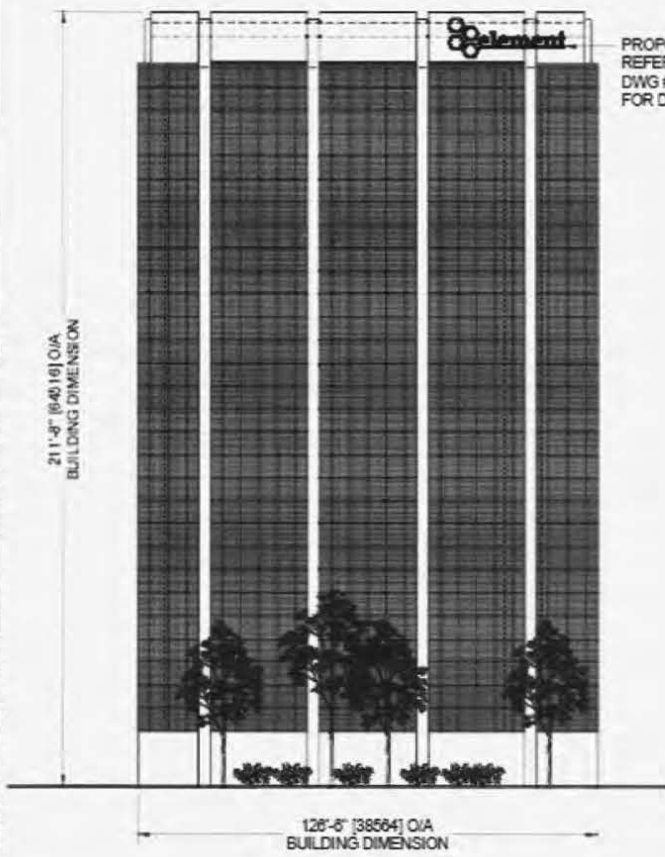
Fax # (905) 474-0976

Email: jcole@steelart.com



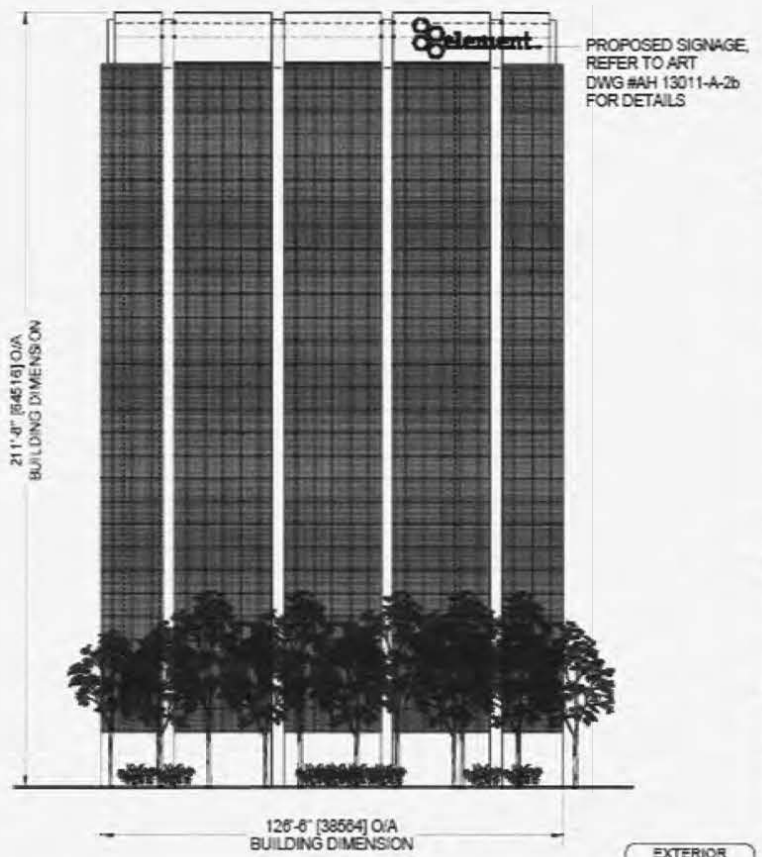


N:\DWG\ARCH\CUSTOMER\ELEMENT24203.4 ROBERT SPECK PARKWAY MISSISSAUGA



1 NORTH ELEVATION
SCALE: 1/32" = 1'-0"

SIGN A **2** SOUTH ELEVATION
SCALE: 1/32" = 1'-0"



EXTERIOR
SIGNAGE

SIGN B

PROFESSIONAL ENGINEER SEAL

DESIGN WIND PRESSURE IS 30 PSF

REVISIONS

1-

ANCHOR BOLTS TO BE MIN. 400x150mm
MIN FIELD 400x150mm TENSILE

CM	A	S	C
1/2"	30 1/2"	4 1/2"	4"
3/4"	30 1/2"	4 1/2"	4 1/2"
1"	48 1/2"	8"	8 1/2"
1 1/4"	48 1/2"	8 1/2"	8"
1 1/2"	51"	8"	8"
1 3/4"	51"	8"	8"
2"	51"	10"	8"

ALL WELD TO CSA G40.21 - MIN.
ALL ROLLED SECTIONS AND PLATES
TO CSA G40.21 - MIN.
ALL WELDS AND WELDING TO CSA W59
AND WELDERS CERTIFIED UNDER W59-1
CONCRETE TO BE MIN. 25 MPa
@ 28 DAYS
SOIL TO BE MOIST TO DRY WITH A
BEARING CAPACITY OF 2000 PSF MIN.
ANCHOR BOLT TENSILE CAPACITY 100k
REFER TO CSA G40.21-10M GRADE 400

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37 Esna Park Drive, Markham, Ont, L3R 1C9 (905) 474-1678				Fax (905) 474-0976				DEPT: 20 30 40 50 60 80 ALI			
customer:	ELEMENT FINANCIAL			date:	JAN 29th, 2014			w/o no:	24293		
site address:	4 ROBERT SPECK PARKWAY, MISSISSAUGA, ON			store #:	N/A			art dwg no:	AH 13011-B-1 / C-1		
job description:	ILLUMINATED CHANNEL LETTERS & LOGO			eng:	C. BOODRAM			CAD dwg no:			
customer approval:				date:				sheet	of		

APPENDIX 1-6



North Elevation
nts

'HEX' LOGO ELEMENTS

- ILLUMINATED CHANNEL LETTERS
- 3/16" THK. WHITE LEXAN FACES
- GREEN TRANS. VINYL GRAPHICS APPLIED TO THE FACES
- 2" PLASTIC TRIMCAPS PAINTED GREEN
- 5" DEEP± RETURNS PAINTED GREEN
- LED ILLUMINATION (TWO ROWS) (US LED, SAVER 3 WHITE LED MODULES)
- LED POWER SUPPLIES
- MOUNTED ON STUB OUTS

'ELEMENT' LETTERS

- ILLUMINATED CHANNEL LETTERS
- 3/16" THK. WHITE LEXAN FACES
- BLUE PERFORATED VINYL GRAPHICS APPLIED TO THE FACES (BLUE IN DAY WHITE AT NIGHT)
- 2" PLASTIC TRIMCAPS PAINTED BLUE
- 5" DEEP± RETURNS PAINTED BLUE
- LED ILLUMINATION (TWO ROWS) (US LED, SAVER 3 WHITE LED MODULES)
- LED POWER SUPPLIES
- MOUNTED ON HOR. RAILS / STUB OUTS



Typ. Enlarged View
nts

Permitted sign area: 2% of building facade.
Building is: 38.56m w x 64.52m h = 2487.89 sq.m
2% = 2487.89 x 0.02 = 49.76 sq.m permitted sign area

Proposed sign area:
3.353m h x 9.919m w = 33.258 sq.m

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37 Ems
Park Drive
Markham
Ontario
L3R 1C9
905.474.1678
905.474.0515
www.steelart.com

Client

Element Financial

Location

4 Robert Speck Parkway
Mississauga ON

Project Title

Sign Type(s)

Illuminated Channel Letters

Scale	Date	
as noted	08.20.2013	
Drawn	Approved	
JG	/	
Drawing No.	Revision	
AH 13011-B-1	1	
Revision Notes		
No.	Description	Date
1	- remove skyline - update rendering	12.04.2013

Approvals:

K:

Approved By:

K:

Date:

ALL COLOURS/GRAPHICS
TO BE APPROVED OR
PROVIDED BY CLIENT

*** SITE CHECK REQUIRED

SIGN A

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South Elevation
nts

- 'HEX' LOGO ELEMENTS
ILLUMINATED CHANNEL LETTERS
- 3/16" THK. WHITE LEXAN FACES
 - GREEN TRANS. VINYL GRAPHICS APPLIED TO THE FACES
 - 2" PLASTIC TRIMCAPS PAINTED GREEN
 - 5" DEEP± RETURNS PAINTED GREEN
 - LED ILLUMINATION (TWO ROWS) (US LED, SAVER 3 WHITE LED MODULES)
 - LED POWER SUPPLIES
 - MOUNTED ON STUB OUTS

- 'ELEMENT' LETTERS
ILLUMINATED CHANNEL LETTERS
- 3/16" THK. WHITE LEXAN FACES
 - BLUE PERFORATED VINYL GRAPHICS APPLIED TO THE FACES (BLUE IN DAY WHITE AT NIGHT)
 - 2" PLASTIC TRIMCAPS PAINTED BLUE
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 - LED POWER SUPPLIES
 - MOUNTED ON HOR. RAILS / STUB OUTS



Typ. Enlarged View
nts

Permitted sign area: 2% of building facade.
Building is: 38.56m w x 64.52m h = 2487.89 sq.m
2% = 2487.89 x 0.02 = 49.76 sq.m permitted sign area

Proposed sign area:
3.353m h x 9.919m w = 33.258 sq.m

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signs**

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☎ 905.474.1678
✉ 905.474.0515
www.steelart.com

Client

Element Financial

Location

4 Robert Speck Parkway
Mississauga ON

Project Title

Sign Type(s)

Illuminated Channel Letters

Scale Date
as noted 06.26.2013

Drawn Approved
JG /

Drawing No. Revision
AH 13011-C-1 1

No.	Description	Revision Notes	Date
1	- remove skyline - update rendering		12.04.2013

Approvals:

K. Approved By:
Date:

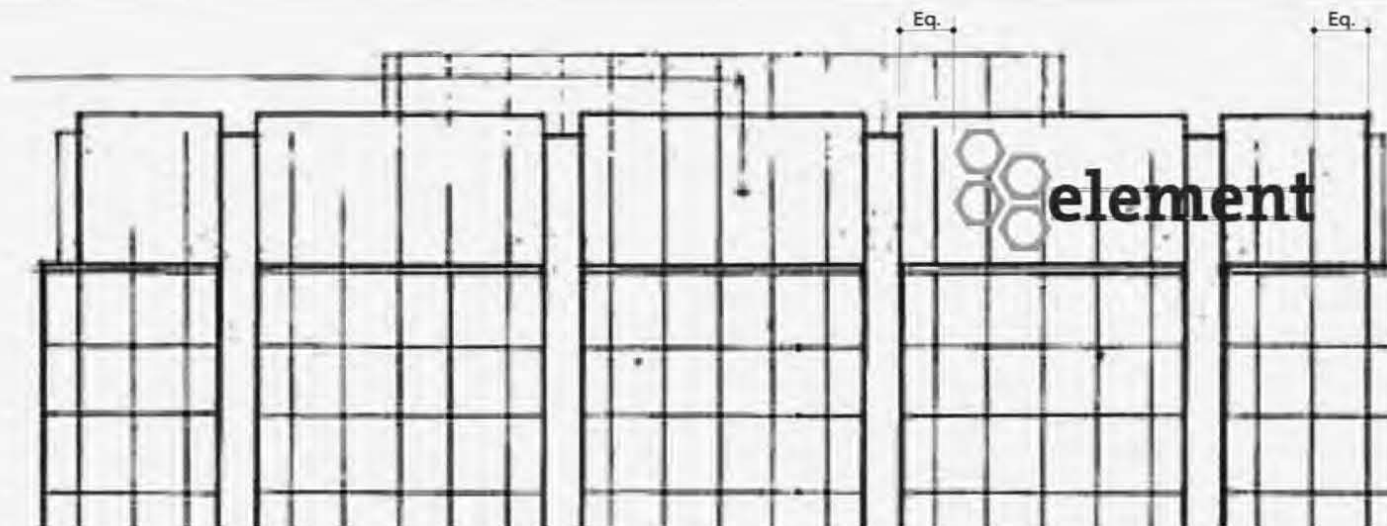
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SIGN B

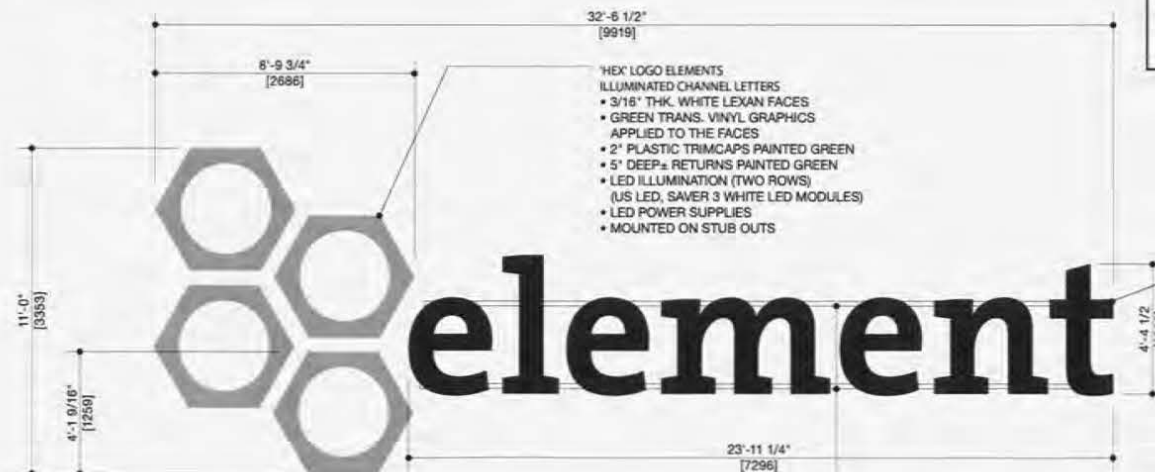
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Typical North & South Partial Elevations

Scale: 3/32" = 1'-0"



Typical Graphics Layout

Scale: 1/4" = 1'-0"

Permitted sign area: 2% of building facade.
Building is: 38.56m w x 64.52m h = 2487.89 sq.m
2% = 2487.89 x 0.02 = 49.76 sq.m permitted sign area

Proposed sign area:
3.353m h x 9.919m w = 33.258 sq.m

TWO (2) SETS REQUIRED
• SEE AH 13011-B-1 FOR NORTH ELEVATION
• SEE AH 13011-C-1 FOR SOUTH ELEVATION

'ELEMENT' LETTERS
ILLUMINATED CHANNEL LETTERS
• 3/16" THK. WHITE LEXAN FACES
• BLUE PERFORATED VINYL GRAPHICS APPLIED TO THE FACES (BLUE IN DAY WHITE AT NIGHT)
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SIGN A + SIGN B

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905.474.0515
www.steelart.com

Client

Element Financial

Location

4 Robert Speck Parkway
Mississauga ON

Project Title

Sign Type(s)

Illuminated Channel Letters

Scale Date
as noted 08.29.2013

Drawn Approved
JG

Drawing No. Revision
AH 13011-A-2b 2

Revision Notes
No. Description Date
1 - update colour 10.10.2013
2 - remove keyline 01.09.2014

Approvals:
Approved By:
Date:

COLOURS / FINISHES

• VINYL GRAPHICS

3M 3630-105 BRILLIANT GREEN

BLUE PERFORATED VINYL

• PAINT

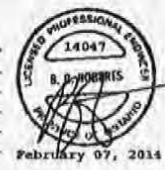
TO MATCH PMS 376C

BLUE TO MATCH PMS 302C

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1. *Journal of Management Studies*, 1990, 27, 1, 1-14.

February 07, 2014



Corporate Report

Clerk's Files

Originator's

Files OZ 12/013 W8

T-M12001 W8

DATE: May 13, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 2, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information and Supplementary Report**
Official Plan Amendment, Rezoning and Draft Plan of
Subdivision Applications
To permit 7 detached dwellings, 1 greenbelt block and the
retention of the existing designated heritage dwelling
2625 Hammond Road
South of Dundas Street West, east of Erin Mills Parkway
Owner: Latiq and Fatima Qureshi
Applicant: Gagnon & Law Urban Planners Ltd.
Bill 51

Public Meeting **Ward 8**

RECOMMENDATION: That the Report dated May 13, 2014, from the Commissioner of Planning and Building regarding the applications to permit 7 detached dwellings, 1 greenbelt block and the retention of the existing designated heritage dwelling under files OZ 12/013 W8 and T-M12001 W8, Latiq and Fatima Qureshi, 2625 Hammond Road, south of Dundas Street West, east of Erin Mills Parkway, be adopted in accordance with the following:

1. That City Council direct Legal Services, representatives from the appropriate City Department and any necessary consultants to attend Ontario Municipal Board (OMB)

proceedings which may take place in connection with these applications in support of the recommendations outlined in the report dated May 13, 2014 that concludes that the proposed official plan amendment, rezoning and draft plan of subdivision applications do not represent good planning and should not be approved.

2. That City Council provide the Planning and Building Department the authority to instruct the City Solicitor on modifications to the position as may be deemed necessary during or before the OMB hearing process.
3. That City Council provide staff with direction to proceed with the designation of the entirety of the property at 2625 Hammond Road under the *Ontario Heritage Act*.

REPORT HIGHLIGHTS:

- The subject official plan amendment, rezoning and draft plan of subdivision applications have been appealed to the OMB for failure by City Council to make a decision within the prescribed timelines, and have been consolidated with appeals to Mississauga Official Plan. A pre-hearing conference has not yet been scheduled but a date will likely be set for the summer;
- It has been concluded that the proposed development is not acceptable from a planning perspective;
- Staff is seeking direction from Council to attend any Ontario Municipal Board proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report.

BACKGROUND:

The subject property is historically significant and has been recognized as such by the City since 1977, the same year a proposal was brought forward to demolish the heritage house for the purpose of subdividing the land for residential lots. The City refused the application for demolition. The site also contains a tributary of Loyalist Creek within a heavily treed valley. This natural feature provides flooding control, natural habitat and has steep slopes, not suitable for development. This report, which examines the applications to develop the site for seven (7)

detached dwellings by channelizing the watercourse, through the regrading of the site and removal of trees, while retaining the heritage house, concludes that the proposed development is not appropriate.

On October 26, 2011 the applicant appealed Mississauga Official Plan (2012) in its entirety as it affects the subject property to the Ontario Municipal Board (OMB). Therefore, the policies of Mississauga Plan (2003) continue to apply to this property.

The applications were submitted on December 5, 2012 and on January 2, 2013 the applicant filed an appeal to the OMB for the fees paid for the submission of the applications. A separate "In Camera Report" from Legal Services regarding the fees appeal is scheduled to proceed to Council on June 11, 2014.

On December 10, 2013, the owner appealed the applications to the OMB due to the failure by Council to make a decision within the time periods prescribed under the *Planning Act*. An OMB pre-hearing conference is being tentatively scheduled for the summer, however, a date has not been confirmed.

It is anticipated that all the appeals pertaining to this property will be heard together at the upcoming OMB hearings.

The above-noted applications have been circulated for technical comments and a community meeting has been held.

Given that the applications have been appealed to the OMB and that a pre-hearing conference will be taking place in the near future, a combined Information and Supplementary Report is being brought forward to Planning and Development Committee to allow for public input and ensure sufficient time for Council to provide appropriate direction to Legal Services prior to any OMB hearing.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	Received: December 5, 2012 Deemed complete: March 15, 2013
Number of units proposed:	8 (including retained designated heritage dwelling "Hammond House")
Height:	2 storeys
Net Density:	11.1 units/ha 4.5 units/acre
Anticipated Population:	17* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Supporting Documents:	Plan of Survey Context Plan Draft Plan of Subdivision Land Use Planning Justification Report Heritage Impact Study and Urban Design Guideline Functional Servicing and Stormwater Management Report Scoped Environmental Impact Study Tree Inventory and Preservation Plan Report Noise Feasibility Study Stage 1-2 Archaeological Assessment Easement Documentation Draft Zoning By-law Draft Official Plan Amendment

Site Characteristics	
Frontages:	95.87 m (314.53 ft.) - Hammond Road 95.72 m (314.04 ft.) - King Forrest Drive
Depth:	Approx. 80.72 m (264.83 ft.)
Lot Area:	0.87 ha (2.15 ac.)

Existing Use:	A heritage dwelling (Hammond House) and accessory structures currently exist on the southerly portion of the site which is designated under the <i>Ontario Heritage Act</i>
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Additional information is provided in Appendices S-1 to S-11.

Neighbourhood Context

The subject property is located within the Sheridan District which is primarily a residential area consisting mainly of detached homes. Access to the property is currently from Hammond Road. The property backs onto King Forrest Drive to the east, which contains a large retaining wall which runs along the eastern side of the property. A watercourse, located in a heavily treed valley, traverses the northerly portion of the property. The slope on the north side of the bank is very steep and is experiencing erosion. The heritage house and accessory structures are located on the southerly portion of the site. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are as follows:

North: Retail commercial plaza containing a Tim Horton's and other commercial uses
 East: Detached dwellings
 South: Detached dwellings
 West: Detached dwellings

Official Plan

Mississauga Official Plan (2012) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 29, 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, including an appeal submitted by the applicant to the policies as they pertain to

the subject site. The policies contained in Mississauga Plan (2003) therefore remain applicable to the subject applications.

Mississauga Plan Designation and Policies for the Sheridan District

"Residential Low Density II - Special Site 2" which permits detached, semi-detached, and duplex dwellings, within a net density range of 10-30 units per net residential hectare (4-12 units per net residential acre). The Special Site 2 policies recognize the site as having received a heritage designation under the *Ontario Heritage Act* and notes that it is worthy of preservation. The policies stipulate that any redevelopment proposals or design concepts must maintain the integrity and heritage elements of the structures, landscaping and context of the site.

"Greenbelt" which permits lands to be used primarily for conservation purposes including erosion and flood control areas and the conservation of natural heritage features. New residential development is not permitted on lands designated **"Greenbelt"**.

The applications are not in conformity with the existing approved land use designations.

There are other policies in the Official Plan which are also applicable in the review of these applications which have been outlined within Appendix S-10.

Existing Zoning

The subject lands are zoned **"R1" (Detached Dwellings – Typical Lots)** which permits detached dwellings on lots with a minimum frontage of 22.5 m (73.8 ft.) for both interior and corner lots and minimum areas of 750 m² (8,073 sq. ft.) for interior lots and 835 m² (8,988 sq. ft.) for corner lots.

The northerly portion of the site has a **"Greenbelt Overlay"** which applies to lands that are designated **"Greenbelt"** in Mississauga Plan but are not zoned **"G1"** or **"G2" (Greenbelt)**.

The regulations stipulate that development may not be permitted and shall require the approval of the City and the Conservation Authority.

Proposed Official Plan Designation and Policies

"Residential Low Density II" which permits detached, semi-detached, and duplex dwellings, within a net density range of 10-30 units per net residential hectare (4-12 units per net residential acre). A portion of the lands that are currently designated **"Greenbelt"** are proposed to be redesignated to **"Residential Low Density II"**.

"Residential Low Density II - Special Site 2" which would reflect the smaller lot size accommodating the Hammond House and continue to have policies recognizing the heritage designation. The policies would continue to stipulate that any redevelopment proposals or design concepts must maintain the integrity and heritage elements of the structures, landscaping and context of the site.

"Greenbelt" which would apply to the smaller, channelized watercourse and would only permit the lands to be used for conservation purposes including erosion and flood control areas and the conservation of natural heritage features.

Proposed Zoning By-law Amendment

"R1-Exception" (Detached Dwellings - Typical Lots), to permit detached dwellings with a minimum lot frontage of 20.0 m (65.6 ft.) for an interior lot and a minimum interior side yard of 1.2 m (3.9 ft.) on one side and 4.2 m (13.8 ft.) on the other side.

"R4 -Exception" (Detached Dwellings - Typical Lots), to permit detached dwellings with a minimum lot frontage of 12 m (39 ft.) and a minimum lot area of 365 m² (3,929 sq. ft.) for interior lots.

While the applicant has indicated that the exception zones may be applicable to the standard zoning categories, given the conceptual

nature of the development, specific regulations have not been proposed.

The applicant has not proposed a "**G1**" (**Greenbelt**) zone to implement the proposed "**Greenbelt**" designation for the watercourse. Zone regulations need to conform to proposed Official Plan designations.

COMMUNITY ISSUES

A community meeting was held by Ward 8 Councillor, Katie Mahoney, on March 27, 2013.

The following is a summary of issues raised by the community:

- The channelization of the creek will negatively affect the natural area;
- The site should be left as a natural setting, and the trees should be preserved, as it forms part of the charm of the neighbourhood;
- Concerns were raised regarding the access for the proposed lots facing onto King Forest Drive as there is a significant grade difference between the lands and the road;
- The heritage dwelling necessitates retention of the large lot in order to preserve the heritage integrity.

The above noted concerns are addressed in the Planning Comments section below.

PLANNING COMMENTS

Provincial Policy Statement (PPS)

The new Provincial Policy Statement, 2014 (PPS, 2014) was released on February 24, 2013 and the policies took effect on April 30, 2014. The PPS, 2014, contains the Province's policies concerning land use planning for Ontario and all planning decisions are required to be consistent with these policies. The

new PPS gives additional direction for supporting healthy active communities, strong economies and the responsible management of resources in a clean and healthy environment.

The policies state that development and site alteration shall not be permitted on adjacent lands to a protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the property are protected.

Other policies stipulate that development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards or erosion hazards. The new PPS also states that development and site alteration shall not be permitted within a floodway regardless of whether the area of flooding contains high points of land which are not impacted. The proposal to create new residential lots within and adjacent to heritage designated lands by altering hazard lands and channelizing a watercourse does not conform to the intent of the PPS.

Official Plan

The proposal requires an amendment to the Mississauga Plan (2003) Policies for the Sheridan District. Section 5.3.2 of Mississauga Plan provides criteria for evaluating site specific official plan amendments. Each criterion is summarized below along with a discussion of how the proposed applications address 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?

Mississauga Plan outlines that one of the overlying goals of the City is to promote and be proactive in the management and protection of its natural areas and features. Policies within the Plan stipulate that development proposals will recognize and enhance

the viability of natural areas. The Plan designates areas associated with natural hazards as "**Greenbelt**" which is applicable to the northerly portion of the site. These areas are intended mainly for conservation and flood and erosion control purposes and are delineated based on an assessment of the floodplain, top-of-bank, stable slope or erosion limits or other natural hazard allowances. The Plan does not give permission for the development of these lands for any other reason than to aid or complement the intended uses and requires that these lands be conveyed to the City should a redevelopment of the surrounding lands be approved by the City. The Plan further stipulates that any development adjacent to these lands will be subject to the delineation of the natural features, buffers and setbacks.

Beyond the "**Greenbelt**" designation, the Plan has policies which speak to natural hazards which are associated with valleys and watercourse corridors. It is indicated that any development will be subject to the 'one-zone floodplain concept' whereby the regulatory floodplain will be considered one entity where development is prohibited or restricted. Also, the City, in consultation with the Conservation Authority, is to consider the restoration of urbanized watercourses and shorelines.

The proposal to regrade and channelize the valley associated with the tributary of Loyalist Creek in order to create new residential lots does not conform to the policies requiring the conservation and restoration of these types of lands.

The Special Site policies of the subject site acknowledge the heritage designation applying to the property under the terms and conditions of *the Ontario Heritage Act* and require that any redevelopment proposals must maintain the integrity and heritage elements of the structures, landscaping and context of the site. The Plan also contains general policies which speak to the importance of the protection and preservation of heritage sites. The policies require that heritage resources must be maintained in a manner that prevents deterioration and protects the heritage qualities of the resource. The site in its entirety, and not just the dwelling in isolation, represents a valuable heritage resource. The use of the

lot for the development of additional dwellings represents a degradation of its heritage. While the dwelling itself is of significant historical architectural value, the context of the dwelling on the expansive lot with the treed valley and traversing ravine contribute to a scenic heritage resource reflective of historical period of the dwelling.

It should be noted that Mississauga Official Plan (2012) carries forward the same policies through either similarly worded policies or strengthened policies as Mississauga Plan (2003).

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

The site contains over 200 trees with a diameter of 15 cm (6 in.) or greater with the majority being located on the northerly portion of the site containing the valley and lands designated "Greenbelt". Four of the proposed lots lie either entirely or partially within this area. The submitted tree inventory states 178 of those trees will be required to be removed as a result of the extensive grading required to channelize the creek and accommodate the lots. This represents not only a deviation to the heritage character of the property, but also a substantial change to the natural features of the site. The three other lots being proposed lie entirely or partially within the heritage designated portion of the lot. The location of the proposed lots within either the hazard lands or within the heritage designated portion of the lot does not constitute an appropriate use of the land and undermines the City's Official Plan policies for these lands.

Three of the four lots proposed fronting onto King Forrest Drive have a frontage of 13.4 m (44 ft.) with the fourth lot having a frontage of 16.4 m (53.8 ft.). These proposed lot frontages would represent the smallest frontages along King Forrest Drive and would not be in keeping with the established fabric of the street. Additionally, the grade change between the subject site and King Forrest Drive presents a considerable challenge to providing appropriately designed front yards, side yards and driveways. It

has not been demonstrated that the proposed lots would be able to match grades with the street edge in an acceptable manner as they require retaining walls and other unsightly engineering measures along the frontage of the properties.

While Hammond Road contains some lots having frontages of 12 m (39.4 ft.) on the part of the street that runs in an east-west direction, the character of the street changes where the street runs in a north-south direction, where the subject site is located. On this portion of Hammond Road, lots have frontages of 18 m (59 ft.) or wider. The amended heritage lot is proposed to have a frontage of 31.9 m (104.6 ft.). The frontages of the proposed lots on Hammond Road are 16.4 m (54 ft.) which would be the smallest lots frontages on this portion of the street. Not only should the proposed lots be in keeping with the fabric of an established neighbourhood, more importantly in this instance, any proposed lot adjacent to the heritage property should provide an appropriate transition in lot character, as established by frontage, to the other properties which establish the street character. The introduction of the narrowest lots on the north-south portion of Hammond Road does not provide this integration.

Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?

A concern has been identified by the Transportation and Works Department with regard to the downstream storm sewer capacity and its ability to handle the storm water from this property. Additional information is required, such as grading and servicing information and revisions to the Functional Servicing Study in order to determine servicing requirements.

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?

The applicant has submitted a planning rationale which references relevant policies; however it does not satisfactorily address the criteria for approval of an official plan amendment on the lands.

Zoning

The proposed "**R1-Exception**" (**Detached Dwellings - Typical Lots**) and "**R4-Exception**" (**Detached Dwellings - Typical Lots**) zones are not acceptable for the reasons noted in the previous sections of this report.

Bonus Zoning

Should a rezoning of the lands that increases the density of the subject site be approved at the OMB, it will be requested that as a condition of approval the applicant make a community benefits contribution in accordance with Section 37 of the *Planning Act*, policies contained in Mississauga Plan and Corporate Policy and Procedure 07-03-01 (Bonus Zoning) adopted by Council on September 26, 2012.

Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is not acceptable for the reasons noted in the previous sections of this Report.

Heritage

As noted in the comments provided by Community Services - Culture Division and Planning, the property in its entirety has heritage value. The current designation which covers only the southerly portion of the site was accepted through a voluntary designation by the owner in 1984, but does not reflect the intrinsic contextual value of the heritage setting and property. Accordingly, the site should be preserved, including the dwelling, treed valley and creek altogether, and the heritage designation under the *Ontario Heritage Act* should be expanded to cover the entire property.

OTHER INFORMATION

Agency comments and school accommodation information are summarized in Appendices S-8 and S-9 respectively.

Development Requirements

In conjunction with the proposed development, there are certain other engineering and servicing matters which would require the applicant to enter into appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision.

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:

The proposed Official Plan Amendment, Rezoning and Draft Plan of Subdivision are not acceptable from a planning standpoint and should not be approved for the following reasons:

1. The proposal does not conform to the intent of the PPS, 2014.
2. The proposed development does not support the overall intent, goals and objectives of Mississauga Plan, under which the proposal is being reviewed.
3. The proposal to carry out site alterations on hazard lands and channelize a watercourse for the purpose of new residential lots does not constitute an appropriate change in land use.
4. The proposal would degrade the heritage value of a heritage designated property.
5. Several outstanding technical details have not been addressed as of the preparation of this report including, but not limited to, a geotechnical report and regulatory floodline mapping.

ATTACHMENTS:

- Appendix S-1: Site History
- Appendix S-2: Aerial Photograph
- Appendix S-3: Excerpt of Sheridan District Land Use Map
- Appendix S-4: Excerpt of Sheridan Neighbourhood Character Area Land Use Map
- Appendix S-5: Excerpt of Existing Land Use Map
- Appendix S-6: Concept Plan
- Appendix S-7: Draft Plan of Subdivision
- Appendix S-8: Agency Comments
- Appendix S-9: School Accommodation
- Appendix S-10: Relevant Mississauga Plan (2003) Policies
- Appendix S-11: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

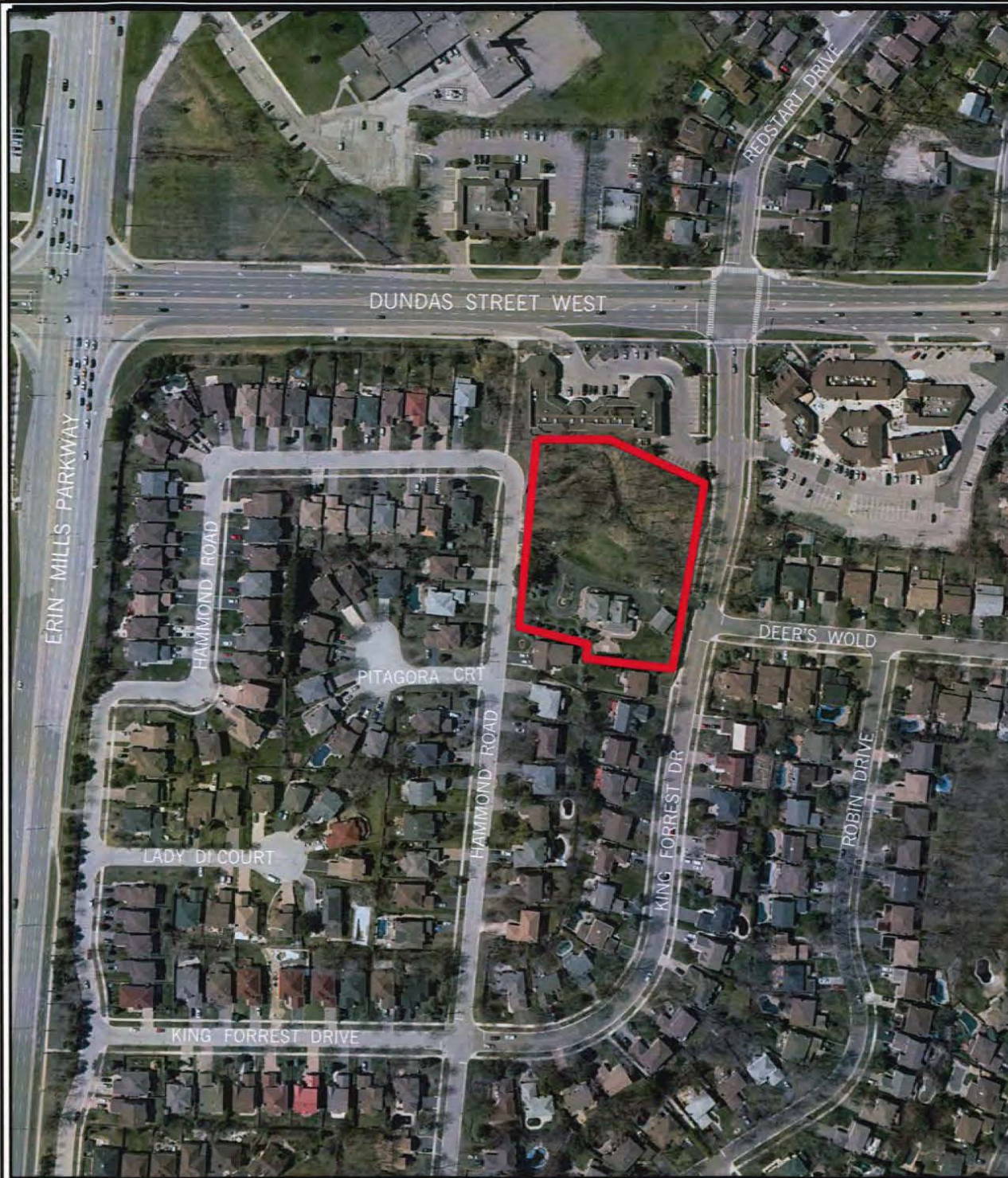
Prepared By: David Breveglieri, Development Planner




Latiq and Fatima Qureshi

Files: OZ 12/013 W8
T-M12001 W8**Site History**

- November 1973 – Owner submits a draft plan of subdivision to create residential lots around the Hammond House . The subdivision creates the boundaries of the Hammond property and surrounding lots as they now exist. Plan of Subdivision was registered in 1976.
- August 1977 – Hammond House is designated as a Heritage Structure by the City;
- October 1977 – property owners apply for a demolition permit to remove the Hammond House and develop the property, however, subsequent to community objection the permit was refused and the proposal did not proceed. As a compromise the property was de-designated to allow some form of development to proceed, while retaining the valley lands and heritage house;
- April 1984 – By-law was passed applying a heritage designation to the southern half of the property under the terms and conditions of the *Ontario Heritage Act*;
- October 26, 2011 – Owners of the property appealed the Mississauga Official Plan in its entirety as it effects 2625 Hammond Road;
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject site being appealed by the property owners continues to be under the policies of Mississauga Plan 2003;
- December 5, 2012 - Applications for Official Plan Amendment, Rezoning and Draft Plan of Subdivision submitted to the Planning and Building Department;
- December 10, 2013 - Applications appealed to the Ontario Municipal Board by the applicant for the City's failure to make a decision.



LEGEND:

 **SUBJECT LANDS**

NOTE: DATE OF AERIAL PHOTO - SPRING 2013



SUBJECT: LATIQ AND FATIMA QURESHI



FILE NO:
OZ 12013 W8 &
T-M12001 W8

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12013A

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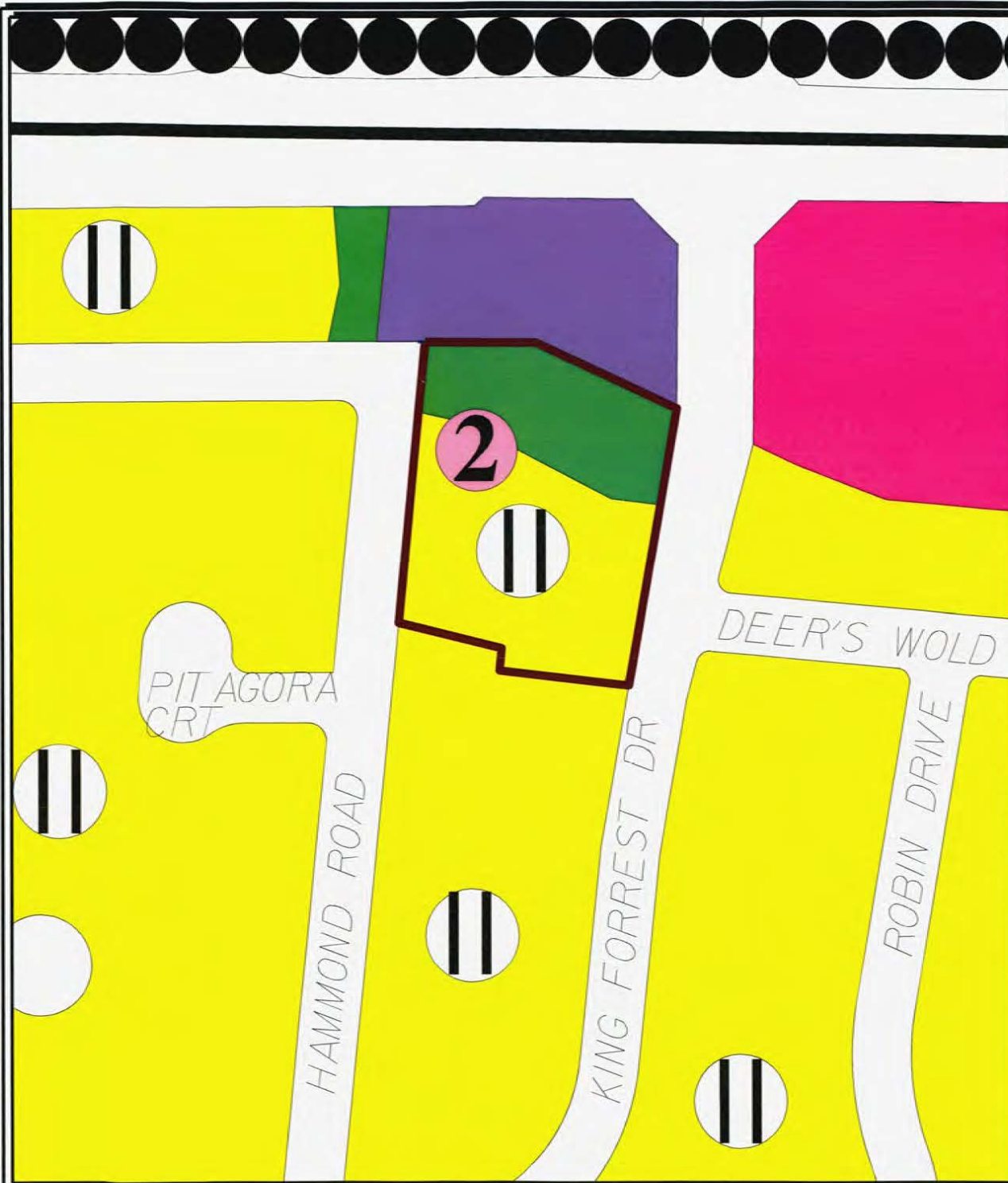
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2014/06/02

DRAWN BY:
B. KRUGER

APPENDIX S-2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



PART OF SHERIDAN DISTRICT LAND USE MAP OF MISSISSAUGA PLAN

LAND USE DESIGNATIONS

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

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Higher Order Transit Corridor

LAND USE LEGEND

- Node Boundary
- Golf Course
- Existing Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)

NOTE:
ANY PART OF THE ROAD NETWORK SHOWN
OUTSIDE THE CITY BOUNDARIES IS SHOWN
FOR INFORMATION PURPOSES ONLY.

SUBJECT LANDS



SUBJECT:

LATIQ AND FATIMA QURESHI



FILE NO:
OZ 12/013 W8 &
T-M12001 W8

DWG. NO:
12013L

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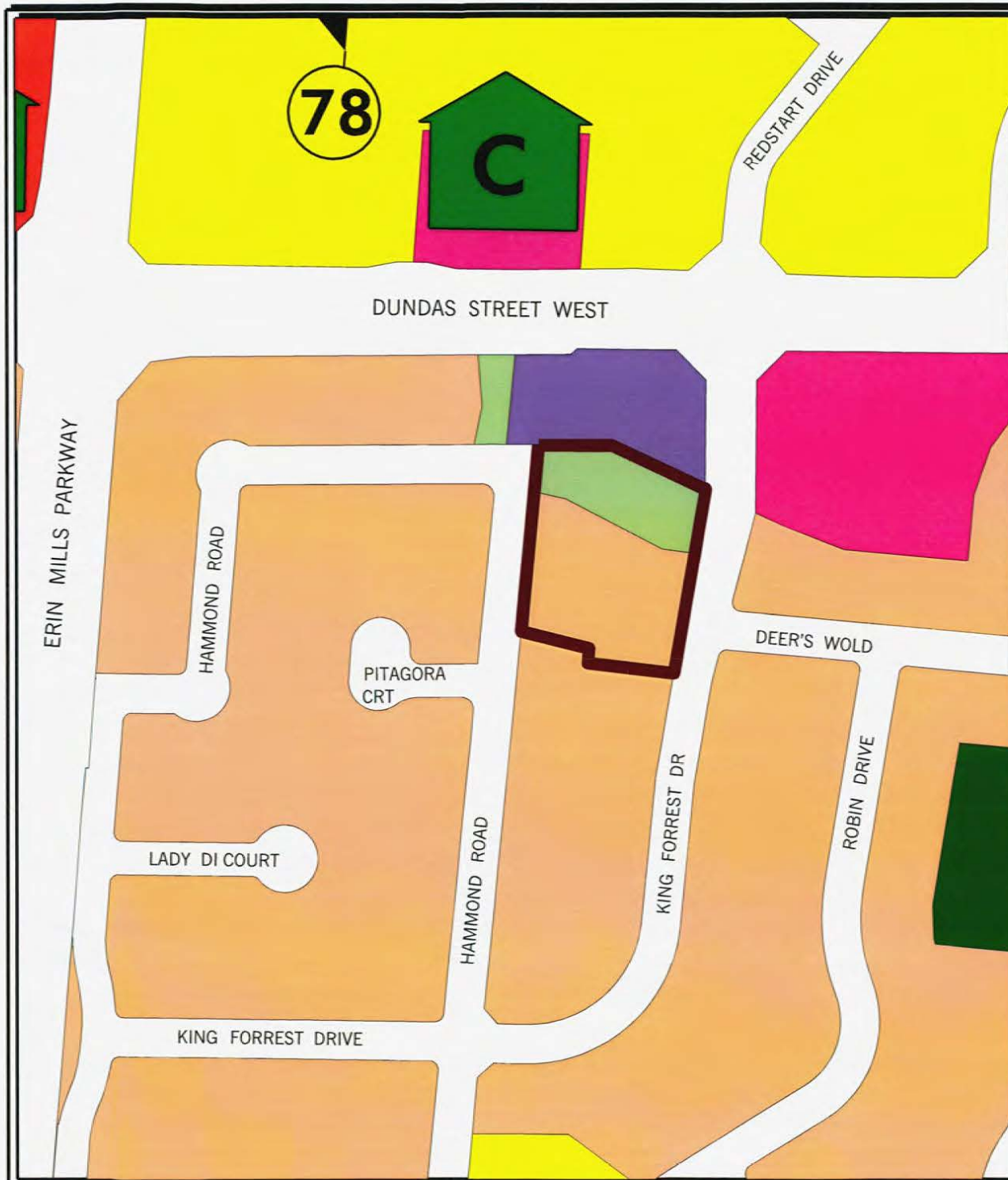
DATE:
2014/06/02

DRAWN BY:
A.SHAH

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX S-3



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

ND2 Region of Peel Non-Decision

SUBJECT LANDS



SUBJECT: LATIQ AND FATIMA QURESHI



FILE NO:
OZ 12/013 W8 &
T-M12001 W8

DWG. NO:
12013L

SCALE:
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DATE:
2014/06/02

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B. KRUGER

MISSISSAUGA
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T&W, Geomatics

APPENDIX S-4



LEGEND:



SUBJECT LANDS



PROPOSED OFFICIAL PLAN AMENDMENT FROM "GREENBELT" TO "RESIDENTIAL LOW DENSITY II" AND PROPOSED REZONING FROM "R1" (DETACHED DWELLINGS-TYPICAL LOTS) TO "R4-EXCEPTION" (DETACHED DWELLINGS-TYPICAL LOTS) TO PERMIT DETACHED DWELLINGS.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY II-SPECIAL SITE 2" TO "RESIDENTIAL LOW DENSITY II" AND PROPOSED REZONING FROM "R1" (DETACHED DWELLINGS-TYPICAL LOTS) TO "R4-EXCEPTION" (DETACHED DWELLINGS-TYPICAL LOTS) TO PERMIT DETACHED DWELLINGS.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY II-SPECIAL SITE 2" TO "RESIDENTIAL LOW DENSITY II-SPECIAL SITE 2" AND PROPOSED REZONING FROM "R1" (DETACHED DWELLINGS-TYPICAL LOTS) TO "R1-EXCEPTION" (DETACHED DWELLINGS-TYPICAL LOTS) TO PERMIT THE RETENTION OF THE EXISTING DESIGNATED HERITAGE DWELLING AND ACCESSORY DETACHED GARAGE.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY II-SPECIAL SITE 2" AND "GREENBELT" TO "GREENBELT" AND PROPOSED REZONING FROM "R1" (DETACHED DWELLINGS-TYPICAL LOTS) TO "R4-EXCEPTION" (DETACHED DWELLINGS-TYPICAL LOTS) TO PERMIT A NATURAL AREA.



GREENBELT OVERLAY

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



SUBJECT:

**LATIQ AND FATIMA
QURESHI**



FILE NO:
OZ 12/013 W8 &
T-M12001 W8

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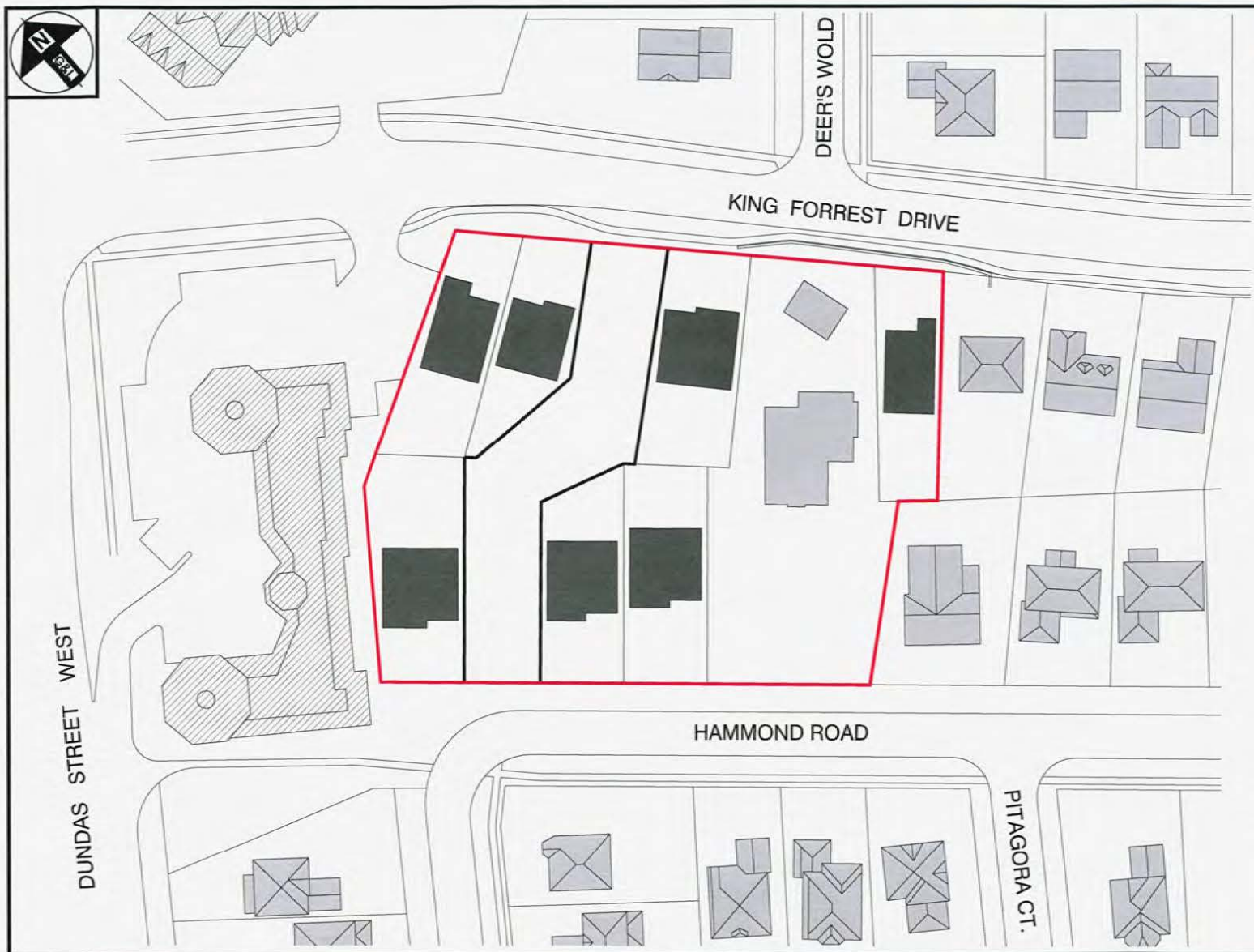
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A.SHAH

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX S-5



CONCEPT PLAN



KEY PLAN



SUBJECT LANDS



LEGEND

- SUBJECT SITE
- PROPOSED RESIDENTIAL BUILDINGS
- EXISTING RESIDENTIAL BUILDINGS
- EXISTING RETAIL BUILDINGS

CONTEXT PLAN

2625 HAMMOND ROAD
PART OF LOT 2, RANGE 1
SOUTH OF DUNDAS STREET
RACEY INDIAN TRACT
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

P.N.: 08.1519.00	Date: SEPT. 13, 2012
DRAWN BY: D.M.	CHECKED BY:

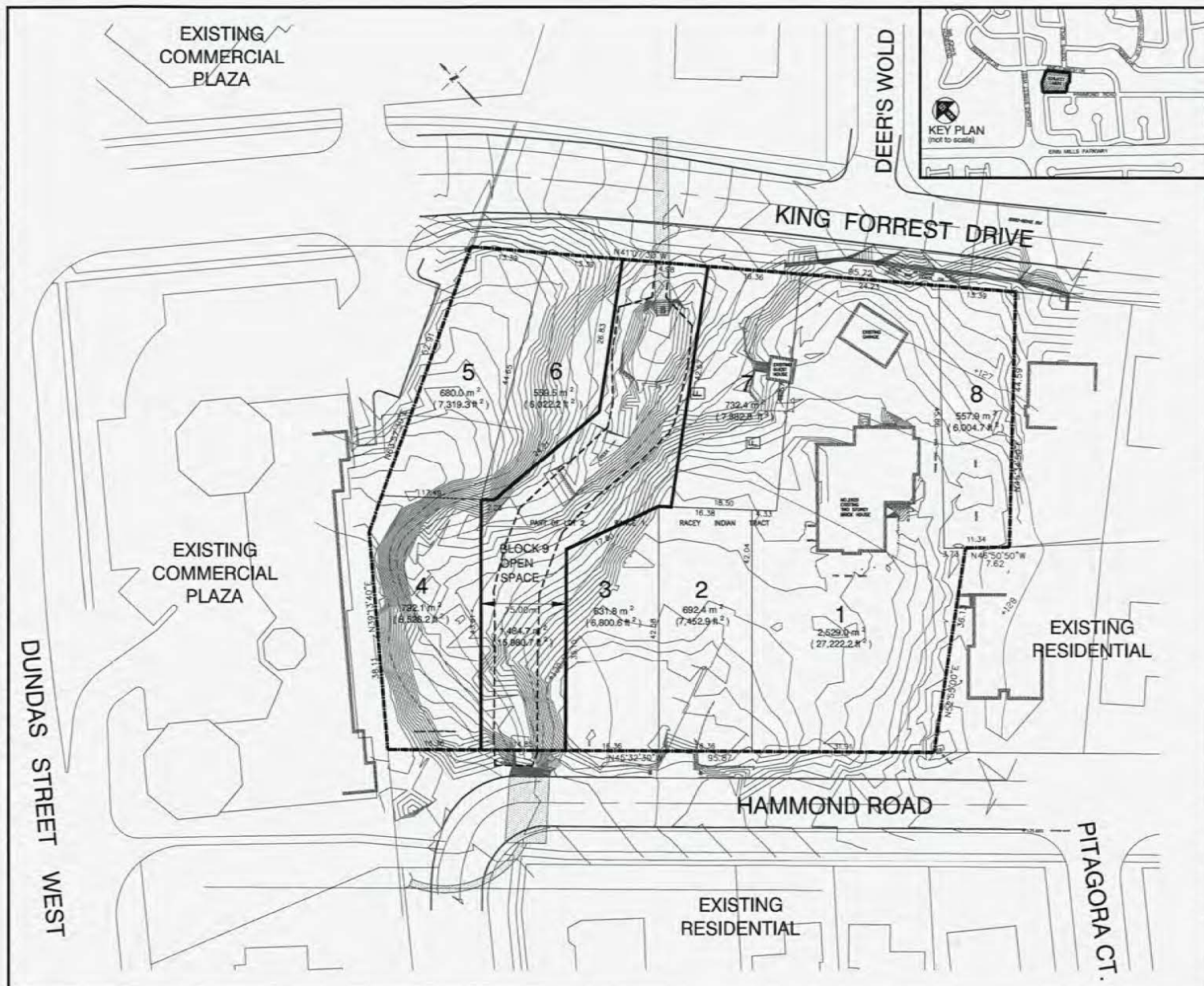
File No.: 1519-CONTEXT PLAN



21 Queen Street East, Suite 300
Brampton, Ontario, Canada L6Y 3T1
Phone: (905) 756-6100 Fax: (905) 756-6102

SCALE IN METRES (Not to Scale)





DRAFT PLAN OF SUBDIVISION APPLICATION No. 21T-

**PART OF LOT 2, RANGE 1
SOUTH OF DUNDAS STREET
RACEY INDIAN TRACT
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL**

LAND USE SCHEDULE

TOTAL AREA TO BE SUBDIVIDED = 0.866 ha

LAND USE	UNITS	LOT/BLOCK	AREA (HA.)
SINGLE DETACHED RESIDENTIAL	8	1-8	0.718
OPEN SPACE		9	0.148
TOTAL	8		0.866

OWNERS CERTIFICATE

I/WE HEREBY AUTHORIZE GAGNON & LAW URBAN PLANNERS LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION.

SIGNED: Lotiq Qureshi DATE: August 15, 2012

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN ARE CORRECTLY SHOWN.

SIGNED: Tarasick McMillan Kubicki Limited DATE: September 4, 2012

TARASICK McMILLAN KUBICKI LIMITED
SURVEYORS
4181 SANDWICH AVENUE, SUITE 41, MISSISSAUGA, ONTARIO L4X 1L7
TEL: (905) 248-4842 FAX: (905) 248-3180
E-MAIL: office@tarasick.com

SECTION 51, PLANNING ACT

ADDITIONAL INFORMATION AS SHOWN ON DRAFT PLAN

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY - LOAM
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

3.		
2.		
1.		
REVISION NO.	REVISION DATE	REVISION DESCRIPTION
DATE: Aug. 02, 2012		LATEST REVISION
LATEST REVISION NUMBER:		PROJECT NUMBER: 08.1519.00 PLANS
DRAWING NO. 1519_Aug. 02, 2012.dwg		DRAWN BY: S.M.
DESIGNED BY: S.M.		CHECKED BY: J.C.B.

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Gagnon & Law

21 Queen Street East,
Suite 505, Brampton,
Ontario, Canada
Phone: (905) 796-5790
Fax: (905) 796-5792

SCALE IN METRES (1:300)

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DRAFT PLAN OF SUB DIVISION

2 - 22

APPENDIX
S-7

Latiq and Fatima Qureshi

Files: OZ 12/013 W8
T-M12001 W8**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (April 14, 2014)	The subject lands are identified on Schedule D of the Region of Peel Official Plan as “Urban System”. There is adequate sanitary and water servicing available for this proposed development. The Functional Servicing Report prepared by Urbantech Consulting, dated August 2012 was reviewed and deemed satisfactory. Furthermore, Regional roads are not adversely affected by these applications.
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 31, 2014)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, both School Boards require that warning clauses with respect to temporary school accommodations and transportation arrangements be included in the Development and/or Servicing Agreements.</p>
Credit Valley Conservation (April 23, 2014)	Prior to the submission of the applications, CVC staff had visited the subject property and had discussed potential options with the applicant to modify the Loyalist Creek tributary to manage the existing hazards and features on site. It was explained that for CVC staff to support the development and any proposed modifications to the existing watercourse and valley feature, the creek realignment must rely on natural channel design principles to achieve a net benefit.

Latiq and Fatima Qureshi

Files: OZ 12/013 W8
T-M12001 W8

Agency / Comment Date	Comment
	<p>Based on a review of the proposal as presented in the Environmental Impact Study (EIS), prepared by Savanta, dated August 2012, and the Functional Servicing and Stormwater Management Report (FSR), prepared by Urbantech, dated August 2012, CVC staff is not in a position to support the proposal. CVC's key concerns relate to the proposed works which include filling in a valley to facilitate development and the loss of the ecological features on site.</p> <p>The submitted studies do not provide sufficient justification and mitigation to demonstrate acceptable impacts to the control of flooding, erosion and conservation of land and interference with a watercourse. As such, CVC staff are currently not in a position to recommend approval of a Permit pursuant to Ontario Regulation 160/06 for the proposed watercourse enclosure nor support the proposed planning applications.</p> <p>Further, based on our review of the EIS, CVC staff has the following key concerns related to natural heritage:</p> <ul style="list-style-type: none"> • On-site mitigation is not sufficient to mitigate and/or compensate for the potential environmental impacts of this proposal and provide an ecological gain; • The subject lands provide/contain locally significant habitat features and/or functions; • The City may wish to consider evaluating the natural feature on the subject property for inclusion into its Natural Area Survey. <p>Based on our review of the FSR, creating a natural channel corridor would require a footprint similar to that of the existing creek given the constraints associated with the creek invert and existing natural features. CVC staff are willing to consider a natural channel design approach should the applicant wish to pursue this option, which would also assist in better managing</p>

Latiq and Fatima Qureshi

Files: OZ 12/013 W8
T-M12001 W8

Agency / Comment Date	Comment
	<p>slope instability and potential impacts to adjacent properties.</p> <p>However, it continues to be the preference of CVC staff that the applicant consider a revised plan with development limits based on the existing limits of the flooding and erosion hazards, including a 10 m (33 ft.) buffer from the limit of the greatest hazard. Detailed technical comments are available to the applicant under separate cover.</p>
<p>Community Services – Park Planning Section (April 25, 2014)</p>	<p>Prior to registration, the applicant will be required to gratuitously dedicate all lands below the top-of-bank for Loyalist Creek as greenbelt. A top-of-bank walk has not yet occurred. The proposal as submitted, does not indicate this land dedication and instead includes detached lots proposed partially or entirely within the lands suspected of falling below top-of-bank. Community Services does not support the proposed channelization of Loyalist Creek as a means to facilitate the development of this site for residential purposes. Trees and other vegetation located within the lands required to be dedicated are to be preserved; whereas the current proposal indicates that a majority of trees on site are to be removed.</p> <p>Should the applications be approved, future residents of this development would be served by Sherwood Green Park, located approximately 250 m (820 ft.) from the King Forest Drive frontage of the development site. This park provides tennis courts, basketball hoops, and a play structure.</p> <p>In addition, cash contributions for street tree planting will be required prior to Draft Plan Approval/By-law Enactment of the Subdivision/Rezoning Applications. Prior to the issuance of building permits, cash-in-lieu of parkland dedication will be applicable.</p>

Latiq and Fatima Qureshi

Files: OZ 12/013 W8
T-M12001 W8

Agency / Comment Date	Comment
City Community Services Department – Fire and Emergency Services Division (April 28 ,2014)	Fire has reviewed the applications from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.
Community Services – Culture Division (April 28, 2014)	<p>In 1977, the Hammond House was designated under the <i>Ontario Heritage Act</i> for its architectural and historical significance as being one of the finest examples of an early farmhouse design recommended by The Canada Farmer Journal. It was particularly noted for its quoining, Italianate design, paired, round headed windows as well as its contextual value in the development of Erindale Village. In June 1977, the owner applied for a demolition permit to remove the structure in order to develop the land through a plan of subdivision. The residents of Erindale opposed the demolition application. The demolition did not proceed and the property was de-designated in 1978. In 1984, the current owners agreed to a designation which did not include the entire property, but the immediate lands around the house.</p> <p>Since 1984, the principles of heritage conservation have evolved into regarding the entire property as its own cultural landscape. The entire property at 2625 Hammond Road is significant for its cultural heritage significance in a number of ways. The house was situated in its location at the highest point of the property to protect it from the seasonal flooding of the creek and for its viewscape of the entire property. The remnants of Governor's Creek on the property are also very significant. Although the creek has likely been altered throughout its history in some form from plantings to slope erosion, it is the only remaining section of this once ancient creek to retain much of its natural heritage elements. The rest of the creek has either been channelized or has been buried under development. The creek on this property would have provided water for livestock, for washing clothes and basic</p>

Latiq and Fatima Qureshi

Files: OZ 12/013 W8
T-M12001 W8

Agency / Comment Date	Comment
	irrigation. Therefore, the entire property warrants merit for full designated under the Ontario Heritage Act
City Transportation and Works Department (T&W) (April 22, 2014)	<p>Revisions to the Noise Report are requested and additional grading information including the appropriate cross-sections to ensure compatibility with the adjacent lands is to be submitted. A Geotechnical Report which includes a slope assessment was also requested to be submitted for review.</p> <p>T&W has reviewed a Functional Servicing and Stormwater Management Report which identifies a capacity concern in the downstream storm sewer. This is a fundamental concern despite the efforts to utilize sustainable techniques for stormwater management on-site. Based on the above, the applicant has been advised that the development concept as currently proposed is not supported from a storm drainage perspective.</p> <p>T&W has also identified safety concerns with respect to vehicular sight lines impacted by driveway slopes and location, fencing and retaining walls. The applicant has been requested to address these concerns and provide a supporting parking plan.</p> <p>In the event the applications are approved, the above noted outstanding items must be satisfactorily addressed. In addition, the owner shall deliver and execute a Servicing and Development Agreement in a form and on terms satisfactory to the City.</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> <p>-Bell Canada</p> <p>-Development Services, Planning and Building Department</p>

Latiq and Fatima Qureshi

Files: OZ 12/013 W8
T-M12001 W8

Agency / Comment Date	Comment
	<ul style="list-style-type: none"> -Enbridge Gas Distribution Inc. -Enersource Hydro Mississauga -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"> -Conseil Scolaire de District Catholique Centre-Sud -Conseil Scolaire de District Centre-Sud-Ouest -Credit Valley Hospital -Peel Regional Police -Realty Services, Corporate Services Department -The Trillium Health Centre

Latiq and Fatima Qureshi

Files: OZ 12/013 W8
T-M12001 W8**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Kindergarten to Grade 6 1 Grade 7 to Grade 8 1 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> Sheridan Park P.S. <ul style="list-style-type: none"> Enrolment: 569 Capacity: 575 Portables: 1 Homelands Senior P.S. <ul style="list-style-type: none"> Enrolment: 322 Capacity: 428 Portables: 0 Erindale S.S. <ul style="list-style-type: none"> Enrolment: 1,094 Capacity: 1,353 Portables: 0 <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Junior Kindergarten to Grade 8 0 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> St. Francis of Assisi <ul style="list-style-type: none"> Enrolment: 518 Capacity: 480 Portables: 0 Iona Catholic S.S. <ul style="list-style-type: none"> Enrolment: 1,237 Capacity: 723 Portables: 17

Latiq and Fatima Qureshi

Files: OZ 12/013 W8
T-M12001 W8**Relevant Mississauga Plan (2003) Policies**

There are numerous policies that would apply in reviewing these applications. An overview of some of these policies is found below:

	Specific Policies	General Intent
Section 2 – Goals and Objectives	Section 2.2.2.3 Section 2.2.2.4	The established historic character shall be maintained through the preservation and protection of the existing residential neighborhood.
	Section 2.7.1.2 Section 2.7.1.3	Mississauga will be proactive in the management and protection of its natural features and will promote an ecosystem approach to planning
	Section 2.12.1.1 Section 2.12.2.1 Section 2.12.2.2 Section 2.12.2.3	Mississauga will protect and enhance resources of heritage significance. It is an objective to provide and maintain the locations and settings for heritage resources which are compatible with and enhance the character of the heritage resource.
Section 3 – General Policies	Section 3.2.2.2	General Low Density II policies.
	Section 3.9.1.1 Section 3.9.2.1 Section 3.9.2.2 Section 3.9.2.4	The Greenbelt designation is intended to provide for the conservation of natural heritage features and areas. Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City and Conservation Authority.
	Section 3.15.2.1 Section 3.15.2.2 Section 3.15.3.1 Section 3.15.3.1 Section 3.15.3.2 Section 3.15.4.5.1 Section 3.15.4.5.2	Natural Hazard areas are generally unsafe for development due to naturally occurring processes such as flooding and erosion and are accordingly designated Greenbelt. Development will generally be subject to the one-zone floodplain concept. Surface drainage facilities and associated floodplain will be designated Greenbelt. Where possible, surface drainage facilities should be designed in a manner which restores natural habitat links or buffers natural areas.
	Section 3.18.2.2 Section 3.18.2.3	Lotting patterns will retain and incorporate established patterns of development and heritage resources. Heritage resources should be conserved and incorporated into community design and new development in a manner that enhances the heritage resources and makes them the focal points for the community.

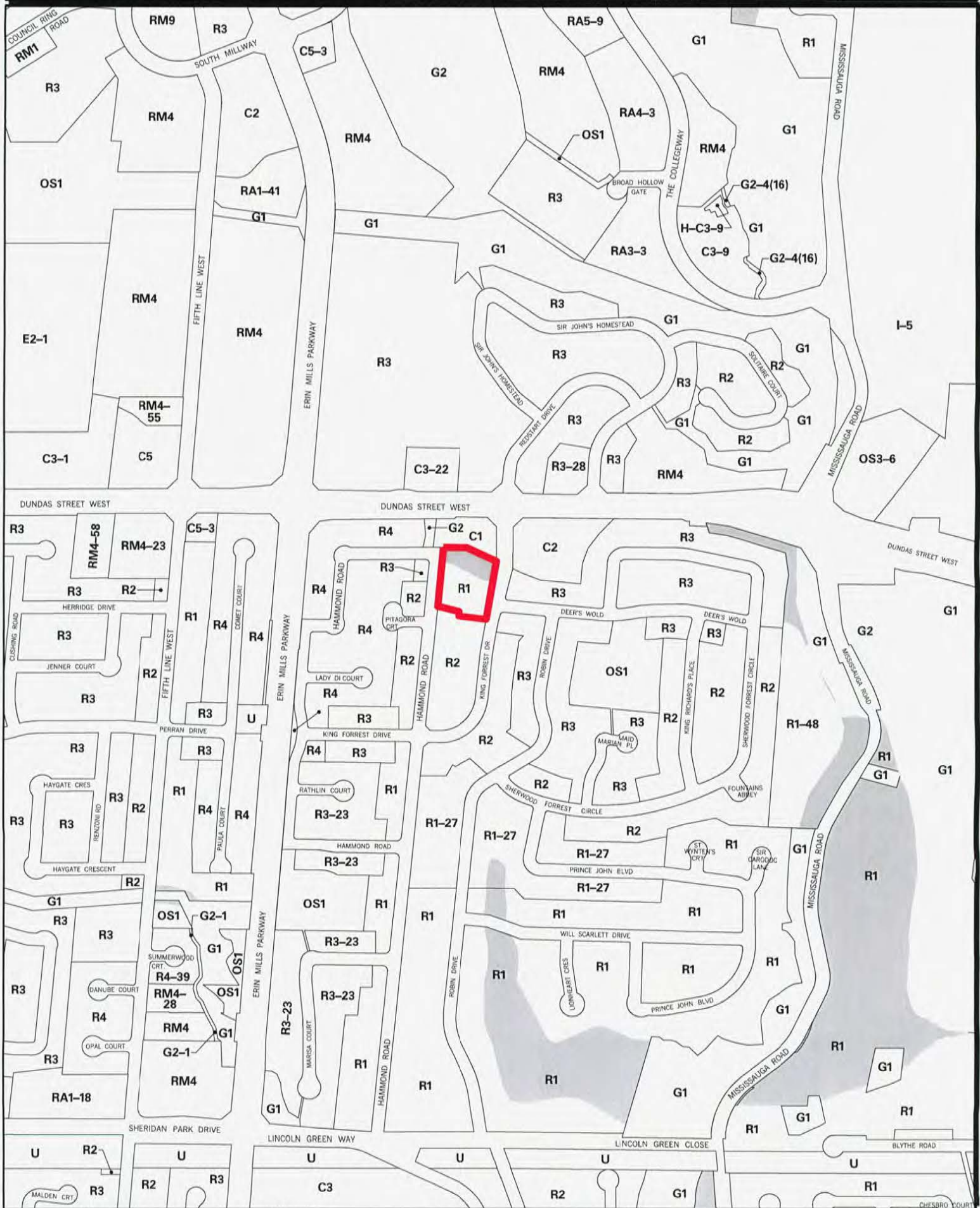
Latiq and Fatima Qureshi**Files: OZ 12/013 W8
T-M12001 W8**

	Section 3.20.1.2 Section 3.20.2.6	Heritage resources must be maintained in a manner that prevents deterioration and protects the heritage qualities of the resource.
Section 4.29 – Sheridan District Policies	4.29.3.1.2 4.29.5..3	The Sheridan District Policies recognize the site as having heritage value and stipulate that any redevelopment proposal or design concepts must maintain the integrity, and heritage elements of the structures, landscaping and context of the site.

GENERAL CONTEXT MAP

OZ 12/013 W8

APPENDIX S-11





Corporate Report

Clerk's Files

Originator's
Files

CD.04.HUR

DATE: May 13, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 2, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Hurontario Street Corridor Light Rail Transit Station Locations –
Proposed Official Plan Amendments
PUBLIC MEETING**

RECOMMENDATION: That the submissions made at the public meeting to consider the report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments” dated May 13, 2014, from the Commissioner of Planning and Building, be received.

COMMENTS: On April 21, 2014, City Council adopted resolution 0069-2014 which included the following:

“That a public meeting be held to consider proposed Official Plan Amendments as recommended in the report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments” dated March 25, 2014 from the Commissioner of Planning and Building.”

The purpose of the public meeting is to receive comments on the proposed amendments to Mississauga Official Plan to recognize the light rail transit proposed on the Hurontario Street Corridor and to identify the location of transit stations (see Appendix 1).

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

FINANCIAL IMPACT: Not applicable.

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

ATTACHMENTS: Appendix 1: Report titled "Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments" dated March 25, 2014, from the Commissioner of Planning and Building.



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner



Corporate Report

Clerk's Files

Originator's
Files

CD.04.HUR

DATE: March 25, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 14, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Hurontario Street Corridor Light Rail Transit Station Locations –
Proposed Official Plan Amendments**

RECOMMENDATION: That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments" dated March 25, 2014 from the Commissioner of Planning and Building.

**REPORT
HIGHLIGHTS:**

- It is important to establish the framework for development of the light rail transit system along the Hurontario Corridor now that preliminary engineering design work has been completed and the Transit Project Assessment Process (TPAP) has been initiated;
- Wording should be added to Mississauga Official Plan regarding light rail transit on Hurontario Street; and
- Mississauga Official Plan schedules should be amended to identify the light rail transit station locations.

BACKGROUND:

Light rail transit on Hurontario Street is a priority project of the Big Move (Metrolinx's Transportation Plan) and adds to the overall transit network in the Greater Toronto Area.

On July 7, 2010, City Council adopted Resolution #159-2010 that approved the *Hurontario/Main Street Corridor Master Plan*. The Master Plan recommended light rail transit along Hurontario Street from Port Credit to downtown Brampton including identified locations for the stations and a maintenance facility.

Preliminary engineering design for the project commenced in 2011. This work is now complete and the Transit Project Assessment Process (TPAP) has commenced. If approved by the Minister of Environment, this stage of the project should be completed in late summer 2014.

The preliminary engineering design work has identified the proposed station locations including their dimensions and land requirements. The location of the maintenance facility on the south side of Highway 407 in Brampton, on lands owned by Infrastructure Ontario, has been confirmed.

Amendments to Mississauga Official Plan are required to identify where the transit stations will be located along the Hurontario Corridor and in Mississauga's Downtown Core.

COMMENTS:

The following table identifies the location of the stations from south to north and their placement in the roadway as per the preliminary design submitted for the TPAP.

Station	Roadway Location
Port Credit GO	West side of Hurontario St., north of Park St.
Mineola	Centre of Hurontario St., south of Mineola Rd.
North Service	Centre of Hurontario St., north of North Service Rd.
Queensway	Centre of Hurontario St., south of Queensway
Dundas	Centre of Hurontario St., south of Dundas St.
Cooksville GO	Centre of Hurontario St., south of St. Lawrence & Hudson Railway

Central Parkway	Centre of Hurontario St., north of Central Pkwy
Matthews Gate	Centre of Hurontario St., north of Matthews Gate
Robert Speck	Centre of Hurontario St., north of Robert Speck Pkwy.
Main Street	Centre of Burnhamthorpe Rd., east of Main St.
Duke of York	East side of Duke of York Blvd., north of Princess Royal Dr.
Rathburn	North side of Rathburn Rd., east of Station Gate Rd.
Eglinton	Centre of Hurontario St., north of Eglinton Ave.
Bristol	Centre of Hurontario St., north of Bristol Rd.
Matheson	Centre of Hurontario St., north of Matheson Blvd.
Britannia	Centre of Hurontario St., south of Britannia Rd.
Courtneypark	Centre of Hurontario St., south of Courtneypark Dr.
Derry	Centre of Hurontario St., north of Derry Rd.
Gateway/407	Centre of Hurontario St., north of Topflight Dr.

Significant changes from the *Hurontario /Main Street Corridor Master Plan* are as follows:

- The station originally proposed for Living Arts Drive has been relocated to Duke of York Boulevard; and,
- Light rail transit vehicles will turn east along Topflight Drive then north along Edwards Boulevard before proceeding to the maintenance facility in Brampton.

Inclusion of the light rail transit stations in the Downtown Local Area Plan will be addressed with the resolution of the appeals to Mississauga Official Plan Amendment Number 8.

The following amendments to Mississauga Official Plan are required:

- Policy 8.2.3.5 should be revised as follows: **“Light rail transit is proposed on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. The City will construct the Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine within Mississauga to form part of a regional transit system in accordance with the Metrolinx Regional Transportation Plan.”**

- Schedule 2: Intensification Areas should be amended to indicate the location of Major Transit Station Areas along Hurontario Street and in the Downtown (see Appendix 1); and
- Schedule 6: Long Term Transit Network should be amended to show the location of the light rail transit stations along Hurontario Street and in the Downtown (see Appendix 2).

Station areas will be planned for a critical mass and mix of uses that support transit. Requiring a mix of uses and increased density in proximity to transit stations will encourage the ridership necessary to create a sustainable transit service.

STRATEGIC PLAN:

The identification of major transit stations for light rail transit along the Hurontario Corridor and in the Downtown, supports the following Strategic Pillars of the City's Strategic Plan:

MOVE: Developing a Transit-Oriented City of Mississauga
Connect Our City

- *Action 5:* Provide alternatives to the automobile along major corridors
- *Action 6:* Shorten the travel time to a transit stop
- *Action 7:* Create mobility hubs
- *Action 9:* Improve the transportation network for pedestrians, cyclists and automobiles

Build a Reliable and Convenient System

- *Action 13:* Establish transit stops within a 10-minute walk

Direct Growth

Action 19: Accelerate the creation of a higher-order transit infrastructure

FINANCIAL IMPACT: Not applicable.

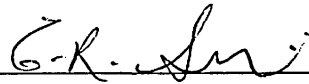
CONCLUSION:

Light rail transit on Hurontario Street is a priority project of the Big Move (Metrolinx's Transportation Plan) and adds to the overall transit network in the Greater Toronto Area. The identification of light rail transit stations along the Hurontario Corridor and in the Downtown Core signifies the City's commitment to a light rail system that will provide connectivity with other higher order transit networks including the Mississauga Transitway, the Port Credit and Cooksville GO stations and the GO bus facility in the Downtown Core. Light rail transit on Hurontario Street supports city-building goals and the shift to a transit-oriented city.

Now that the Transit Project Assessment Process (TPAP) has commenced, the next step is to initiate the public engagement process on the proposed light rail transit station locations and the required changes to Mississauga Official Plan as outlined in this report.

ATTACHMENTS:

Appendix 1: Schedule 2: Intensification Areas
Appendix 2: Schedule 6: Long Term Transit Network



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner



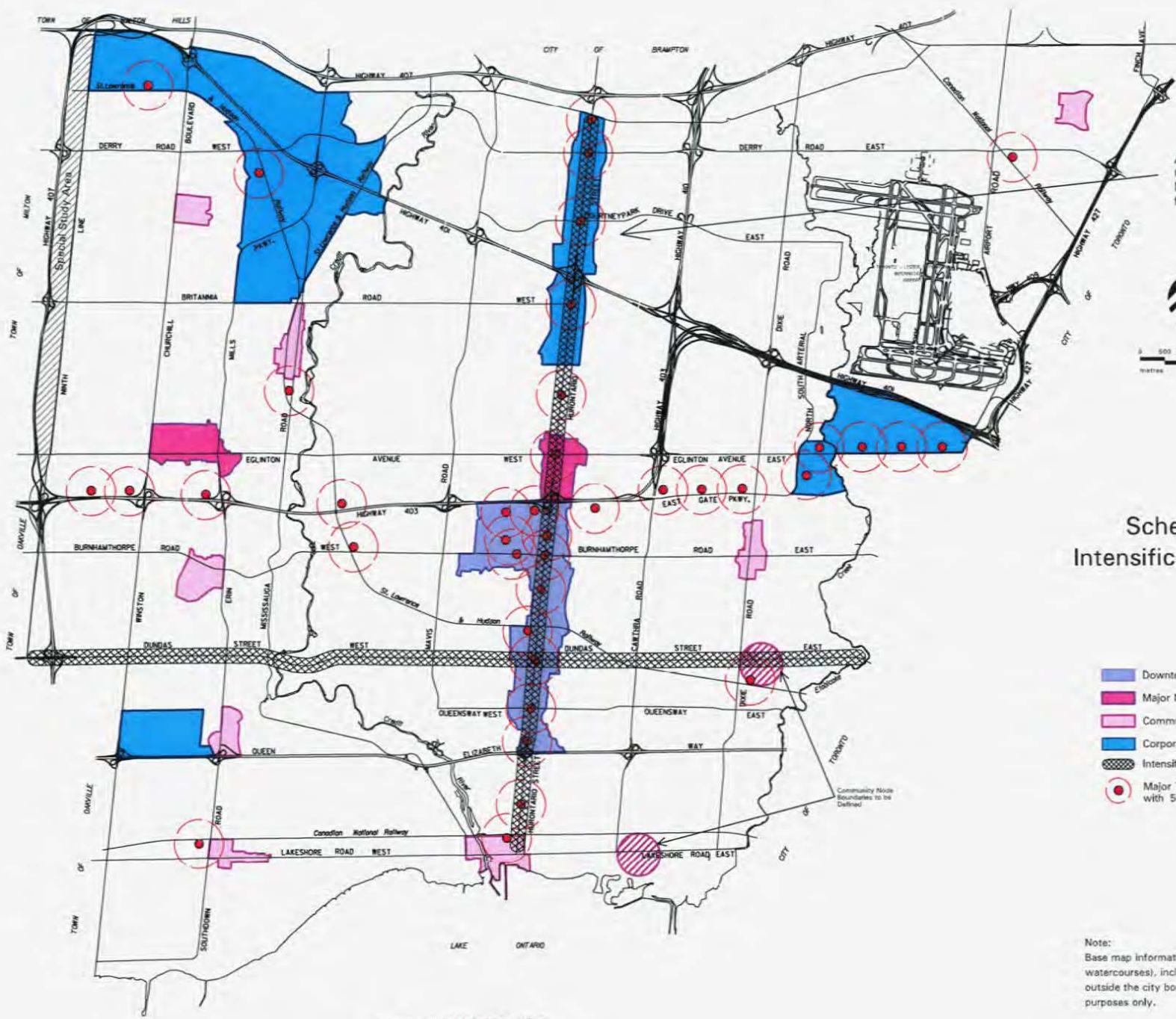
All Transit Stations in the Gateway Corporate Centre are subject to the Mississauga Official Plan Amendment for Gateway Corporate Centre.

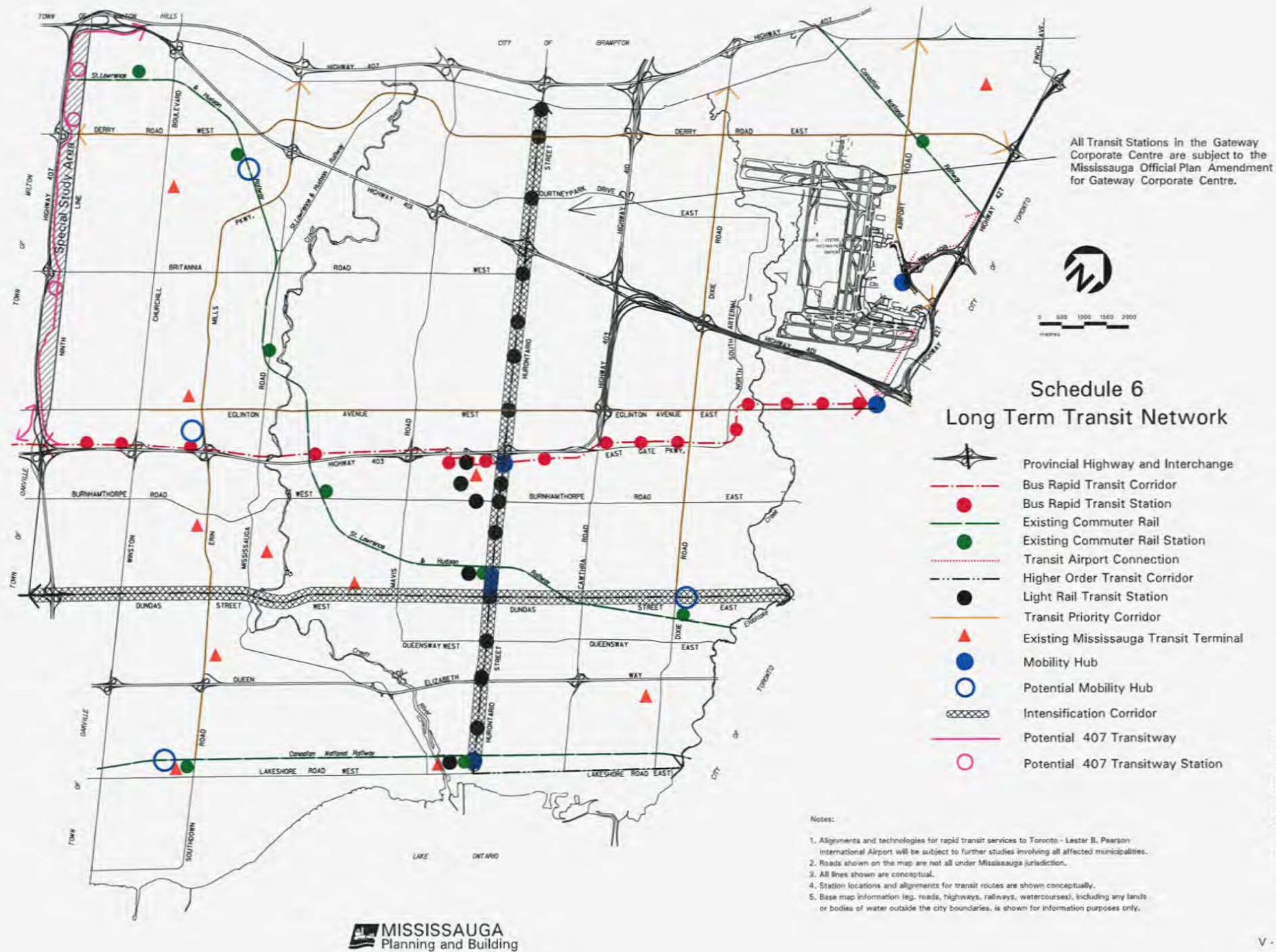


Schedule 2 Intensification Areas

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

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







Corporate Report

Clerk's Files

 Originator's
Files OZ 13/022 W7

DATE: May 13, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 2, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit four residential apartment buildings
ranging in height from 35 to 50 storeys
24-64 Elm Drive West and 3528-3536 Hurontario Street
Southwest corner of Elm Drive West and Hurontario Street
Owner: Solmar Inc.
Applicant: Sorensen Gravely Lowes Planning Associates Inc.
Bill 51

Public Meeting**Ward 7**

RECOMMENDATION: That the Report dated May 13, 2014, from the Commissioner of Planning and Building regarding the application to amend the Mississauga Official Plan policies for the Downtown Fairview Character Area from "Residential High Density – Special Site 1" to "Residential High Density – Special Site" and to change the Zoning from "D-1" (Development – Exception) to "RA5-Exception" (Apartment Dwellings-Exception), to permit the development of four residential apartment buildings with heights of 35, 40, 45 and 50 storeys, a day care, and retail uses under File OZ 13/022 W7, Solmar Inc., 24-64 Elm Drive West and 3528-3536 Hurontario Street, be received for information.

REPORT**HIGHLIGHTS:**

- The site consists of 10 separate parcels of land containing detached dwellings on the southwest corner of Elm Drive West and Hurontario Street;
- The existing detached dwellings will be demolished to permit 4 residential apartment buildings;
- Comments from the May 26, 2014 community meeting and the scheduled June 2, 2014 Planning and Development Committee meeting will be considered in the evaluation of the applications and will be addressed as part of the Supplementary Report; and
- Prior to the Supplementary Report, the following matters need to be addressed including: intensification objectives; height; density; built form and massing; traffic; parkland dedication; shadow impact on adjacent land uses; and construction management plans.

BACKGROUND:

The above-noted applications have been circulated for technical comments and a community meeting will be held on May 26, 2014.

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

The subject property is located on the south side of Elm Drive West between Kariya Drive and Hurontario Street and contains 10 detached dwelling lots (24, 28, 34, 38, 44, 50, 58 and 64 Elm Drive West, and 3528 and 3536 Hurontario Street). The proposal is to demolish the detached dwellings and construct four residential apartment buildings ranging in height from 35 to 50 storeys. A total of 1,367 residential units are proposed on this 1.4 hectare (3.45 acre) site. All the detached dwellings are vacant except for 28 Elm Drive West, which is currently being used as a day care. The day care is proposed to be relocated into Building A (see Appendix I-6).

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Application(s) submitted:	Received: December 19, 2013 January 17, 2014 (deemed complete)
Height:	35, 40, 45 and 50 storeys
Lot Coverage:	31.4%
Floor Space Index (FSI):	9.43
Landscaped Area:	53.2%
Proposed Gross Floor Area:	135 396.8 m ² (1,457,447 sq. ft.)
Proposed Number of Units:	1,367 total units (proposed) 555 – one bedroom 812 – two bedroom
Anticipated Population:	3,964* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Parking Required:	2,132
Parking Provided:	1,085
Supporting Documents:	Context Map, Context Plan, Survey Master Landscape Plan Existing Utilities Plan Hydro Master Plan Building Elevations and Floor Plans Planning Assessment Report Shadow Study Tree Inventory & Preservation Plan Report Traffic Impact Study Functional Servicing Report Preliminary Soil Investigation Phase 1 Environmental Site Assessment Noise Feasibility Study

Site Characteristics	
Frontage:	192.55 m (631.7 ft.)
Depth:	79.11 m (259.5 ft.)
Lot Area	1.4 ha (3.5 ac) (Excluding 3514 and 3518 Hurontario Street)
Existing Use:	The site is composed of 10 lots. One of the properties is being used as a day care. The remaining dwellings are vacant.

Additional information is provided in Appendices I-1 to I-12.

Green Development Initiatives

The applicant has identified several green development initiatives that will be incorporated into the development, including: on-site storm water retention; energy efficient lighting and storage; and, collection areas for recycling and organic waste within the building.

Neighbourhood Context

The subject property is located just south of the Downtown Core within the Downtown Fairview Character Area. The Character Area consists of predominantly higher density development in the form of residential apartment buildings with commercial on the first floor along the Hurontario Street corridor. The Downtown is an intensification area and the intent is to achieve a gross density of between 300 to 400 residents and jobs combined per hectare (121 to 162 residents and jobs per acre).

Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Three residential apartment buildings of 31, 32, and 23 storeys and 3 townhouse blocks

East: Residential apartment buildings ranging in height from 19 to 24 storeys

South: Three residential apartment buildings, of 33, 32 storey and 31 storeys
West: Adult Education Centre South School Facility, Peel District School Board

Mississauga Official Plan Designation and Policies for the Downtown Fairview Character Area

The subject property is located within the "Downtown Mississauga Urban Growth Centre", an intensification area in the Provincial Growth Plan (See Appendix I-3).

The site is designated "**Residential High Density**" and is subject to "Special Site 1" policies (See Appendix I-4) which state:

"Notwithstanding the provisions of the Residential High Density designation and applicable policies, the following additional policies will apply:

- a. A concept plan for all or part of this site will be required and will address, among other matters, the following:
 - Compatibility of building form and scale with existing and proposed surrounding land uses;
 - Convenient pedestrian access through this site to nearby transit services on Hurontario Street;
 - Traffic generated will not adversely affect the transportation system;
 - Acceptable ingress and egress, off-street parking, landscaping, and buffering; and
 - Preservation of nature trees and other significant natural features; and
- b. Mississauga will encourage the assembly of lots fronting along Elm Drive and comprehensive redevelopment of lands in Site 1;

- c. The redevelopment of lands will minimize access points to Hurontario Street to preserve the integrity of Hurontario Street as an arterial roadway. Alternative access to Elm Drive or the proposed Kariya Drive extension should be investigated as part of the comprehensive redevelopment of Site 1; and
- d. Apartments will be permitted at a maximum floor space index of 2.2 – 2.9."

There are other policies in the Mississauga Official Plan that are also applicable in the review of these applications, which are found in Appendix I-11.

Criteria for Site Specific Official Plan Amendments

Section 19.5.1 of Mississauga Official Plan contains criteria that 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 are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.

Proposed Official Plan Designation and Policies

To amend the existing "**Residential High Density - Special Site 1**" policies to permit residential apartment buildings with an FSI of 9.43 and heights of 35, 40, 45 and 50 storeys.

Existing Zoning

"D-1" (Development Exception Zone), which permits detached dwellings and accessory structures legally existing on the date of the passing of the zoning by-law and enlargement of existing buildings and structures in compliance with zone regulations.

Proposed Zoning By-law Amendment

"RA5-Exception" (Apartment Dwellings - Exception), to permit, in addition to the permitted uses, the following:

- four apartment dwellings containing 1,367 units;
- maximum height of 50 storeys;
- FSI of 9.4;
- 260.93 m² (2,808.63 sq. ft.) of retail; and
- a minimum parking rate of 0.6 spaces/dwelling unit for residents and 0.1 spaces/dwelling unit for visitors.

A complete list of proposed zoning standards are identified in Appendix I-10 attached to this report.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved in principle by Council, City staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

COMMUNITY ISSUES

A community meeting is scheduled to be held by the Ward 7 Councillor, Nando Iannicca, on May 26, 2014. The community

concerns from this meeting and the comments raised during the Planning and Development Committee will be considered in the evaluation of the applications and will be addressed as part of the Supplementary Report.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-8 and school accommodation information is contained in Appendix I-9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters must be addressed prior to the Supplementary Report:

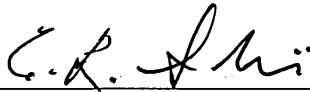
- appropriate height and density;
- impact and transition to the abutting land uses;
- proposed urban design including massing and public realm;
- additional retail space along Elm Drive West and along Hurontario Street;
- traffic impact on Elm Drive West and Hurontario Street;
- shadow and privacy concerns on the abutting properties;
- loading and servicing requirements for all apartment dwellings;
- tree removal, replacement and preservation;
- opportunity for this development to incorporate additional publicly accessible open space;
- resolution of land ownership along Kariya Drive;
- compatibility with adjoining properties to the south; and
- number and location of parking spaces;

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: Most 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 Downtown Fairview Character Area Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Excerpt of Zoning Map
- Appendix I-6: Concept Plan
- Appendix I-7: Elevations
- Appendix I-8: Agency Comments
- Appendix I-9: School Accommodation
- Appendix I-10: Proposed Zoning Standards
- Appendix I-11: Mississauga Official Plan policies
- Appendix I-12: General Context Map



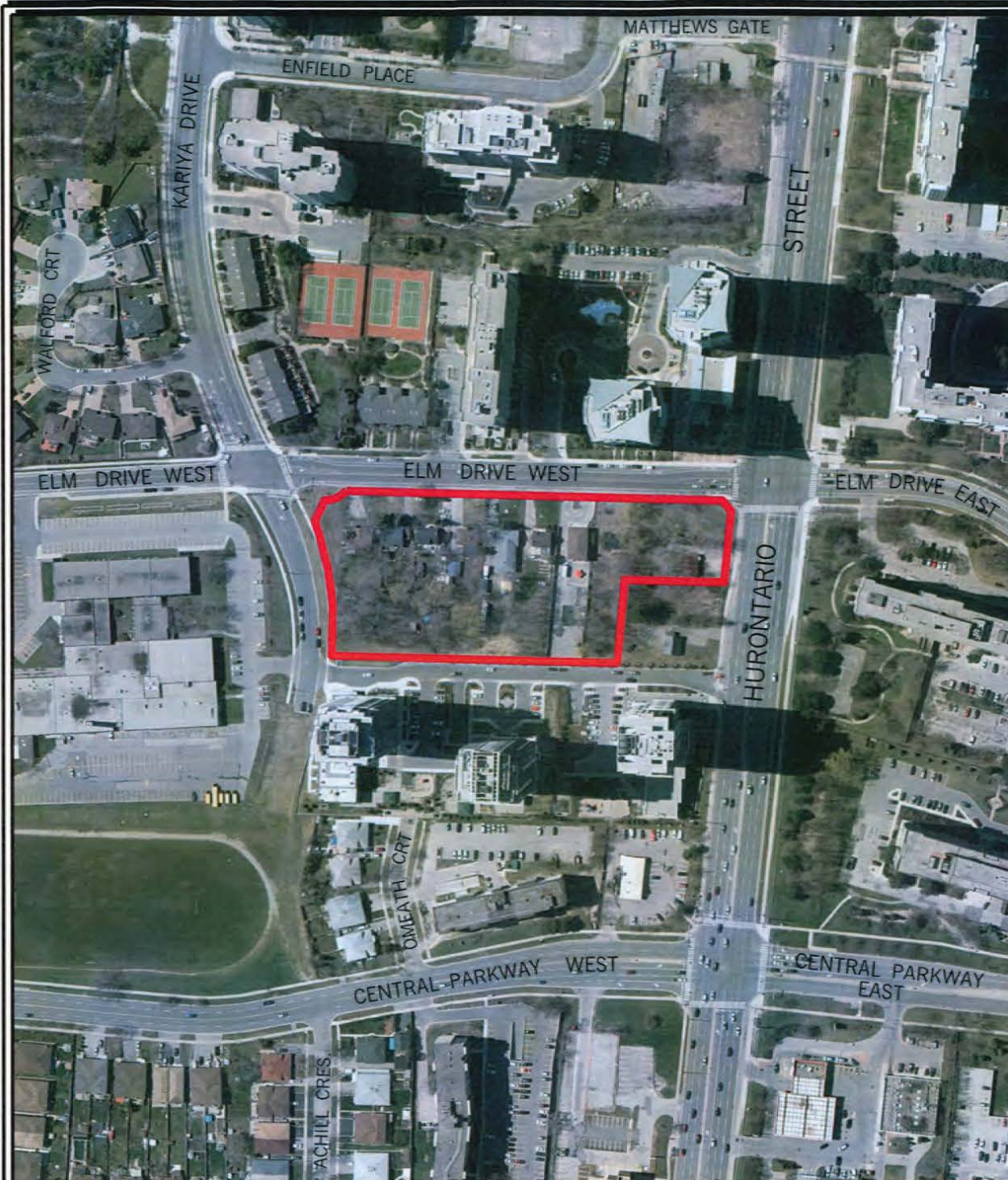
Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Michael Hynes, Development Planner

Solmar Inc.**File: OZ 13/022 W7****Site History**

- June 20, 2007 – Zoning By-law 0225-2007 came into force, zoning the subject lands "D-1" (Development – Exception) to recognize the existing single detached dwellings;
- May 5, 2003 – The Region of Peel approved Mississauga Official Plan policies for the Fairview District which designated the subject lands "Residential High Density I";
- November 12, 2012 – Mississauga Official Plan came into force except for those policies which have been appealed. As no appeals have been filed for the subject site the policies of the new Mississauga Official Plan apply. The subject lands are designated "Residential High Density – Special Site 1" in the Fairview Character Area.



LEGEND:



SUBJECT LANDS

DATE OF IMAGERY: SPRING 2013



SUBJECT:

SOLMAR INC.



FILE NO:
OZ 13022 W7

DWG. NO:
13022A

SCALE:
1:3000

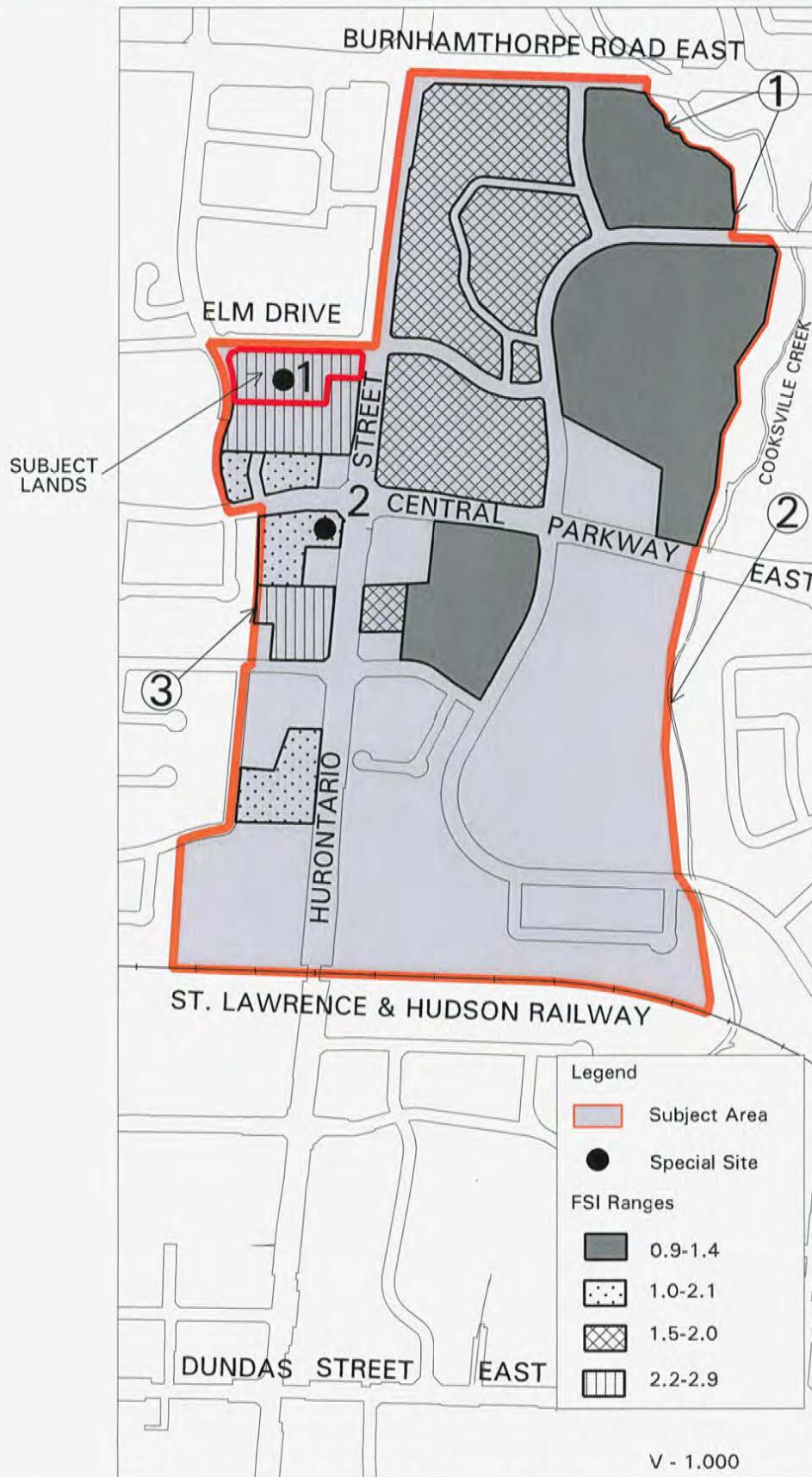
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2014/06/02

DRAWN BY:
B. KRUGER

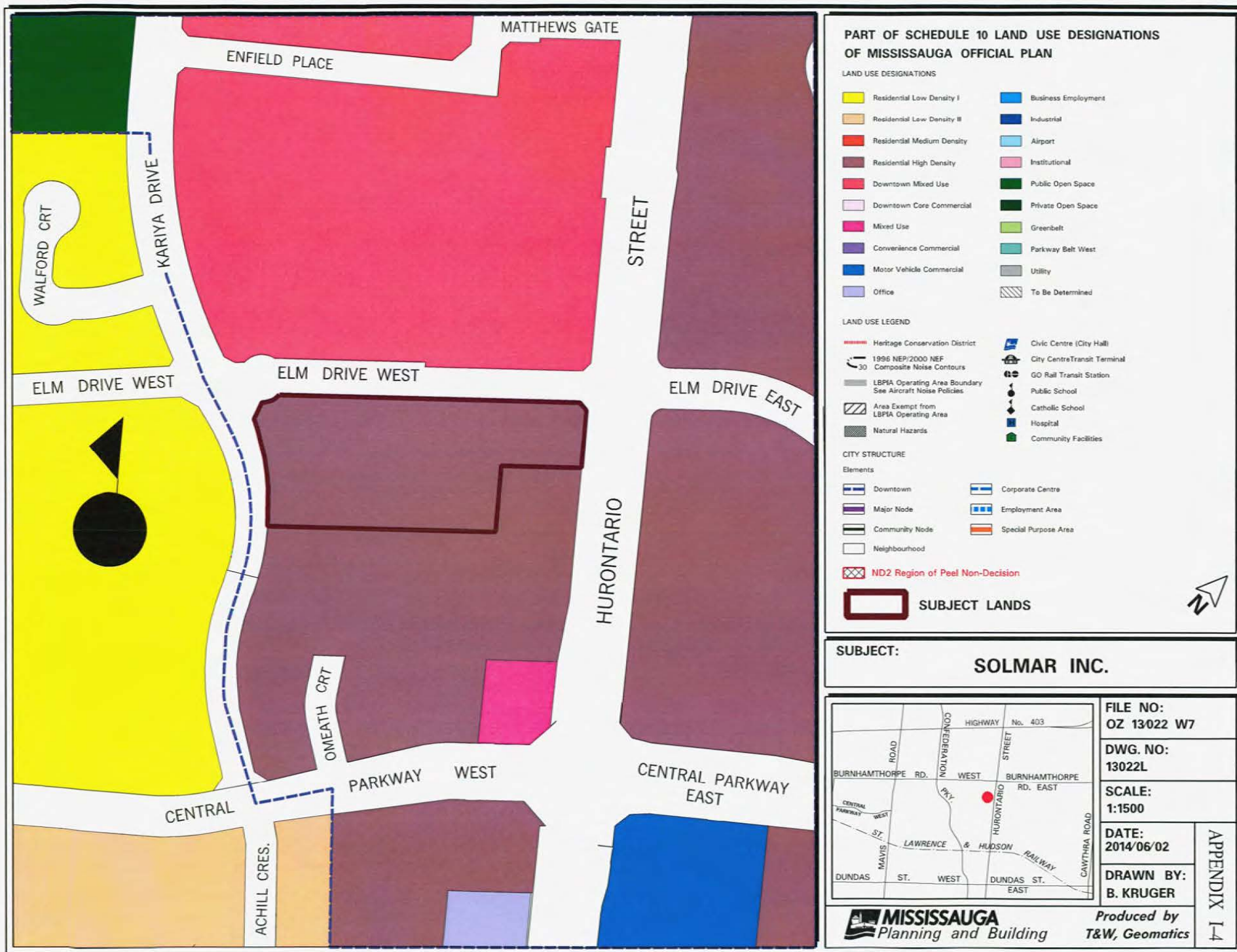
APPENDIX I-2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



Map 12-3: Downtown Fairview Character Area





LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL HIGH DENSITY SPECIAL SITE 1" TO "RESIDENTIAL HIGH DENSITY SPECIAL SITE" AND PROPOSED REZONING FROM "D-1" (DEVELOPMENT-EXCEPTION) TO "RA5-EXCEPTION" (APARTMENT DWELLINGS-EXCEPTION) TO PERMIT THE DEVELOPMENT OF FOUR RESIDENTIAL APARTMENT BUILDINGS OF 35,40, 45 AND 50 STOREYS, A DAY CARE AND RETAIL USES AT GRADE.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA.
THIS IS NOT A PLAN OF SURVEY.



SUBJECT:

SOLMAR INC.



FILE NO:
OZ 13022 W7

DWG. NO:
13022R

SCALE:
1:3000

DATE:
2014/06/02

DRAWN BY:
B. KRUGER

APPENDIX I-5

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



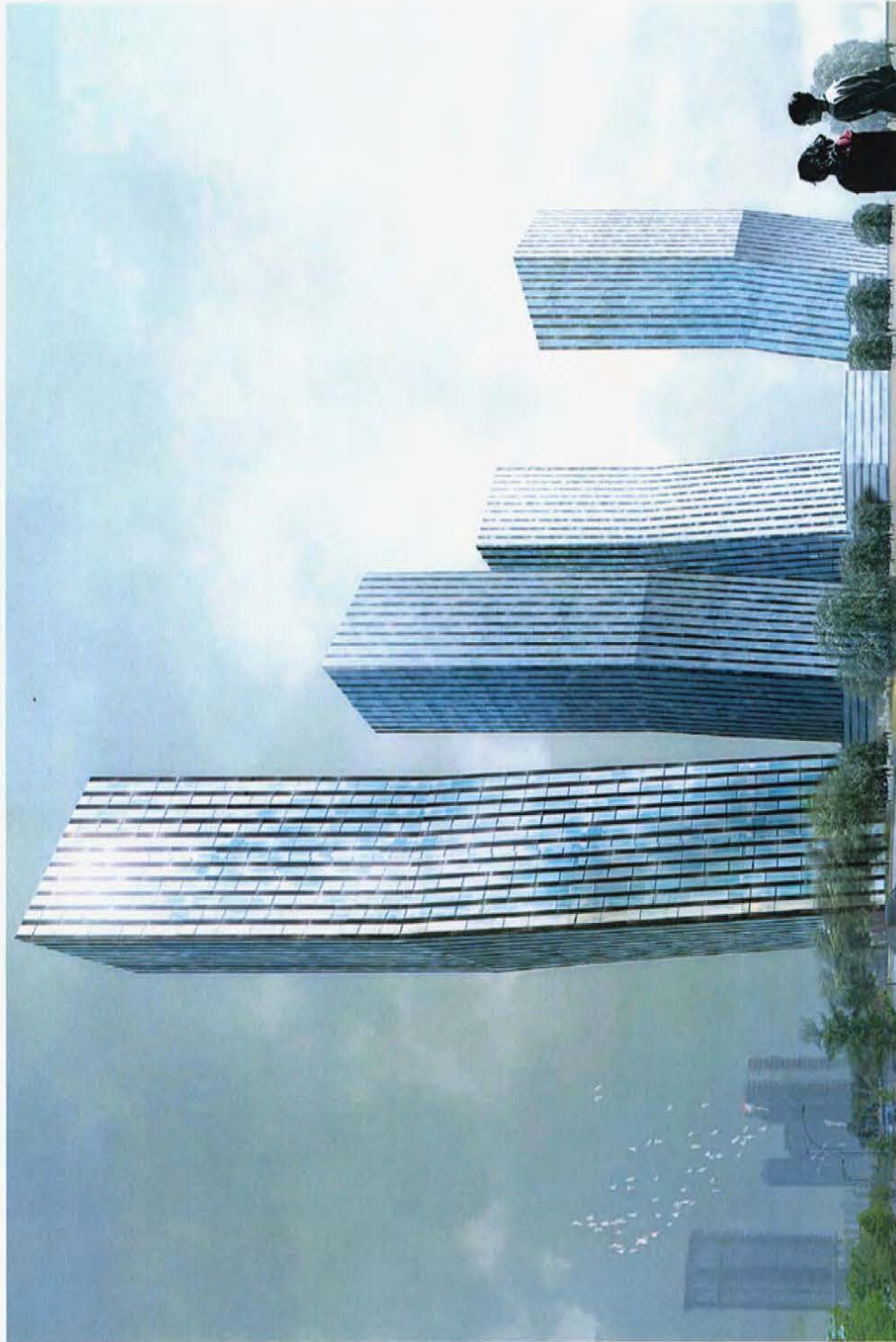
CONCEPT MAP

ELM DRIVE
MISSISSAUGA, ONTARIO

Drawing
COVER SHEET

Proposed Mixed-Use Development

NO.	DATE	DESCRIPTION
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2	11/27/2010	Final Design
3	11/27/2010	Final Design
4	11/27/2010	Final Design
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100	11/27/2010	Final Design



VIEW FROM HURONTARIO AND ELM

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 r. Varacall Architect Inc.
 1000 SHEPPARD AVENUE EAST, SUITE 100, SCARBOROUGH, ONTARIO M1S 1T6
 TEL: (416) 291-1111 FAX: (416) 291-1112

NO.	REVISION	DATE	BY	CHKD.
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99	REVISED FOR COMMENTS	2015.11.30	RV	RV
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Proposed Mixed-Use Development

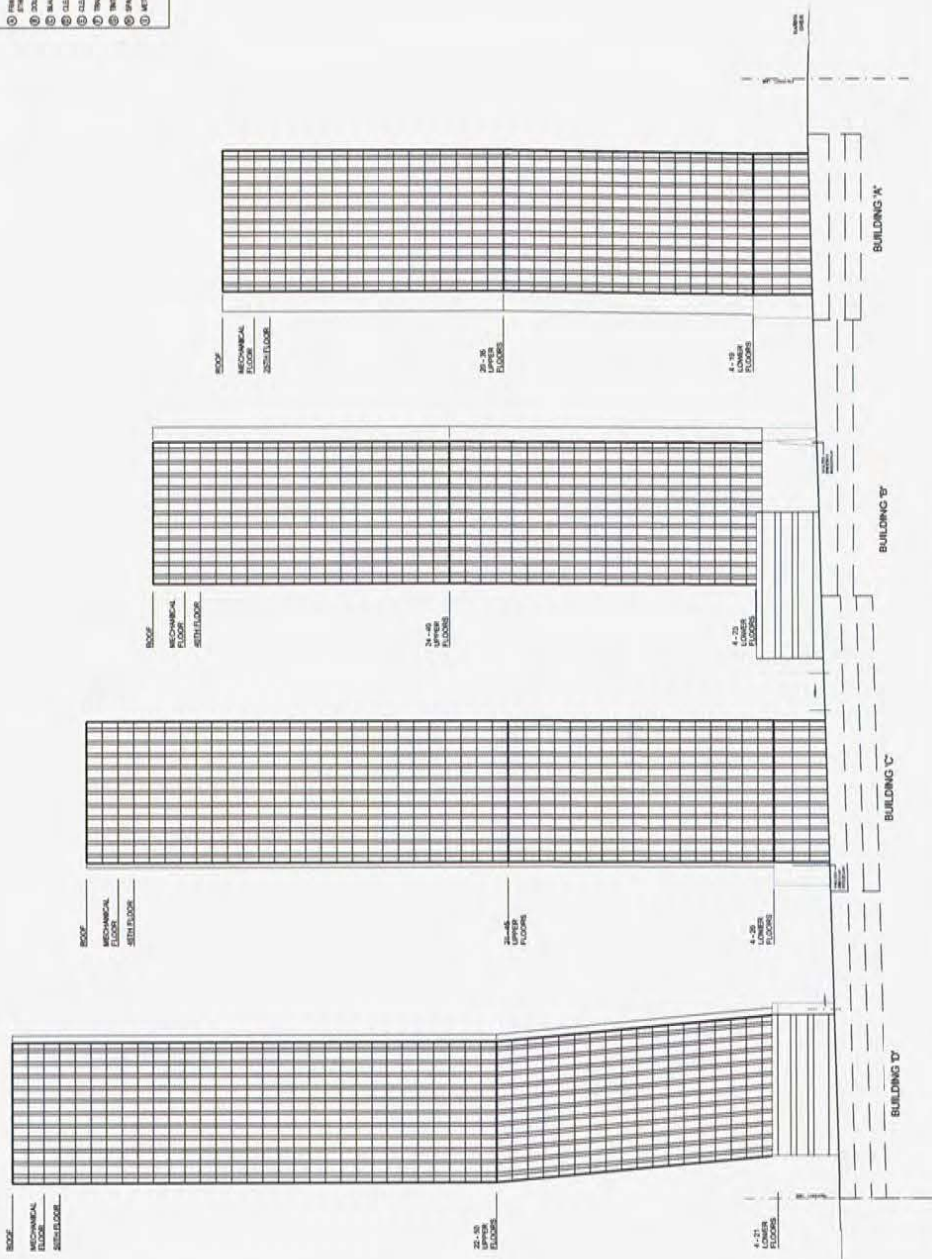
ELM DRIVE
 MISSISSAUGA, ONTARIO
 Drawing:
 ELM STREET ELEVATION
 (NORTH)

Sheet
 A401
 Scale:
 Date:
 1/8" = 1'-0"
 NOVEMBER 27, 2013



KEYPLAN

- ENVELOPE MATERIAL LEGEND
- ① FRAMELESS GLASS INFILL
 - ② ENVELOPE TECHNICAL FINISHES (P.E.)
 - ③ ENVELOPE CLADDING
 - ④ ENVELOPE CLADDING (P.E.)
 - ⑤ ENVELOPE CLADDING (P.E.)
 - ⑥ ENVELOPE CLADDING (P.E.)
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 - ㊾ ENVELOPE CLADDING (P.E.)
 - ㊿ ENVELOPE CLADDING (P.E.)



HURONTARIO STREET ELEVATION (WEST)



100 King Street West, Suite 1000, Toronto, Ontario M5X 1C5
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Fax: (416) 593-1112
www.cusimanoarchitect.com

NO.	DATE	DESCRIPTION	BY	CHKD
1	11/27/13	Initial Design	CV	CV
2	11/27/13	Revised Design	CV	CV
3	11/27/13	Final Design	CV	CV
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18	11/27/13	Final Design	CV	CV
19	11/27/13	Final Design	CV	CV
20	11/27/13	Final Design	CV	CV

Proposed Mixed-Use Development

ELM DRIVE
MISSISSAUGA, ONTARIO

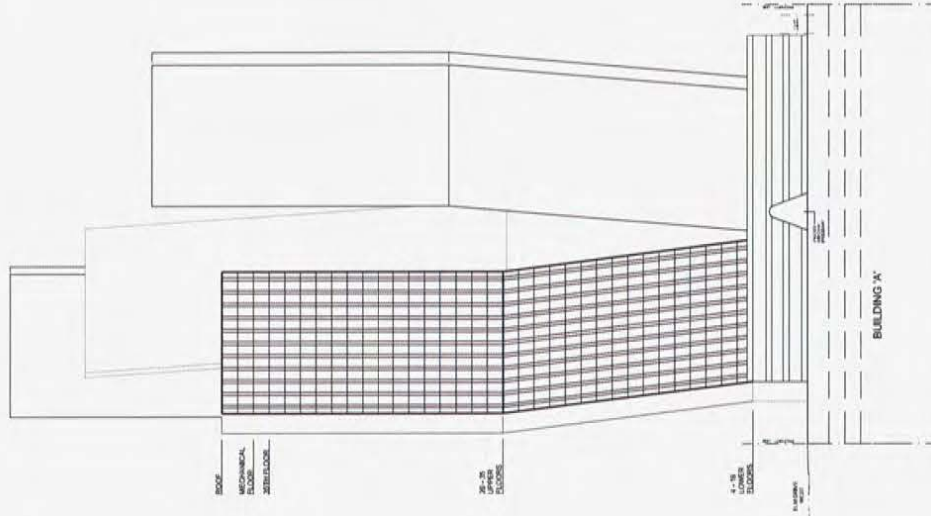
Drawing:
KARIYA DRIVE ELEVATION
(EAST)

KARIYA DRIVE ELEVATION (EAST)



KEY PLAN

- EXTERIOR MATERIAL LEGEND
- 1. BRICK CLADDING
 - 2. GLASS CURTAIN WALL
 - 3. BRICK CLADDING
 - 4. BRICK CLADDING
 - 5. BRICK CLADDING
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 - 20. BRICK CLADDING



KARIYA DRIVE ELEVATION (EAST)

Solmar Inc.

File: OZ 13/022 W7

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (February 19, 2014)	<p>Three (3) copies of the revised Functional Servicing Report (FSR) must be submitted to determine the adequacy of the existing services for this proposed development. Calculations for both water and wastewater must be revised to include the commercial component of the proposed development. There may be further comments at the site servicing stage regarding the size of connections to regional infrastructure within the Elm Drive right-of-way.</p> <p>Site Servicing approvals are required prior to issuance of building permit.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 6, 2014) (March 10, 2014)	<p>The Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need to be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and/or the Dufferin-Peel Catholic District School Board also require certain conditions to be added to applicable Servicing and Development Agreements and to any purchase and sale agreements.</p>
Greater Toronto Airports Authority (February 24, 2014)	According to the Airport Zoning Regulations for Toronto Lester B. Pearson International Airport, development elevations on the property are not affected by any airport restrictions related to obstacle zoning.

Solmar Inc.

File: OZ 13/022 W7

Agency / Comment Date	Comment
<p>City Community Services Department – Parks Planning(April 23, 2013)</p>	<p>In accordance with City Official Plan policies, Future Directions and the Planning Act, Community Services has requested, to satisfy a portion of the parkland dedication requirements, 0.4 ha (1 acre) of land be dedicated to the City for parks purposes. The required land dedication amount has only been applied to the increased density beyond what is allowed under the current Official Plan. The remaining parkland requirements shall be resolved through cash in lieu for parks purposes.</p> <p>Currently there is an existing deficiency of park space within the Downtown Growth Area. This hampers the long-term achievement of a diverse and robust public realm network that is characteristic of successful urban centres. Urban Park spaces are the community living rooms within the core. Investment in parks and the public realm contribute to both the health of a community and have a measurable economic benefit that exceeds the initial investments.</p> <p>Prior to the Supplementary Report, revisions to the proposal are required to reflect the land to be dedicated to the City for parkland purpose. The proposed park location is at the west end of the site with frontages on Kariya Drive and Elm Drive. This location will provide a transition from the lower density development, receive full sun exposure and will be the start of an interconnected City Centre park network. Objectives for this park include a minimum of 40% tree canopy cover, a creative and innovative playground, casual/ flexible seating areas and other elements to support an urban environment.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (March 21, 2014)</p>	<p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in</p>

Solmar Inc.

File: OZ 13/022 W7

Agency / Comment Date	Comment
	<p>conjunction with the site plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval.</p> <p>The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding is installed, inspected and approved by an Urban Forestry representative.</p>
<p>City Transportation and Works Department (April 7, 2014)</p>	<p>In comments dated April 7, 2014, this department confirmed receipt of Site Plan, Functional Servicing Report, Conceptual Grading Plan, Utility Plans, Noise Feasibility Study, Traffic Impact Study and Phase 1 Environmental Site Assessment circulated by Planning and Building.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details, including a phasing plan, prior to the Supplementary Meeting to confirm the feasibility of this development.</p> <p>Further detailed comments/conditions will be provided prior to the Supplementary Meeting pending receipt and review of the foregoing.</p>
<p>Other City Departments and External Agencies</p>	<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> <p>Canada Post City Community Services Department – Culture Division Mississauga Transit Enbridge Gas Distribution Enersource Bell Canada Rogers Cable Credit Valley Conservation</p>

Solmar Inc.

File: OZ 13/022 W7

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>156</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>67</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>44</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>Fairview Public School</p> <table> <tr> <td>Enrolment:</td><td>520</td></tr> <tr> <td>Capacity:</td><td>566</td></tr> <tr> <td>Portables:</td><td>3</td></tr> </table> <p>Camilla Road Senior Public School</p> <table> <tr> <td>Enrolment:</td><td>627</td></tr> <tr> <td>Capacity:</td><td>683</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>TL Kennedy Secondary School</p> <table> <tr> <td>Enrolment:</td><td>662</td></tr> <tr> <td>Capacity:</td><td>1,263</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	156	Kindergarten to Grade 5	67	Grade 6 to Grade 8	44	Grade 9 to Grade 12/OAC	Enrolment:	520	Capacity:	566	Portables:	3	Enrolment:	627	Capacity:	683	Portables:	0	Enrolment:	662	Capacity:	1,263	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>27</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>13</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>Bishop Scalabrini</p> <table> <tr> <td>Enrolment:</td><td>523</td></tr> <tr> <td>Capacity:</td><td>196</td></tr> <tr> <td>Portables:</td><td>6</td></tr> </table> <p>Father Michael Goetz</p> <table> <tr> <td>Enrolment:</td><td>1558</td></tr> <tr> <td>Capacity:</td><td>1593</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	27	Junior Kindergarten to Grade 8	13	Grade 9 to Grade 12/OAC	Enrolment:	523	Capacity:	196	Portables:	6	Enrolment:	1558	Capacity:	1593	Portables:	0
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Enrolment:	662																																								
Capacity:	1,263																																								
Portables:	0																																								
27	Junior Kindergarten to Grade 8																																								
13	Grade 9 to Grade 12/OAC																																								
Enrolment:	523																																								
Capacity:	196																																								
Portables:	6																																								
Enrolment:	1558																																								
Capacity:	1593																																								
Portables:	0																																								

Solmar Inc.

File: OZ 13/022 W7

Proposed Zoning Standards

Regulations	"D-1" Zone	"RA5" Zone	Proposed "RA5-Exception" Zone
Maximum number of dwelling units	1 dwelling unit per lot	N/A	1,367 units
Maximum gross floor area – apartment dwelling	N/A	41 629 m ² (448,105 sq. ft.)	135 396 m ² (1,457,438 sq. ft.)
Maximum floor space index – apartment dwelling zone	N/A	2.9 FSI	9.43 FSI
Maximum height	N/A	77 m (253 ft.) and 25 storeys	161 m (528 ft.) and 50 storeys
Minimum amenity area	N/A	5.6 m ² (per dwelling unit) or 10% of site area	2.0 m ² per dwelling unit
Minimum off-street parking regulations	N/A	1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit	0.60 resident space per all unit sizes
Minimum visitor parking spaces per dwelling unit	N/A	0.20 visitor spaces per unit (273 spaces)	0.10 visitor spaces per unit (137 spaces)

Solmar Inc.

File: OZ 13/022 W7

Mississauga Official Plan Policies

There are numerous policies that would apply in reviewing this application to increase the FSI and density on the site. An overview of some of these policies are found below:

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.1.4, Section 5.1.6, Section 5.3 Section 5.3.1.2, Section 5.3.1.3, Section 5.3.1.4, Section 5.3.1.8 Section 5.3.1.9, Section 5.3.1.10 Section 5.3.1.11, Section 5.3.1.12 Section 5.3.1.13, Section 5.4.11 Section 5.4.12, Section 5.5.1 Section 5.5.8, Section 5.5.9, Section 5.5.12, Section 5.5.14, Section 5.5.15	<p>The Mississauga Official Plan (MOP) will ensure that most of Mississauga's future growth will be directed to Intensification Areas and that the Downtown is an Intensification Area. Hurontario Street has been identified as an Intensification Corridor.</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031 (80 residents and jobs per acre), or strive to achieve a gross density of 300-400 residents and jobs per hectare and (121 to 162 residents and jobs per acre).</p>
Section 9 – Build a Desirable Urban Form	Section 9.2.1.2, Section 9.2.1.3 Section 9.2.1.4, Section 9.2.1.5 Section 9.2.1.6, Section 9.2.1.7 Section 9.2.1.9, Section 9.2.1.11 Section 9.2.1.12, Section 9.2.1.13 Section 9.2.1.14, Section 9.2.1.15 Section 9.2.1.16, Section 9.2.1.17 Section 9.2.1.19, Section 9.2.1.20 Section 9.2.1.22, Section 9.2.1.25 Section 9.2.1.26, Section 9.2.1.27 Section 9.2.1.28, Section 9.2.1.29, Section 9.2.1.30, Section 9.2.1.31 Section 9.2.1.33, Section 9.3.3.2	<p>The MOP will ensure that tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions.</p>

Solmar Inc.

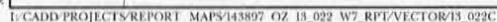
File: OZ 13/022 W7

Section 9.5.3 Buildings	Various policies	The MOP will ensure that tall buildings design and materials selected are fundamental to good urban form and are of the highest standards. Buildings will minimize undue physical and visual negative impacts relating to noise, sun, shadow, views, skyview and wind.
	Specific Policies	General Intent
Section 12 Downtown	Section 12.1.2.2	Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys.
Section 12.3 – Downtown Fairview	Section 12.3.2.1.1 Section 12.3.2.1.2	Special Site Policy 1 of the Downtown Fairview policies of the Mississauga Official Plan ensures that development on this site will address compatibility of building form and scale with existing surrounding land uses; convenient pedestrian access through this site to nearby transit services on Hurontario Street; the redevelopment of land will minimize access points to Hurontario Street and apartments will be permitted at a maximum floor space index (FSI) of 2.2 to 2.9 times the area of the lot.

Solmar Inc.

File: OZ 13/022 W7

Other related policies	<i>Public Realm</i> Sections 9.3.1.4, 9.3.1.7, 9.3.1.8, 9.3.1.9 <i>Site Development and Building</i> Sections 9.5.1, 9.5.1.1, 9.5.1.2, 9.5.1.3, 9.5.1.11, 9.5.1.12, 9.5.1.14 <i>Create a Multi-Modal City</i> Section 8.2.3.4 <i>Site Development</i> Sections 9.5.2.1, 9.5.2.2, 9.5.2.3, 9.5.2.5, 9.5.2.6, 9.5.2.11	Built form policies with respect to the Public Realm, Site Development and Building provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.
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Corporate Report

Clerk's Files

Originator's
Files

CD.03.LAK

DATE: May 13, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 2, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Draft Lakeview Local Area Plan (January 2014)**
PUBLIC MEETING
WARD 1

- RECOMMENDATION:**
1. That the report titled "Draft Lakeview Local Area Plan (January 2014) - Public Meeting," dated May 13, 2014 from the Commissioner of Planning and Building, be received for information.
 2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on June 2, 2014 be received.
 3. That staff report back to Planning and Development Committee on the submissions made.

**REPORT
HIGHLIGHTS:**

- The Draft Lakeview Local Area Plan is based upon a vision to connect the neighbourhoods with views to the lake and access to the shores and waters of Lake Ontario. It is envisioned that Lakeview will have a Community Node, an attractive mainstreet, and neighbourhoods that are stable and offer a variety of housing choices. The vision is guided by principles or key values: reconnect Lakeview to the waterfront; strengthen distinct

communities; support complete communities; promote community health; support social well-being; and achieve leadership in sustainability.

- A statutory public meeting is a requirement under the *Planning Act* and will provide a further opportunity for the public to comment on the Lakeview Local Area Plan.

BACKGROUND:

On February 12, 2014, City Council adopted Resolution 0024-2014 as follows:

1. That the Draft Lakeview Local Area Plan (January 2014), under separate cover to the report titled "Draft Lakeview Local Area Plan" dated January 14, 2014 from the Commissioner of Planning and Building be circulated for comment to City Departments, agencies and stakeholders for review, and further, that a public consultation program, including an open house and statutory public meeting, be held.
2. That the letter dated February 3, 2014 from Mr. Jim Levac, Senior Associate, Weston Consulting Group Inc. be received.

COMMENTS:**1. Purpose and Description of the Lakeview Local Area Plan**

Mississauga Official Plan (MOP), the principal document, provides planning policies to guide the City's development. Local area plans are part of MOP and are intended for areas which require a more extensive local planning framework. They contain policies to address unique circumstances particular to a specific area. The Draft Lakeview Local Area Plan (Draft Area Plan) follows the same general organization as the principal document and must be read in conjunction with MOP. Appendix 1 is the boundary of the lands subject to the Draft Area Plan.

The Draft Area Plan incorporates and builds upon the policies in the previous Lakeview District Policies of Mississauga Plan (2003) and the existing Lakeview Local Area Plan. Many existing policies and land use designations have been carried forward with a number of

modifications. In general, the proposed policies of the Draft Area Plan are intended to encourage a development pattern and character that is reflective of the vision.

The vision for Lakeview is to connect the neighbourhoods with views to the lake and access to the shores and waters of Lake Ontario. It is envisioned that Lakeview will have a Community Node, an attractive mainstreet, and neighbourhoods that are stable and offer a variety of housing choices. The vision is guided by principles or key values: reconnect Lakeview to the waterfront; strengthen distinct communities; support complete communities; promote community health; support social well-being; and achieve leadership in sustainability.

The staff report entitled “Draft Lakeview Local Area Plan” dated January 14, 2014 provides an overview of key modifications and includes a copy of the Area Plan. The Draft Area Plan has been available for viewing at:

- The Lakeview Library Information Desk;
- The Mississauga Civic Centre, 3rd floor Planning and Building Services Centre; and
- The City of Mississauga website at www.mississauga.ca/lakeviewreview.

2. Circulation and Public Consultation

The Draft Area Plan was circulated to departments and agencies for comment. The public consultation program included:

- A presentation to the Lakeview Local Advisory Panel at its meeting on March 6, 2014; and
- A public open house and presentation on April 1, 2014.

In addition, staff discussions with stakeholders have been held and staff continues to be available for meetings on an individual basis.

The public meeting of the Planning and Development Committee on June 2, 2014 is the statutory public meeting to fulfill the requirements of the *Planning Act*. The purpose is to provide an opportunity for the public to make submissions on the Draft Area Plan.

STRATEGIC PLAN: The Draft Area Plan is an important tool to implement the land use components of the Strategic Plan and to refine the policies in the Official Plan.

FINANCIAL IMPACT: Not Applicable

CONCLUSION: Following the statutory public meeting, a report on comments will be prepared for consideration by Planning and Development Committee. The report will address comments received from the public and from the circulation of the Draft Area Plan.

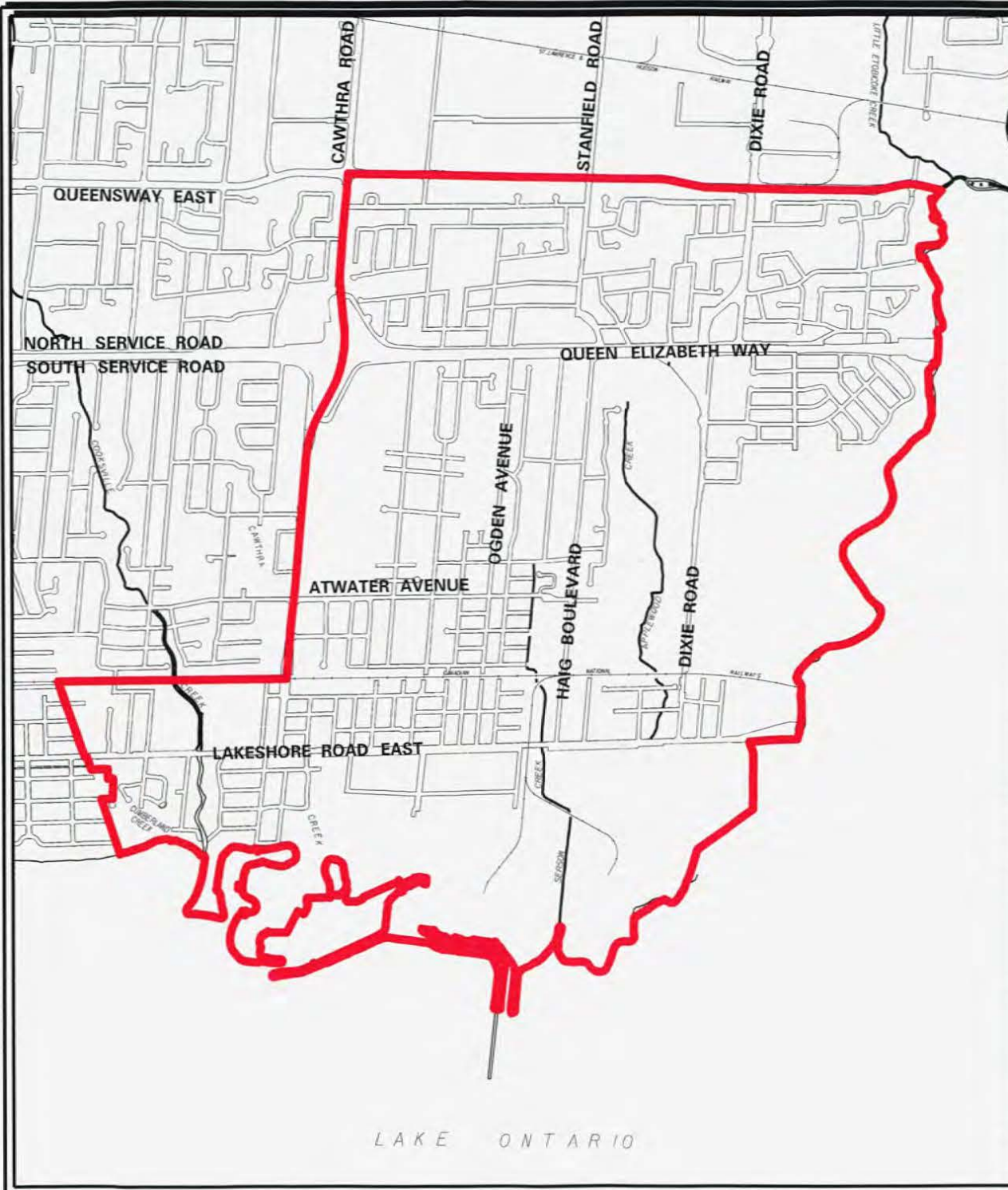
ATTACHMENTS: APPENDIX 1: Lakeview Local Area Plan Boundary



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karin Phuong, Policy Planner





LEGEND:



LAKEVIEW LOCAL AREA PLAN BOUNDARY



SUBJECT:

LAKEVIEW PUBLIC MEETING NOTICE



FILE NO:
CD.03.LAK

DWG. NO:

SCALE:
N.T.S.

DATE:
2014/06/02

DRAWN BY:
A.SHAH

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

Appendix 1



Corporate Report

Clerk's Files

Originator's

Files H-OZ 13/001 W8

DATE: May 13, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 2, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Removal of the "H" Holding Symbol
from Zoning By-law 0225-2007, as amended
4390 Mississauga Road
West side of Mississauga Road, north of Highway 403
Owner: 1598607 Ontario Corp. (Dunpar Developments Inc.)
Applicant: Weston Consulting Group Inc. Ward 8**

- RECOMMENDATION:**
1. That the Report dated May 13, 2014, from the Commissioner of Planning and Building recommending approval of the Removal of the "H" Holding Symbol application, under file H-OZ 13/001 W8, 1598607 Ontario Corp., 4390 Mississauga Road, be adopted.
 2. That the Planning and Building Department be authorized to prepare the necessary by-law for Council's passage subject to the finalization of the Development Agreement and Servicing Agreement.

BACKGROUND: On July 26, 2012, 1598607 Ontario Corp. appealed Council's July 4, 2012 decision to refuse Rezoning application OZ 11/013 W8 to permit 60 townhouse dwellings and 8 semi-detached dwellings on the subject lands. A written decision approving the proposal with a reduction of 3 townhouse dwellings was issued by the Ontario Municipal Board (OMB) on April 10, 2013. The OMB indicated that it would withhold its order pending a finalized zoning by-law

reflecting the reduction in dwelling units. On November 5, 2013, the OMB issued an order approving the "H-RM4-70" (Townhouse Dwellings with Holding Provision) zoning for the subject lands.

Upon removal of the "H" holding symbol the by-law will allow for 57 townhouse dwellings and 8 semi-detached dwellings. As part of the OMB approval, the "H" holding symbol applies to the "RM4-70" (Townhouse Dwellings) zone until the following is completed:

1. Delivery of an executed Development Agreement in a form satisfactory to the City of Mississauga, including the provision of any outstanding technical studies and reports, tree removal application, access-related works on Mississauga Road including all required warning clauses and conditions requested by the City and any other official agency;
2. Delivery of an executed Servicing Agreement for Municipal Works Only with the City of Mississauga for the construction of the appropriate storm sewer outlet works to the Mullet Creek, any necessary municipal works required to service these lands and arrangements for associated easements, securities, fees, cash contributions and restoration planting;
3. Gratuitous dedication to the City of Mississauga of a right-of-way widening along the Mississauga Road frontage;
4. Gratuitous dedication to the City of Mississauga of greenbelt lands located within the Mullet Creek valley and identified as "G1" on Schedule RM4-70 of this Exception;
5. Provision of an updated Functional Servicing Report to the satisfaction of the Region of Peel and the City of Mississauga; and
6. Delivery of an executed agreement with the City of Mississauga to grant an easement for pedestrians and

vehicles to any future condominium corporation for the property to the north, subject to the execution of any necessary cost sharing agreements for maintenance of the road right-of-way.

Appendix 1 is an aerial photograph showing the subject lands and Appendix 2 identifies the underlying zoning and surrounding land uses.

COMMENTS:

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 site plan application under file SP13/144 W8 for the subject lands is considered acceptable for the purposes of removing the "H" holding symbol from the "H-RM4-70" (Townhouse Dwellings with Holding Provision) zoning.

The conditions for removing the "H" holding symbol have been largely fulfilled by 1598607 Ontario Corp. as noted below:

- Minor technical revisions are required prior to the Development and Servicing Agreements being ready for execution and registration on title. It is anticipated that these revisions will be made by the applicant shortly;
- Legal Services has confirmed that both the gratuitous Mississauga Road right-of-way widening and greenbelt land dedication have occurred;
- The Region of Peel has advised that it is satisfied with the applicant's Functional Servicing Report; and

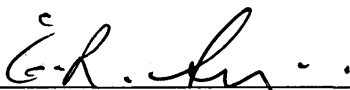
- Relevant Departments have reviewed the documents associated with the easement for public vehicular and pedestrian access and found them to be acceptable and ready for registration on title.

Although a review of the Mississauga Road Scenic Route Study and associated Mississauga Official Plan policies is currently underway as directed by Council through Resolution 0222-2012, staff recommend that removal of the "H" holding symbol proceed given the applicant's fulfillment of the "H" holding conditions and the recent OMB approval of the subject proposal.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Once the Development and Servicing Agreements are finalized, the "H" holding symbol can be removed.

ATTACHMENTS: Appendix 1: Aerial Photograph
Appendix 2: Excerpt of Existing Land Use Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Ben Phillips, Development Planner





LEGEND:



SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO JUNE 2013



SUBJECT: **1598607 ONTARIO CORP.**
(DUNPAR DEVELOPMENTS INC.)

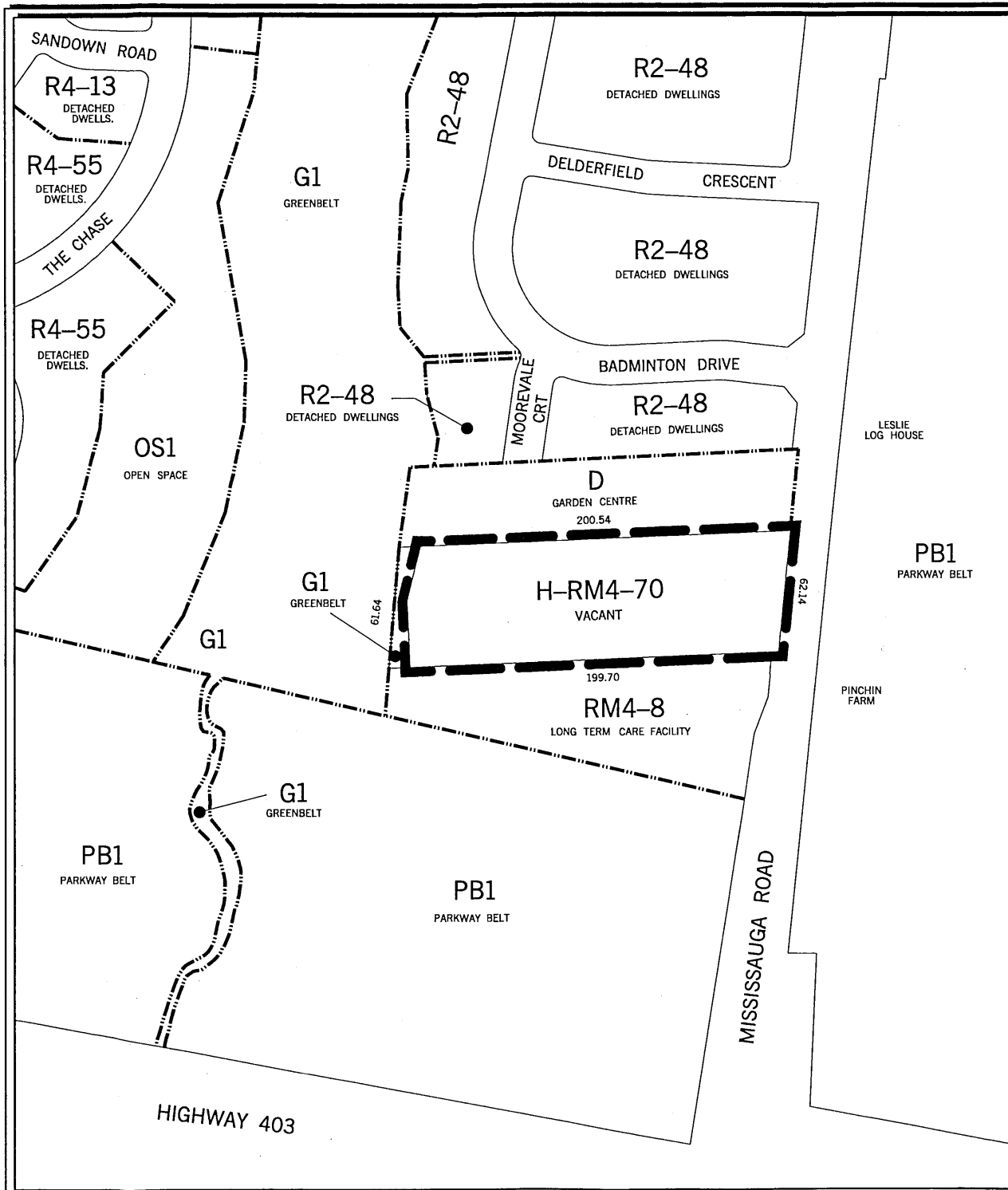


FILE NO:
H-OZ 13001 W8
DWG. NO:
H13001A
SCALE:
1:3000
DATE:
2014/06/02
DRAWN BY:
B. KRUGER

APPENDIX 1

MISSISSAUGA
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T&W, Geomatics

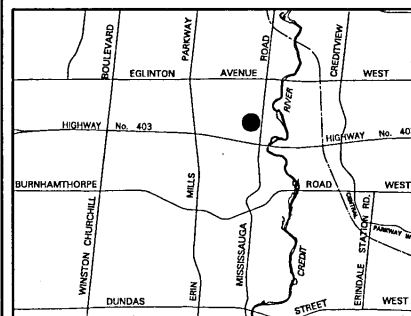


LEGEND:



LANDS AFFECTED BY THE REQUEST FOR
THE REMOVAL OF THE 'H' HOLDING SYMBOL.

**SUBJECT: 1598607 ONTARIO CORP.
(DUNPAR DEVELOPMENTS INC.)**



FILE NO:
H OZ 13001 W8
DWG. NO:
H13001R
SCALE:
1:3000
DATE:
20140602
DRAWN BY:
B. KRUGER

APPENDIX 2

MISSISSAUGA
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Corporate Report

Clerk's Files

Originator's

Files FA.31 11/002 W1

DATE: May 13, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 2, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Payment-in-Lieu of Off-Street Parking (PIL) Application**
65 - 71 Lakeshore Road East
South side of Lakeshore Road East,
east of Stavebank Road
Owner: 1296896 Ontario Inc.
Applicant: David Brown Associates

Ward 1

- RECOMMENDATION:** That the Report dated May 13, 2014 from the Commissioner of Planning and Building recommending approval of the Payment-in-Lieu of Off-Street Parking (PIL) application under file FA.31 11/002 W1, 1296896 Ontario Inc., 65 - 71 Lakeshore Road East, south side of Lakeshore Road East, east of Stavebank Road, be adopted in accordance with the following for "Lump Sum" agreements:
1. That the sum of \$21,400.00 be approved as the amount for the payment in lieu of four (4) off-street parking spaces and that the owner/occupant enter into an agreement with the City of Mississauga for the payment of the full amount owing in a single, lump sum payment.
 2. That City Council enact a by-law under Section 40 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, to authorize the execution of the PIL agreement with 1296896 Ontario Inc.

3. That the execution of the PIL agreement and payment must be finalized within 90 days of the Council approval of the PIL application. If the proposed PIL agreement is not executed by both parties within 90 days of Council approval, and/or the PIL payment is not made within 90 days of Council approval then the approval will lapse and a new PIL application along with the application fee will be required.

**REPORT
HIGHLIGHTS:**

- The application has been made in order to allow an outdoor patio for the restaurants known as 'Lago Restaurant' and 'Shore 71 Lounge' resulting in a deficiency of four (4) parking spaces;
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Payment-in-Lieu of Off-Street Parking (PIL);
- The request can be supported subject to the execution of a PIL Agreement and payment of the required "lump sum" amount by the owner/occupant.

BACKGROUND:

An application has been filed requesting payment-in-lieu of providing four (4) on-site parking spaces. Since 1980, minor variances have been granted for the subject property to allow a restaurant providing eighteen (18) parking spaces. Although temporary in the beginning, this arrangement was approved on a permanent basis in 1994. A variance granted in 2011 permitted the proposed outdoor patio ancillary to the existing restaurants known as 'Lago Restaurant' and 'Shore 71' subject to there being no live music and the patio closing at midnight (see Appendix 1). The owner has not proceeded with the proposal for the patio until now. The site currently accommodates the required eighteen (18) parking spaces at the rear of the site. The patio will occupy four (4) of the required spaces.

The purpose of this report is to provide comments and recommendations with respect to the PIL application.

COMMENTS:

Background information including details of the application is provided in Appendices 1 through 4.

Neighbourhood Context

The subject site is located on the south side of Lakeshore Road East, mid-block between Stavebank Road and Elizabeth Street South and forms part of Port Credit's mainstreet area. The buildings in this area are connected and contain storefronts on the ground floor consisting of a variety of retail and service establishments including clothing retailers, restaurants and other establishments of a retail and service nature. The second floors accommodate commercial and residential uses. To the south of the subject site there is a six (6) storey apartment building and a thirteen (13) storey hotel.

The lands are currently designated "Mixed Use" and zoned "C4" (Mainstreet Commercial) which permit a mix of residential, commercial and office uses.

The block, in which the subject building is located, contains

PIL Request

The applicant is seeking to install a 67 m² (721 sq. ft.) outdoor patio at the rear of the restaurants which will occupy four (4) parking spaces. Fourteen (14) parking spaces would continue to be available for on-site parking. The applicant is seeking to address the deficiency through a PIL payment of four (4) spaces.

Evaluation Criteria

This application has been evaluated against the following criteria contained in the Corporate Policy and Procedure on Payment-in-Lieu of Off-Street Parking.

- 1. Whether or not the existing parking supply in the surrounding area can accommodate on site parking deficiencies.**

On-street metered parking spaces are available on both the north and south sides of Lakeshore Road East as well as along

Stavebank Road, Elizabeth Street and Port Street. The applicant has indicated that the available on-site parking is situated at the rear of the property and accessed by a laneway. It is used by restaurant staff and not relied upon by patrons. As such, it is generally underutilized.

2. What site constraints prevent the provision of the required number of parking spaces?

Given the historical built form of this area of Port Credit, the site provides only a limited space at the rear of the building to accommodate parking spaces. The existing 18 spaces available for this site is a generous supply relative to many of the other properties in this area. There is no opportunity to reconfigure the parking area in order to relocate the four parking spaces on site.

3. The proposed use of the property, and whether there is any issue as to overdevelopment of the site?

The proposed outdoor patio was approved by the Committee of Adjustment in July 2011. There is no expansion of the building proposed. Restaurants with patios form part of the vibrant character of this part of Port Credit. It is considered desirable and does not constitute an overdevelopment of the site.

4. Consistency with and/or advancement of environmental, design, transportation or economic development objectives and policies of Mississauga's Official Plan.

The proposal supports the objectives of Mississauga Official Plan. It is desirable in that it represents a further strengthening of the Port Credit Node by enhancing businesses which attract visitors to the area.

5. Consistency with the objectives of a City Council endorsed parking strategy relevant to the subject location.

On July 3, 2013, Council recommended that the study titled Mississauga Parking Strategy - Phase II: Port Credit and Lakeview

prepared by BA Group for the City be circulated to stakeholders in the Port Credit and Lakeview communities for comment. As such, a City Council endorsed parking strategy is still pending. It should be noted that the subject PIL application is consistent with the Phase II Study, which concludes that there is currently an adequate amount of public parking in Port Credit. PIL revenues from this application and others will support the future addition of public parking, which the Phase II Study concludes will be required in the longer term.

PIL Agreement

The *Planning Act* provides that a municipality and an owner or occupant of a building may enter into an agreement exempting the owner or occupant from providing or maintaining parking facilities in accordance with the applicable Zoning By-law, provided such agreement provides for the payment of monies for the exemption and sets out the basis for such payment.

The Planning and Building Department and the applicant have prepared and mutually agreed upon the terms and conditions of the PIL approval and related agreement which has been executed by the owner/occupant of the subject lands. The agreement stipulates the following:

- payment-in-lieu of off-street parking is provided for four (4) parking spaces;
- a total payment of \$21,400.00 is required;
- payment has been made in one lump sum.

FINANCIAL IMPACT:

As of May 1, 2014, the balance of the Payment-in-Lieu of Off-Street Parking account for Port Credit was \$2,832,883.51 and with the incorporation of the monies from this application, the account will have a balance of \$2,854,283.51.

CONCLUSION:

Current parking standards represent city-wide averages which were developed to ensure that municipal standards will provide adequate off-street parking for all land uses. Nonetheless, there are areas within the City where it may be physically impossible to comply

with the off-street parking requirements without jeopardizing the opportunities to expand uses in response to market demand. Older areas of the City such as Port Credit face the further challenge of strengthening their historic commercial centres through the creation of new residential and commercial space in their core areas through intensification and infilling on lots with limited land areas.

The subject PIL application should be supported for the following reasons:

- there are on-street parking opportunities in the immediate vicinity to offset the on-site shortfall of four (4) parking spaces;
- there are no opportunities to create additional parking on the subject site;
- there are no significant changes proposed to the appearance or functionality of the site;
- the proposed shortfall of four (4) on-site parking spaces is not expected to adversely impact the local area.

ATTACHMENTS:

Appendix 1: Site and Policy Histories
Appendix 2: Aerial Photograph
Appendix 3: Excerpt of Existing Land Use Map
Appendix 4: Survey Plan and Floor Plan



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: David Breveglieri, Development Planner

1296896 Ontario Inc.

File: FA.31 11/002 W1

Site History

- October 16, 1980 – Committee of Adjustment granted a minor variance under file 'A' 458/80 permitting the properties at 65 and 71 Lakeshore Road East to be used on a temporary basis as a restaurant providing 18 on-site parking spaces;
- October 6, 1983 – Committee of Adjustment granted a minor variance under file 'A' 419/83 allowing the reduced parking requirement for a further temporary period;
- December 15, 1988 – Committee of Adjustment granted a minor variance under file 'A' 648/88 allowing the reduced parking requirement for a further temporary period;
- March 24, 1994 – Committee of Adjustment granted a minor variance under file 'A' 109/94 permanently permitting the reduced parking requirement;
- October 11, 2001 – Committee of Adjustment granted a minor variance under file 'A' 517/01 permitting an outdoor patio ancillary to an existing restaurants for a temporary period;
- June 23, 2011 – Committee of Adjustment granted a minor variance under file 'A' 228/11 permitting an outdoor patio ancillary to the existing restaurants occupying 4 parking spaces at the rear of the building subject to there being no live music and the patio closing at midnight.

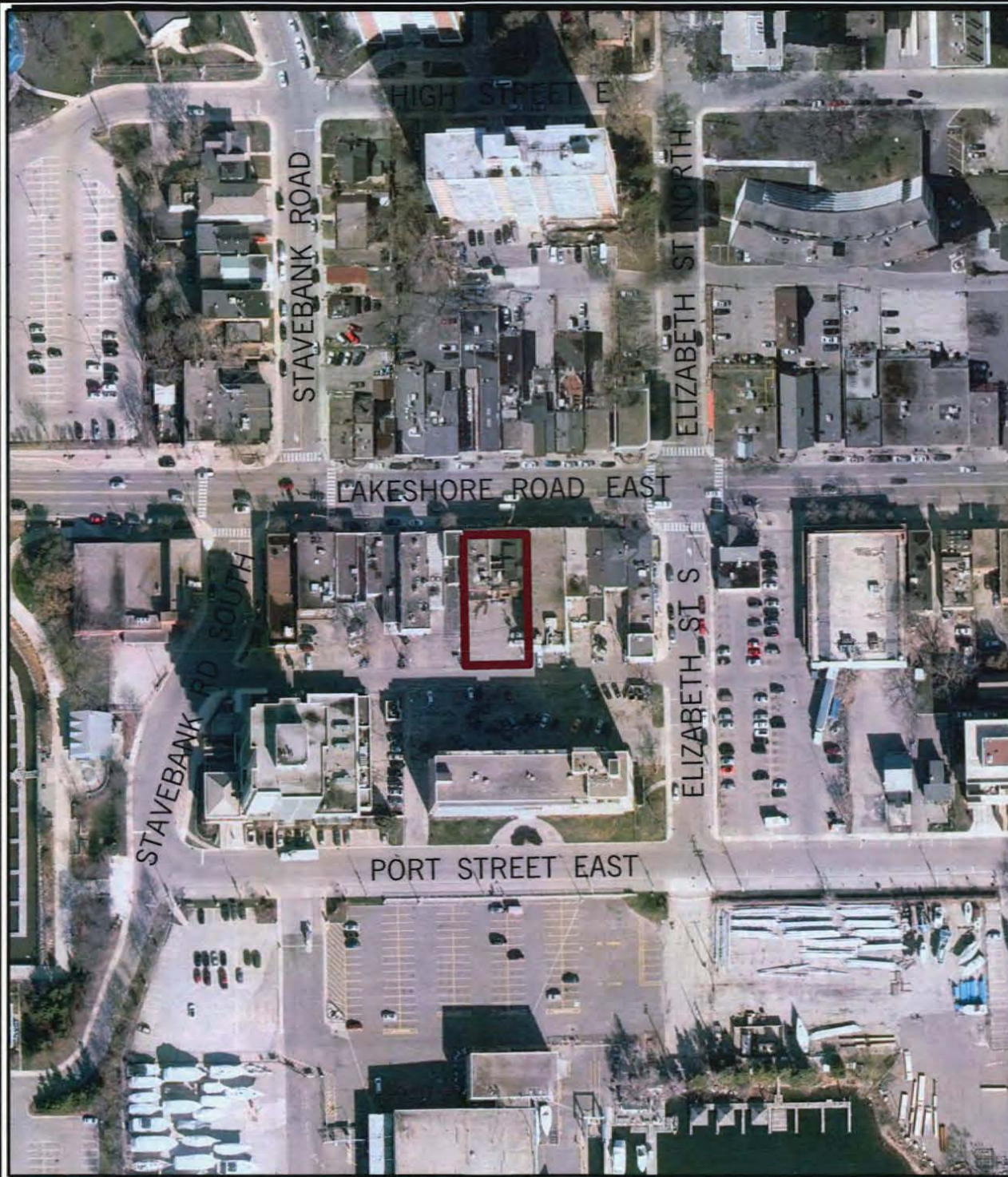
Policy History

- March 27, 1997 – Council adopted Recommendation PDC-43-97 approving a revised Payment-in-Lieu of Off-Street Parking Program;
- March 1998 – The firm of McCormick Rankin Corporation prepared the *City of Mississauga Commercial Areas Parking Strategy* to form the basis for the City's ongoing program of capital investment in parking improvement in the historic commercial areas of Clarkson, Cooksville, Port Credit and Streetsville. On September 30, 1998, the *Strategy* was endorsed by Council as a guide to parking-related matters;

1296896 Ontario Inc.

File: FA.31 11/002 W1

- October 25, 2000 – Council adopted Recommendation PDC-0150-2000 which slightly revised the Payment-in-Lieu of Off-Street Parking Program concerning the approval process and the types of uses that are eligible for PIL;
- February 11, 2009 – Council adopted Recommendation PDC-0014-2009 which revised the Payment-in-Lieu of Off-Street Parking Program including the addition of recommendations from the Parking Strategy for Mississauga City Centre;
- November 13, 2012 – Administrative revision made to Applicability of Surface and Structured Parking Formulas Section to clarify what PIL rate applies when parking being paid for is located off-site;
- December 3, 2012 – Revision to Applicability of Surface and Structured Parking Formulas – clarification that structure parking formulas only apply to the City Centre District.



LEGEND:



65-71 LAKESHORE ROAD E.

DATE OF AERIAL IMAGERY: SPRING 2013



SUBJECT: 1296896 Ontario Inc.



FILE NO:
FA. 31 11002 W1

DWG. NO:
11002A

SCALE:
1:2500

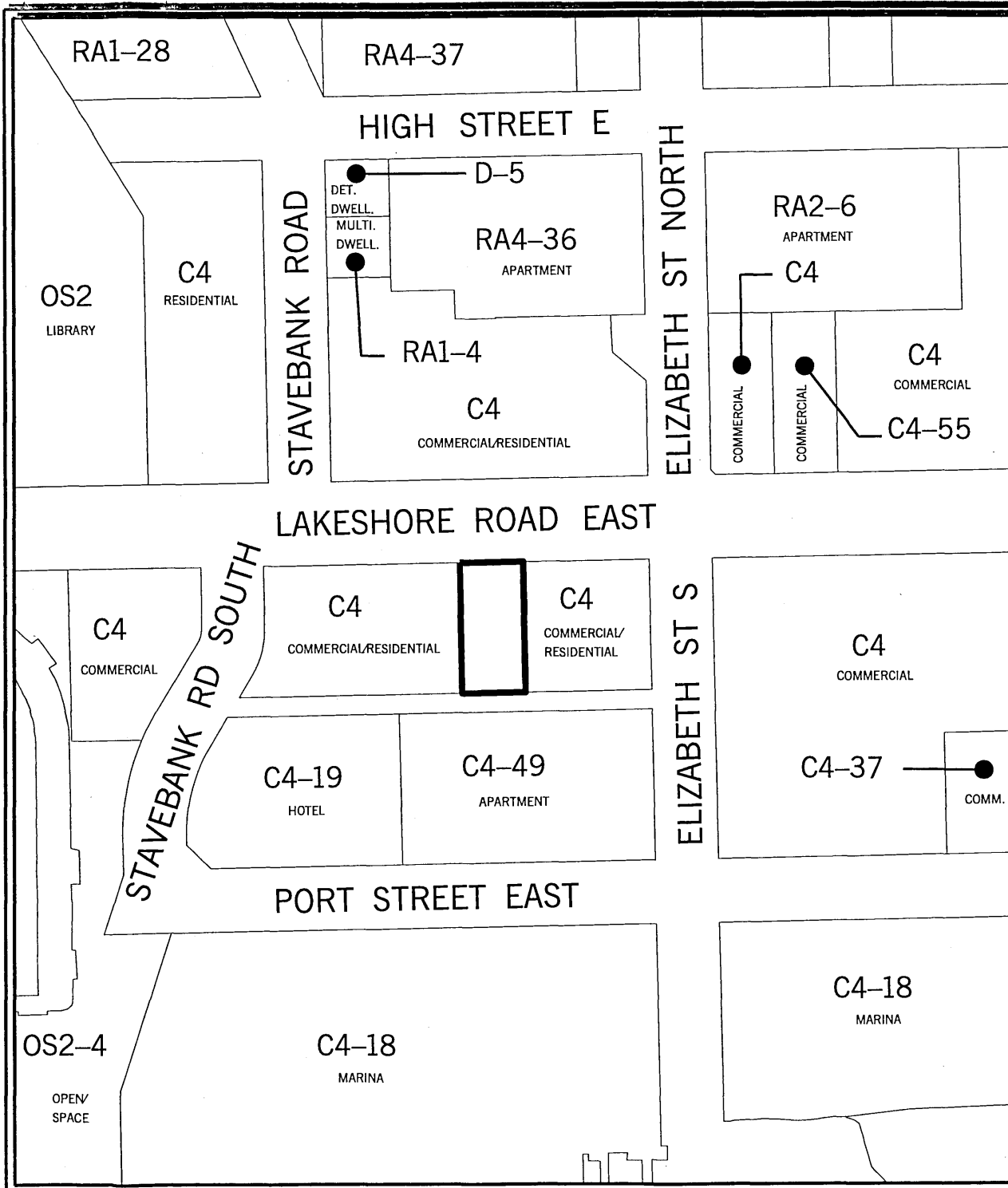
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20140602

DRAWN BY:
J.BERNARD

APPENDIX 2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

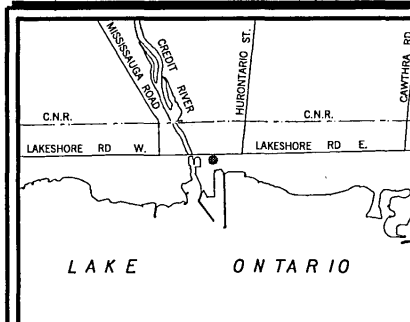


61 - 71 LAKESHORE ROAD EAST

THIS IS NOT A PLAN OF SURVEY

SUBJECT:

1296896 Ontario Inc.



FILE NO:
FA. 31 11002 W1

DWG. NO:
11002L

SCALE:
1:2500

DATE:
2014/06/02

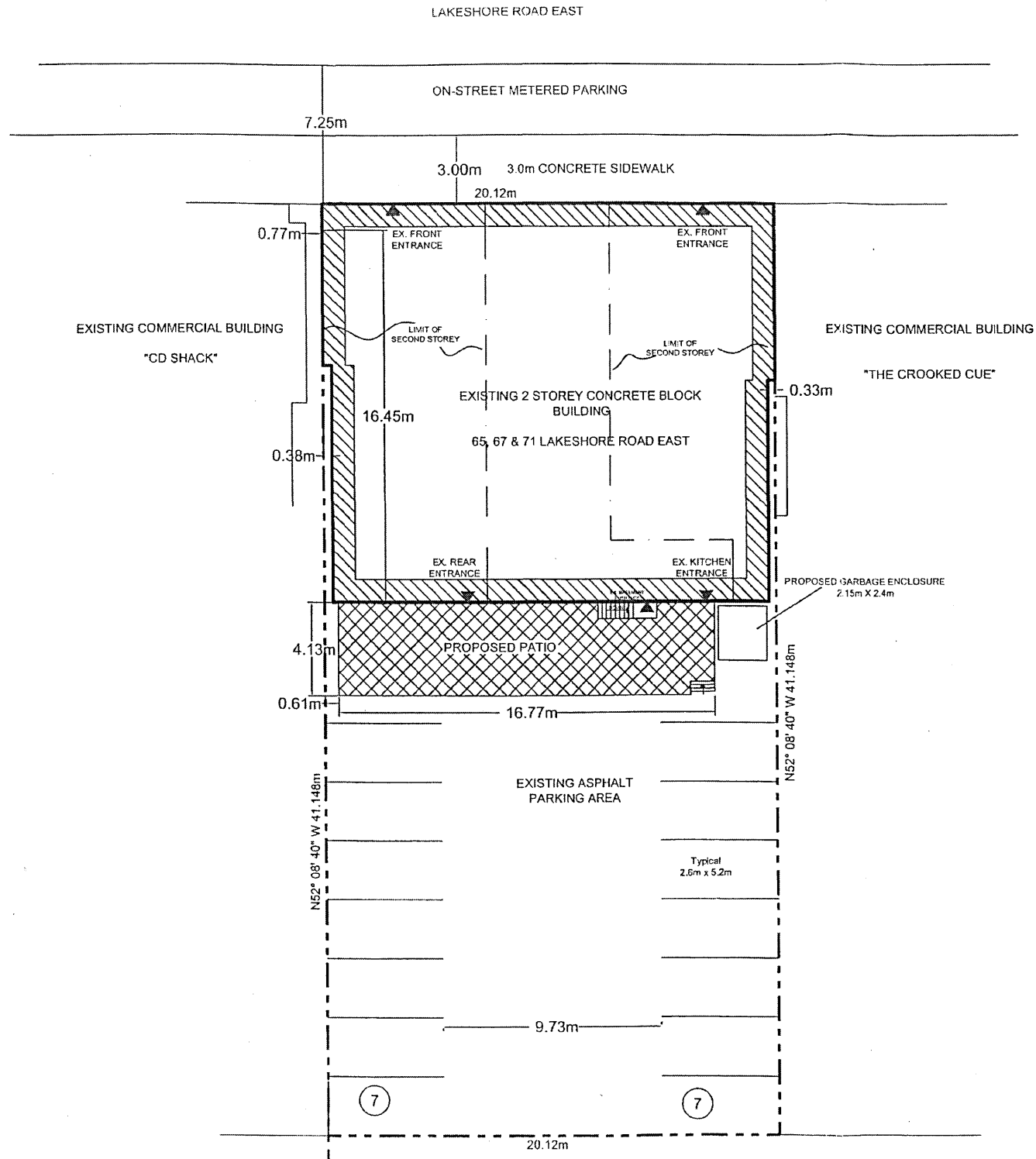
DRAWN BY:
J.BERNARD

APPENDIX 3



MISSISSAUGA
Planning and Building

*Produced by
T&W, Geomatics*



Site Statistics

Municipal Address: 65 - 71 Lakeshore Road East
 Legal Description: Part of Lot 14, Plan 300 E
 Zoning: C4, Commercial
 Lot Area: 827.77sm
 Lot Coverage: 42%
 GFA:
 Ground Floor: 346.83 sm
 Second Floor: 255.38 sm
 TOTAL: 602.21 sm

Landscape Area: 0.0sm
 Paved Area: 480.94 sm

Proposed patio area: 66.65 sm

Parking Required (By-law 225-2007)
 96 spaces
 (602.21sm x 16 spaces/100sm GFA- restaurant)
 4 Handicap spaces
 0 Loading spaces

Parking Provided:
 18 spaces (as per CofA File "A" 109 / 94)
 (14 spaces on-site
 4 spaces Payment-in-Lieu)
 0 Handicap Spaces
 0 Loading Spaces

Parking Stall Size: 5.2m x 2.6m

Committee of Adjustment Files
 "A" 517/01 - Patio Approval
 "A" 109/94 - Parking Relief

Survey Information from:
 A. Skranda Surveying Ltd.
 190 Hwy No. 7 West, Unit 1
 Brampton, ON L7A 1A2
 November 10, 1998