



AGENDA

THE CORPORATION OF THE CITY OF MISSISSAUGA

PLANNING & DEVELOPMENT COMMITTEE

MONDAY, SEPTEMBER 8, 2014

AFTERNOON SESSION – 1:30 P.M.

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

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
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)

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 – SEPTEMBER 8, 2014

INDEX FOR AFTERNOON SESSION - 1:30 P.M.

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 June 23, 2014

MATTERS TO BE CONSIDERED

1. Sign Variance Applications – Sign By-law 0054-2002, as amended
File: BL.03-SIG (2014)
2. Payment-in-lieu of Off-Street Parking (PIL) Application, 4033 Hurontario Street,
Unit 5, East side of Hurontario Street, south of Absolute Avenue
Owner: Dr. Solon Guzman
Applicant: Salmona Tregunno Inc.

File: FA.31 14/003 W4
3. Site Plan Control By-law Update – Eglinton Avenue West and Ridgeway Drive,
City of Mississauga, Ward 8
File: CD.21.SIT

4. Draft Plan of Condominium Application to convert a portion of Westwood Mall into a Commercial Condominium, 7215 Goreway Drive, North of Derry Road East
Owner: Westwood Mall Holdings Limited
Applicant: Duka Property Management Inc., **Bill 51** (Ward 5)
File: CDM-M14003 W5
5. Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments – Report on Comments
File: CD.04.HUR
6. Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Supplementary Report on Comments
File: CD.03.GAT
7. Supplementary Report
Rezoning Application to permit uses consistent with the applicable “Business Employment” land use designation, 6730 Hurontario Street, West side of Hurontario Street, north and south of Skyway Drive
Owner: Derry-Ten Limited
Applicant: Smart Centres, **Bill 51** (Ward 5)
File: OZ 13/002 W5
8. Supplementary Report
Rezoning Application to permit two apartment building with heights of 23 and 26 storeys 5025 and 5033 Four Springs Avenue, Northwest quadrant of Hurontario Street and Eglinton Avenue West
Applicant/Owner: Pinnacle International (Ontario) Limited, **Bill 51** (Ward 5)
File: OZ 13/020 W5
9. Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan – Report on Comments
File: CD.03.MIS
10. Urban Design Terms of Reference
Standards for Shadow Studies, June 2014
File: CD.21.SHA
11. Urban Design Terms of Reference for Pedestrian Wind Comfort and Safety Studies
File: CD.21.MIC

RECESS



Corporate Report

Clerk's Files

Originator's
Files

BL.03-SIG (2014)

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

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

RECOMMENDATIONS: That the Report dated August 19, 2014 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, and the requested eleven (11) Sign Variance Applications described in Appendices 1 to 11, be adopted in accordance with the following;

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

- (a) Sign Variance Application 14-01583
Ward 2
Walden Circle Retirement Community
1907 Lakeshore Rd. W.

To permit the following:

- (i) One (1) ground sign advertising a retirement community.
- (b) Sign Variance Application 13-06915
Ward 3
Applewood Heights Gospel Hall
4030 Tomken Rd.

To permit the following:

- (i) One (1) fascia sign with a changing copy message.
- (c) Sign Variance Application 14-01716
Ward 4
Square One Shopping Centre
100 City Centre Dr.

To permit the following:

- (i) One (1) roof sign above the north entrance to the building.
- (d) Sign Variance Application 14-00697
Ward 5
International Centre
6900 Airport Rd.

To permit the following:

- (i) One (1) fascia sign with a changing copy message.
- (ii) One (1) fascia sign which projects 1.60m (5'-3") from the exterior wall.
- (e) Sign Variance Application 14-01853
Ward 5
Purolator
5995 Avebury Rd.

To permit the following:

- (i) A third (3rd) fascia sign located between the limits of the top floor and the parapet of an office building.
- (f) Sign Variance Application 14-01500
Ward 5
LifeLabs

60 Courtneypark Dr. W.

To permit the following:

- (i) One (1) sign projecting above the roof of the building.

- (g) Sign Variance Application 09-05683

Ward 5

Onkar Travel Services Inc.

2960 Drew Rd.

To permit the following:

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

- (h) Sign Variance Application 14-01228

Ward 5

Starbucks Coffee

5029 Hurontario St.

To permit the following:

- (i) Two (2) fascia signs on the south elevation that does not face a parking lot or a driveway located on the property.

- (i) Sign Variance Application 14-01642

Ward 5

Bond

6900 Maritz Dr.

To permit the following:

- (i) One (1) roof sign erected above the canopy on the east elevation.
- (ii) One (1) fascia sign on the second story of the north elevation.

- (iii) One (1) fascia sign on the second story of the south elevation.
- (j) Sign Variance Application 13-07200
Ward 9
Samsung
2050 Derry Rd. W.

To permit the following:

- (i) Three (3) fascia signs located between the limits of the top floor and parapet, each with an area not exceeding 2.14% of the building faces on which they are installed.
- (k) Sign Variance Application 14-01046
Ward 9
Paramount Fine Foods
2635 Eglinton Ave. W.

To permit the following:

- (i) One (1) fascia sign on the south elevation in addition to other existing fascia signs, with a combined total sign area equal to 29.21% of the building facade.
- (ii) Two (2) fascia signs on the west elevation in addition to other existing fascia signs, with a combined total sign area equal to 27.83% of the building wall.

The granted variances are subject to compliance with other provisions of the Sign By-law.

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 eleven (11) Sign Variance Applications (see Appendices 1 to 11) for approval by Council. Each 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 0054-2002, as amended, if in the opinion of Council, the general intent and purpose of the By-law is maintained. Sign By-law 0054-2002, as amended, was passed pursuant to the <i>Municipal Act</i> . In this respect, there is no process to appeal the decision of Council to the Ontario Municipal Board, as in a development application under the <i>Planning Act</i> .
ATTACHMENTS:	<p>Walden Circle Retirement Community Appendix 1-1 to 1-5</p> <p>Applewood Heights Gospel Hall Appendix 2-1 to 2-6</p> <p>Square One Shopping Centre Appendix 3-1 to 3-7</p> <p>International Centre Appendix 4-1 to 4-10</p> <p>Purolator Appendix 5-1 to 5-7</p> <p>LifeLabs Appendix 6-1 to 6-7</p>

Onkar Travel Services Inc.
Appendix 7-1 to 7-7

Starbucks Coffee
Appendix 8-1 to 8-6

Bond
Appendix 9-1 to 9-7

Samsung
Appendix 10-1 to 10-9

Paramount Fine Foods
Appendix 11-1 to 11-6



EE Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Darren Bryan, Supervisor Sign Unit





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 14-01583

RE: Walden Circle Retirement Community
1907 Lakeshore Rd West - Ward 2

The applicant requests the following variance to section 12 of Sign By-law 0054-2002, as amended.

Section 12	Proposed
A ground sign for a retirement community in a residential zone must display only the municipal address.	One (1) ground sign advertising a retirement community.

COMMENTS:

The variance is required as the applicant has proposed one ground sign for a retirement community in a residential zone, whereas ground signs, other than an address signs, are not permitted. While the property is used as residential, the building has been designed as a mixed use building, (C4 zone) as it is located along Lakeshore Road West.

The applicant has worked with staff to design a sign suitable for a C4 zone. The Planning and Building Department finds the proposed sign acceptable from a design perspective.



June 18, 2014

Dear Ms. Todirica;

We would like put up signage to encourage our local community to join us for various special events that we host on a regular basis and open to the public.

At our special events we ask our guests to make donations in support of local charities like the Alzheimer's Society of Peel. Last summer alone we raised over \$1000 for them!

We look forward to continued success in our fundraising efforts and feel the signage at our property will enhance the opportunity.

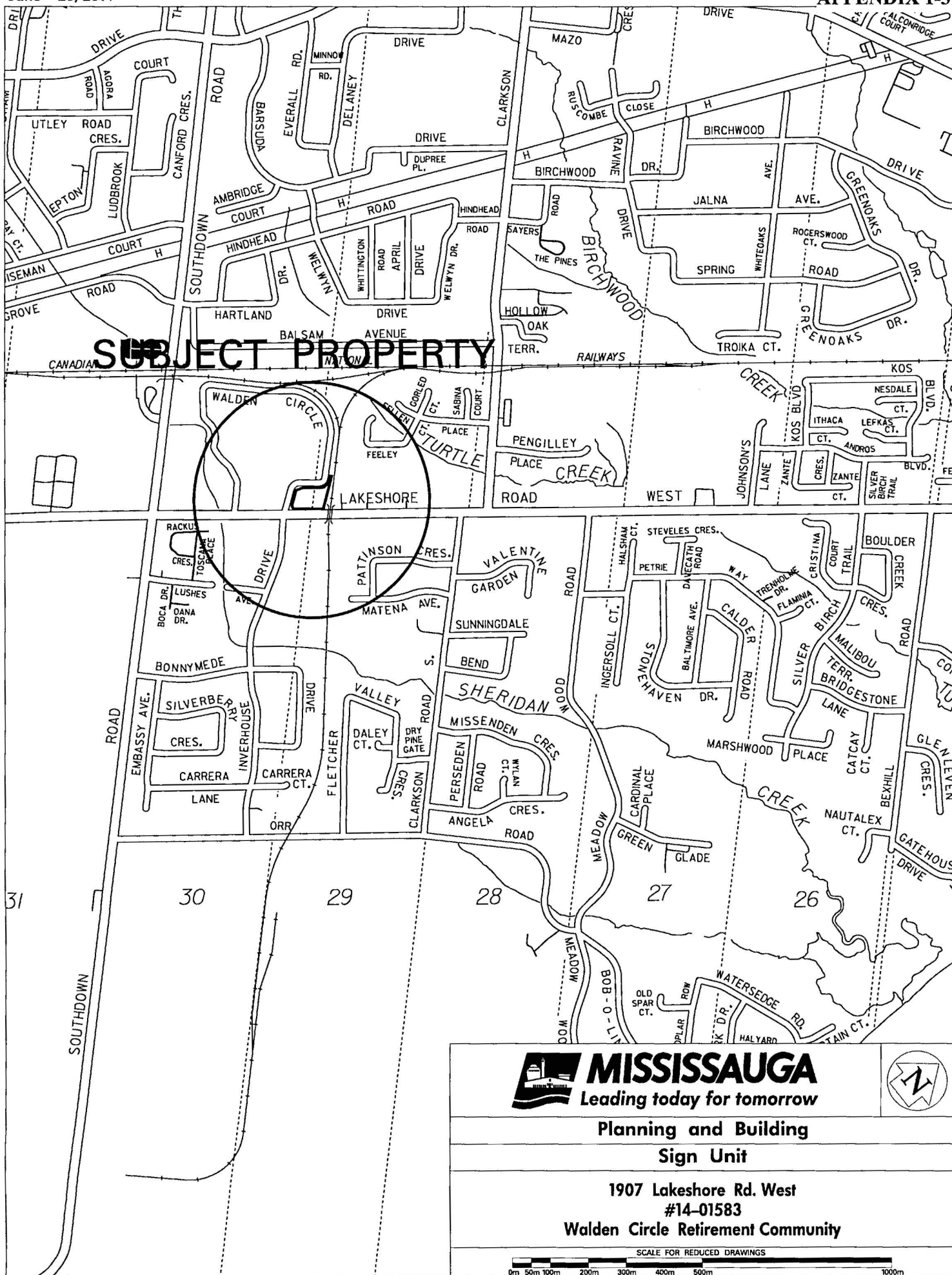
Warm regards,

A handwritten signature in black ink, appearing to read "Kerri Sharp".

Kerri Sharp

Executive Director

1907 Lakeshore Road West
Mississauga ON L5J 1J6
905-403-8660



WALDEN CIRCLE

WALDEN CIRCLE

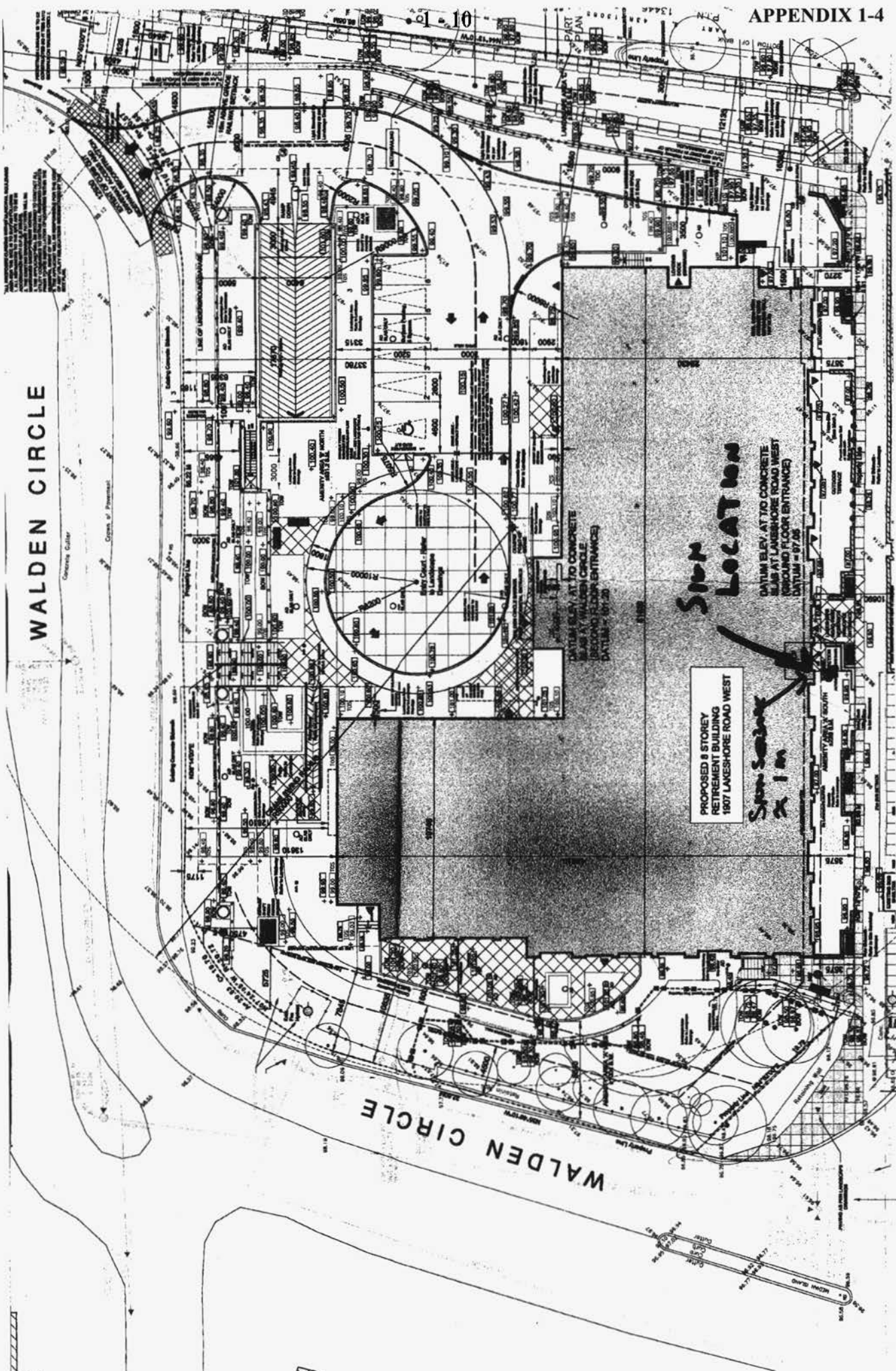
SUN LOCATION

PROPOSED 8 STOREY
RETIREMENT BUILDING
1807 LAKESHORE ROAD WEST

Sun 3000
21m

DATUM ELEV. AT T/O CONCRETE
SLAB AT LAKESHORE ROAD WEST
(SECOND FLOOR ENTRANCE)
DATUM = 87.05

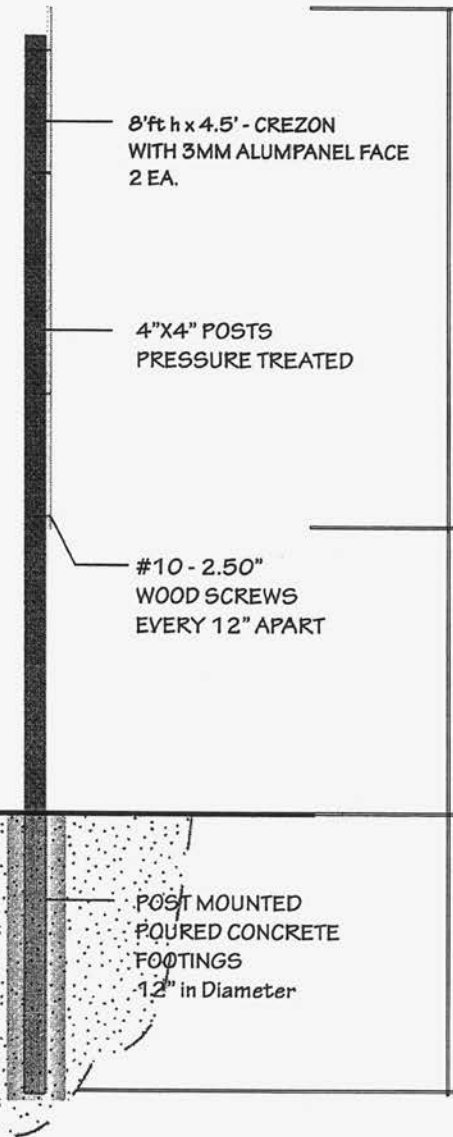
DATUM ELEV. AT T/O CONCRETE
SLAB AT WALDEN CIRCLE
(SECOND FLOOR ENTRANCE)
DATUM = 87.20



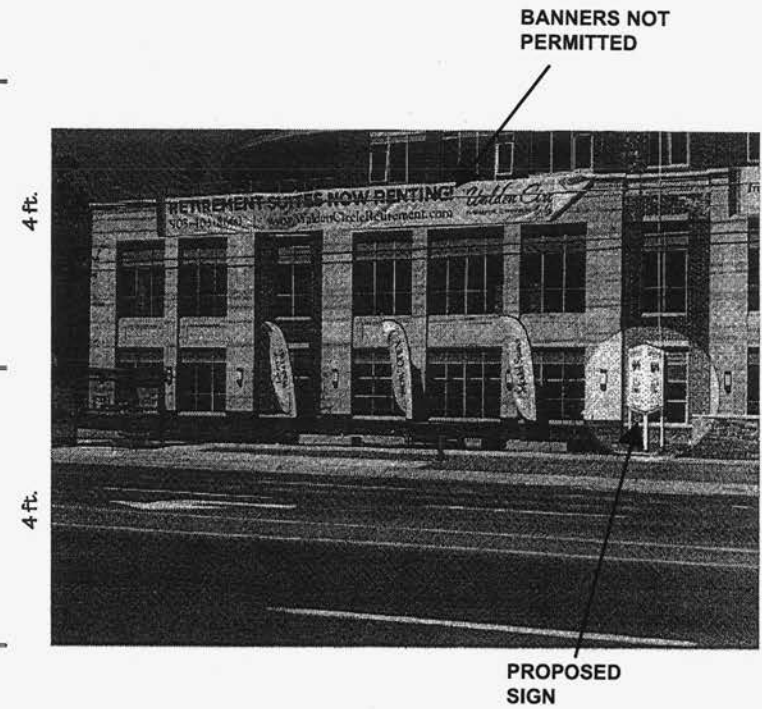
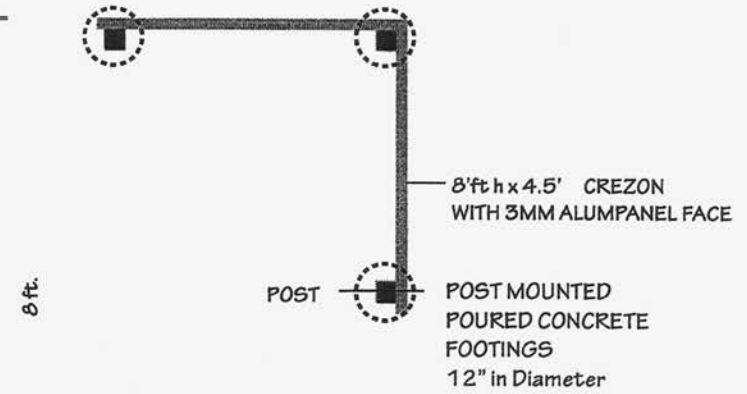
FRONT VIEW



SIDE VIEW



TOP VIEW





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 13-06915

RE: Applewood Heights Gospel Hall
4030 Tomken Road - Ward 3

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

Section 4(6)	Proposed
Any sign not expressly permitted by this By-law is prohibited.	One (1) fascia sign with a changing copy message.

COMMENTS:

The applicant requests a fascia sign with a changeable copy area for their place of religious assembly. A ground sign with a changeable copy area is permitted for this use however; the setback of the building to the front property line restricts the area available for a ground sign. The proposed fascia sign is well designed and has a small area. The Planning and Building Department finds the proposed sign acceptable on the condition that no ground sign is installed on the property.

Vu Phuong

From: Joanne Caines <joanne@pearcewellwood.com>
Sent: 2014/04/25 2:28 PM
To: Vu Phuong
Cc: Heber Caines
Subject: Sign Variance Application - 4030 Tomken Road

Applewood Heights Gospel Hall
 4030 Tomken Road,
 Mississauga, On
 L4W 1J5

April 25, 2014

To the City of Mississauga
 Planning and Building Department
 Building Division

Re: Application #: SGNBLD 13 6915; Application WEBID: D3B65TDS

Dear Jeffery Grech;

Applewood Heights Gospel Hall at 4030 Tomken Road, is applying for a Sign Variance.

Applewood Heights Gospel Hall is a registered charity with limited resources. Although the \$850.00 for the application of variance has been paid, this extra cost for a sign variance was not budgeted and is proving to be a strain on resources that are limited.

In 2004, prior to the building process proceeding, the City of Mississauga requested a significant portion of property be given up by AHGH in order to accommodate the construction of Wetherby Lane. As a result, the overall frontage (distance from building to property line) had to be significantly reduced in order to accommodate parking spaces required for church attendees.

Considering the reduction in overall frontage, the distance left between the building and property line now will not allow for a ground sign perpendicular to Tomken Road. From an advertising/marketing perspective, the most advantageous sign positioning would be a ground sign positioned perpendicular to Tomken Road. The options left available are either a ground sign parallel to Tomken Road or a wall mounted (fascia) sign. Considering the bus shelter and the close proximity of the Tomken/Burnhamthorpe intersection, a ground sign would be too close to Tomken Road and would not be visible/readable from the road, thus not a viable option. Therefore, the only option available would be a wall mounted (fascia) sign. Although the church has regular services, there are also many seasonal events required to be advertised. The LED portion of the sign is a characteristic that's definitely required. Thus, the sign has been designed with both static and active sections. The static portion of the sign will support the name of the church and the active portion will serve as an area to advertise upcoming events. This wall mounted sign will be the only sign mounted to the front of the building at 4030 Tomken Road.

I trust this outlines the reason and purpose for requesting a permit for this fascia static/active split sign and, it's our hope the Variance Committee will carefully consider the situation of the Applewood Heights Gospel Hall. We trust the Committee will grant a permit for the sign manufacturing and installation to move forward soon.

Please do not hesitate to contact me at anytime - 416 704 5831 - with any questions or concerns.

Thanking you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joanne Caines".

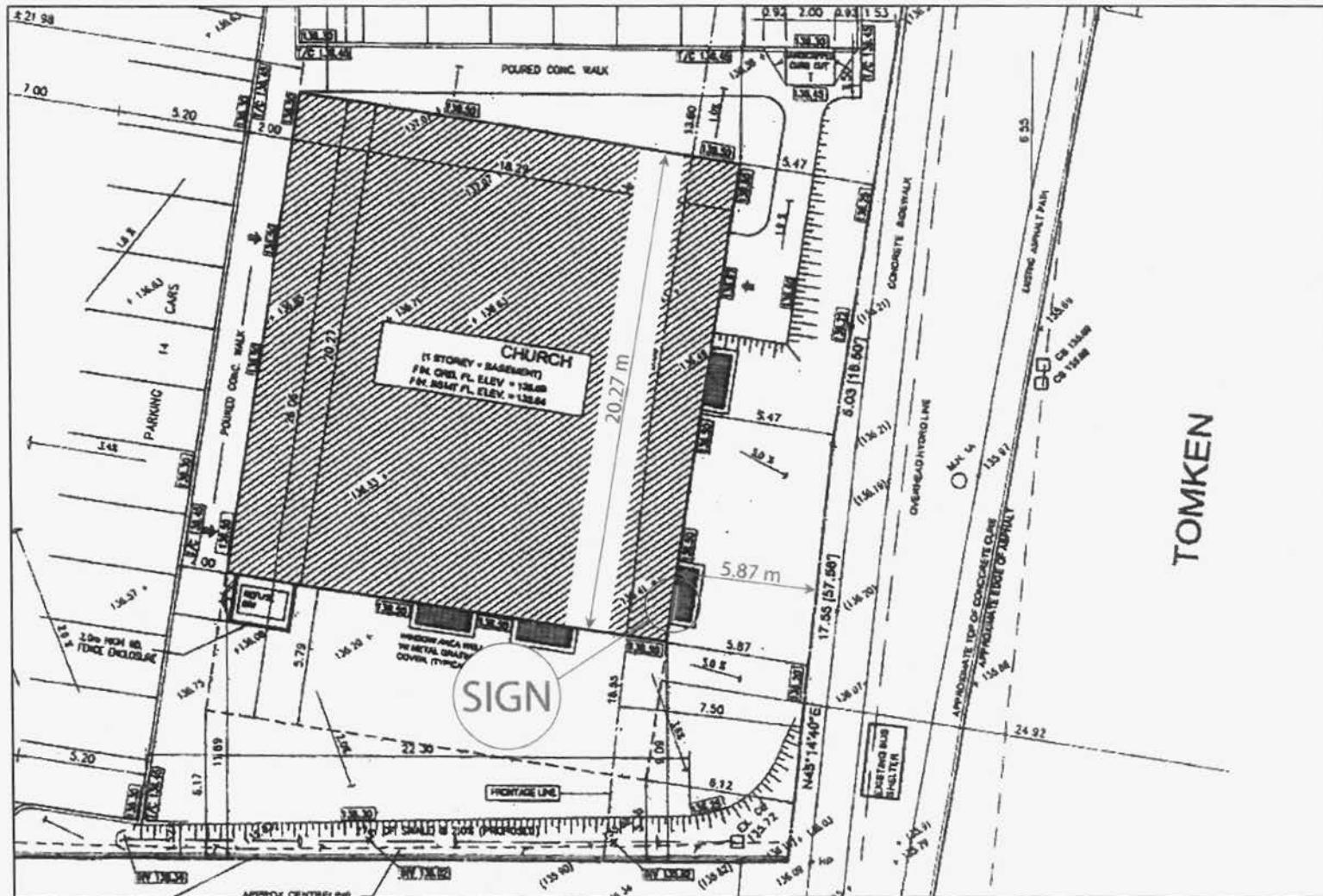
Joanne Caines

Applewood Heights Gospel Hall

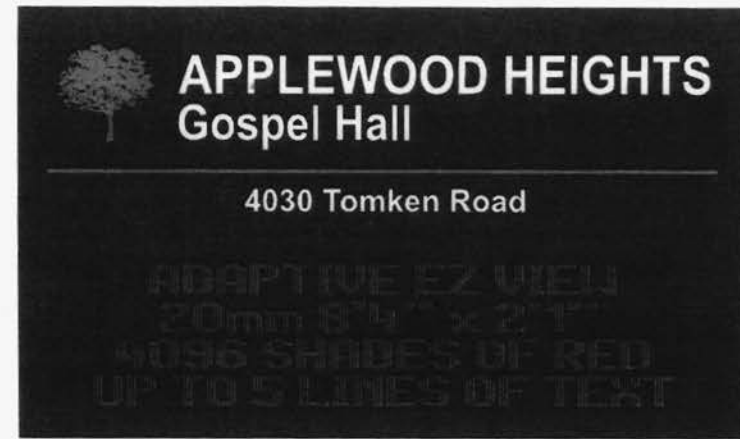
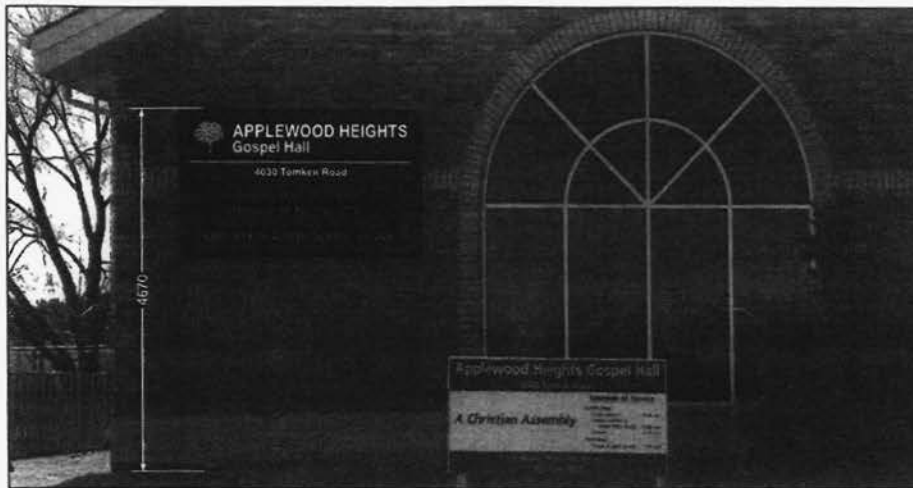
Treasurer



Proposed: Aluminum Signbox w/ Acrylic face installed onto brick wall w/ LED Message Centre for Applewood Heights Gospel Hall Church located at 4030 Tomken Road, Mississauga ON L4W 1J5

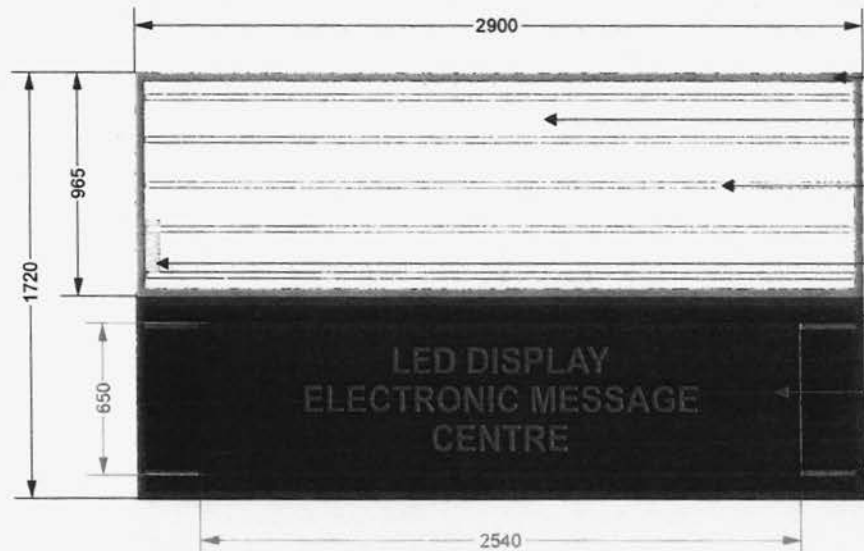


Proposed: Aluminum Signbox w/ Acrylic face installed onto brick wall w/ LED Message Centre for Applewood Heights Gospel Hall Church located at 4030 Tomken Road, Mississauga ON L4W 1J5

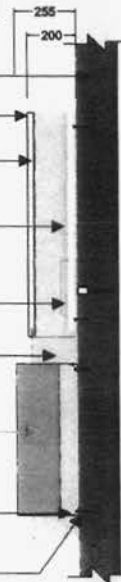


Signage Area: 4.99 m²

Signage Weight: 136 kg.



- brick wall
- 1.25" extruded aluminum frame
- 3/16" white acrylic face with vinyl graphics
- H/O GE lamps
- H/O allanson ballasts
- .080 aluminum outer skin screwed to angled iron structure with 3/16" metal screws
- electronic message centre / led display bolted directly to angled iron structure with 3/8" nuts & bolts with washers (8 per led)
- (x2) 1.5" angled iron welded to rear aluminum backing w/ (x8) 1.5" metal screws mounting led to signage and
- (x16) 3/16" Ø x 2" tapcon concrete screws mounting to brick wall. 4 vertical rows of 16 screws each every 28.5"



Burlington Signs
NATIONAL

1229 Advance Rd, Unit 1&2, Burlington ON, L7M 1G7

Proposed: Aluminum Signbox w/ LED Message Centre for Applewood Heights Gospel Hall

Total Signage Area: 4.99 m²

Date: Dec. 18th, 2013

Telephone: 905-335-6515 Toll Free: 1-888-455-2222 Fax: 905-335-1277



sacace



7-Year

www.burlingtonsigns.com

This artwork is for presentation purposes only - Appearance of finished product may differ slightly. This design is the exclusive property of Burlington Signs National (unless otherwise noted) and cannot be reproduced in whole or part without written consent.



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 14-01716

RE: Square One Shopping Centre
100 City Centre Drive - Ward 4

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

Section 4	Proposed
A roof sign is specifically prohibited.	One (1) roof sign above the entrance of the north elevation.

COMMENTS:

The proposed variance is for a sign that is part of the newly designed north mall entrance. The proposed sign was designed as an integral part of the entry feature and is consistent in design and placement to a previous variance for a sign above the west mall entrance (#07-08097). Therefore, Planning and Building finds the proposed sign acceptable from a design perspective.

14-171C

Signage Programs

Street Furniture

Media Architecture



Kramer Design
Associates Limited
103 Dupont Street
Toronto, ON M5R 1V4

T. 416.921.1078
F. 416.921.9934
www.kramer-design.com
info@kramer-design.com

June 10th, 2014

Planning and Building Department
Building Division
300 City Centre Drive
Mississauga, ON L5B 3C1

Re: 100 City Centre Drive (Square One Shopping Centre) – Signage Variance Rationale
PL 43m1010 BLKS 19, 21, PT BLKS 1, 16, 20
Refer: Application # SIGN S6

The following signs require a variance to Sign By-Law 0054-2002 as per the below:

1. Entrance Signs

Refer: Drawing No. W1.0---W6.0
Sign types: S6

1.1 Rationale

The proposed one building entrance signs is warranted as the scale and design functions as effective, building entry portal for visitors arriving from surface parking and seeking a specific entrance into Square One Shopping Centre. Attention has been paid to the urban context working with project architects JPRA and retail master plan architects MMC to create clearer entry portals that achieve a strong sense of welcome into Square One Shopping Centre. Entrance Signs are designed to coordinate with overall new exterior and interior wayfinding signs.

1.2 Architectural Integration

The proposed entrance signs have been designed in coordination with the overall architectural design. The scale, material selection and finishes fully coordinate with renovations to Square One Shopping Centre.

1.3 Buildings and Streetscape Consistency

Scale of signs, use of materials reinforces the quality of the Square One revitalization and represents and enhancement to the public realm.

1.4 Adjacent Properties

Will not adversely impact adjacent properties

1.5 Public Safety

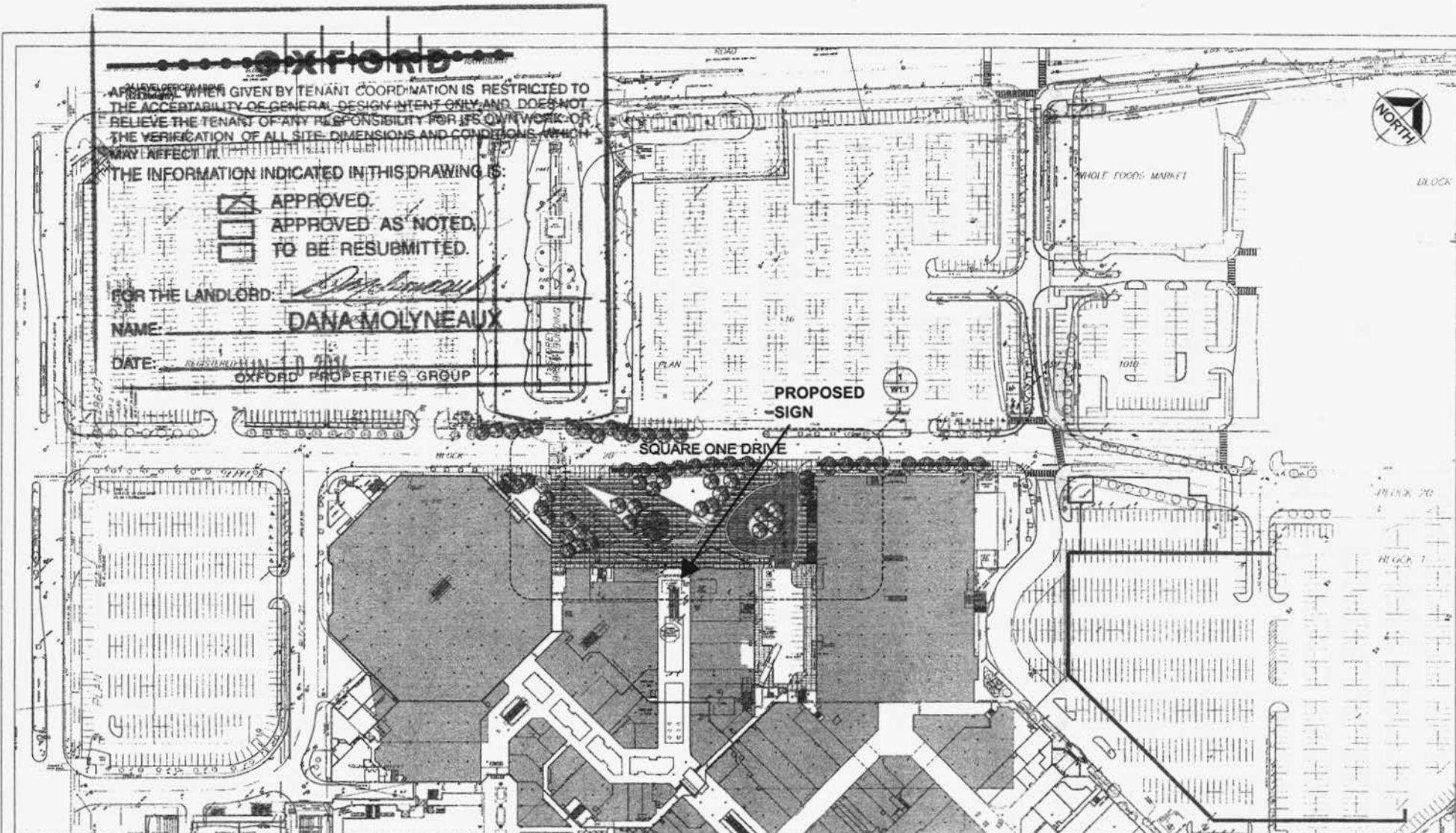
Will not adversely impact public safety

Best Regards,

A handwritten signature in black ink, appearing to read 'Jeremy Kramer', with a stylized, cursive script.

Jeremy Kramer / Principal & Creative Director
AOCAD, SEGD, IAAPA
cc. Al Cabral – Oxford Properties Group
Donald Pickett – Oxford Properties Group
Brian McCall – KDA
Janet Young – KDA
Adam Kelly – KDA





1 Site Plan
W1.0 Scale: 1/128"=1'-0"

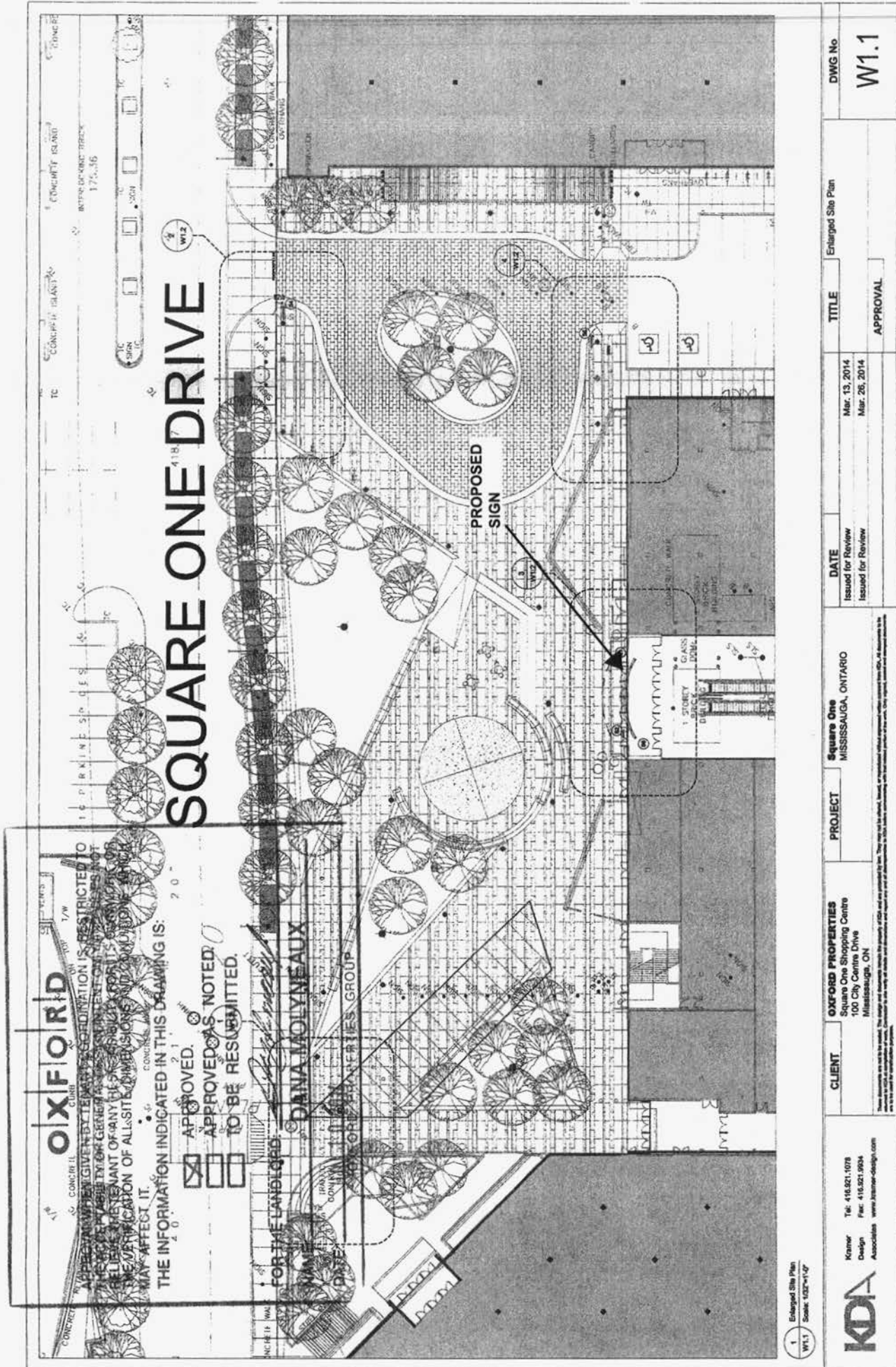
KDA
Kramer Tel: 416.921.1078
Design Fax: 416.921.9934
Associates www.kramer-design.com

CLIENT	OXFORD PROPERTIES Square One Shopping Centre 100 City Centre Drive Mississauga, ON	PROJECT	Square One MISSISSAUGA, ONTARIO
<small>These documents are not to be scaled. The design and documents remain the property of KDA and are protected by law. They may not be altered, loaned, or reproduced without expressed written consent from KDA. All documents to be returned to KDA at completion of work. Contractor to verify all details and dimensions and report any and all discrepancies to KDA before commencing with final release portion of the work. Only signed, sealed and stamped documents are to be used for construction purposes.</small>			

DATE	
Issued for Review	Mar. 13, 2014
Issued for Review	Mar. 26, 2014

TITLE	Site Plan
APPROVAL	

DWG No
W1.0





KDA
Associates
KDA Associates
Design
Tel: 416.221.1078
Fax: 416.221.9904
www.kdaassociates.com

CLIENT

OXFORD PROPERTIES
Square One Shopping Centre
100 City Centre Drive
Mississauga, ON

PROJECT

Square One
MISSISSAUGA, ONTARIO

DATE

Issued for Review
Issued for Review

Mar. 13, 2014
Mar. 26, 2014

TITLE

Elevation

APPROVAL

DWG No

W2.0

1 North Elevation
W2.0 Scale: 1/8"=1'-0"

OXFORD

APPROVAL WHEN GIVEN BY TENANT COORDINATION IS RESTRICTED TO THE ACCEPTABILITY OF GENERAL DESIGN INTENT ONLY AND DOES NOT RELIEVE THE TENANT OF ANY RESPONSIBILITY FOR ITS OWN WORK OR THE VERIFICATION OF ALL SITE DIMENSIONS AND CONDITIONS WHICH MAY AFFECT IT.

THE INFORMATION INDICATED IN THIS DRAWING IS:

- ☒ APPROVED.
- ☐ APPROVED AS NOTED.
- ☐ TO BE RESUBMITTED.

FOR THE LANDLORD:

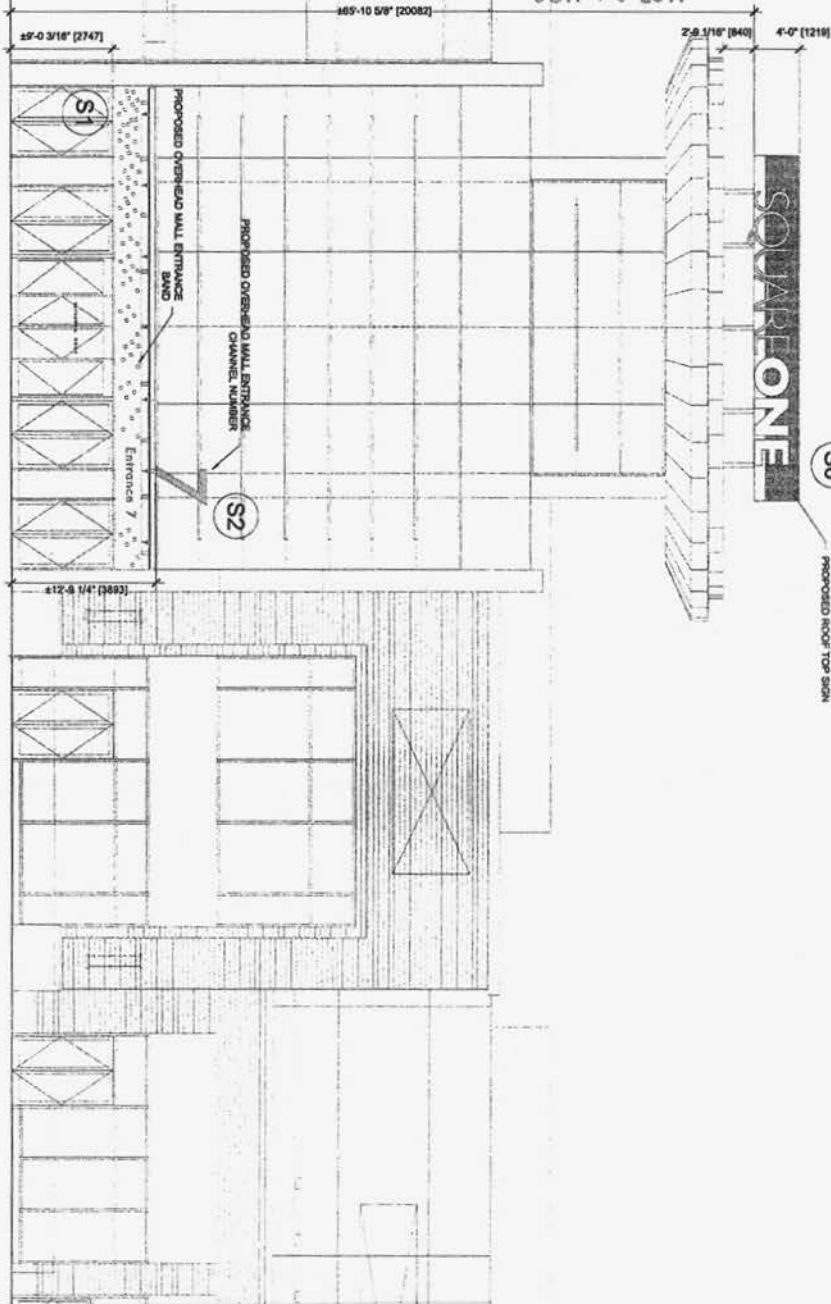
NAME:

DANA MOLYNEAUX

DATE:

OXFORD PROPERTIES GROUP

JUN 10 2014





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 14-00697

RE: **International Centre**
6900 Airport Road – Ward 5

The applicant requests the following variance to sections 4 and 17 of Sign By-law 0054-2002, as amended.

Section 4(6)	Proposed
Any sign not expressly permitted by this By-law is prohibited.	One (1) fascia sign with changing copy message.
Section 17	Proposed
A fascia sign may not project out from the exterior wall more than 0.60m (2'-0").	One (1) fascia sign which projects 1.60m (5'-3") from the exterior wall.

COMMENTS:

The proposed sign is part of a comprehensive sign package for the site, yet was missed in error by the applicant under sign variance application 12-00550 (for internal ground signs). The sign is internal to the site, not visible from the street and will replace an existing sign in the same location.

In this regard, the Planning and Building Department finds the variance acceptable from a design perspective.

LARGE FORMAT PRINTING | INSTALLATION + MAINTENANCE | DIGITAL SIGNAGE | CUSTOM FABRICATION



Media Resources Int'l Inc.
 503 Carlingview Drive
 Toronto, Ontario
 Canada M9W 5H2

T 416.213.0993
 F 416.213.9531

April 14, 2014

To,

Jeffery Grech
Plan Examiner, Building Division
City of Mississauga,
Mississauga

Dear Mr. Grech,

Subject: Variance application for installation of new fascia sign at 6900 Airport Road

Reference: Permit application # 14 697, submitted on March 17, 2014

Proposed Sign Location: Entrance at Hall 5A

Scope of work: Remove existing message centre and backlit box and install new energy efficient message centre and backlit box as per submitted drawings.

Variance: Proposed sign with changeable copy area not permitted. Projection more than 24" not permitted. Ref- Current Sign Bylaw 0054-2002. As per attached status report.

Rationale:

1. Proposed sign is consistent with other signs permitted on premises under permit # SGNBLD 12 550 VAR In fact it was part of the original sign package approved under above said permit, but was missed in error. Therefore applying under separate application.
2. Intended use of the proposed signs is business identification as well as directing public. Proposed use of the building as exhibition place and size of the building and large gathering of the public supports the requirement of proposed sign so that it can be visible from distance and can facilitate safe movement of public.
3. Proposed sign will not alter essential character of the premises, in fact it is consistent with essential character of the building, premises, surrounding and existing use of the building and existing signs on the premises.
4. Proposed sign will not alter essential character of the area. It is consistent with the permitted use of the building.
5. Proposed sign will not affect adjacent properties.
6. Proposed sign will not have any impact on public safety.

LARGE FORMAT PRINTING

INSTALLATION + MAINTENANCE

DIGITAL SIGNAGE

CUSTOM FABRICATION



Media Resources Int'l Inc.
503 Carlingview Drive
Toronto, Ontario
Canada M9W 5H2

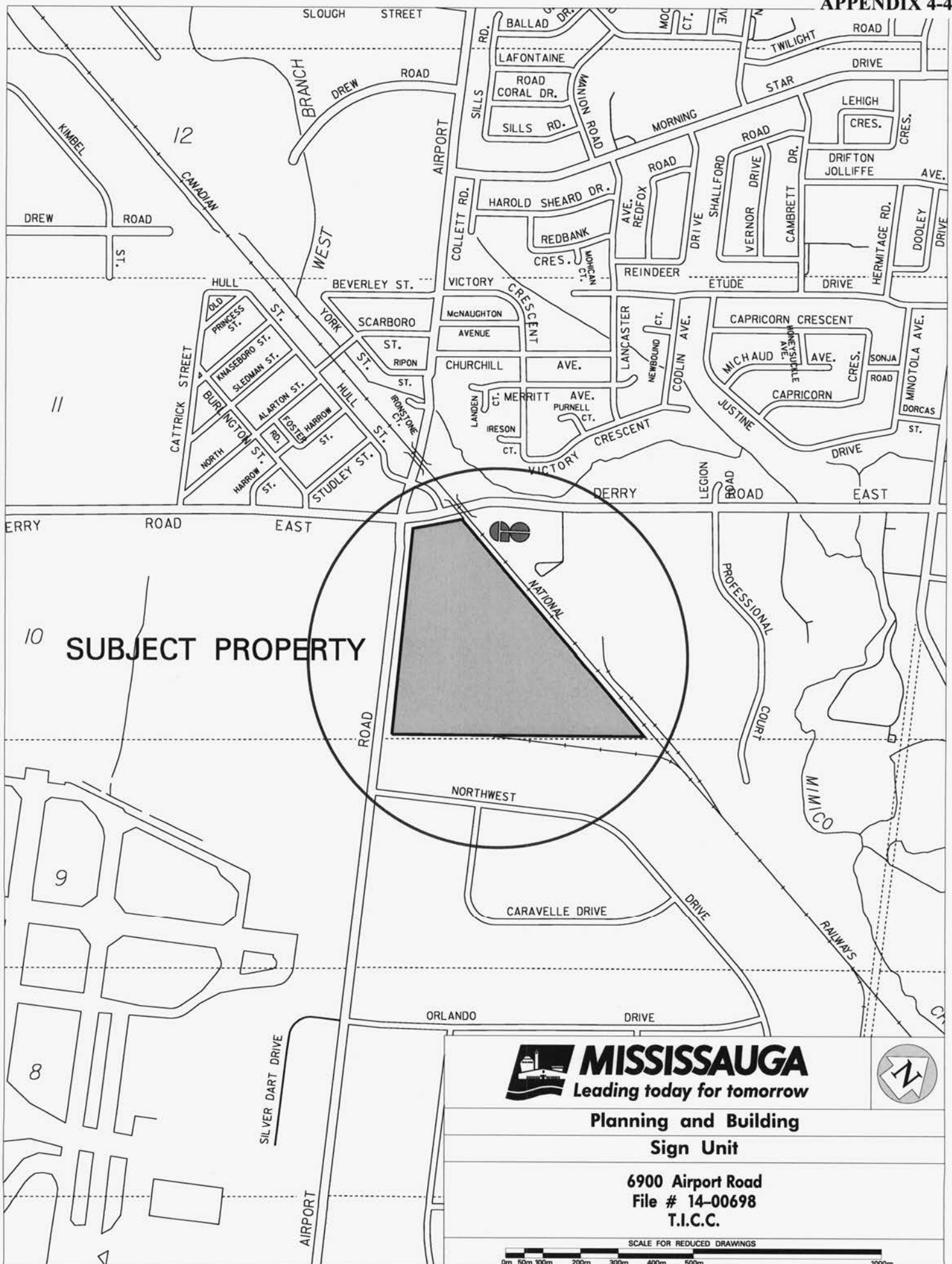
T 416.213.0993
F 416.213.9531

7. Proposed sign are not expressly prohibited.
8. Proposed sign are permitted sign types.
9. Proposed sign will contribute to public place making and will enhance surrounding architectural context.
10. Proposed sign will follow all regulation for message board and illuminated signs.
11. Leaving just one sign unchanged will impact aesthetic of the premises. All other signs were granted variance under permit # SGNBLD 12 550 VAR dated 2012-12-17

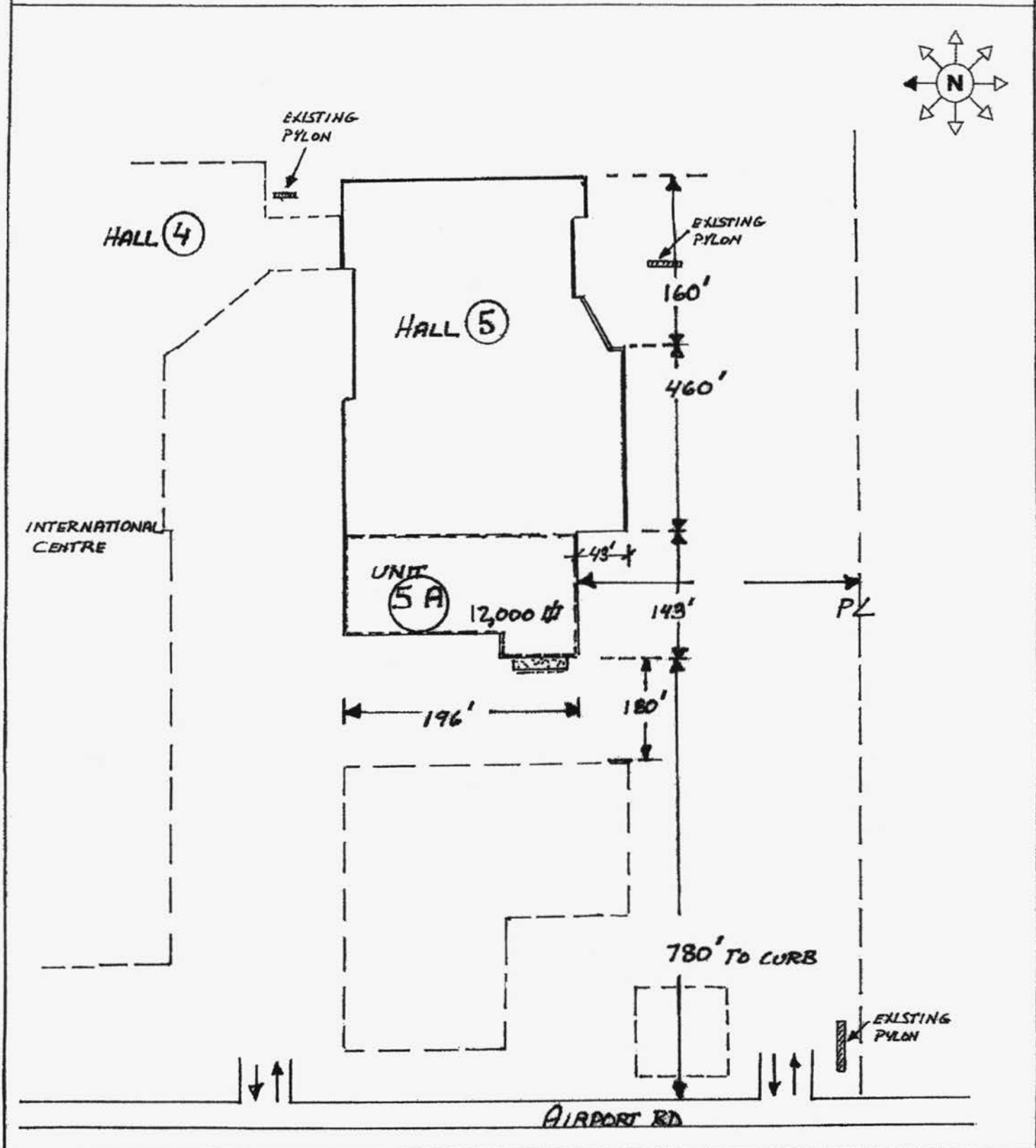
Yours Truly

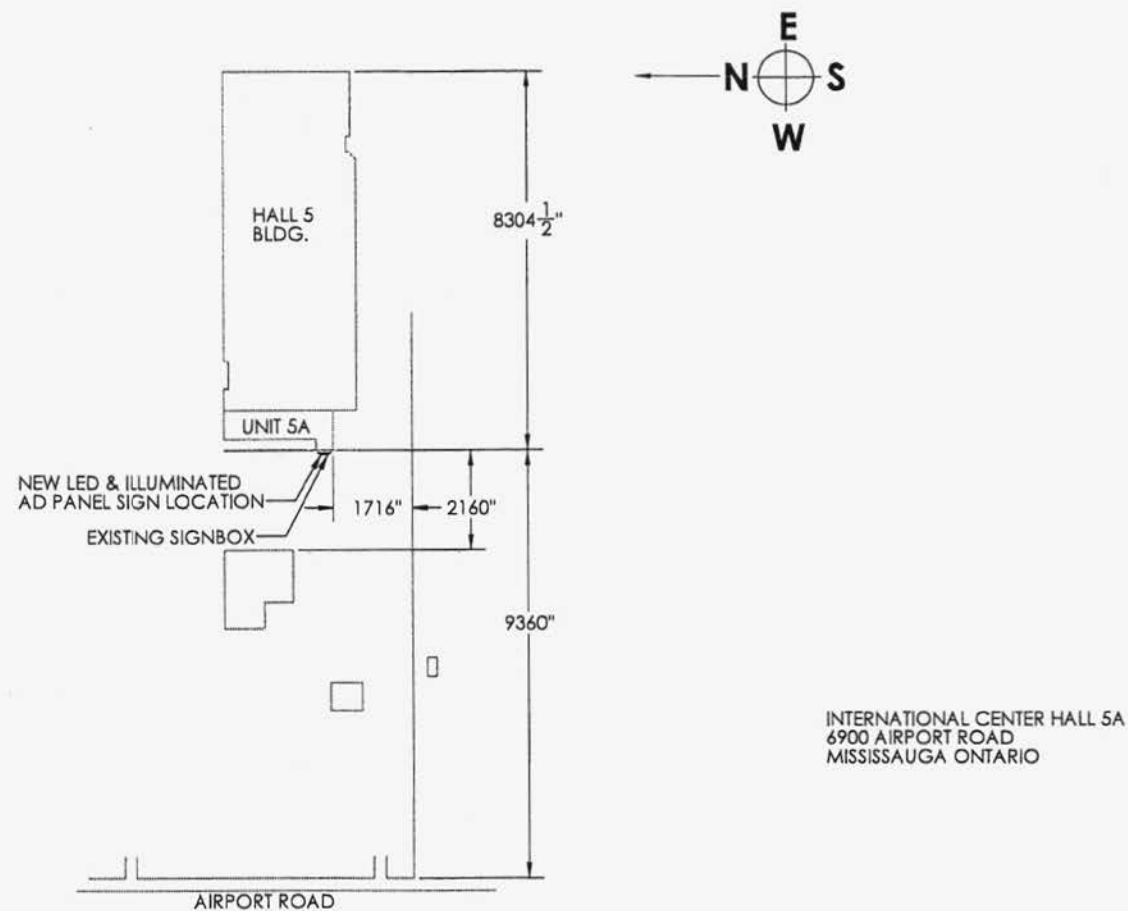
A handwritten signature in black ink, appearing to read "Bhojani", written in a cursive style.

(Bhojani, Phil)



SURVEYOR: MARCEL LA ROSA		CLIENT: MEDIA	WO#:
PO#: 602-8529	SO#:	PROJECT: INTERNATIONAL CENTRE 5A	103352-12
DATE: FEB 24 2014		LOCATION: 6900 AIRPORT RD.	SHEET: 1/3
		MISSISSAUGA ON	





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UNLESS OTHERWISE SPECIFIED

DO NOT SCALE DRAWING
INTERPRET DIMENSIONS AND TOLERANCES
PER ASME Y14.34-1994

DIMENSIONS ARE IN INCHES

TOLERANCES APPLY AS SHOWN BELOW

0 PL DEC	± 0.2
1 PL DEC	± 0.1
2 PL DEC	± 0.01
3 PL DEC	± 0.005
ANGLES	± 1°
SURFACE ROUGHNESS	32 μ in

NOTES:

mediaresources
solutions for the sign industry.

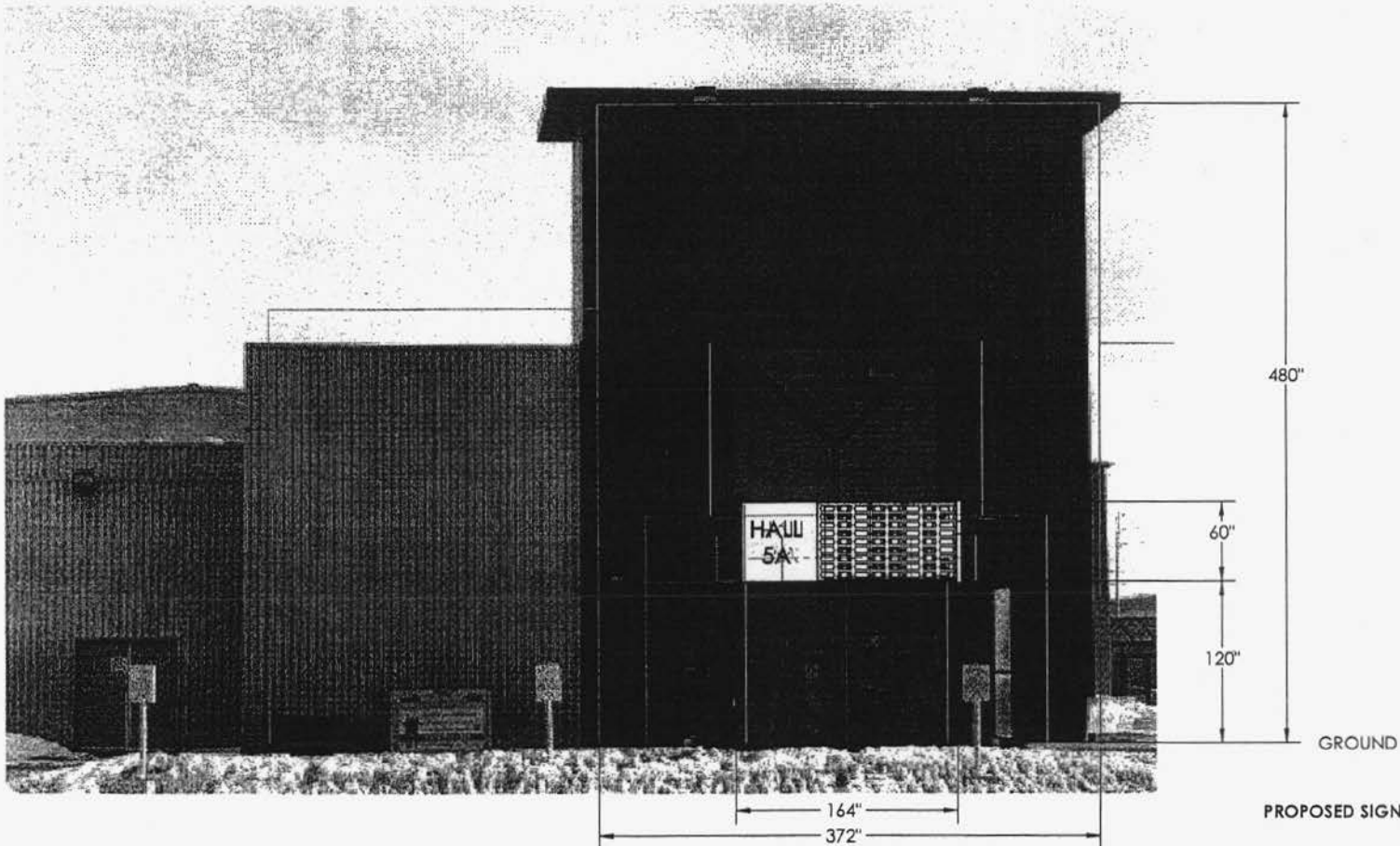
CUSTOMER
INTERNATIONAL CENTER
PROJECT
HALL 5A

DESIGNED BY VL LE GRAND	DATE 11/03/2014
DRAWN BY P. BOUTANE	DATE 11/03/2014
APPROVED	DATE

MEDIA RESOURCES INTERNATIONAL
1387 CORNWALL ROAD OAKVILLE ONTARIO
TEL: 1.800.667.4554 FAX: 1.905.337.9531

INTERNATIONAL CENTER
P20 - 128 x 72 SF RGB LED SIGN
WITH ILLUMINATED AD PANEL

REV	DESCRIPTION	DATE
B	D03352-12-SITE-000	
MEDIA ORDER NO. D03352-12		SCALE 1:2500
SHEET N/A		of 3



SITE ELEVATION

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UNLESS OTHERWISE SPECIFIED
DO NOT SCALE DRAWING
INTERPRET DIMENSIONS AND TOLERANCES
FOR ASHRAE 114.5M-1989
DIMENSIONS ARE IN INCHES
TOLERANCES APPLY AS SHOWN BELOW

SPL. DEC.	± 0.2
1 PL. DEC.	± 0.1
2 PL. DEC.	± 0.2
3 PL. DEC.	± 0.3
ANAL. DEC.	± 1.1
SURFACE ROUGHNESS	12 μ in

NOTE:



CUSTOMER
INTERNATIONAL CENTER
PROJECT
HALL 5A

DESIGN BY
VAL LE GRAND
CHECKED BY
P. BACJANI
DATE
11/03/2014

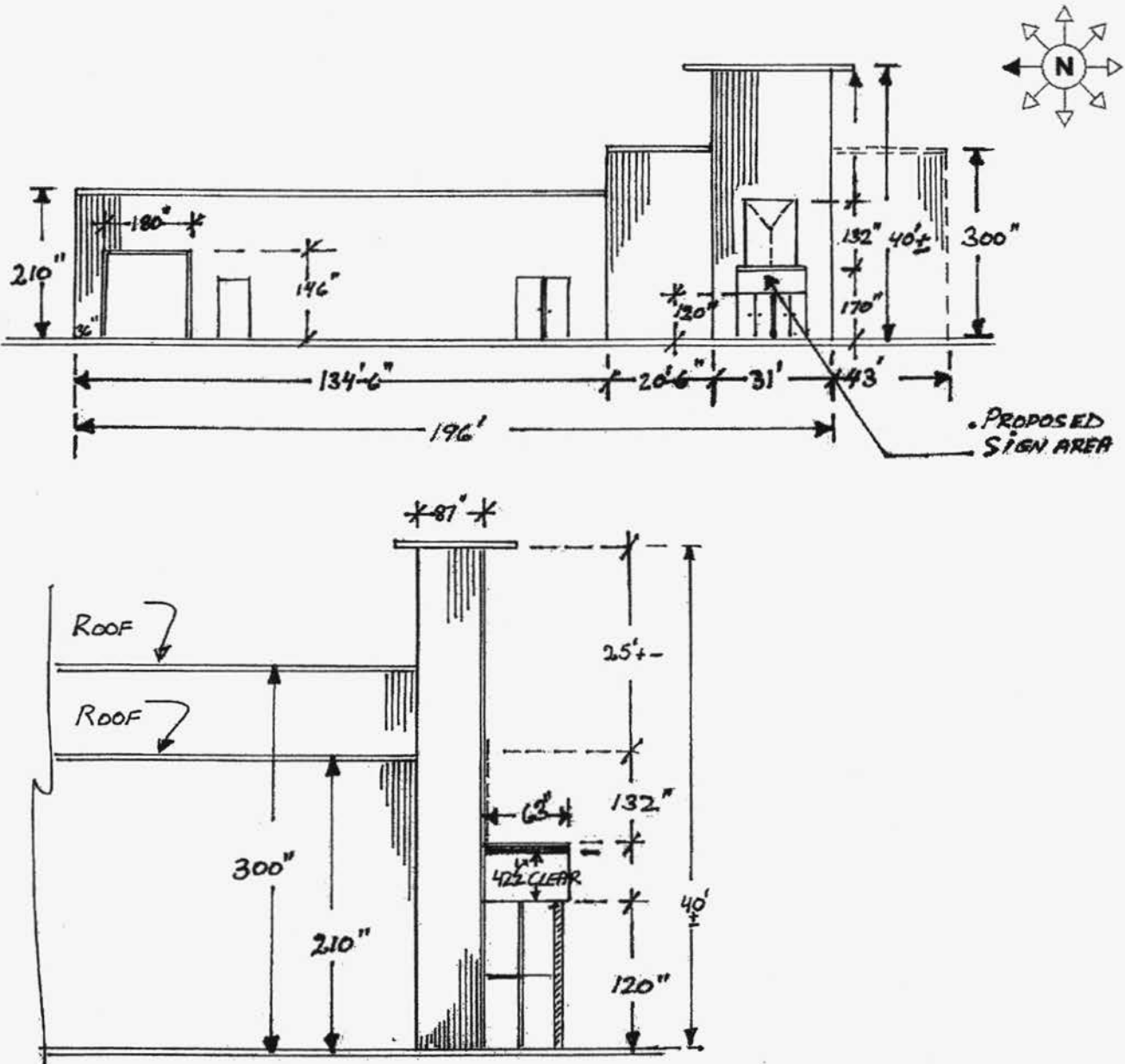
MEDIA RESOURCES INTERNATIONAL
1387 CORNWALL ROAD OAKVILLE ONTARIO
TEL: 1.800.667.4554 FAX: 1.905.337.9531

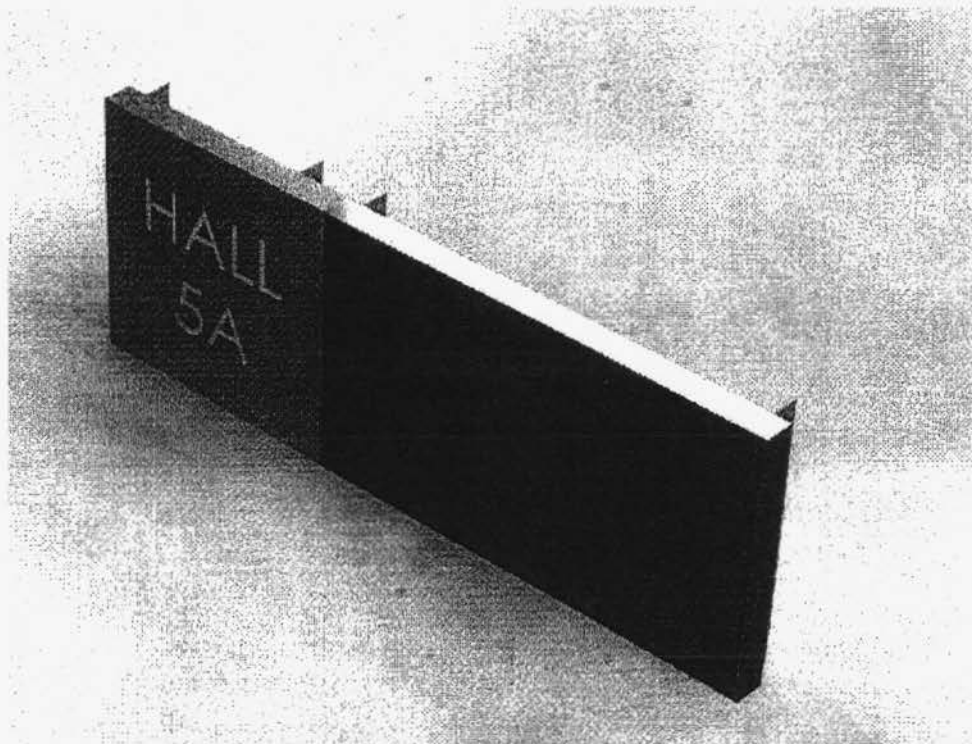
INTERNATIONAL CENTER
P20 - 128 x 72 SF RGB LED SIGN
WITH ILLUMINATED AD PANEL

DATE
11/03/2014
SIZE
B
DRAWING NO.
D03352-12-SITE-000
SHEET
1 OF 3

D03352-12 1:80 N/A lbs SHEET 1 OF 3

SURVEYOR: MARCEL LA ROSA		CLIENT: MEDIA	WO#: 103352-12
PO#: G02-8529	SO#:	PROJECT: INTERNATIONAL CENTRE 51A	
DATE: FEB 24 2014		LOCATION: 6900 AIRPORT RD.	SHEET: 2/3
		MISSISSAUGA ON.	





INTERNATIONAL CENTRE - HALL 5

P20 - 128x72 SF RGB



MEDIA RESOURCES INTERNATIONAL	
1387 CORNWALL ROAD OAKVILLE, ONTARIO	
TEL: 1.800.667.4554	FAX: 1.905.337.9531
ASSEMBLY DRAWINGS	
INTERNATIONAL CENTER	
SIZE A	DRAWING NO. D03352-12-MW12025
SCALE	WEIGHT 626 lbs.
SHEET 1 OF 10	

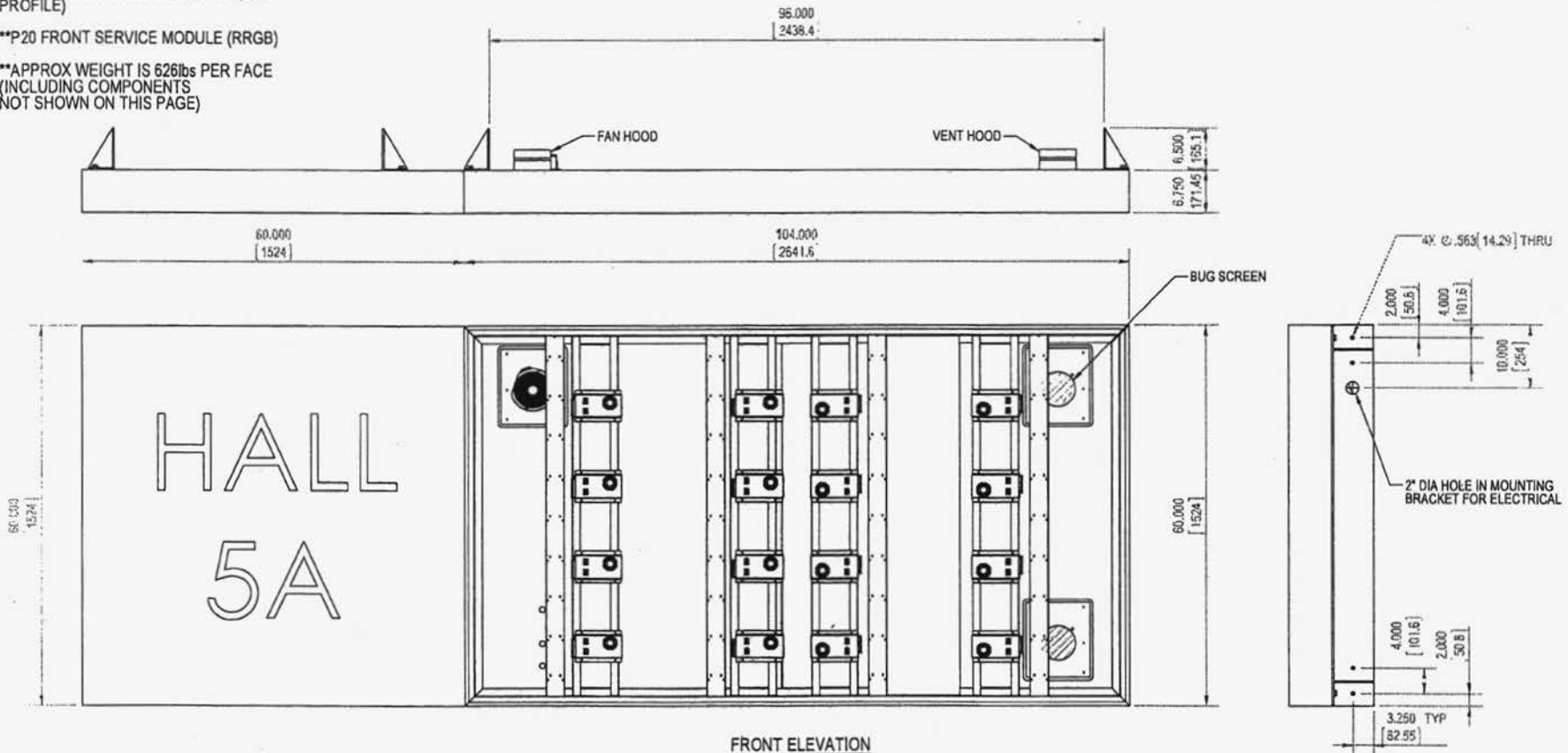
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- NOTES:
 1. MATERIAL : ALUMINUM CONSTRUCTION
 2. FINISH: POWDERCOAT BLACK

**6.75" LOW PROFILE EXTRUSION (5/8" PROFILE)

**P20 FRONT SERVICE MODULE (RRGB)

**APPROX WEIGHT IS 626lbs PER FACE (INCLUDING COMPONENTS NOT SHOWN ON THIS PAGE)



UNLESS OTHERWISE SPECIFIED

DO NOT SCALE DRAWING

INTERPRET DIMENSIONS AND TOLERANCES PER ASME Y14.5M-1995

DIMENSIONS ARE IN INCHES

TOLERANCES APPLY AS SHOWN BELOW

2 PL DEC ±0.2
 1 PL DEC ±0.1
 2 PL DEC ±0.05
 3 PL DEC ±0.05
 ANGLES ±1°
 SURFACE ROUGHNESS 10 µin

CUSTOMER SIGNATURE

mediaresources
 solutions for the sign industry.

CUSTOMER
 INTERNATIONAL CENTRE

PROJECT
 P20-128x72 SF RGB

DRAWN BY
 W. LE GRAND

CHECKED BY
 D. MOOREGACH

APPROVED

DATE
 18/02/2014

DATE
 20/03/2014

DATE

SIZE
 B

SCALE
 1:16

WEIGHT
 488 lbs

MEDIA RESOURCES INTERNATIONAL
 1387 CORNWALL ROAD OAKVILLE, ONTARIO
 TEL: 1.800.667.4554 FAX: 1.905.337.9531

BOX DETAILS

D03352-12-MW12025

SHEET 2 OF 10

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SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 14-01853

RE: **Purolator**
5995 Avebury Road - Ward 5

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

Section 13	Proposed
Two (2) additional fascia signs located between the limits of the top floor and parapet, both in total, not greater in area than 2% of the building face on which the sign is located on an office building.	A third (3 rd) fascia sign located between the limits of the top floor and the parapet of an office building.

COMMENTS:

The proposed fascia sign is located on the west side of the building. The sign is replacing an existing fascia sign in the same location which was approved through a variance in 1995. The two other signs are also being replaced on the south and north sides of the building. Since only two of these fascia signs can be seen at the same time and they are replacing existing signs in the same locations, the Planning and Building Department has no concerns with the requested variance.



Purolator Inc.
5995 Avebury Road, Suite 100
Mississauga, Ontario
Canada L5R 3T8
ISO 9001:2008

Toll Free: 1 800 326-4963

June 17th, 2014

City of Mississauga
Planning & Building Department, Sign Unit
300 City Centre Dr
Mississauga, ON L5B 3C1

Attention: Mr. Darren Bryan
Manager City of Mississauga Sign Unit

Dear Mr. Bryan,

Re: Purolator Inc - Sign Permit Application
5995 Avebury Road, Mississauga, Ontario

This letter has been prepared to request support for an upcoming Variance Application that will be accompanied by a Sign Permit Application for Purolator Inc. at 5995 Avebury Road.

Purolator has an agreement with the Pattison Sign Group to manufacture and install three (3) sets of new illuminated letters onto the building exterior. The existing signage has been in place for 20 years, is nearing the end of its life cycle and represents an older version of our Brand. With the change to the new lettering, our signage will be updated to reflect our current Brand being used in all our Marketing initiatives. Along with this, the letters will now be illuminated with LED lighting systems providing the most energy efficient product available today. The new signs will not be any larger in height or overall signage area from what is there presently. While the font and logo will change, it is not substantially different than the existing product.

At the time of the original installation, two sets of letters were permitted and the third set required a Variance to the Sign Codes which only allowed two signs per building. The facility has excellent site lines from all surrounding avenues and has proven to be very beneficial to Purolator through the years. We understand however that due to archiving policies at the City,

{00205757 :}

there are no hard copy records on-hand from the time of the variance when the decision that was taken in 1995.

Without the ability to include these documents in our upcoming Application package, we have been informed that a new Variance will be required. Purolator has agreed to this additional step and is willing to incur the necessary costs and delays to the delivery of the new letter set requiring the Variance. It is our hope that with the history in place of a previous approval, we can again receive permission to maintain the same quantity of signs for the building.

Should there be any questions about this request for support, please do not hesitate to contact us at your convenience.

Regards,

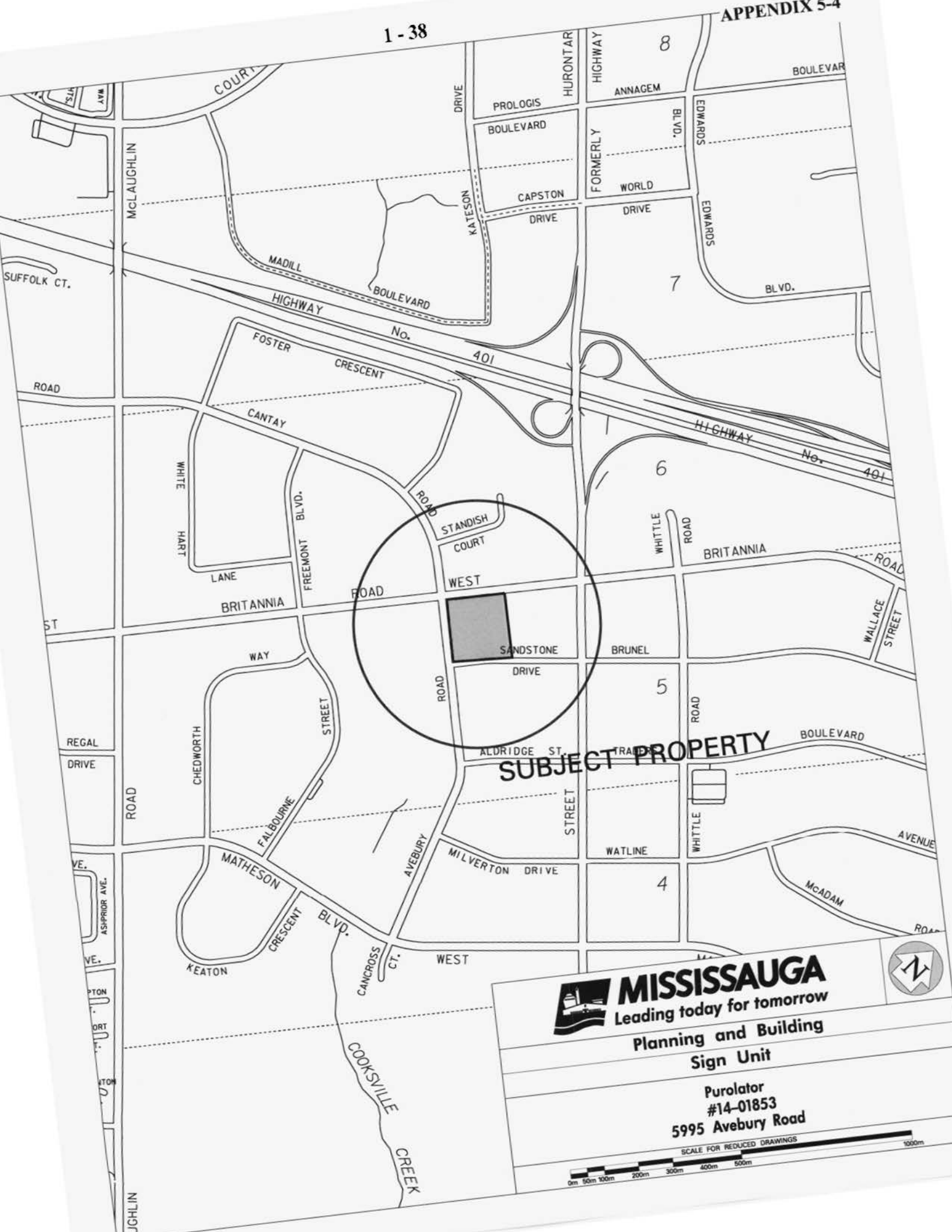
PUROLATOR INC.



Serge Viola

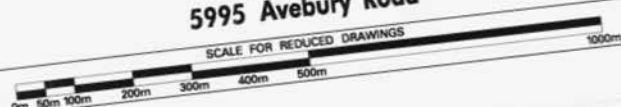
Director, Assets Management

cc: Randy Barnard, *Pattison Signs*

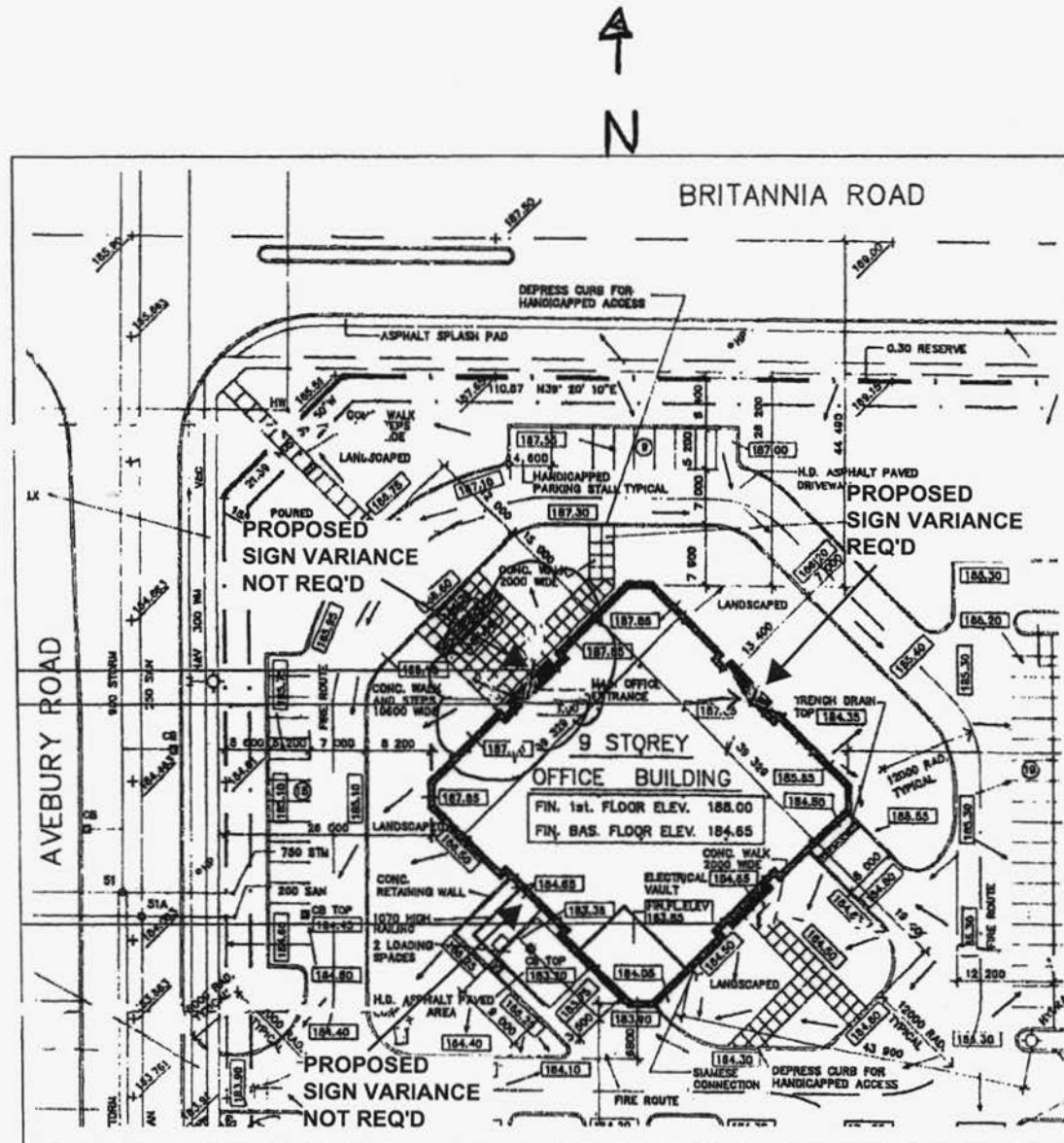


MISSISSAUGA
 Leading today for tomorrow
 Planning and Building
 Sign Unit

Purolator
 #14-01853
 5995 Avebury Road



Site Plan



Job No.

Version #: PURO0001
 Date: 7-Mar-14
 Design #: 14-0562
 Scale: N.T.S.
 Sales: R. Barnard
 Designer: PL

Rev. #: R1(PL)
 Date: 20MAR14

- ☐ Vector Artwork Required
- ☐ High Resolution Image Required
- ☐ Final Colours Required
- ☒ Site Check Required

☒ Conceptual artwork only

Electrical Requirements
☐ 120V ☐ 240V
☐ Other

Customer Approval

IPROTOR
 5995 Avebury Rd.
 MISSISSAUGA, ON

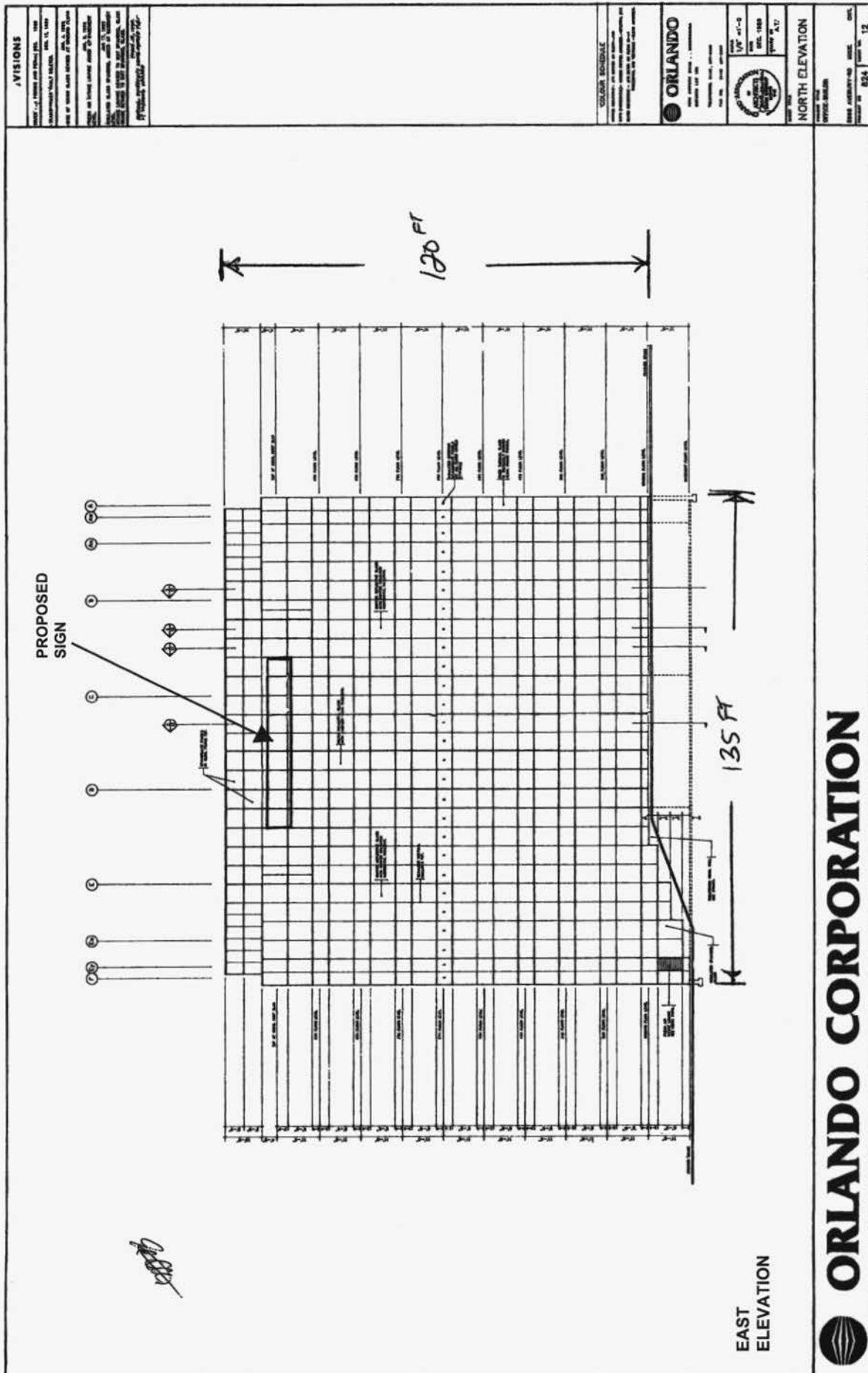
PATTISON SIGN GROUP
 A Division of The Pattison Industries Ltd.

555 Elzmore Road
 Toronto, Ontario, Canada M1R 4E8
 www.pattisontsign.com

Tel (416) 759-1111
 Fax 1 (833) 759-4965
 Toll Free 1-800-258-0536

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Pattison Sign Group signs illuminated by Fluorescent, Neon and/or HID Lamps contain Mercury (Hg). Dispose of these lamps according to Local, State, Provincial or Federal Laws.



North East

44'-1 3/8"

6'-0"

Purolator



 Horizontal Riders

Specifications:

- New Illuminated Individual Letters**
- Aluminum construction
 - White returns and trim cap
 - White acrylic face
 - 3M vinyl graphics face applied
 - Red LED illumination for red letters and red logo section
 - White LED illuminations for blue logo sections
 - Riders painted PMS (t.b.d.) to match glazing

Colours:

- "Purolator":**
- 3M 3630-33 Red
 - Red LED illumination
- Logo:**
- 3M 3630-33 Red
 - Red LED illumination
 - 3M 3630-87 Blue
 - White LED illumination
- t.b.d. PMS paint to match glazing

Job No.

Vantage #: PURO0001
Date: 7-Mar-14
Design #: 14-0562
Scale: 1/4" = 1'-0"
Sales: R. Barnard
Designer: PL

Rev. #:
Date:

- ☐ Vector Artwork Required
- ☐ High Resolution Image Required
- ☐ Final Colours Required

☒ Conceptual artwork only

Electrical Requirements

☒ 120V ☐ 347V

☐ Other _____

* Voltage needs to be specified prior to customer approval

Customer Approval

Date _____

Purolator

5995 Avebury Rd.
MISSISSAUGA, ON


SG-2

PATTISON SIGN GROUP
A Division of Am Pattison Industries Ltd.

555 Ellesmere Road
Toronto, Ontario, Canada M1R 4E8
www.pattisonsign.com

Tel (416) 759-1111
Fax 1-855-759-4965
Toll Free 1-800-268-6536

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 Pattison Sign Group signs illuminated by Fluorescent, Neon and/or HID Lamps contain Mercury (Hg). Dispose of these lamps according to Local, State, Provincial or Federal Laws.



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 14-01500

RE: LifeLabs
60 Courtney Park Drive West – Ward 5

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

Section 4(6)	Proposed
A sign is not permitted to project above the roof.	One (1) sign projecting above the roof of the building.

COMMENTS:

The proposed sign will replace an existing sign which was approved under variance application 08-02904. The new sign is required due to a change in company name.

The proposed variance is for a sign located on the roof above the entrance to the building. This configuration of sign placement is common in this area. The Planning and Building Department finds the proposed sign in keeping with the design of the building and therefore acceptable from a design perspective.

Permit World inc.

57 William St. W., Waterloo, ON N2L 1J6 T: 519-585-1201 F: 519-208-7008

May 23, 2014

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

Attn: Darren Bryan

Re: Sign variance application for LifeLabs, 60 Courtneypark Drive West

Dear Sir:

Please accept this letter as a formal request for a sign variance to allow one new illuminated roof sign.

The proposal is to replace the existing roof sign which was approved by variance 8-1290 for CML Labs at the above-mentioned location.

A variance is required as this sign is not permitted under Section 4 (6)(f) and ownership of CML Labs has changed to LifeLabs thus necessitating a change in the sign.

This type of roof sign is well represented throughout the neighbouring office buildings and will therefore blend well with both the architecture and the immediate surroundings.

The proposed signage will not alter the character of the area, nor will it negatively impact the existing conditions as it will be replacing an existing sign which has been installed since 2008. It is located in an employment area and is surrounded by similar office buildings.

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

Yours sincerely,



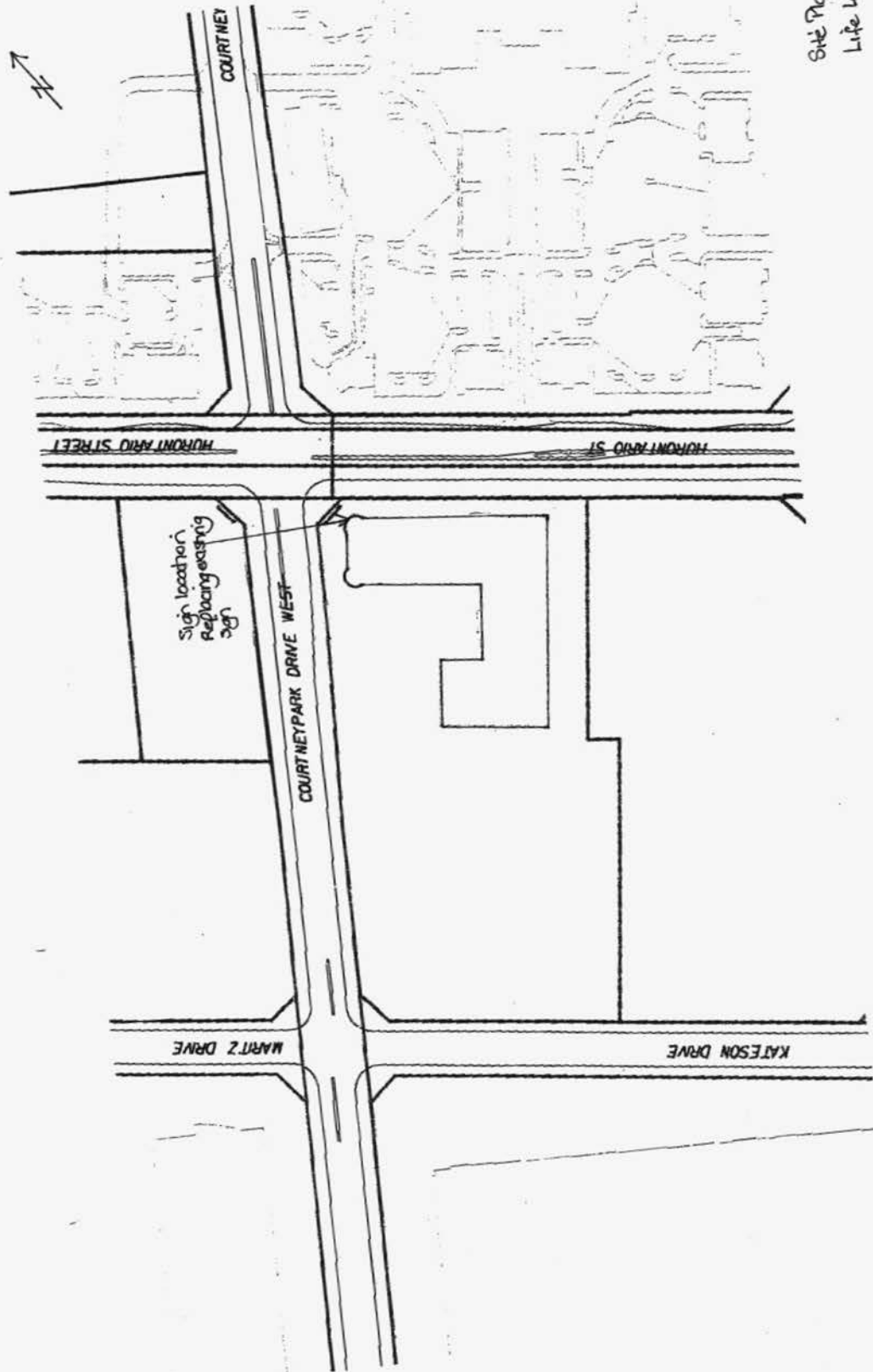
Gilda Collins
Senior Project Manager
admin@permitworld.ca

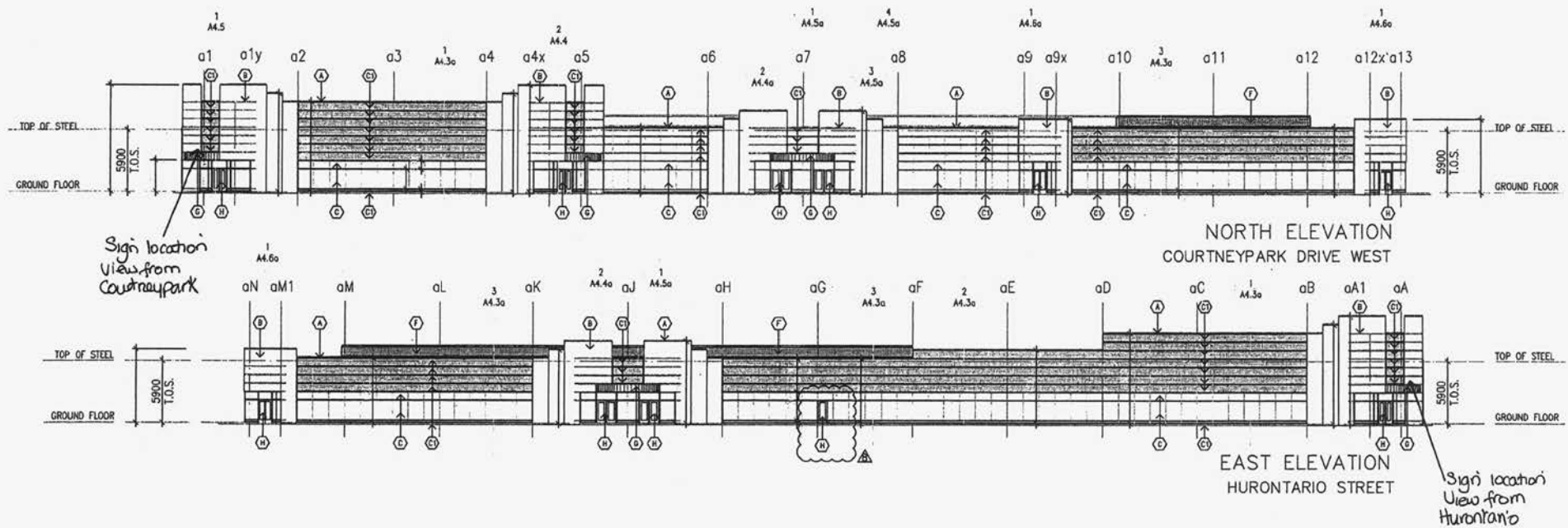


14.1500

APPENDIX C

Site Plan
Life Labs
60 Courtney Park Dr. W.
May 23, 2014
Page 1 of 7





Elevations
Life Labs
60 Courtney Park Dr. W.
May 23, 2014
Page 3 of 7

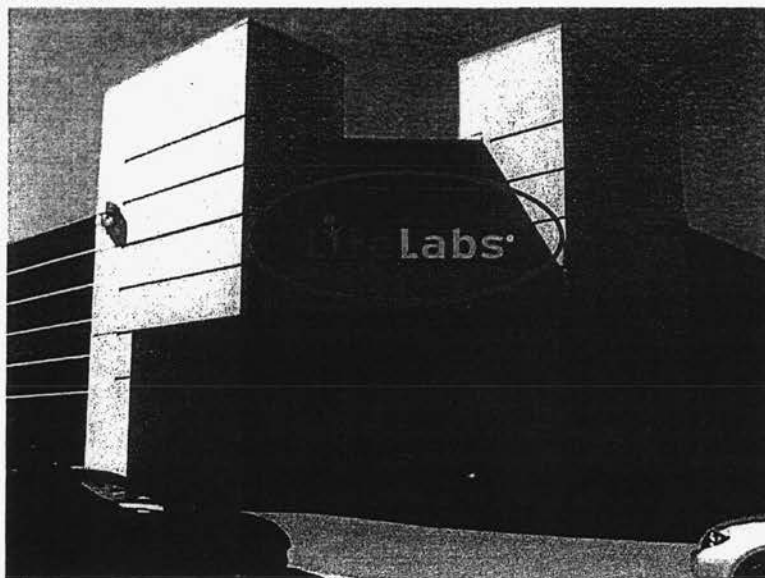
Proposed Exterior Head Office Signage - LED Face Lit Channel Letters on Raceway

SIGN BOX PLAN VIEW

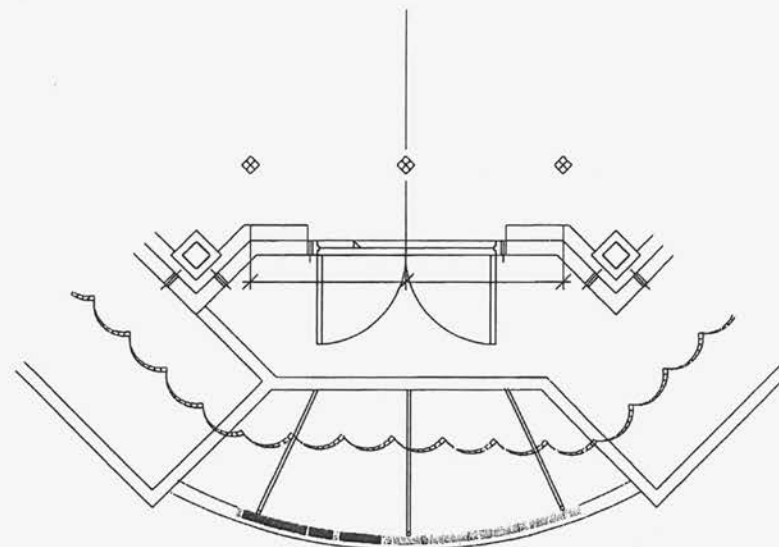


144" APPROX.

ARTIST'S CONCEPT



PLAN VIEW OF SIGN AND AWNING
ARTIST'S CONCEPT



PROPOSED LED LIT CHANNEL LETTERS * LIFE LABS* BEING MOUNTED ON TOP OF A CURVED RACEWAY BOX
LETTERS ARE MOUNTED UPRIGHT FREE STANDING STYLE

RACEWAY ARE CURVED TO MATCH EXISTING ROOF CANOPY AND ARE BOLTED TO ALUMINUM FRAME STRUCTURE

LifeLabs

Date: APR 8, 2014

Job Number:

Location: Courtney Park

This is an original unpublished drawing created by Signs of Change Inc.
It is submitted for your personal use in connection with a project being
prepared for you by Signs of Change Inc. It is not to be shown to anyone
outside your organization, nor is it to be used, reproduced or exhibited
in any fashion.

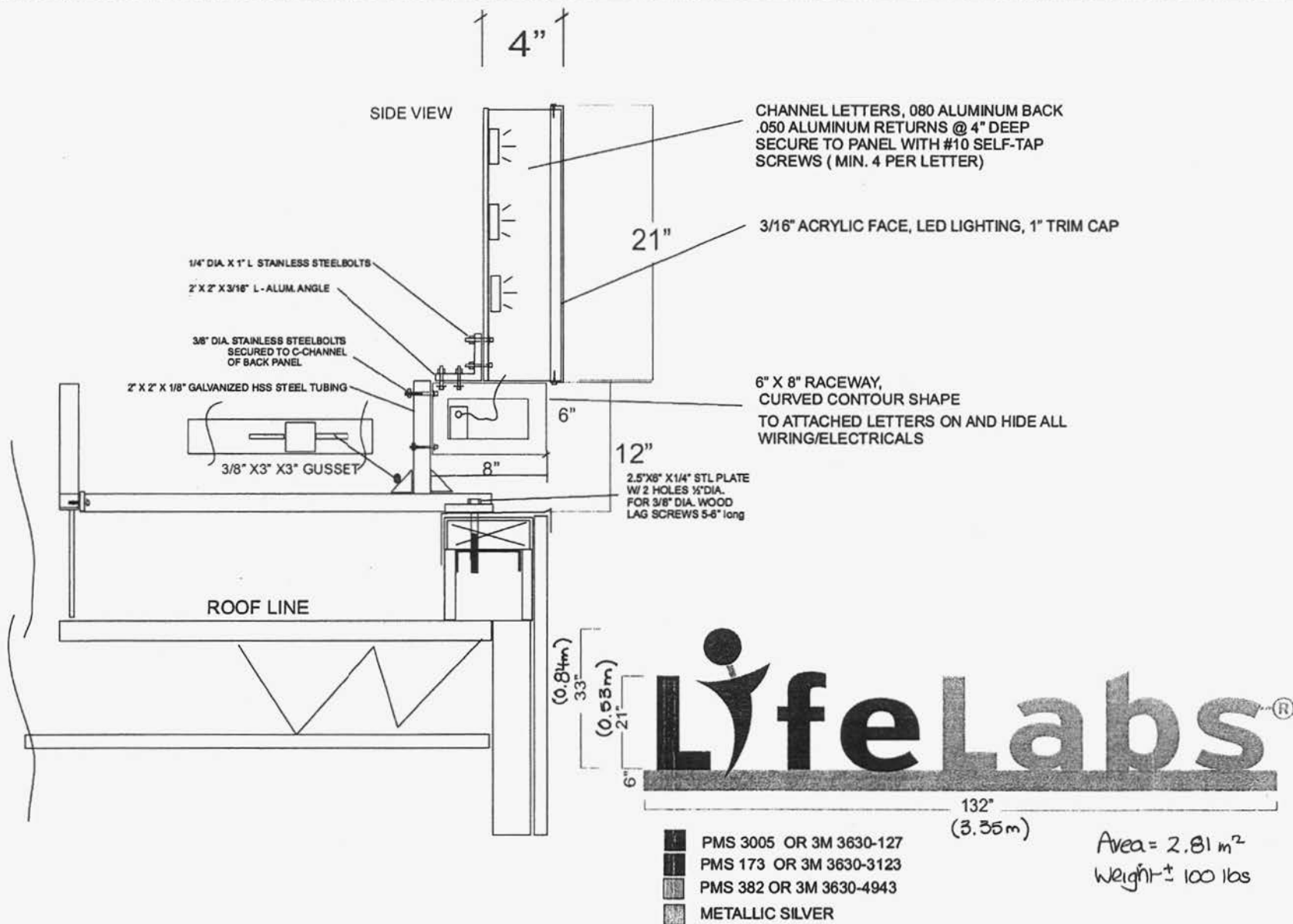
I have carefully reviewed and hereby accept the drawing(s) as shown. I realize that any changes to
these designs made before or after production may alter the contract price. All changes must be in
writing and approved by both parties prior to production.

Signature:



Box 310, 314 Main Street
Schomberg, ON L4G 1T0
Tel: 905 939 1102
Fax: 905 939 1066
www.signsofchange.com

60 Courtney Park Dr. W.
Page 4 of 7



LifeLabs

Date: APR 8, 2014

Job Number:

Location: Courtyard Park

This is an original unpublished drawing created by Signs of Change Inc. It is submitted for your personal use in connection with a project being prepared for you by Signs of Change Inc. It is not to be shown to anyone outside your organization, nor is it to be used, reproduced or exhibited in any fashion.

I have carefully reviewed and hereby accept the drawing(s) as shown. I realize that any changes to these designs made before or after production may alter the contract price. All changes must be in writing and approved by both parties prior to production.

Signature:

SIGNS OF
CHANGE

Box 310, 314 Main Street
 Schenck, OH 44170
 Tel: 905 939 1102
 Fax: 905 939 1066
 www.signsofchange.com

60 Courtyard Park Dr. W.
 Page 6 of 7



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 09-05683

RE: Onkar Travel Services Inc.
2960 Drew Rd. - Ward 5

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

Section 17	Proposed
A fascia sign shall not be erected above the upper limit of the first storey.	One (1) fascia sign erected on the second storey of the building.

COMMENTS:

The proposed sign is consistent in design, size and placement with other signs previously approved on this building. As such, the Planning and Building Department finds the requested variance acceptable from a design perspective.

**ONKAR TRAVELS****ONKAR TRAVEL SERVICES INC.**

20 MAY 2014

City of Mississauga
Planning department
300 City Centre Dr.
Mississauga, ON

Sub: Letter of Rationale for sign Variance 2960 Drew road Unit 140

Dear Sir/Madam

This is in reference to our sign at Unit #140 ,2960 Drew road Mississauga ON L4T 0A5.

City of Mississauga has allowed sign on similar units in the same plaza on 2970 & 2980 Drew road. Our Travel agency is almost 30 years old and has employed 7 people and without having sign it is almost impossible for our customers to identify our business.

We request you to please allow us to have our sign.

A handwritten signature in cursive script, appearing to read 'Deepak Shamnani'.

Sincerely

For Onkar Travel Services Inc

Deepak Shamnani

TEL 647 296 6231 (DIRECT Line)

2960 DREW ROAD UNIT 140 A
MISSISSAUGA, ON L4T 0A5
TEL 905-678-9999 FAX 905-678-9000
EMAIL INFO@ONKARTRAVELS.COM



April 24, 2014

City Of Mississauga, Building Department
300 City Centre Drive
Mississauga, ON
L5B 3C1

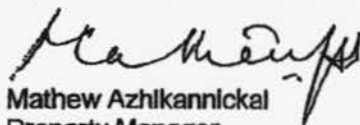
RE. The Great Punjab Business Centre - 2960 Drew Rd.,
Onkar Travel , Unit No. 140, L4T 0A5
Sign permit application

Please be advised that The Great Punjab Business Centre is a registered commercial condominium corporation as PSCC 884 and Onkar Travels is a member of the said copration..

As such we acknowledge and grant permission to Onkar Travels and their consultant King Printing and Signs Inc., to apply for a permit to complete the signage application.

Should you have any questions in this regard, please contact the undersigned.

Yours Truly
FirstService Residential
Agent for and on behalf of PSCC 884


Mathew Azhikannickal
Property Manager
mathew.azhikannickal@fsresidential.com

PSCC 884

Mississauga, Ontario

www.ontario.fsiconnect.ca/PSCC884



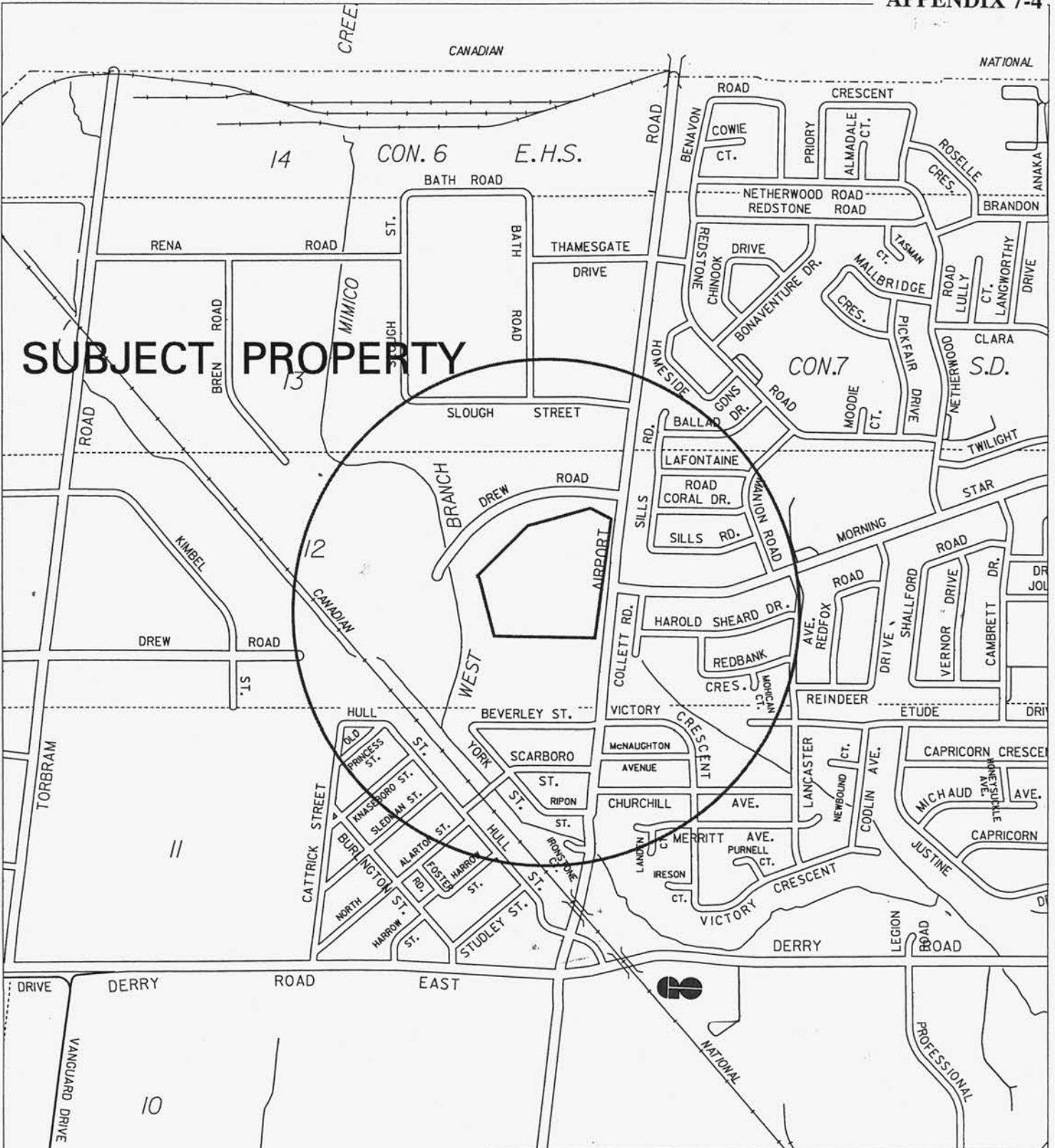
FirstService Residential | Ontario

89 Skyway Avenue | Suite 200 | Toronto, ON M9W 6R4

Tel 416.293.5900 | Fax 416.293.5904

www.fsresidential.com

Resident Care 1.855.244.8854

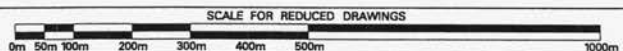


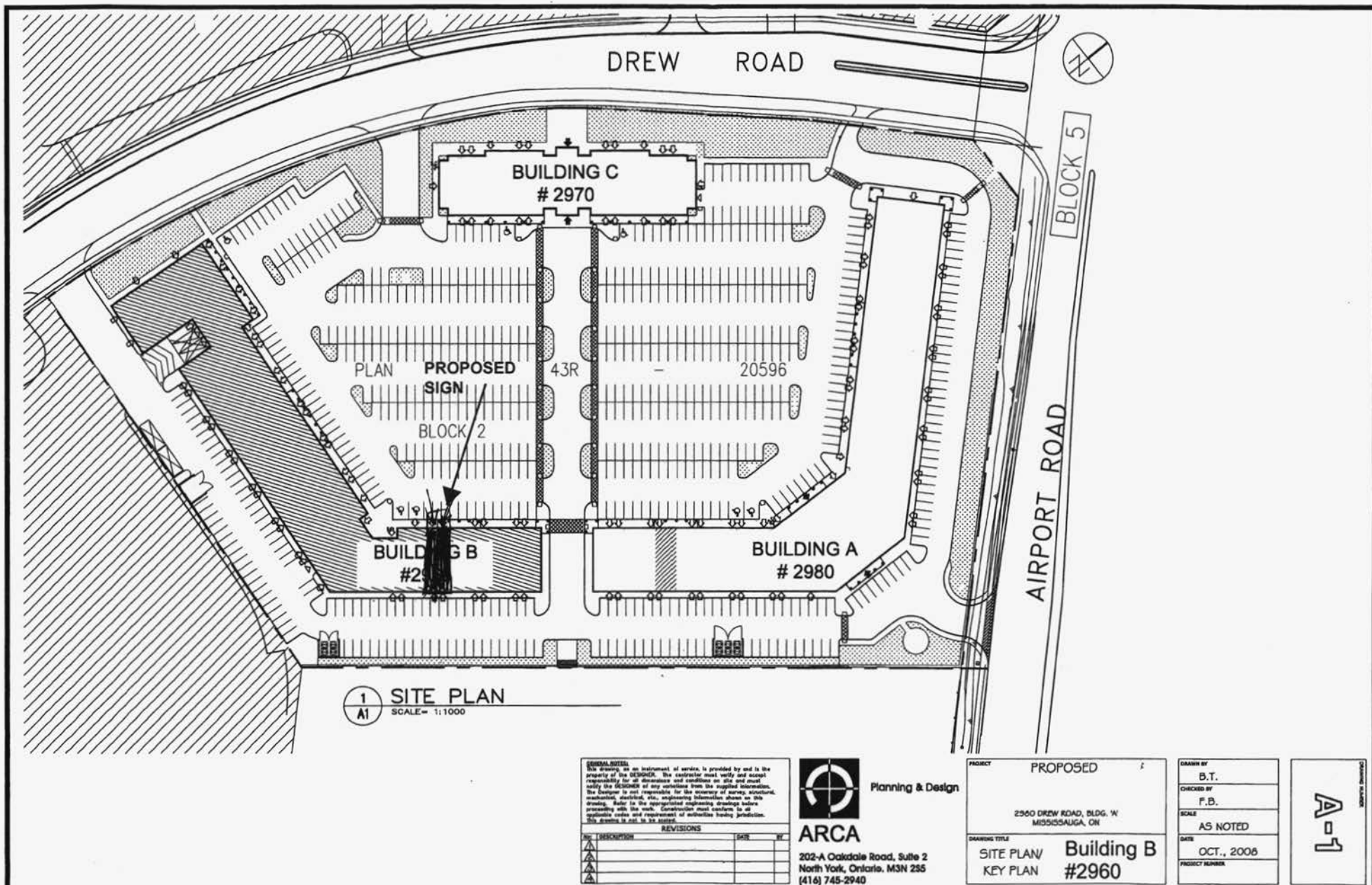
MISSISSAUGA
Leading today for tomorrow

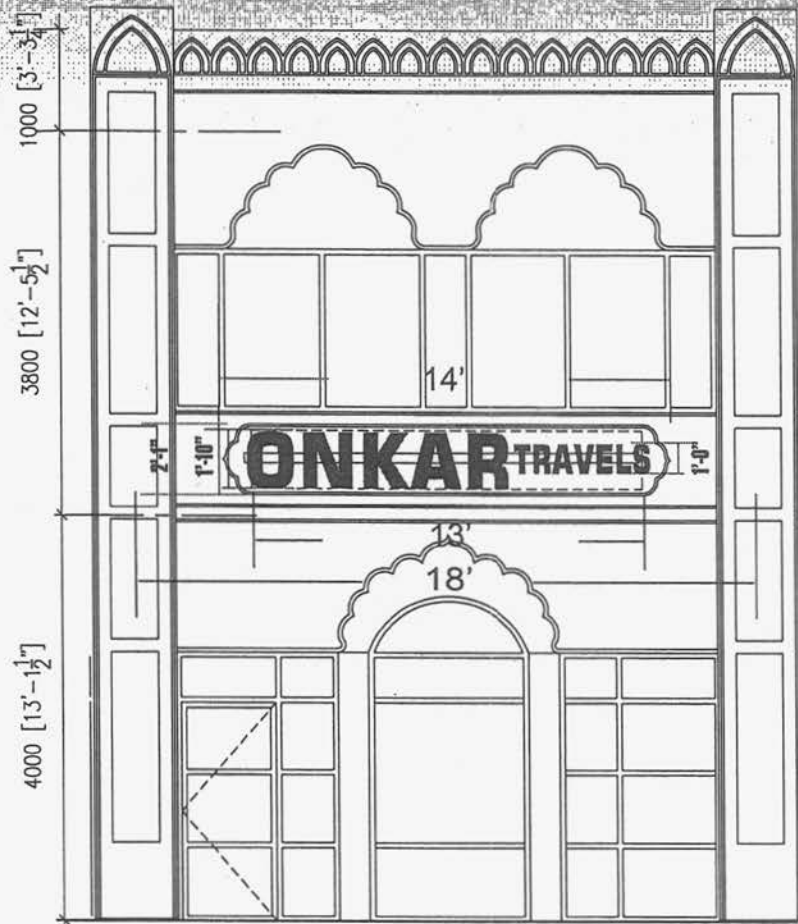


**Planning and Building
Sign Unit**

2960 Drew Rd, unit# 140-141
#09-05683
Onkar Travel Services Inc.







Front Elevation

1'-10" **ONKAR TRAVELS** 1'-0"

13'-0"

KING PRINTING & SIGNS INC.

Tel.: (905) 673-9229 • Fax: (905) 672-8338
www.kpsign.com • info@kpsign.com

2960 Drew Road, Unit # 148, Mississauga, ON L4T 0A5

Client: Onkar Travel
Address: 2960 Drew Road Unit # 140

Approved By:

Name:

Signature:

Date: April 22, 2014

Designed By: Karamjit Jhass

☐ CONCEPTUAL
Not For Construction

☐ SHOP READY
Construction Capable

Filler

Acrylic

Trim

Power Supply

C.E.D. TEC LED

Vinyl (1)

(2)

(3)

Other

110V Electric/Final Hook Up provided by Client

ONKAR TRAVELS

WEIGHT : 140 LBS. Max.
(Incl. backer sheet)

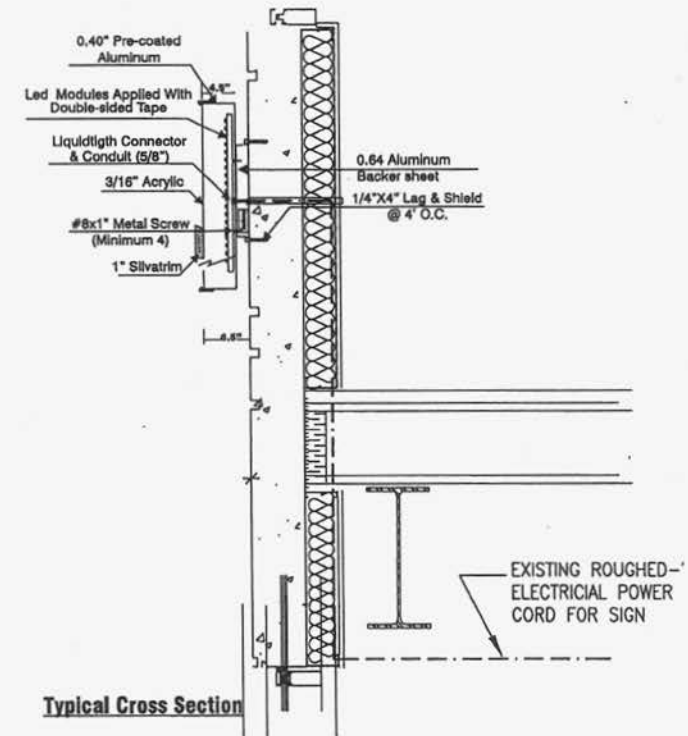
13'-0"

Total Area : 2.3 M²



Side View

TOTAL AMR: 5 max
VOLTAGE : 110V
FINAL HOOK-UP BY CLIENT
ALL MATERIAL ARE
CSA APPROVED



Typical Cross Section

Individual Channel Letters

4 1/2" - 0.40 Aluminum returns/backer Channel Letter attached to the 2mmx2" x 6" aluminum Backer (Painted yellow to match existing Precast) with #8x1" metal screw (min. 4-6) each letter
3/16" Acrylic
1" Silvatrim Retainer attached to the letters with #8x1/2" screws

Backer Panel

2" x 6" x 2mm continuous aluminum Backer sheet power bended with 1" lip on top & 1/2" lip at bottom attached to the Existing Precast with 1/4"x4" lag & Shield @ 4' O.C. top & Bottom

Illumination

RED LED modules applied to letters

KING PRINTING & SIGNS INC.

Tel.: (905) 673-9229 • Fax: (905) 672-8338
www.kpsign.com • info@kpsign.com

2960 Drew Road, Unit # 148, Mississauga, ON L4T 0A5

Client: Onkar Travel
Address: 2960 Drew Road Unit # 140

Approved By:
Name:
Signature:

Date: April 22, 2014
Designed By: Karamjit Jhass

☐ CONCEPTUAL
Not For Construction
☐ SHOP READY
Construction Capable

Filler:
Acrylic
Trim
Power Supply

L.E.D. TEC LED
Vinyl (1)
(2)
(3)

Other

110V Electric/Final Hook Up provided by Client



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 14-01228

RE: Starbucks Coffee
 5029 Hurontario Street – Ward 5

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

Section 13	Proposed
A commercial undertaking is permitted to have a fascia sign on the side or rear face of the building if that side faces a parking lot or driveway on the property and is not within 100m of a residential zone.	Two (2) fascia signs on the south (side) elevation that does not face a parking lot or a driveway located on the property.

COMMENTS:

The proposed two (2) fascia signs are located on the south side of the building and face the Starbucks drive-thru lane. The size of the proposed fascia signs are less than would be permitted if they were to face a parking lot or driveway. The signs do not infringe on the adjacent business and provide the corporate identifier for this new location. The Planning and building Department therefore finds the variance acceptable from a design perspective.

Permit World^{inc.}

12 Rock Ave, Unit B, Kitchener, ON N2M 2P1 519-585-1201 519-208-7008 (fax)

May 1, 2014

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

Attn: Darren Bryan

Re: Sign variance application for Starbucks, 5029 Hurontario Street

Please accept this letter as a formal request for a sign variance to allow 2 new wall signs at the above-mentioned location.

A variance is required as the signs are located on an elevation not facing a parking lot or driveway and face another property.

This is a brand new Starbucks location which is currently undergoing a complete upgrade. Part of that process is a full renovation of the exterior elevations with new signage being installed to reflect the standard corporate image. The two signs in question face the drive-thru lane that runs between two buildings, and features the Starbucks Siren Logo. These signs will be visible to both the parking lot and Hurontario Street allowing identification of the tenant from all 3 sides of their tenant space.

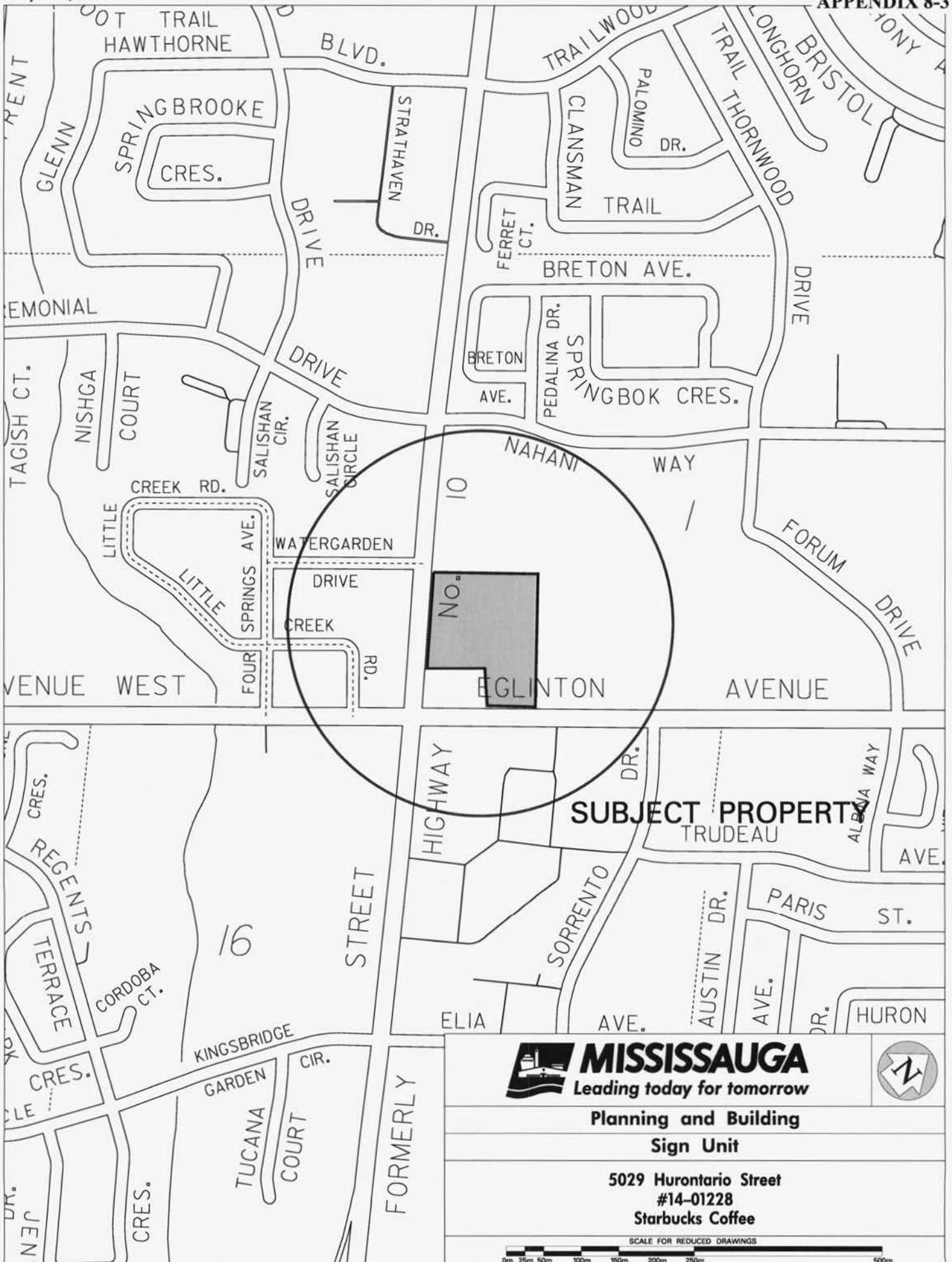
The total area of the two signs represents 0.9% of the area of the building elevation and will not alter the character of the area or negatively impact the existing conditions. The signs will be facing the side of another commercial building that has no doors or windows.

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

Thank you,



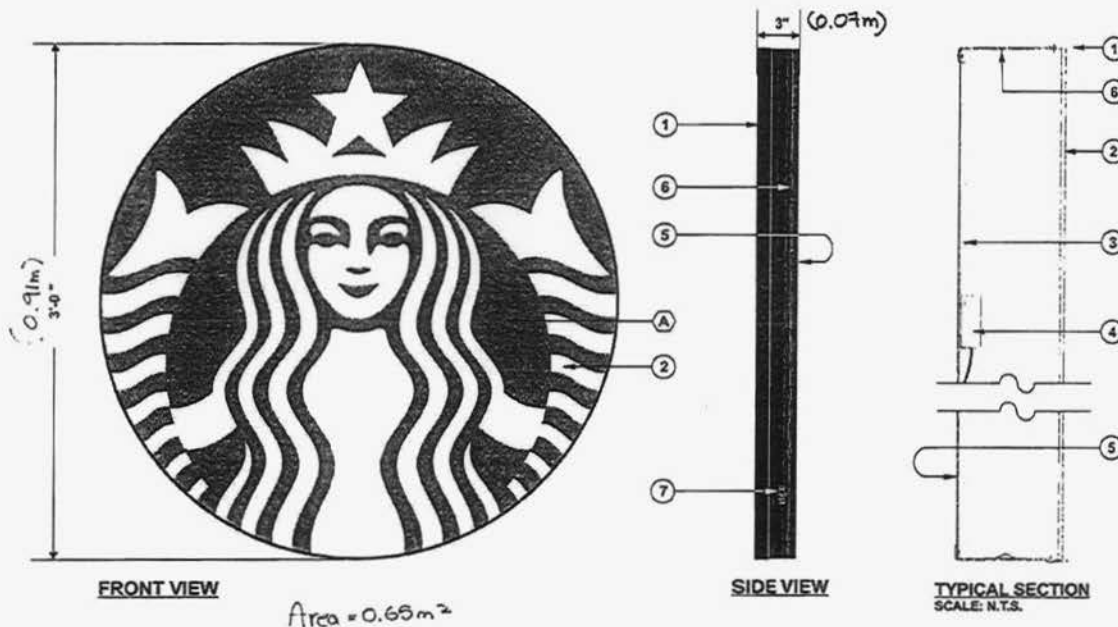
Shawna Petzold
support@permitworld.ca



[illegible]

150102014 2:54:53 PM C:\Users\Aldo\Documents\Plans 2013-2028\Huronville and Edgemoor - Massapequa, ON Bays 2028, April 14

Signs 2 & 3 - East



STA1S4D7022

36" ILLUMINATED LOGO DISK

Installation:	<input type="checkbox"/> Interior	<input checked="" type="checkbox"/> Exterior
Electrical specifications:		
Volts:	120	Amps: 0.5 Circ.: 1
#	Description:	
1	BLACK MOLDING TRIM 1"	
2	3/16" WHITE #7328 POLYCARBONATE FACE WITH VINYL APPLICATION ON FIRST SURFACE	
3	ILLUMINATED WITH LUMIFICENT WHITE LEDS	
4	POWER SUPPLY LOCATED INSIDE THE LOGO	
5	0.51 ALUM. BACKING PREPAINT BLACK AND WHITE	
6	0.51 ALUM. CABINET PREPAINT BLACK AND WHITE	
7	ON/OFF SWITCH	

Notes:
- DRAIN HOLES REQUIRED FOR EXTERIOR INSTALLATION

Customer Approval: _____ Date: ____/____/____

PRODUCTION INFORMATION: 1.6.03.21.2012

FS:STA1 (Starbucks Coffee) A NEW LOGO IMAGE MARS

2011W logo Lumificent STA1S4D7022 logo 36" WM

DESCRIPTION	PLATE #
11FXAN/VINYL	STA1S4D7022
ALUMINIUM	STA1S4D7022
CHANDRI (BENDER)	STA1S4D7022
XX	XX
XX	XX
XX	XX
XX	XX

MULTICAM 2D

ISO 9001:2008 certified enterprises

Colors:
A GREEN VINYL #3630-76

ENSEIGNES PATTISON SIGN GROUP

Tel (506) 725-5505 Fax (506) 727-1740 Toll Free 1-800-561-9171

Client: STARBUCKS COFFEE

Site: VARIOUS

Draftsman: JOEY BOSSE Date: 03.14.201

Checked By: ACH

Page: 1/2 Scale: 1 1/2" = 1'-0"



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 14-01642

RE: Bond
6900 Maritz Drive – Ward 5

The applicant requests the following variances to sections 4 and 13 of Sign By-law 0054-2002, as amended.

Section 4	Proposed
A roof sign is specifically prohibited.	One (1) roof sign erected above the canopy on the east elevation.
Section 13	Proposed
A fascia sign shall not be erected above the upper limit of the first storey.	One (1) fascia sign erected on the second storey of the north elevation. One (1) fascia sign erected on the second storey of the south elevation.

COMMENTS:

Roof Sign

The variance is to permit a roof sign on the first storey entry canopy of the building. The sign is well designed and identifies the public entrance. In this regard, the Planning and Building Department finds the variance acceptable from a design perspective.

Fascia Signs

The fascia signs are to be located between the limits of the upper floor and parapet on a two storey office building. On an office building over three storeys in height, two fascia signs would be permitted between the limits of the upper floor and the parapet. The proposed signs would be in compliance with the Sign By-law requirements for size and location if proposed on top floor of an office building exceeding three storeys in height. The Planning and Building Department finds the proposed location for the fascia sign to be in character with the design of the building and to have design merit, and therefore have no objections.



255 PINEBUSH ROAD, CAMBRIDGE ONTARIO CANADA N1T 1B9

PRIDE SIGNS.

TEL: 519.622.4040 FAX: 519.622.4031 WWW.PRIDESIGNS.COM

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

June 20, 2014

Attn: Planning and Development Committee

Re: Bond – 6900 Maritz Drive, Mississauga ON – Sign Variance

To whom it may concern,

Please accept this letter as part of the application package for the site listed above. We have applied for a variance for 2 fascia signs (north and west elevations) and one sign which is erected on the top of an I-beam structure at the main entrance. The sign on the I-beam structure is currently installed as the company was undergoing an international re-branding and needed identification immediately. The two fascia signs have not been erected and will not be until an approval is granted.

The two fascia signs proposed are replacing previously existing signs for Maritz, the former brand, in the same locations. They do not appear overbearing, nor do they detract from the architectural elements of the building. The fascia signs require a variance due to being located on the 2nd storey of a 2 storey building. The signs provide identification from the street for vehicular traffic.

The sign which is erected on top of an I-beam entryway structure is intended to help identify the main entryway for the public. This sign requires a variance due to the fact that it is erected on top of a structure, and deemed to be a roof sign. This sign design harmonizes well with the unique architectural aesthetics created by the steel structure. The sign design features a supporting structure which runs up the backside of the channel letters and is mounted securely to the steel, making it both safe and visually pleasing to the public.

I would ask for your support pertaining to this application. Bond is a large employer which has re-branded with a modern, cutting edge design within the city of Mississauga. Two of the proposed signs are directly replacing previously existing signs, while the sign on the entry way feature enhances the visual appeal of the site and helps promote and identify the brand to the public. Should you have any questions or concerns regarding this proposal, please contact the undersigned.

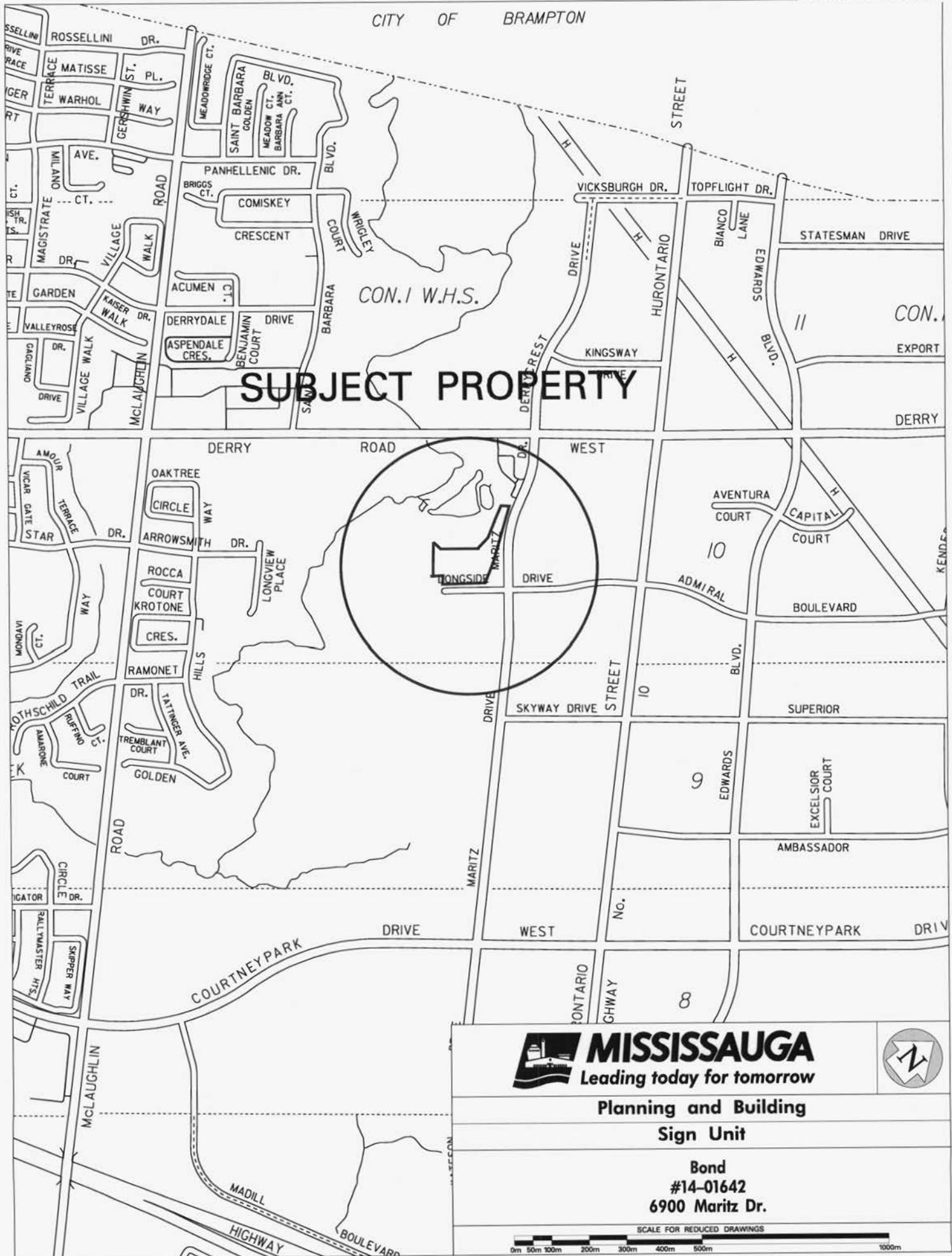
Thank you,


Nathan Dart, CPT

T: (519) 622-4040 x274

E: (519) 622-4031

CITY OF BRAMPTON



MISSISSAUGA
Leading today for tomorrow

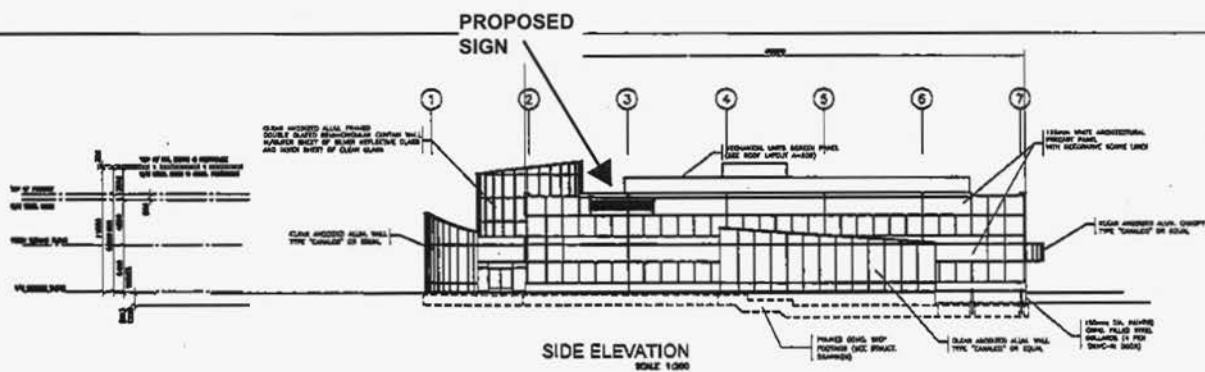
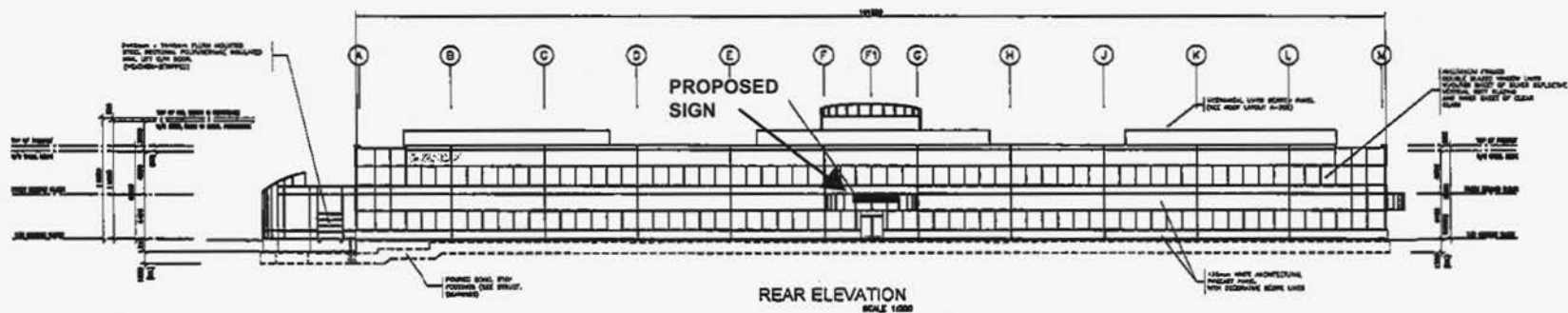
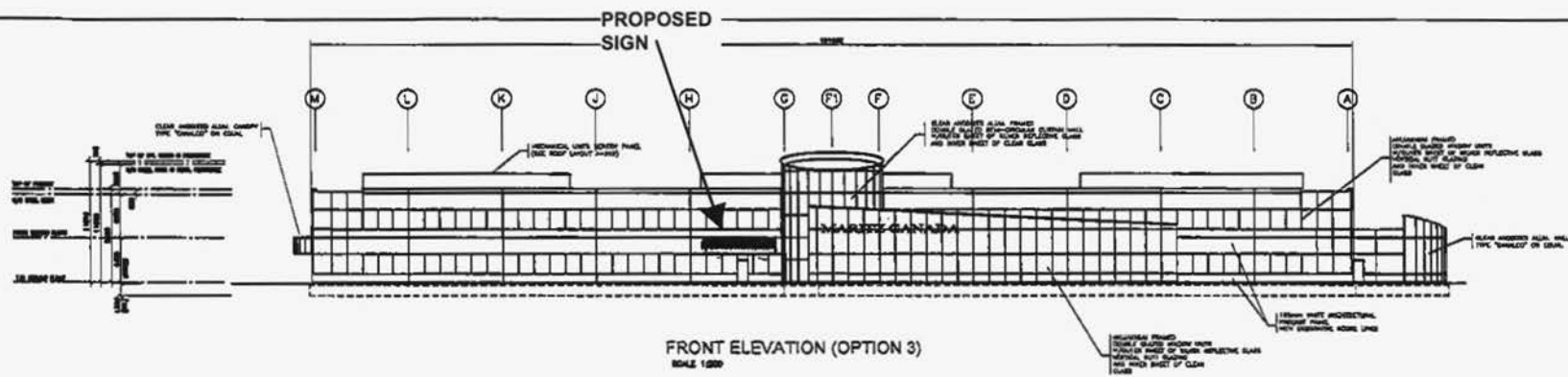


**Planning and Building
Sign Unit**

**Bond
#14-01642
6900 Maritz Dr.**

SCALE FOR REDUCED DRAWINGS

0m 50m 100m 200m 300m 400m 500m 1000m



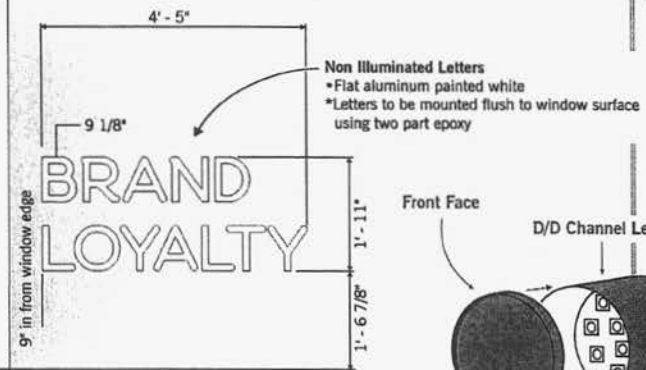
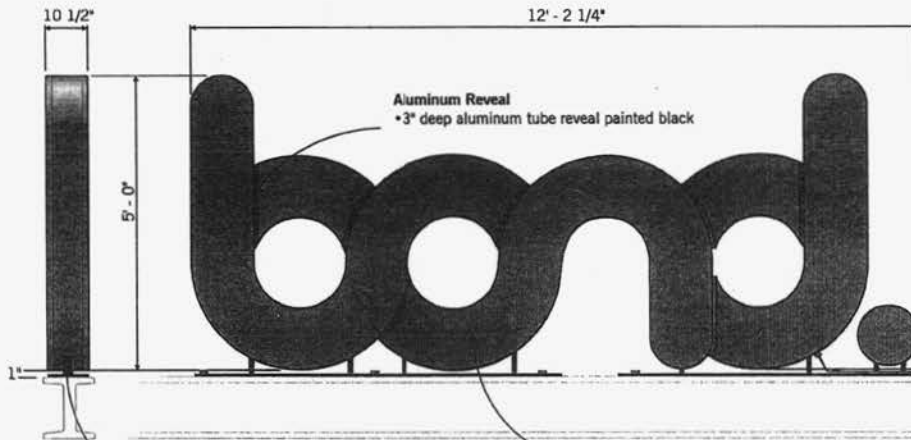
D/S Illuminated Channel Letters

Scale: N.T.S.

SIGN AREA - 6.45m2

Drawing No.
MARI-CLL5W1L8.120A1

Refer to the
MARI-MSL5W1L8



Mounting Support

- Aluminum mounting support structure painted black mounted to existing I-beam
- Power to be ran along existing structure

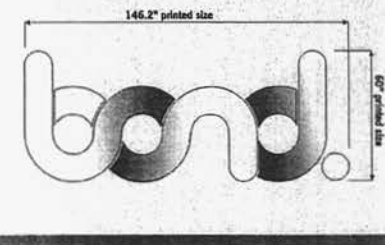
Double Sided (D/S) Illuminated Channel Letters

- Hand formed aluminum returns painted to match PMS 214c
- Aluminum back sheets painted white
- 3/16" white LD 2447 acrylic w/ Pink 9416T vinyl with a digitally printed purple gradation on glossy clear layer applied to 1st surface
- *F* trim painted to match PMS 214c
- White LED illumination

Digital Specifications

Nested Digital Print Size:

Based on actual or quoted size

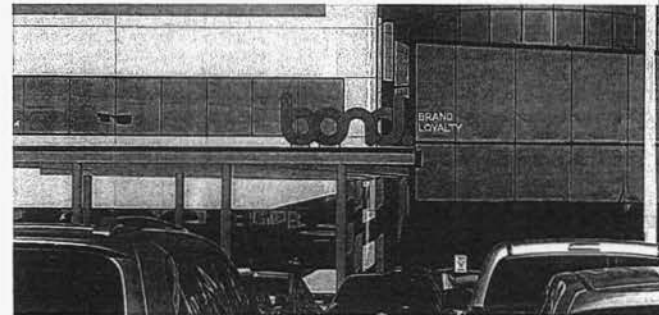


File Name: MARI-DGL5W1L8.000A1

- Digital Media**
- ☐ White Translucent
 - ☐ White Opaque
 - ☒ Clear
 - ☐ White Applied Over Clear (2 layer)
 - ☐ White Flat
 - ☐ White Reflective

- Resolution**
- ☒ Recommended Media ICC Profile
 - ☐ 300 DPI
 - ☐ 300 DPI
 - ☐ 150 DPI
 - ☐ High Ink Levels

- Over Limits**
- ☐ Bleed
 - ☒ High Color
 - ☐ Cut/Contour Included
 - ☐ No
 - ☐ No



Not To Scale

Electrical Requirements

120V

Graphic resolution is representative of typical signage. Color and dimensional finish will vary slightly from actual. Color and dimensional finish will vary slightly from actual. Color and dimensional finish will vary slightly from actual.

Preliminary Artwork

Approved for Production
May 12, 2014

B.H.

CLIENT APPROVAL

REVISION DATES:
May 2, 2014

B.H.



PRIDE SIGNS

INTERNATIONAL
SIGN ASSOCIATION

sac face



255 PINEBUSH ROAD CAMBRIDGE ONTARIO CANADA TEL: 519.622.4046 FAX: 519.622.4031 WWW.PRIDEDESIGNS.COM

Mississauga, Ont

Maritz

DRAWN BY: B. Hardy
DATE: April 24, 2014

S/S Illuminated Channel Letters - 2 Sets Required
Scale: N.T.S.

SIGN AREA - 7.71m²



Digital Image to be prepared prior to production

Double Sided (D/S) Illuminated Channel Letters

- Hand formed aluminum returns painted to match PMS 233c
- 3/16" white LD 2447 acrylic w/ Pink 9416T vinyl with a digitally printed purple gradation layer applied to 1st surface
- "F" trim painted to match PMS 233c
- White LED illumination



Not To Scale



Drawing No.
MARI-CLL5W1L8.120B1

Refer to the
MARI-MSL5W1L8

Electrical Requirements
120V

Graphic rendition is representative of specific signage. Color, dimensional and material details should be verified using reference drawings and specifications. Pride Signs Ltd. is not responsible for incorrect installation caused by display and/or print variations.

SITE CHECK REQUIRED.

- Preliminary Artwork
- Approved for Production

CLIENT APPROVAL

REVISION DATES:
April 25, 2014
May 2, 2014

B.H.
D.H.



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255 PINEBUSH ROAD CAMBRIDGE ONTARIO CANADA TEL: 519.622.4040 FAX: 519.622.4031 WWW.PRIDESIGNS.COM

INTERNATIONAL
SIGN ASSOCIATION

sacface

SP UL

Mississauga, Ont

Maritz

DRAWN BY: B. Hardy
DATE: April 24, 2014



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 13-07200

RE: Samsung
 2050 Derry Road West – Ward 9

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 to have up to 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, both in total not greater in area than 2% of the building face on which the sign is located.	Three (3) fascia signs located between the limits of the top floor and parapet, each with an area not exceeding 2.14% of the building faces on which they are installed.

COMMENTS:

The proposed fascia signs are located one each on the north, south and west sides of the building. Only two of these fascia signs can be seen at the same time. The proposed increase in sign area is minor and the size of the signs proposed is in character with other similar signs in the area. The Planning and Building Department therefore has no concerns with the requested variance.



May. 12, 14

City of Mississauga
300 City Centre Drive.
10th Floor
Mississauga, ON.
L5B 3C1

Attn: Sign Permits/ Variance board

Re: Samsung (2050 Derry Rd.)

Non-conformities:

(3) Fascia signs at the upper floors of an office building and for exceeding the permitted 2% of building face.

Rationale:

The proposed fascia signage is to be placed on the east, west and south elevation of the property.

This is a large building occupying a large lot which requires a reasonable amount of signage for exposure and identification purposes.

Particularly on the south elevation, the building is setback from the road which makes a smaller sign difficult to spot. Due to the fact that the majority of the building face is covered with glazing, there is very little option for sign location. All 3 of these signs will be placed on the top floor of the building to minimize the distractions to motorists.

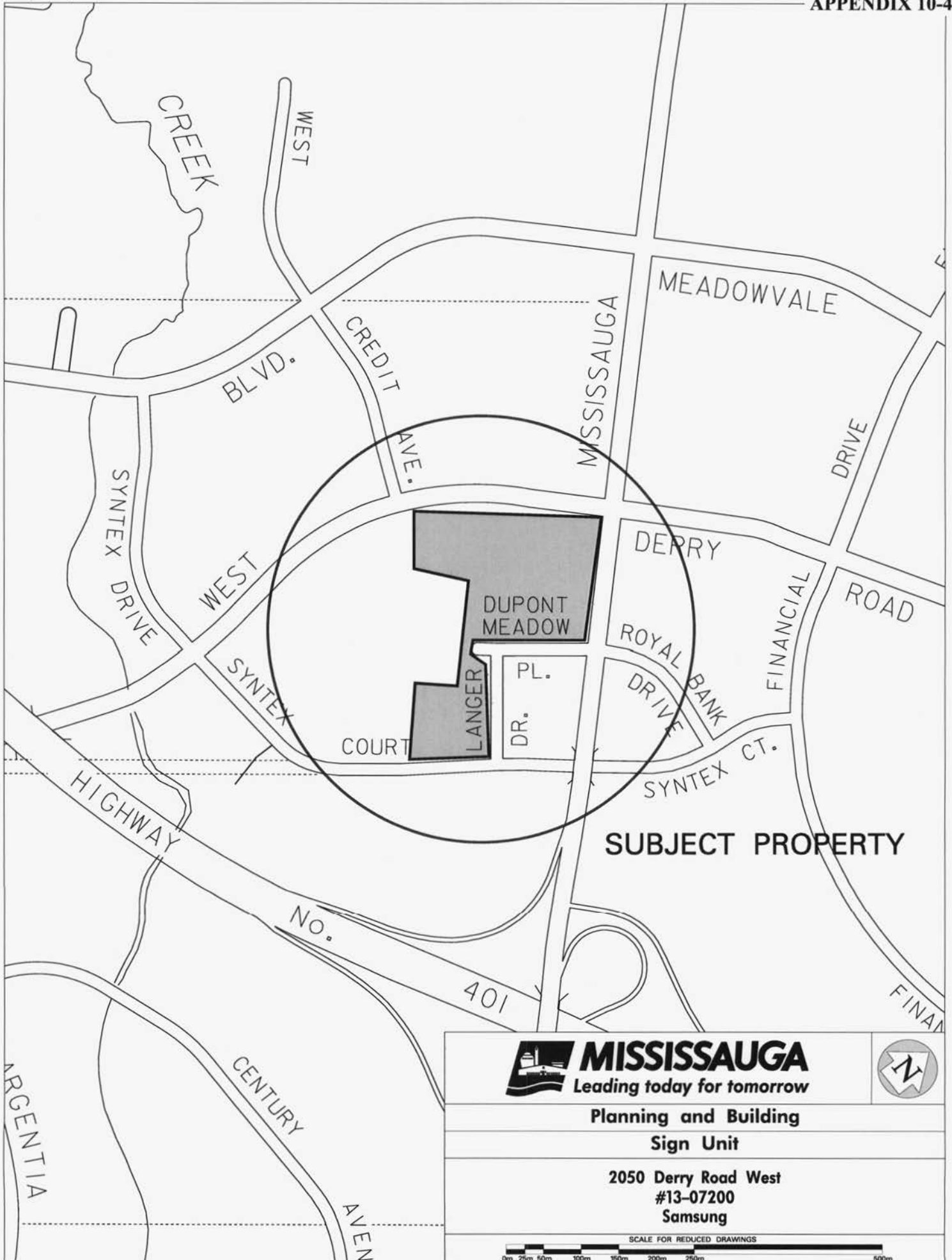
This area of the city is highly commercialized with a number of buildings which are similar in style. The Samsung will require these proposed signs to fit in with the character of the surrounding businesses.

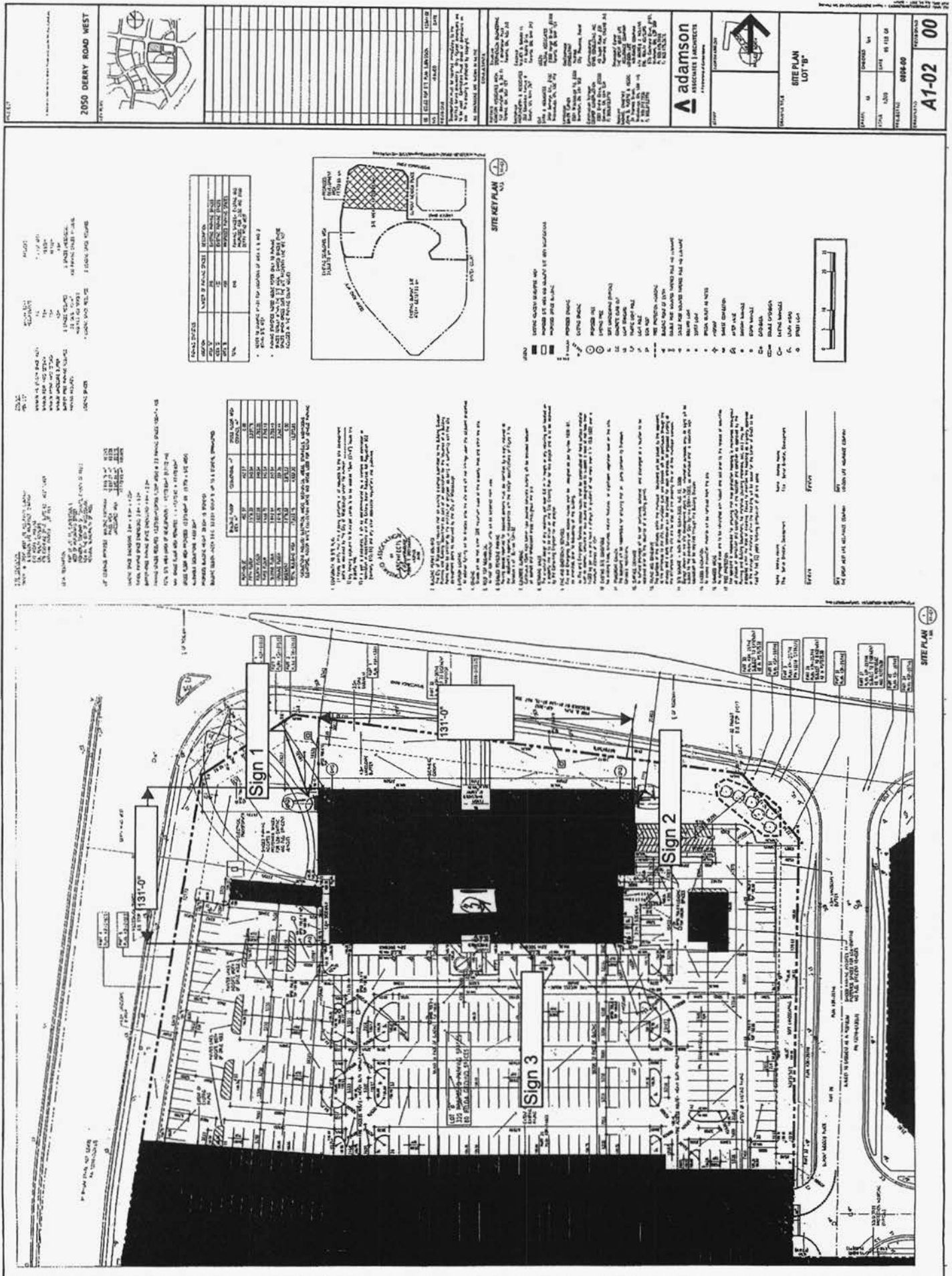
Furthermore, the illumination will add to the esthetics of the property and the cityscape creating a more appealing environment. The signage facing Howe will be illuminated with white LEDs which have low emission and leave a very small environmental footprint.

For these reasons and more, I would ask for a variance to allow for these sign.

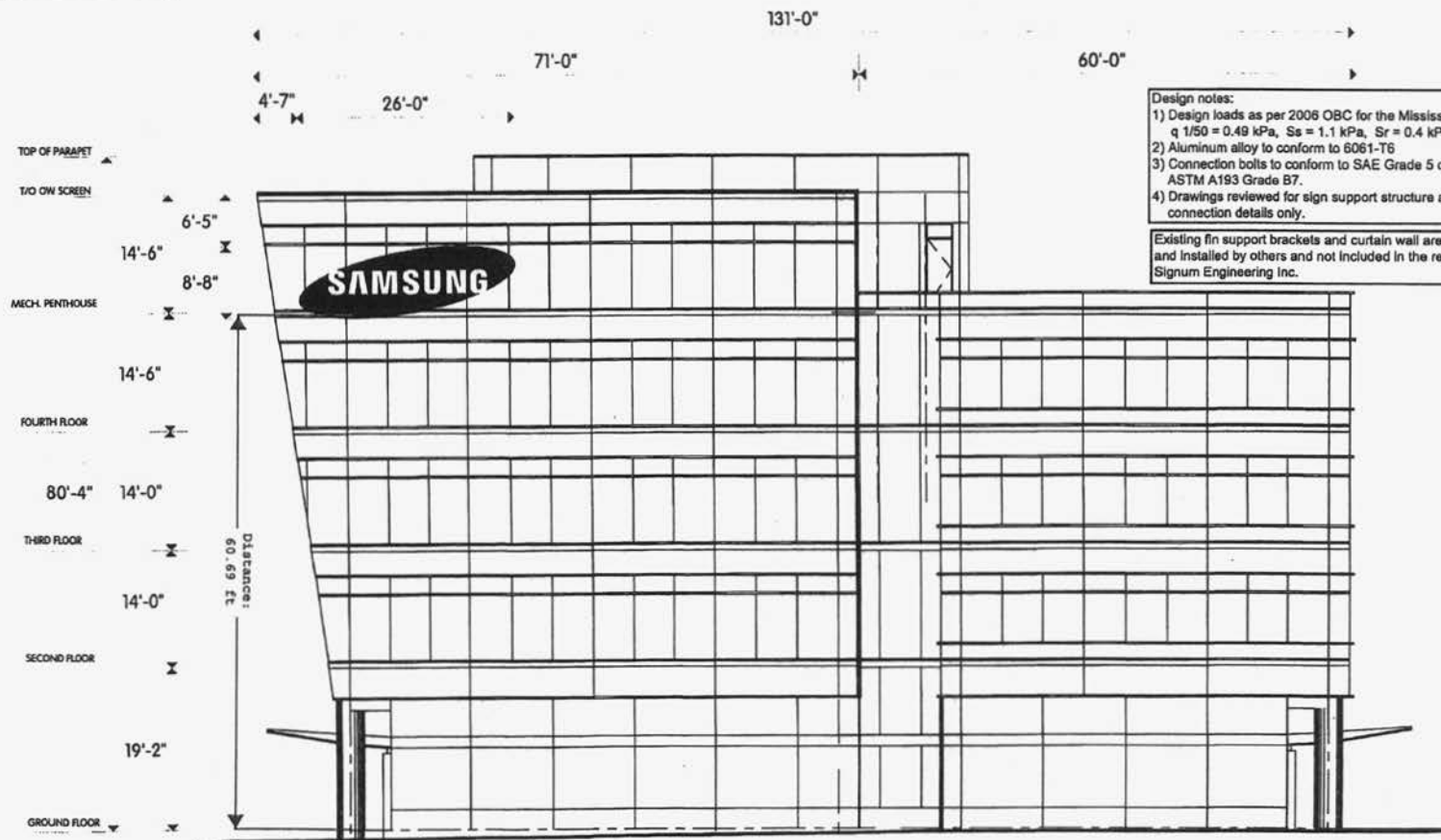
A handwritten signature in black ink, appearing to read 'Kevin Fan', with a horizontal line drawn through the middle of the signature.

Kevin Fan
Priority Permits
Ph: 778-397-1394
Fax: 1-888-738-3846
Email: jordan@prioritypermits.com





Sign 1



Design notes:
 1) Design loads as per 2006 OBC for the Mississauga area:
 $q = 1.50 = 0.49 \text{ kPa}$, $S_s = 1.1 \text{ kPa}$, $S_r = 0.4 \text{ kPa}$.
 2) Aluminum alloy to conform to 6061-T6
 3) Connection bolts to conform to SAE Grade 5 or ASTM A193 Grade B7.
 4) Drawings reviewed for sign support structure and connection details only.

Existing fin support brackets and curtain wall are designed and installed by others and not included in the review by Signum Engineering Inc.

NORTH ELEVATION

Signbox Area: 228 Sq. Ft
 Signbox Weight: 450 lbs.

- 1- ILLUMINATED OVAL SHAPED SIGNBOX: 8'-0" H. X 26'-0" L.
- .090 Thk. Aluminum Back Panels
 - Ex 14 Alum. Extruded Filler (4" Wide)
 - Signcomp #2104 Alum. Frame And #2123 Cover
 - White Panaflex Face With Digitally Printed Graphics
 - AVL 3P DC - 12 V Samsung L.E.D. Illumination c/w Remote Power Supplies

JOB NAME:

SAMSUNG

JOB LOCATION:

**2050 DERRY ROAD W.,
 MISSISSAUGA, ON**

PROJECT:

ILLUMINATED FLEXFACE SIGNBOX

DRAWING TITLE:

ELEVATIONS

DESIGNER:

T. FERRARO

DATE DRAWN:

NOVEMBER 12, 2013

DATE REVISED:

SCALE:

☒ **APPROVED BY:**

CUSTOMER:

DATE:

**APPROVED AS PER LAYOUT SPECIFICATIONS
 INDICATED ON THIS DOCUMENT**

VALEX
 SIGNAGE

7837 KIMBEL STREET TEL: 905-612-8005
 MISSISSAUGA, ONT. FAX: 905-612-8015
 L5B 1A7
 EMAIL: tony@valexsigns.com

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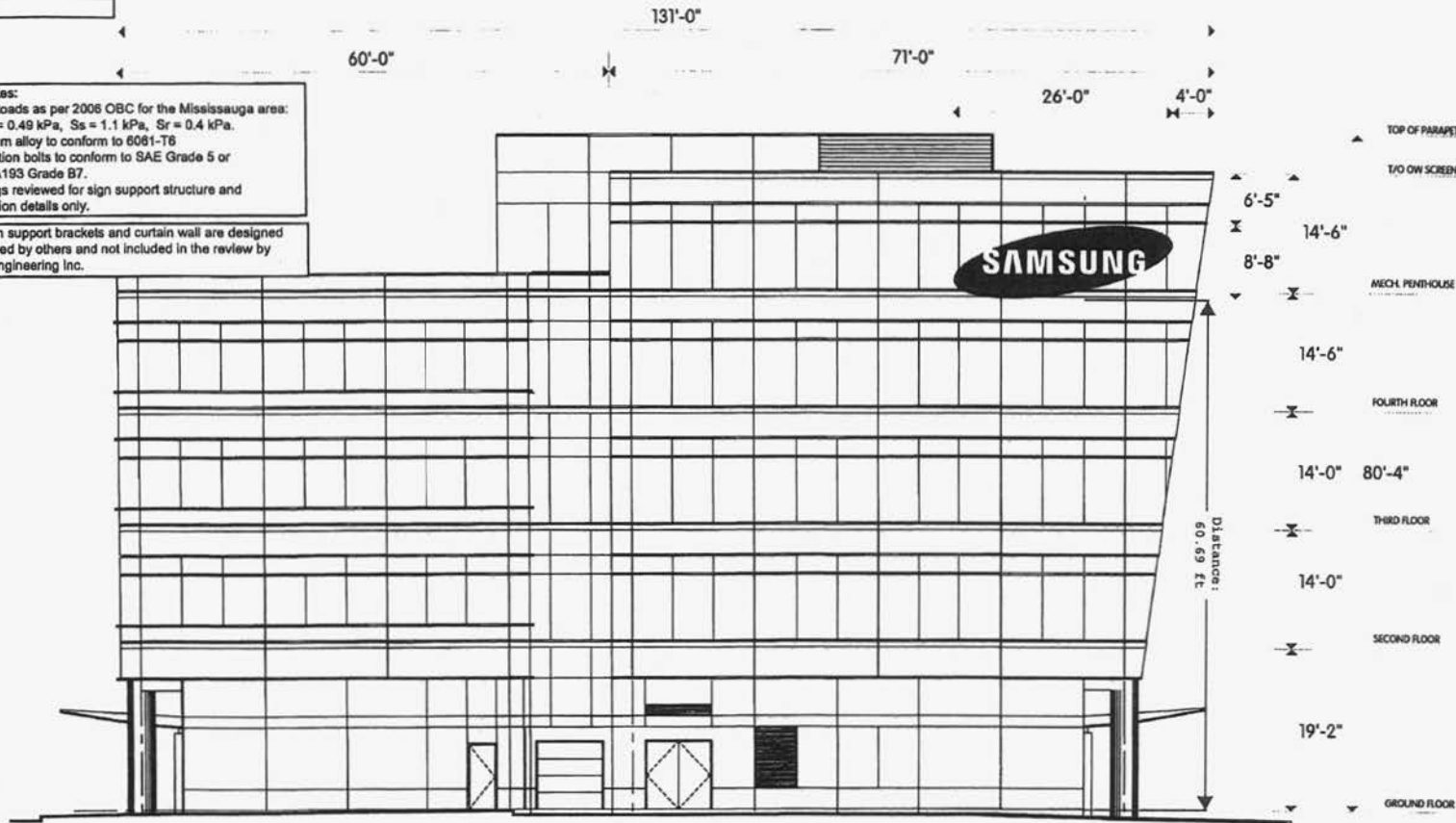


Engineered by:
Signum
 Engineering Inc.
 84 Skyview Cms.
 Windsor, ON, N2M 4J3
 Tel: 519-579-7206

Sign 2

Design notes:
 1) Design loads as per 2006 OBC for the Mississauga area:
 $q = 1/50 = 0.49 \text{ kPa}$, $S_s = 1.1 \text{ kPa}$, $S_r = 0.4 \text{ kPa}$.
 2) Aluminum alloy to conform to 6061-T6
 3) Connection bolts to conform to SAE Grade 5 or
 ASTM A193 Grade B7.
 4) Drawings reviewed for sign support structure and
 connection details only.

Existing fin support brackets and curtain wall are designed
 and installed by others and not included in the review by
 Signum Engineering Inc.



SOUTH ELEVATION

Signbox Area: 228 Sq. Ft
 Signbox Weight: 450 lbs.

- 1- ILLUMINATED OVAL SHAPED SIGNBOX: 8'-0" H. X 26'-0" L.
- .090 Thk. Aluminum Back Panels
 - Ex 14 Alum. Extruded Filler (4" Wide)
 - Signcomp #2104 Alum. Frame And #2123 Cover
 - White Panaflex Face With Digitally Printed Graphics
 - AVL 3P DC - 12 V Samsung I.E.D. Illumination c/w Remote Power Supplies

JOB NAME:

SAMSUNG

JOB LOCATION:

2050 DERRY ROAD W.,
 MISSISSAUGA, ON

PROJECT:

ILLUMINATED FLEXFACE SIGNBOX

DRAWING TITLE:

ELEVATIONS

DESIGNER:

T. FERRARO

DATE DRAWN:

NOVEMBER 12, 2013

DATE REVISED:

SCALE:

☒ **APPROVED BY:**

CUSTOMER:

DATE:

APPROVED AS PER LAYOUT SPECIFICATIONS
 INDICATED ON THIS DOCUMENT



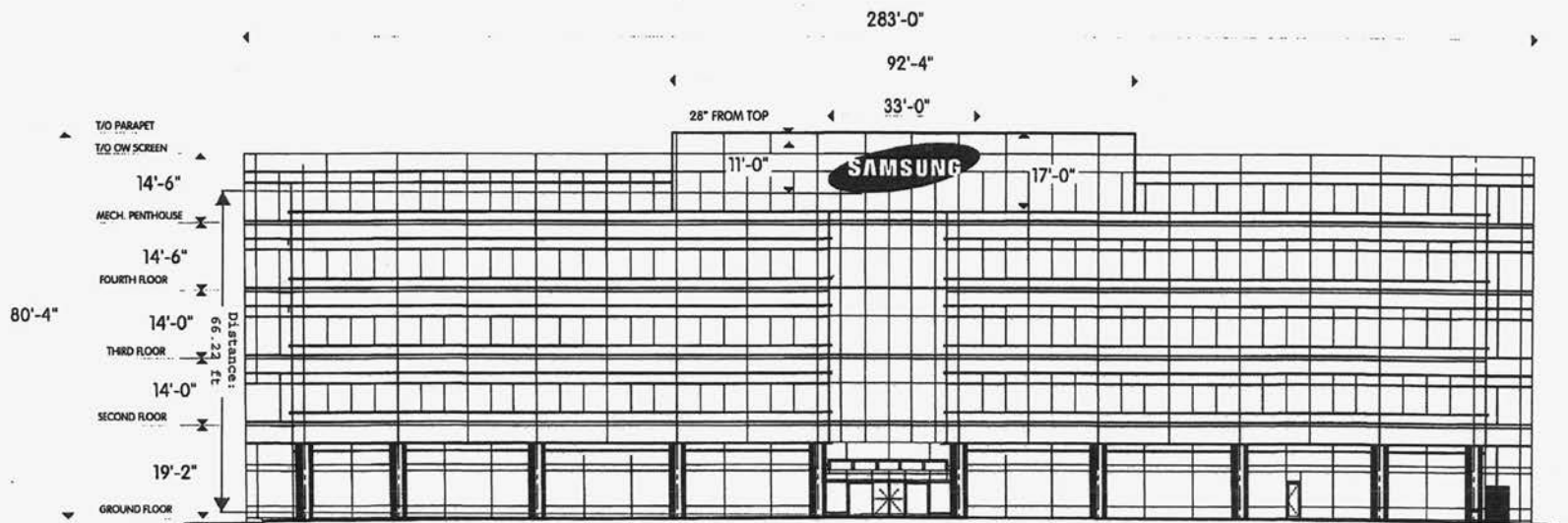
7837 KIMBEL STREET TEL: 905-612-8005
 MISSISSAUGA, ONT. FAX: 905-612-8015
 L6S 1A7
 EMAIL: tony@valexsigns.com

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Reviewed by:
Signum
 engineering
 44 Ridgwood Cn.
 Kitchener, ON, N2M 4J2
 tel: 519.373.7206

Sign 3



WEST ELEVATION

Signbox Area: 363 Sq. Ft
Signbox Weight: 700 lbs.

- 1- ILLUMINATED OVAL SHAPED SIGNBOX: 11'-0" H. X 33'-0" L.
- .090 Thk. Aluminum Back Panels
 - Ex 14 Alum. Extruded Filler (4" Wide)
 - Signcomp #2104 Alum. Frame And #2123 Cover
 - White Panaflex Face With Digitally Printed Graphics
 - AVL 3P DC - 12 V Samsung L.E.D. Illumination c/w Remote Power Supplys



Reviewed by:
Signum
engineering
84 Shadywood Cres.
Kirkland, ON, M3J 4T2
tel: 519-572-7206

- Design notes:
- 1) Design loads as per 2006 OBC for the Mississauga area:
 $q 1/50 = 0.49 \text{ kPa}$, $S_s = 1.1 \text{ kPa}$, $S_r = 0.4 \text{ kPa}$.
 - 2) Aluminum alloy to conform to 6061-T6
 - 3) Connection bolts to conform to SAE Grade 5 or ASTM A193 Grade B7.
 - 4) Drawings reviewed for sign support structure and connection details only.

JOB NAME:

SAMSUNG

JOB LOCATION:

2050 DERRY ROAD W.,
MISSISSAUGA, ON

PROJECT:

ILLUMINATED FLEXFACE SIGNBOX

DRAWING TITLE:

ELEVATIONS

DESIGNER:

T. FERRARO

DATE DRAWN:

NOVEMBER 12, 2013

DATE REVISED:

SCALE:

☒ APPROVED BY:

CUSTOMER:

DATE:

APPROVED AS PER LAYOUT SPECIFICATIONS
INDICATED ON THIS DOCUMENT



7537 KIMBEL STREET TEL: 905-612-8005
MISSISSAUGA, ONT. FAX: 905-612-8016
L5S 1A7
EMAIL: tony@valexsigns.com

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Sign 1/ Sign 2

1" X 2" X 1/8" CONTINUOUS-
ALUMINUM ANGLE inside box
WITH MATCHING 2" x 2" x 1/4"
ANGLE AT BACKSIDE OF SIGNBOX
ALUM. ALLOY: 6061-T6

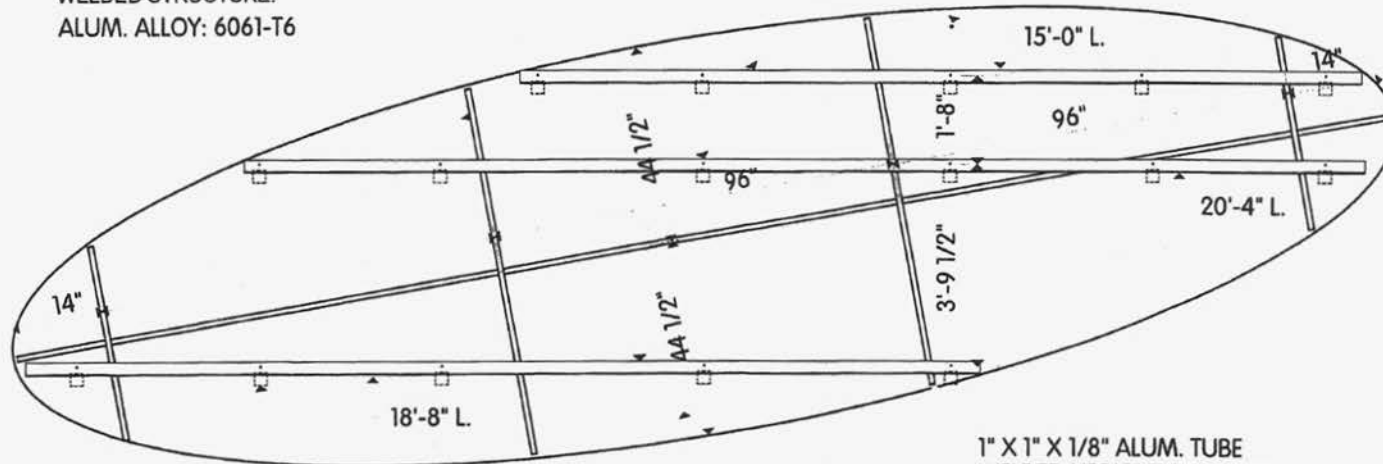


Design notes:
1) Design loads as per 2006 OBC for the Mississauga area:
q 1/50 = 0.49 kPa, S_s = 1.1 kPa, S_r = 0.4 kPa.
2) Aluminum alloy to conform to 6061-T6
3) Connection bolts to conform to SAE Grade 5 or
ASTM A193 Grade B7.
4) Drawings reviewed for sign support structure and
connection details only.

Reviewed by:
Signum
engineering
84 Shadywood Cres.
Kitchener, ON, N3M 4J1
tel: 519-572-7366

FEED HOLE

1" X 1" x 1/8" ALUM TUBE
WELDED STRUCTURE.
ALUM. ALLOY: 6061-T6



2" X 2" X 1/4" X 3" L. ALUM.
ANGLE WELDED BRACKET
WELDED TO RIDERS AT
BACK SIDE OF SIGNBOX
ALUM. ALLOY: 6061-T6

.090 ALUMINUM
BACK PANELS

1" X 1" X 1/8" ALUM. TUBE
WELDED UPRIGHT STIFFENERS
ALUM. ALLOY: 6061

26'-0"

STRUCTURAL DETAIL OF SIGNBOX FOR SOUTH EL. SIGN

JOB NAME:

SAMSUNG

JOB LOCATION:

2050 DERRY ROAD W.,
MISSISSAUGA, ON

PROJECT:

ILLUMINATED FLEXFACE SIGNBOX

DRAWING TITLE:

STRUCTURAL DETAILS

DESIGNER:

T. FERRARO

DATE DRAWN:

NOVEMBER 12, 2013

DATE REVISED:

SCALE:

☒ APPROVED BY:

CUSTOMER:

DATE:

APPROVED AS PER LAYOUT SPECIFICATIONS
INDICATED ON THIS DOCUMENT

VALEX
SIGNS
7537 KIMBEL STREET TEL: 905-812-8008
MISSISSAUGA, ONT. FAX: 905-812-6015
L3S 1A7
EMAIL: tony@valexsigns.com

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SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 12, 2014

FILE: 14-01046

RE: Paramount Fine Foods
 2635 Eglinton Ave. W. - Ward 9

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

Section 13	Proposed
Fascia signs are permitted a maximum sign area equal to 20% of the building façade which contain a main entrance to the building or faces a street.	One (1) fascia sign on the south elevation in addition to other existing fascia signs, with a combined total sign area equal to 29.21% of the building facade.
Additional signs may be located on the side and rear elevations of the building which does not have a main entrance for the public and faces a parking lot or driveway but does not face a residential use within 100m of the building face. The combined sign area cannot exceed 15% of the building wall.	Two (2) fascia signs on the west elevation in addition to other existing fascia signs, with a combined total sign area equal to 27.83% of the building wall.

COMMENTS:

The proposed signs are designed in a manner which compliments the architectural style of the structure and adds animation to the building. They are consistent with the corporate design of other restaurants within Mississauga. The Planning and Building Department therefore finds the variance acceptable from a design perspective.



PARAMOUNT

Fine Foods

May 27, 2014

Paramount Fine Foods
10 Four Seasons Place, Suite 601
Toronto, ON, M9B6H7

RE: Paramount Fine Foods - Signage

To whom it may concern,

Please be informed that the signage for our restaurant located at 2635 Eglinton Ave. W., Mississauga, ON, L5M7E1 has significant meaning to our whole Paramount Fine Foods concept. The "P" logo's are Paramount's Identity and the characters symbolize Halal and Islamic culture. The Halal symbols are an important part of Paramount Fine Foods concept, as they address the public that we only serve Halal Food.

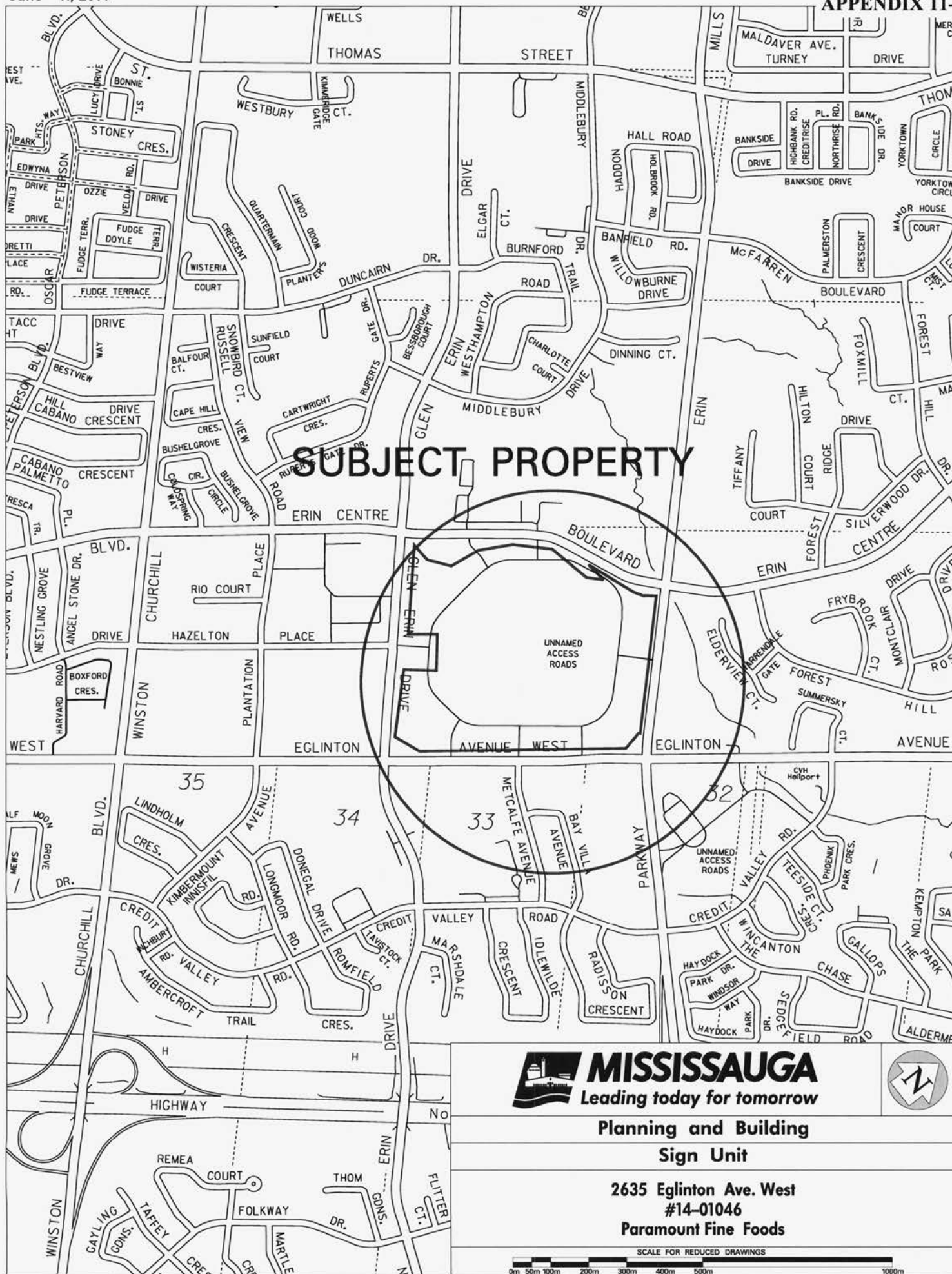
These signs are the proper look for Paramount Fine Foods and are necessary for the purpose of addressing Halal foods to the general public and the Islamic Culture.

Sincerely,

Rosanna Skinner
Chief Operating Officer- Paramount Holding Group
For- 1726837 Ontario Inc.
O/a Paramount Fine Foods.
Office Phone-416-695-8900 ext 24.
Email: rosanna@paramountfinefoods.com

10 Four Seasons Place, Suite 601, Toronto, Ontario M9B6H7

T: 416-695-8900 | F: 416-695-9100 | E: info@paramountfinefoods.com



**CUSTOMER
SIGN TYPE**

**CUSTOMER
APPROVAL**

Signature: _____

Date: _____

- Exterior Elevation West**
- wall art area is 6.47 sq m.
 - vinyl wall art is 18.05 sq m.
 - Total sign area is 24.52 sq m.
 - Total front elevation area 141.64 sq m
 - Total weight wall art is 80lbs 36.29 kg
 - wall art Installed 4.1 m from grade
 - vinyl wall art Installed 1.0 m from grade



1 - 81

APPENDIX 11-4

CUSTOMER: Build it by design
ORDER #
DATE: 3/31/14

CONTACT: Kevin Campbell
PHONE: (905)-696-0480
EMAIL: kevin@builditbydesign.ca
REP: Doug
DESIGNER: Darren

REVISION # v1 2of3
SITE ADDRESS: Erin Mills Town Centre
Mississauga
CHECKED BY:



**Kwik
SIGNS**

905.420.0504
1.888.746.KWIK
Fax 905.420.6919

1735 Orangebrook Court, Pickering, ON L1V
INFORMATION CONTAINED IN THE DRAWING, INCLUDING GRAPHIC
AND TECHNICAL DETAIL, REMAINS THE PROPERTY OF Kwik Signs
AND CANNOT BE USED WITHOUT WRITTEN CONSENT.

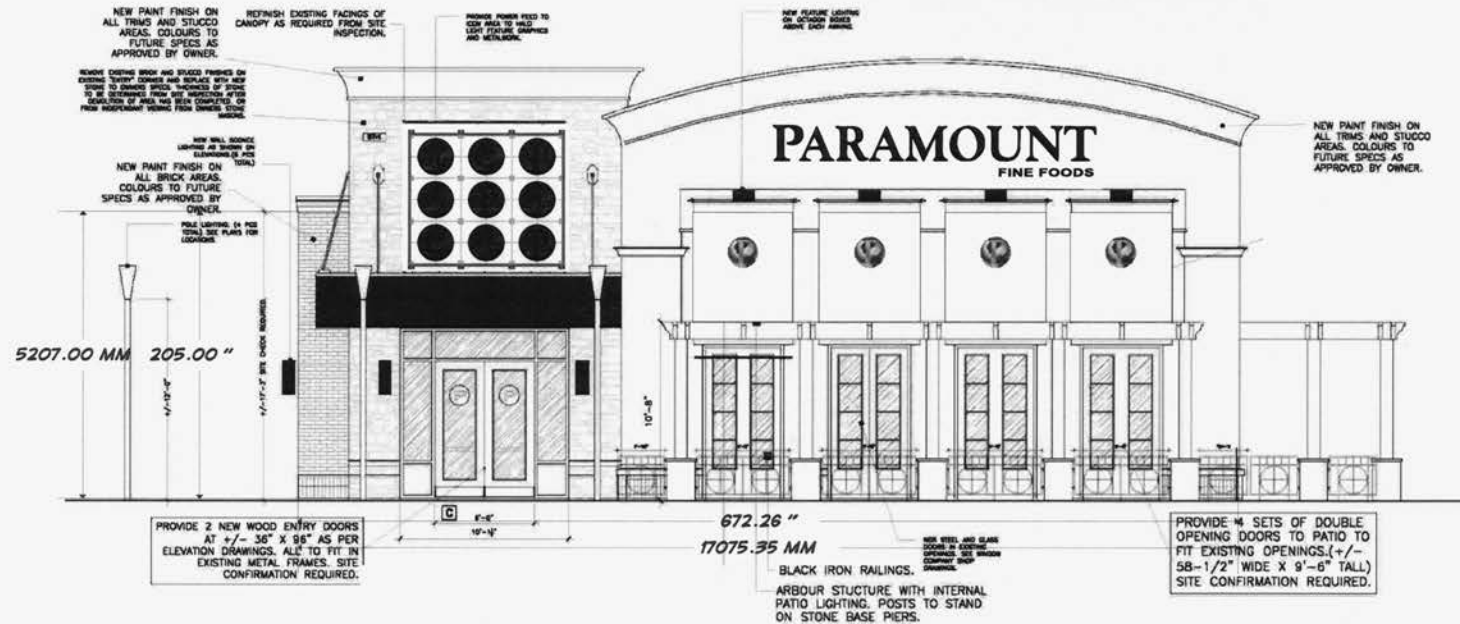
**CUSTOMER
SIGN TYPE**

**CUSTOMER
APPROVAL**

Signature: _____

Date: _____

- Exterior Elevation South**
- wall art area is 6.47 sq m.
 - Total front elevation area 88.8 sq m
 - Total weight wall art is 80lbs 36.29 kg
 - wall art Installed 4.1 m from grade



1 - 82

APPENDIX 11-5

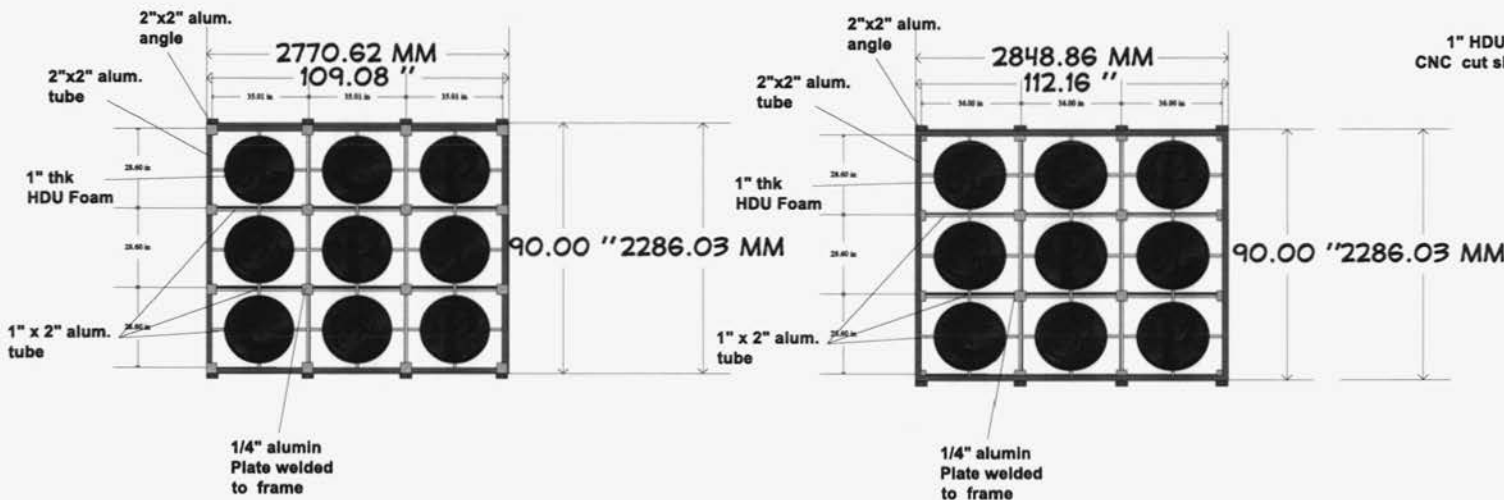
CUSTOMER: Build it by design	CONTACT: Kevin Campbell	REVISION # v1 1 of 3
ORDER #	PHONE: (905)-696-0480	SITE ADDRESS: Erin Mills Town Centre Mississauga
DATE: 3/31/14	EMAIL: kevin@builditbydesign.ca	
	REP: Doug	
	DESIGNER: Darren	CHECKED BY:



**Kwik
SIGNS**

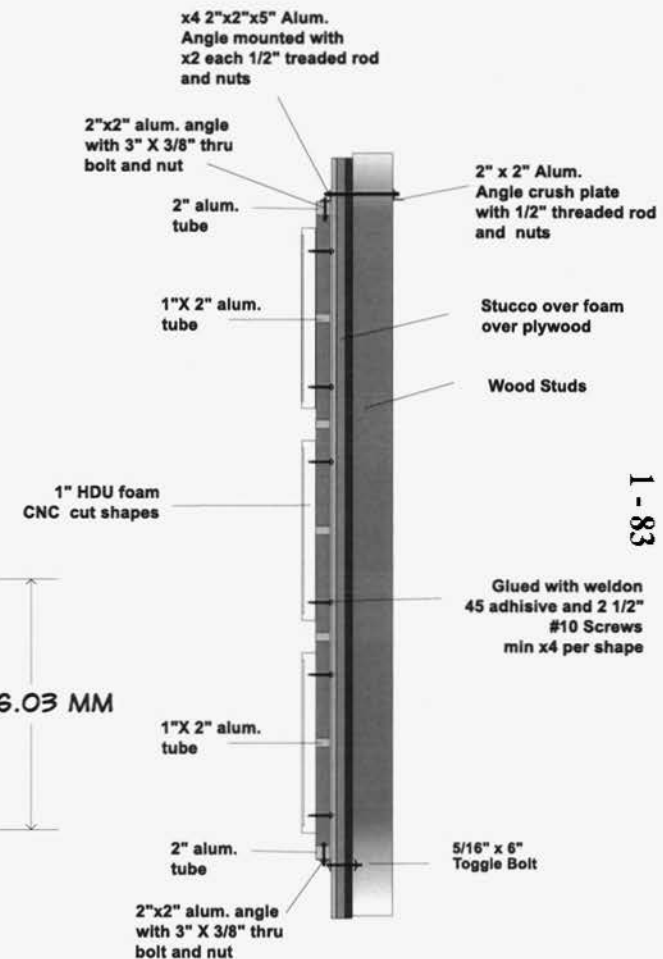
905.420.0504
1.888.746.KWIK
Fax 905.420.6919

1735 Orangebrook Court, Pickering, ON L1W 1J1
INFORMATION CONTAINED IN THIS DRAWING, INCLUDING GRAPHIC, I
AND TECHNICAL DETAIL, REMAINS THE PROPERTY OF Kwik Signs, Inc.
AND CANNOT BE USED WITHOUT WRITTEN CONSENT.



Exterior Elevation South

Exterior Elevation West



1 - 83

CUSTOMER: Build it by design	CONTACT: Kevin Campbell	REVISION # v1 3 of 3	<p>905.420.0504 1.888.746.KWIK Fax 905.420.0919 1735 Orangebrook Court, Pickering, ON L1W INFORMATION CONTAINED IN THIS DRAWING, INCLUDING GRAPHIC AND TECHNICAL DETAIL REMAINS THE PROPERTY OF Kwik Signs AND CANNOT BE USED WITHOUT WRITTEN CONSENT.</p>
ORDER #	PHONE: (905)-696-0480	SITE ADDRESS: Erin Mills Town Centre Mississauga	
DATE: 10/15/13	EMAIL: kevin@builditbydesign.ca	CHECKED BY:	
	REP: Doug		
	DESIGNER: Darren		



Corporate Report

Clerk's Files

Originator's
Files FA.31 14/003 W4

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Payment-in-Lieu of Off-Street Parking (PIL) Application**
4033 Hurontario Street, Unit 5
East side of Hurontario Street, south of Absolute Avenue
Owner: Dr. Solon Guzman
Applicant: Salmona Tregunno Inc.

Ward 4

RECOMMENDATION: That the Report dated August 19, 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 14/003 W4, Dr. Solon Guzman, 4033 Hurontario Street, Unit 5, east side of Hurontario Street, south of Absolute Avenue, be adopted in accordance with the following for "Installment Payment" agreements:

1. That the sum of \$33,500.00 plus interest, be approved as the amount for the payment-in-lieu of two (2) off-street parking spaces and that the owner/occupant enter into an agreement with the City of Mississauga for the payment of the amount owing in installment payments.
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 Dr. Solon Guzman for

a dental office with a gross floor area of 203.68 m²
(2,192.4 sq. ft.).

3. That the execution of the PIL agreement and payment 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:**

- An application has been made to allow a second storey addition to the at-grade retail within the Absolute Development for a dental office within Unit 5, resulting in a deficiency of two (2) 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 Installment Agreement and payment of the required fee of \$33,500 plus interest in accordance with the terms of the Agreement.

BACKGROUND:

An application has been filed requesting payment-in-lieu of providing two (2) on-site parking spaces. The purpose of this report is to provide comments and recommendations with respect to the application.

COMMENTS:

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

Neighbourhood Context

The subject lands are located on the east side of Hurontario Street, south of Absolute Avenue, and comprise the southernmost unit (Unit 5) in the at-grade retail within the podium facing Hurontario Street on the site that is known for the Marilyn tower. The commercial units are a single storey, but two storey in height with 2 floors of apartment units above them.

The site is located within the Downtown Core and forms part of the Absolute World development. The vision for the Downtown is a vibrant mixed use urban area with a high level of design. There are plans for the Hurontario Main Street Light Rail Transit along Hurontario Street directly in front of the subject site.

The surrounding lands are described as follows:

North: Adjacent at-grade commercial units, Absolute Avenue, parking structure and office;

East: Five apartment towers (50 storeys, 56 storeys, 35 storeys, 31 storeys and 27 storeys);

South: Burnhamthorpe Road East, apartments;

West: Hurontario Street, surface parking, office

PIL Request

The owner is seeking to add a second storey to their unit for a proposed two (2) storey dental office. The gross floor area will be increasing by 82.08 m² (883.5 sq. ft.) from 121.60 m² (1,308.9 sq. ft.) to 203.68 m² (2,192.4 sq. ft.) and thereby required an additional two (2) parking spaces.

Mississauga Official Plan designates the lands "Downtown Mixed Use" and the By-law zones them "CC2(3)" both of which permit the proposed dental office among other retail uses, restaurants, hotels, offices, and apartments.

The Zoning By-law requires a parking rate of 4.3 spaces per 100 m² (1,076 sq. ft.) of gross floor area for retail uses, but 6.5 spaces per 100 m² (1,076 sq. ft.) of gross floor area for a medical office (dental office). The Absolute development was constructed to provide for a total of 31 parking spaces within the structured parking garage and met the requirement for retail uses. The addition of a second storey, which creates additional gross floor area in combination with the higher parking rate for the dental office, requires an additional two (2) parking spaces (33 spaces total). As the development has already been constructed and occupied, there is no opportunity to construct additional parking on-site.

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 the existing parking supply in the surrounding area can accommodate on site parking deficiencies.

There are public on-street parking spaces on Absolute Avenue, and a total of 157 public on-street parking spaces within 500 m (1,640 ft.) of the site. The surrounding area also has numerous private paid parking lots including on the north side of Absolute Avenue and the west side of Hurontario Street. As a result of the above, there is sufficient parking supply in the surrounding area to accommodate a reduction of two (2) parking spaces for the proposed dental office.

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

The Absolute development has been completed and built on an urban model with underground parking garages and no surface lots. The area lands have all been registered as condominium corporations with individual unit ownership and an individual commercial unit owner has no ability to construct additional parking on site.

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

The proposed use conforms to Mississauga Official Plan and Zoning By-law 0025-2007. In addition, there are plans for the Hurontario Main Street Light Rail Transit line to run along Hurontario Street in front of the subject lands which can help to reduce the number of automotive trips in the future.

Based on the foregoing, the proposed dental office is considered reasonable and does not constitute an overdevelopment of the site.

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. The agreement stipulates the following:

- payment-in-lieu of off-street parking is provided for two (2) parking spaces (one above grade structured parking space and one below grade structured parking space);
- a total payment of \$33,500.00 plus interest is required;
- since payment will be paid in installments, the cost of registering the agreement on the title of the lands is to be borne by the applicant;
- the end dates when monies are to be paid and an index for increased costs (including an interest rate of prime plus 1.5% per annum) has been included in the agreement with September 30, 2016 being the final date all monies are to be paid.

FINANCIAL IMPACT:

As of July 27, 2014, the balance of the Payment-in-Lieu of Off-Street Parking account for the Downtown Core was \$822,678.00 and with the incorporation of the monies from this application, the account will have a balance of \$856,178.00.

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.

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

- there are on-street parking and off-street parking opportunities in the immediate vicinity to offset the on-site shortfall of two (2) parking spaces;
- there are no opportunities to create additional parking on the subject site; and,
- there are no significant changes proposed to the appearance or functionality of the site.


ATTACHMENTS:

Appendix 1: Site and Policy Histories

Appendix 2: Aerial Photograph

Appendix 3: Excerpt of Existing Land Use Map

Appendix 4: Proposed Floor Plan



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Jonathan Famme, Development Planner

Dr. Solon Guzman

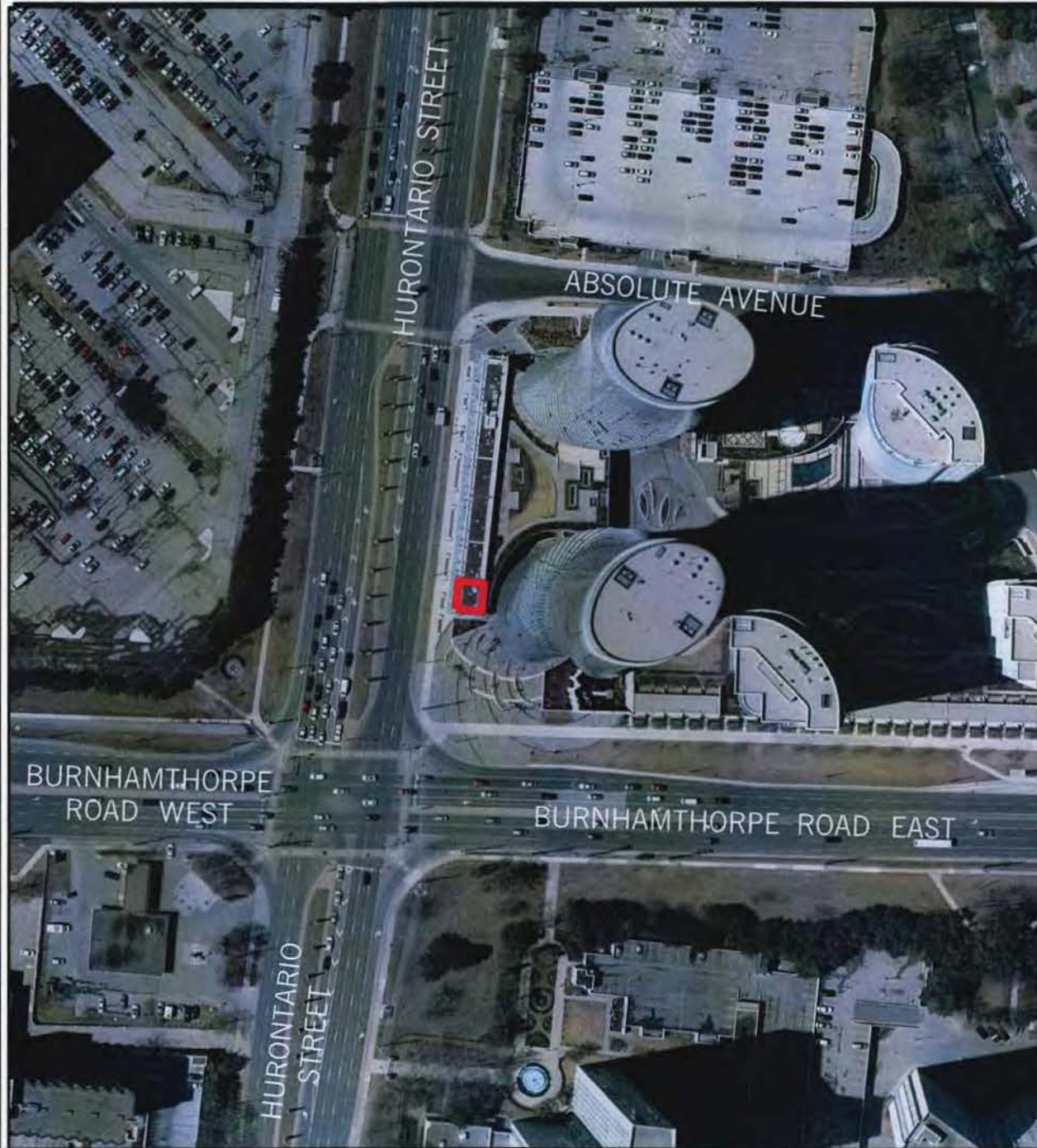
File: FA.31 14/003 W4

Site History

- January 30, 2009 - Site Plan was approved under SP 06/198 W4 for 2 towers (50 and 56 storeys) with podium containing 589 m² (6,340 sq. ft.) of at-grade commercial
- November 19, 2012 – Condominium registered as PSCP #939

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;
- 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.



LEGEND:



SUBJECT LANDS
50 ABSOLUTE AVENUE, UNIT 5

DATE OF AERIAL IMAGERY: SPRING 2014



SUBJECT:

DR. SOLON GUZMAN



FILE NO:
FA 31 14 /003 W4

DWG. NO:
FA14003A

SCALE:
1:2000

DATE:
2014/09/08

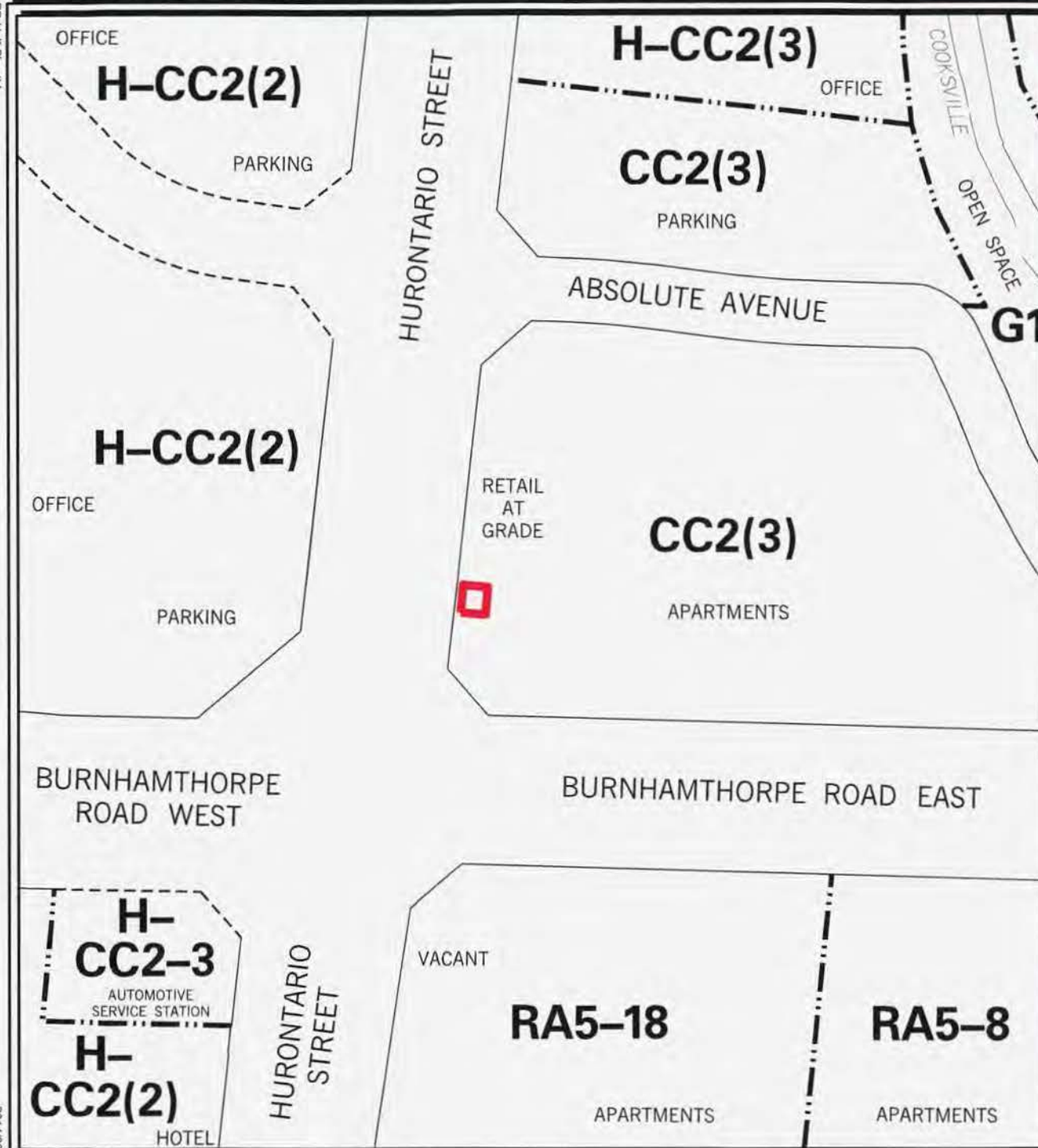
DRAWN BY:
A.SHAH

APPENDIX 2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

PB-Half-Size-14



LEGEND:



SUBJECT LANDS
50 ABSOLUTE AVENUE, UNIT 5

THIS IS NOT A PLAN OF SURVEY.



SUBJECT:

DR. SOLON GUZMAN



FILE NO:
FA 31 14 /003 W4

DWG. NO:
FA14003R

SCALE:
1:2000

DATE:
2014/09/08

DRAWN BY:
A.SHAH

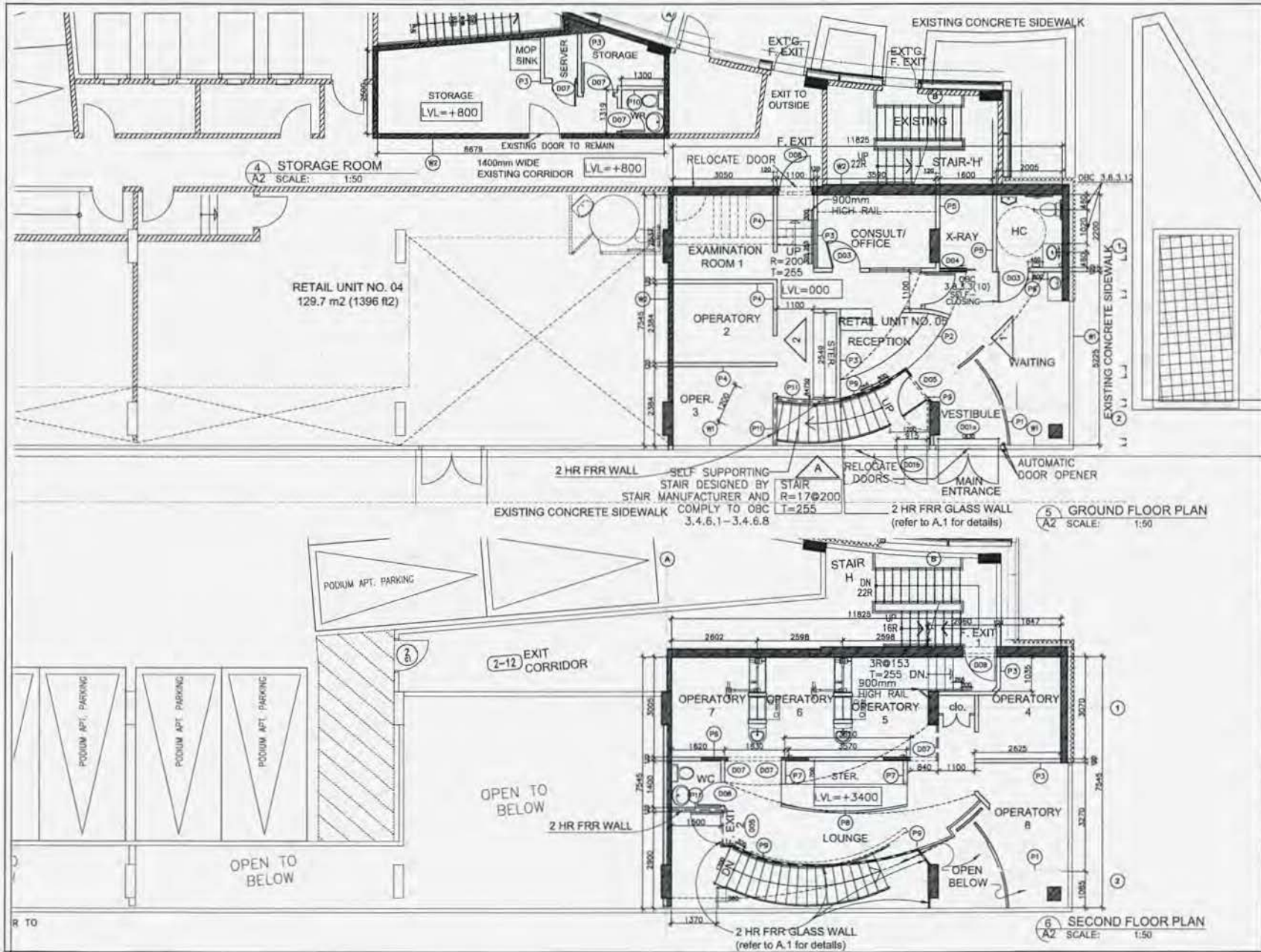
MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX 3

2014/09/19

apasha



DATE	DESCRIPTION	CHECKED BY
JUL 15 2013	UPDATES AS PER MEETING JUL 4, 2013 WITH CLIENT	T. RO
APRIL 25 2013	REVIEWED AS PER GENERAL CONSULTANT'S REQUEST	N. RO
FEB. 28 2013	REVISION FOR RE-SUBMISSION FOR BUILDING PERMIT APPEAL	D. RO
FEB. 24 2013	REVISION FOR RE-SUBMISSION FOR BUILDING PERMIT APPEAL	A. RO
FEB. 22 2013	REVISION FOR RE-SUBMISSION FOR BUILDING PERMIT APPEAL	E. RO
JAN. 14 2013	RE-SUBMISSION FOR BUILDING PERMIT APPEAL	Z. RO
NOV. 22 2012	ISSUED FOR BUILDING PERMIT	L. RO

NOTE: Contractor is to check and verify all dimensions and conditions on the ground and in connection with any discrepancy in the drawings and/or before proceeding with the work.



Salmona Tregunno Inc.
200 WEST 10TH AVENUE
VANCOUVER, BC V6Z 1G1
TEL: 604-681-1111
FAX: 604-681-1112

Project Name:	
Absolute World Dental Centre (Dr. Selon Guzman)-ZONBLD 13 6417	
Project Location:	
Ground, Second and Storage Floor Plan	
Date:	Issued:
JUL 2013	JUL 2013
Job No.:	Rev. No.:
871 2013	02
Scale:	Checked By:
1:50	
Drawn By:	File No.:
A2	201302-001151010



Corporate Report

Clerk's Files

Originator's
Files CD.21.SIT

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Site Plan Control By-law Update - Eglinton Avenue West and
Ridgeway Drive**
City of Mississauga **Ward 8**

RECOMMENDATION: That Site Plan Control By-law 0293-2006, as amended, be further amended in accordance with the draft By-law attached as Appendix 1 to the report dated August 19, 2014, from the Commissioner of Planning and Building.

BACKGROUND: In June 2006, the City of Mississauga's Site Plan Control By-law was consolidated and updated, and was adopted by City Council under By-law 0293-2006. In addition to periodic reviews of this By-law by the Planning and Building Department, City Council may also adopt recommendations from staff with respect to development applications or land use studies that necessitate updates to the By-law. This Corporate Report addresses further changes to the Site Plan Control By-law as a result of comments received from the Ministry of Transportation (MTO) with respect to the Plan of Subdivision application under file T-M94025 Phase 3 W8, located in the Churchill Meadows Employment Area at the southwest quadrant of Eglinton Avenue West and Ridgeway Drive.

COMMENTS: The application for Plan of Subdivision for this quadrant was circulated to relevant departments and agencies as part of the Development and Design Division's typical process for application

review and comment. In their response, MTO noted that development of these employment lands may generate enough traffic to create unacceptable levels of delay at the nearby access points to Highway 403. To address this possible outcome, Ministry staff have requested, through comments on the Subdivision application, that the entire Employment Area be subject to site plan control, as opposed to the current scenario where only some of the lands are subject to site plan control. This will allow the Ministry to be circulated on site plan applications and related traffic studies in this area. Staff note that the northeast portion of the site has already been registered under a separate phase of this Plan of Subdivision, and therefore does not need to be part of this amendment to the Site Plan Control By-law.

Two of the properties within the Plan of Subdivision are the subject of site plan applications, under files SP 11/015 W8 and SP 13/171 W8, however the recommendation from staff to place all of the properties in the Employment Area under site plan control is not contingent upon the outcome or approval of these applications.

Appendix 1 to this report is the draft by-law to amend the Site Plan Control By-law.

It is therefore recommended that a new item (v) be added to Subsection 5 as follows:

- (v) All development or redevelopment of the lands shown on Schedule 14 attached to this By-law.

Mapping Update

To illustrate the Employment Area identified above, it is recommended that a new Schedule "14" be added to the Site Plan Control By-law.

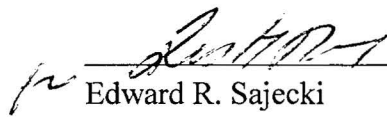
COMMUNITY ISSUES

No community or public meetings are required to be held under the provisions of the *Planning Act*, R.S.O. 1990, c.P.13.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Staff recommend that the entirety of the unregistered portion of the Churchill Meadows Employment Area be placed under site plan control to ensure that traffic issues can be addressed to the satisfaction of the Ministry of Transportation as each parcel or lot proceeds through the development approval process. This recommendation is not contingent upon the outcome of the two site plan applications currently in process.

ATTACHMENTS: Appendix 1: Draft By-law to Amend the Site Plan Control By-law



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: David Breveglieri, Development Planner

A by-law to amend By-law Number 0293-2006, as amended, being
the Site Plan Control By-law.

WHEREAS pursuant to section 41 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may by by-law, designate the whole or any part of the municipality as a Site Plan Control Area, where in the Official Plan the area is shown or described as a proposed Site Plan Control Area;

AND WHEREAS the Corporation of the City of Mississauga enacted By-law 0293-2006, as amended, being a Site Plan Control By-law;

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

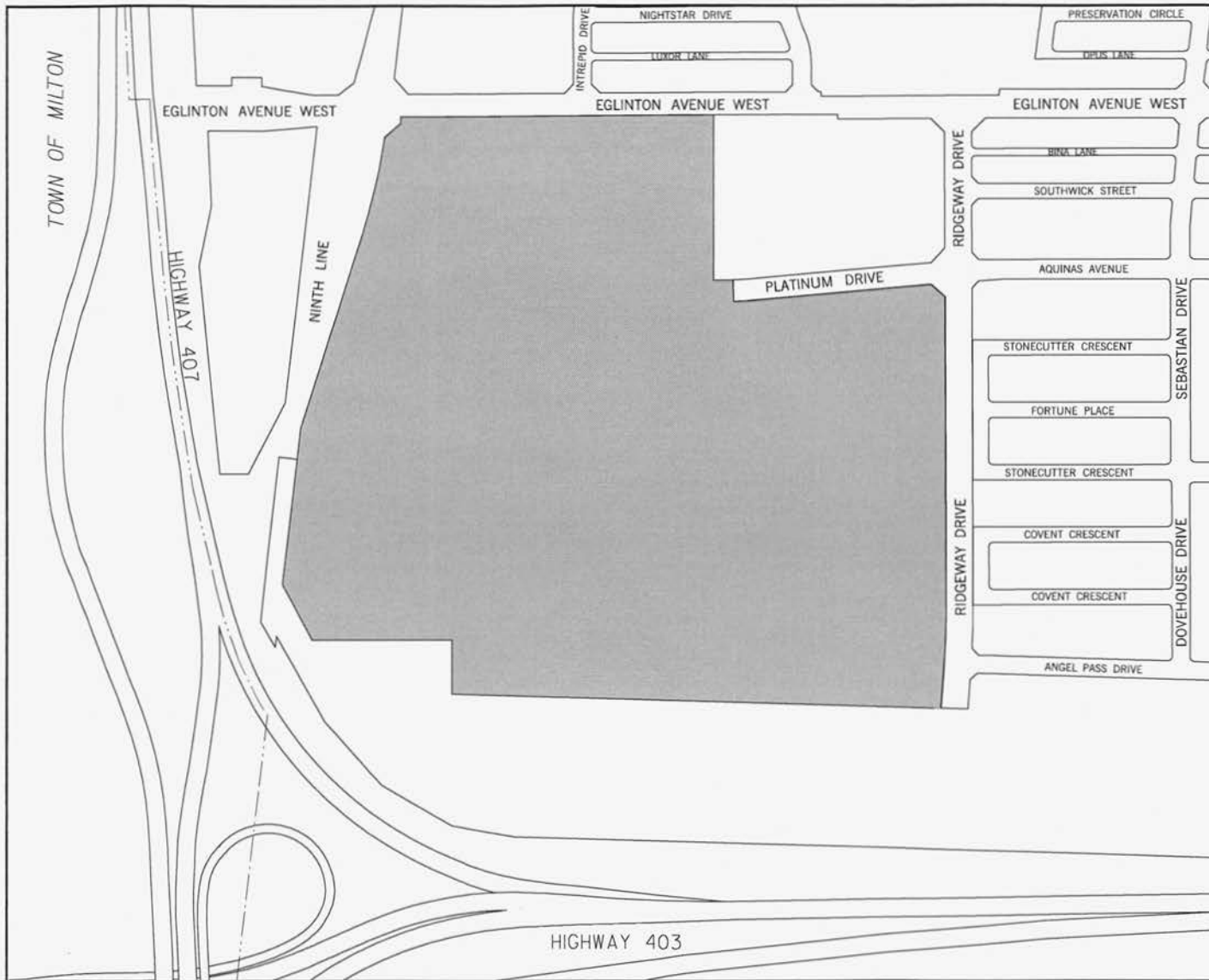
1. By-law Number 0293-2006, as amended, being the City of Mississauga Site Plan Control By-law, is amended as follows:
 - (a) Section 5 is amended by adding:

"(v) All development or redevelopment on the lands shown on Schedule "14" attached to this By-law.
 - (b) Adding Schedule "14" attached hereto.

ENACTED and PASSED this _____ day of _____ 2014.

MAYOR

CLERK



 SITE PLAN CONTROL AREA

CITY OF MISSISSAUGA

**THIS IS SCHEDULE "14" TO
BY-LAW 0293-2006**

AS AMENDED BY

BY-LAW _____

PASSED BY COUNCIL ON



Corporate Report

Clerk's Files

Originator's

Files CDM-M14003 W5

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Draft Plan of Condominium Application**
To convert a portion of Westwood Mall into a Commercial Condominium
7215 Goreway Drive
East side of Goreway Drive, North of Derry Road East
Owner: Westwood Mall Holdings Limited
Applicant: Duka Property Management Inc.
Bill 51

RECOMMENDATIONS: That the Report dated August 19, 2014, from the Commissioner of Planning and Building regarding the application to convert a portion of Westwood Mall into a commercial condominium containing 264 units, under File CDM-M14003 W5, Westwood Mall Holdings Limited, 7215 Goreway Drive, be adopted in accordance with the following:

1. That the Draft Plan of Condominium under File CDM-M14003 W5, Westwood Mall Holdings Limited, 7215 Goreway Drive, east side of Goreway Drive, north of Derry Road East, be approved by the Commissioner of Planning and Building in accordance with the conditions

of draft plan approval requested by commenting departments and agencies to the satisfaction of the Planning and Building Department and the Legal Services Division;

2. That the Planning and Building Department monitor the success of the Westwood Mall and report back to Planning and Development Committee whether or not the policies and regulations need to be updated to address retail condominium conversions.

**REPORT
HIGHLIGHTS:**

- Applicant is proposing to convert a portion of the existing Westwood Mall into a condominium comprised of 264 commercial units;
- Registration of the condominium will result in the creation of a separate parcel of land in the middle of the existing building and property;
- Concerns related to future redevelopment potential and the creation of property lines through an existing building are discussed; and
- Staff are working with Legal Counsel to develop conditions that will protect the interests of the property owner, future condominium unit owners and the City.

BACKGROUND:

Condominium approval was sub-delegated from Council to the Commissioner of Planning and Building in 2003. In cases where there are unique conditions and/or circumstances, a report is to be brought forward to the Planning and Development Committee.

The purpose of this report is to provide an overview of the proposal and to confirm Council's direction with respect to the processing of the application.

Westwood Mall, with over 100 shops and services, was originally constructed in 1969 with several subsequent additions and free standing buildings being added to the site. The total Gross Floor Area (GFA) of retail on site is 35,500 m² (382,131 sq. ft.). The main mall excluding the Walmart and Beer store, which are free-standing, is 23,403 m² (251,916 sq. ft.).

The Condominium Proposal

On May 12, 2014 Westwood Mall Holdings Limited (Duka Property Management Inc.,) submitted a condominium application under file number CDM-M14003 W5 to convert a portion of the existing Westwood Mall into 264 commercial condominium units. The proposed condominium will be located in the center of the existing mall building and property (Appendix I-2). Upon registration of the condominium, the property will effectively be severed thereby creating new property lines that will extend through the existing mall building and property. The owner intends to retain the balance of the mall building and property in its ownership and does not have plans to convert the entire mall to condominium ownership at this time.

The proposal is to convert 4,516 m² (48,611 sq. ft.) located in the two-storey centre portion of the existing mall building into a 264 unit condominium, with 188 units on the ground floor and 76 units on the second floor. This represents approximately 20% of the mall. The ground floor units will be made up of shops, services and restaurants while the second floor units will be occupied by shops and a food court. Similar to other condominiums, each unit can be bought and sold by unit owners and there will be common areas such as washrooms, garbage rooms, hallways and parking areas which would be managed by the Condominium Corporation.

The proposed units are substantially smaller than a standard retail unit in a mall as they range in size from 6.05 m² (65 sq. ft.) to 57.62 m² (620 sq. ft.), with the majority being less than 18.6 m² (200 sq. ft.). The existing commercial units in the mall range from 25.45 m² (274 sq. ft.) to over 2 508 m² (27,000 sq. ft.), with the average being in the 74 m² (800 sq. ft.) to 130 m² (1,400 sq. ft.) range (Appendices I-7 and I-8). The proposed units will be fully self-contained and will be separated from each other by floor to ceiling walls, with the exception of 13 "kiosk" style units on the ground floor.

This application is being brought to the Planning and Development Committee since it is unique as this is the first condominium

conversion application that will result in property lines running through an existing building creating a separate parcel in the middle of a large property. Upon condominium registration, the two retained portions of the mall building will be located on separate parcels of land that can be sold to other individuals. Generally, condominium applications are submitted for an entire parcel and in cases where an application forms less than the whole of a vacant parcel, the balance of the lands are subject to a future condominium application.

When the site plan for the units was first submitted in November 2012, staff from the Transportation and Works and Planning and Building Departments identified the following issues through the processing of the applications and has been working with the applicant to address the following concerns:

- provision of parking on the condominium property;
- the condominium property is to have street frontage and access;
- ensuring the condominium parcel is able to operate independently (services, utilities, parking, access, etc.) of the remainder of the building upon registration;
- ensuring public access through the condominium and retained portions of the mall so that visitors to the mall can travel between the sections so it feels like one mall; and,
- Protecting the long term re-development potential of the site.

COMMENTS:

There are no provisions in the *Planning Act* or the *Condominium Act* which would prohibit the creation of a condominium in the middle of a freehold building/property.

Official Plan

The lands are located within the Malton Community Node Character Area of Mississauga Official Plan (MOP) and are designated "Mixed Use", which permits uses such as retail, residential,

secondary office, restaurant, and personal service establishments. The applicable Special Site 1 policies deal with matters such as improving pedestrian linkages; creating a focal point on the north side of Westwood Mall; improving the main entrance to the mall from Goreway Drive; improving on-site circulation; and, design matters to be addressed should additional development occur. An amendment to MOP is not required as neither a change in use nor new floor space being proposed is under the condominium application.

Zoning

The lands are zoned "**C3**" (**Commercial**) which permits retail, service, office, hospitality and entertainment/recreation uses. The proposal does not require a zoning change. There have been a number of minor variances which address parking. A summary is contained in Appendix I-1.

Other Condominiums

The City of Mississauga is home to almost 400 condominiums. Townhouse complexes make up 53% of all condominiums and high-rise apartments another 25%. The balance is comprised of industrial, commercial and mixed use developments (Appendix 1-11). As the City's building stock ages, the City is seeing an increased interest in conversion projects in both the residential and non-residential sectors as they provide an opportunity to recover capital investments needed to upgrade older buildings. To date, all of the conversion applications have involved the entire building and property.

The Westwood Mall proposal is the first of its kind where a portion of the existing building is proposed to be converted to a condominium, flanked on either side by the remainder of the freehold building.

Pacific Mall in Markham 25,000 m² (270,000 sq. ft.)(400 units) and Splendid China Square Inc. in Toronto (8,400 m²) (90,000 sq. ft.) (150 units) are examples of malls that are

comprised of small retail condominium units. Each mall differs from the Westwood Mall proposal in that the entire building and property are included within the condominium and are much larger in scale. Staff in Markham and Toronto indicated that the malls appear to be operating smoothly except for weekend parking issues.

Parking

In 2012, in conjunction with a long term lease for a Walmart, the Committee of Adjustment approved a minor variance to allow parking at Westwood Mall to be provided at a reduced rate of 4.0 spaces/100 m² GFA (1,384 spaces), whereas the Zoning By-law requires parking at a rate of 5.4 spaces/100 m² GFA (1,868 spaces). The reduced rate was justified with a satisfactory parking utilization study that included a survey of the existing commercial mall and a proxy survey for the Walmart. The parking study was based on a total gross floor area of 34 600 m² (372,431 sq. ft.).

The City's zoning by-law requires parking for commercial development to be provided based on the type of use and the gross floor area of the building. It is not based on the number or tenure of the units. The subject condominium application does not involve a change in use or additional gross floor area, existing rental commercial space is being converted to condominium commercial space, and therefore, there is no change in the parking required by the By-law. Should additional development be proposed in the future, a parking utilization study would be required that considers both the rental and condominium units, as well as any new floor area.

Although the existing square footage is not changing, the number of stores is increasing substantially due to the small size of the units. Appendix I-9 illustrates that one rental unit occupies the same space as 10-12 new condominium units. It is uncertain how this increase in units will affect parking demand. The conditions of condominium draft plan approval will ensure that the shared

parking between the condominium and the rest of the mall property will be seamless for customers.

Long Term Redevelopment Opportunities

The condominium application before the City represents a new hybrid form of retail development comprised of both rental and condominium units, the success of which will be determined by the market. The City has responded to issues created by changes to the retail landscape in the past, however, in this case tenure remains a concern. Where lands are held in a single ownership, redevelopment decisions are relatively uncomplicated as they are made by one owner. If, at some point in the future, market forces render the small condominium units as unviable, the redevelopment potential of the condominium property could be hampered by the number of condominium owners that must agree to any proposed change.

While Policy 10.3.7 of Mississauga Official Plan provides that "The conversion of multi-unit industrial development to industrial condominiums will be discouraged for lands within Intensification Areas and along Corridors", there are currently no provisions in Mississauga Official Plan that address the conversion of retail/commercial buildings to condominium tenure.

COMMERCIAL MARKET REVIEW

The nature of retail development has evolved over time; from the general store to main street, strip plazas, shopping centers, malls and big-box developments. This proposal is a new form of retail development that is unique in the Greater Toronto Area because it combines freehold and condominium retailers in one building.

Kircher Research Associates Ltd., a real estate consulting firm, has been retained to provide the City with an opinion regarding the feasibility of the proposal. The following are some of the observations from Kircher Research. Although it is good to see a significant investment occurring in an outdated mall, there are risks associated with this form of development including:

1. The owner/investor may lack retail experience resulting in mistakes in tenant selection resulting in turnover of shops which is not desirable.
2. In the GTA, other retail condominiums are geared to the shopping habits of the East Asian community. This project appears to be geared to the South Asian community. There are no other examples in the GTA to compare this, to so it is unknown if the shopping habits will be the same as the East Asian community
3. There may be difficulties with respect to competition between the condominium units and the rental mall units arising from the fact the condominium units will have to charge higher rents to achieve an acceptable return on investment.
4. Due to the high square footage acquisition cost for the condominium units as opposed to commercial leases, the operating success is unknown.
5. With the smaller unit sizes, merchandise will need to be small but of high value. The demand for such merchandise in this area of the City may be limited, which again may impact the viability of the businesses.

The City does not regulate market viability of projects. However, if this is approved, it would be prudent to monitor the success of the project and determine whether or not additional policies or regulations are required to deal with any possible future applications.

CONDITIONS OF DRAFT PLAN APPROVAL

As the proposed condominium is a new development concept for the City, external legal counsel with significant condominium experience has been retained to assist the City in determining the necessary conditions of draft plan approval and to ensure that the following matters are addressed:

- appropriate agreements and easements, which must run with the land and bind subsequent purchasers, are in place to

- appropriate agreements and easements, which must run with the land and bind subsequent purchasers, are in place to enable the seamless operation of the mall across property lines;
- should either the freehold or condominium portion of the mall be demolished, the balance of the property must be able to continue to operate independently, which includes ensuring that appropriate access and parking be assigned to the condominium property, and compliance with the Building Code to ensure the closure of any connections and the provision of all building services;
- reciprocal pedestrian and vehicular access arrangements are created through legal agreements;
- the owner of the freehold lands maintain the ability to continue to develop/redevelop the retained lands without being unnecessarily encumbered by easements in favour of the condominium; and,
- constraints to the long-term redevelopment potential of the site are minimized.

It is critically important that the necessary agreements and easements are in place to ensure that the condominium and freehold components of the mall can operate together, and if necessary, apart. In addition to the standard set of draft plan conditions, staff with outside counsel is developing conditions of condominium draft approval to address these matters.

CONCLUSION

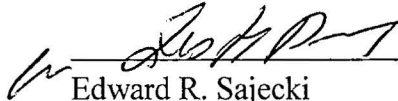
Although a retail building containing condominium and freehold components is a new concept, the *Planning Act*, the *Condominium Act* and Mississauga Official Plan do not contain any provisions which would prohibit the proposed development. Should the application be approved to allow a condominium located in the middle of the property with its own frontage and vehicular access, the southern portion of the remaining Westwood Mall property is of sufficient size to accommodate redevelopment or intensification with or without the condominium corporation's involvement.

The appropriate conditions of condominium draft approval can be developed which will ensure that the interests of the City, future

condominium unit owners and the owner of the balance of the lands are protected.

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Malton Character Area
Schedule 10: Land Use Designations
Appendix I-4: Excerpt of Existing Land Use Map
Appendix I-5: Site Plan
Appendix I-6: Elevations
Appendix I-7: Floor Plans
Appendix I-8: Condominium Plan
Appendix I-9: Excerpt from Ground Floor Plan
Appendix I-10: General Context Map
Appendix I-11: Location of Non-Residential Condominiums



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Carmen Gucciardi, Manager, Development Services

Westwood Mall Holdings Limited**File: CDM-M14003 W5****Site History**

- May 5, 2003 – The Region of Peel approved the Mississauga Plan Policies for the Malton District which designated the subject property "General Retail Commercial".
- June 20, 2007 – Zoning By-law 0225-2007 came into force, zoning the subject property "C3" (General Commercial).
- September 6, 2012 – Committee of Adjustment application 'A' 372/12 W5 approved an outdoor garden centre ancillary to a retail store (Walmart) and reduced the parking rate to 4.0 spaces per 100 m² of GFA - Non-Residential (1,384 parking spaces) including 24 spaces for persons with disabilities for all uses on the Westwood Mall property. The Zoning By-law required parking to be provided at a rate of 5.4 spaces per 100 m² GFA - Non-Residential (1,868 parking spaces) for all permitted uses on-site.
- October 2012 – Fieldgate Commercial contacted the City to determine if site plan approval is required for interior changes and facade improvements to create a condominium within a portion of Westwood Mall.
- November 2, 2012 – Site Plan application submitted to convert a portion of the existing mall into a 264 unit condominium under file SP 12/191 W5.
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which were appealed. As no appeals have been filed for the subject property, the policies of the new Mississauga Official Plan apply. The subject property is designated "Mixed Use" in the Malton Community Node Character Area.
- February 7, 2013 – Site plan approval issued for new freestanding retail building (Walmart) on existing Westwood Mall property under file SP 11/195 W5.
- May 17, 2013 – Committee of Adjustment approved an application to allow the lease of a parcel of land within the Westwood Mall property in excess of 21 years for commercial purposes (Walmart) under file 'B' 36/13 W5.
- October 15, 2013 – Conditional permit issued to facilitate improvements to the exterior and interior of the two-storey central portion of Westwood Mall, on the basis that the interior works were for rental units. A building permit was issued on March 28, 2014.

Westwood Mall Holdings Limited**File: CDM-M14003 W5****Site History**

- January 21, 2014 – Site Plan Approval Express application to permit elevation changes to the former grocery store located south of the new Walmart under file SPAX 14/009 W5.
- January 30, 2014 – Site Plan application submitted for the expansion and renovation to the southern portion of the mall and also includes three new commercial pad buildings under file SP 14/013 W5.
- February 26, 2014 – Site Plan approval issued for interior and exterior renovations to the two-storey central portion of Westwood Mall under file SPM 12/191 W5.
- May 1, 2014 – Site Plan application submitted in support of the condominium conversion of the central two storey portion of Westwood Mall under file SP 14/061 W5.
- May 12, 2014 – Draft Plan of Condominium application submitted to convert the two-storey central portion of Westwood Mall into 264 commercial condominium units under file CDM-M14003 W5.
- May 28, 2014 – Site Plan application deemed to be satisfactory for the purpose of submitting a condominium application.
- May 29, 2014 – Condominium application circulated.
- July 24, 2014 – Committee of Adjustment approved a minor variance application under file 'A' 258/14 W5 to allow a condominium within a portion of the existing Westwood Mall property by permitting the zone standards to apply to the zoning boundary of the subject property, whereas the Zoning By-law requires that they shall apply to each parcel of land. The variance allows the proposed condominium property and the remainder of the property to be treated as one for the purpose of meeting Zoning By-law requirements. The 2014 minor variance also re-establishes the parking variance granted in 2012 under file 'A' 372/12 W5, and therefore, the rate of 4.0 spaces per 100 m² GFA non-residential (1,384 spaces) applies to both the condominium and freehold lands.



LEGEND:



PROPOSED CONDOMINIUM



**EXISTING WESTWOOD MALL
PROPERTY**

DATE OF AERIAL IMAGERY: SPRING 2014



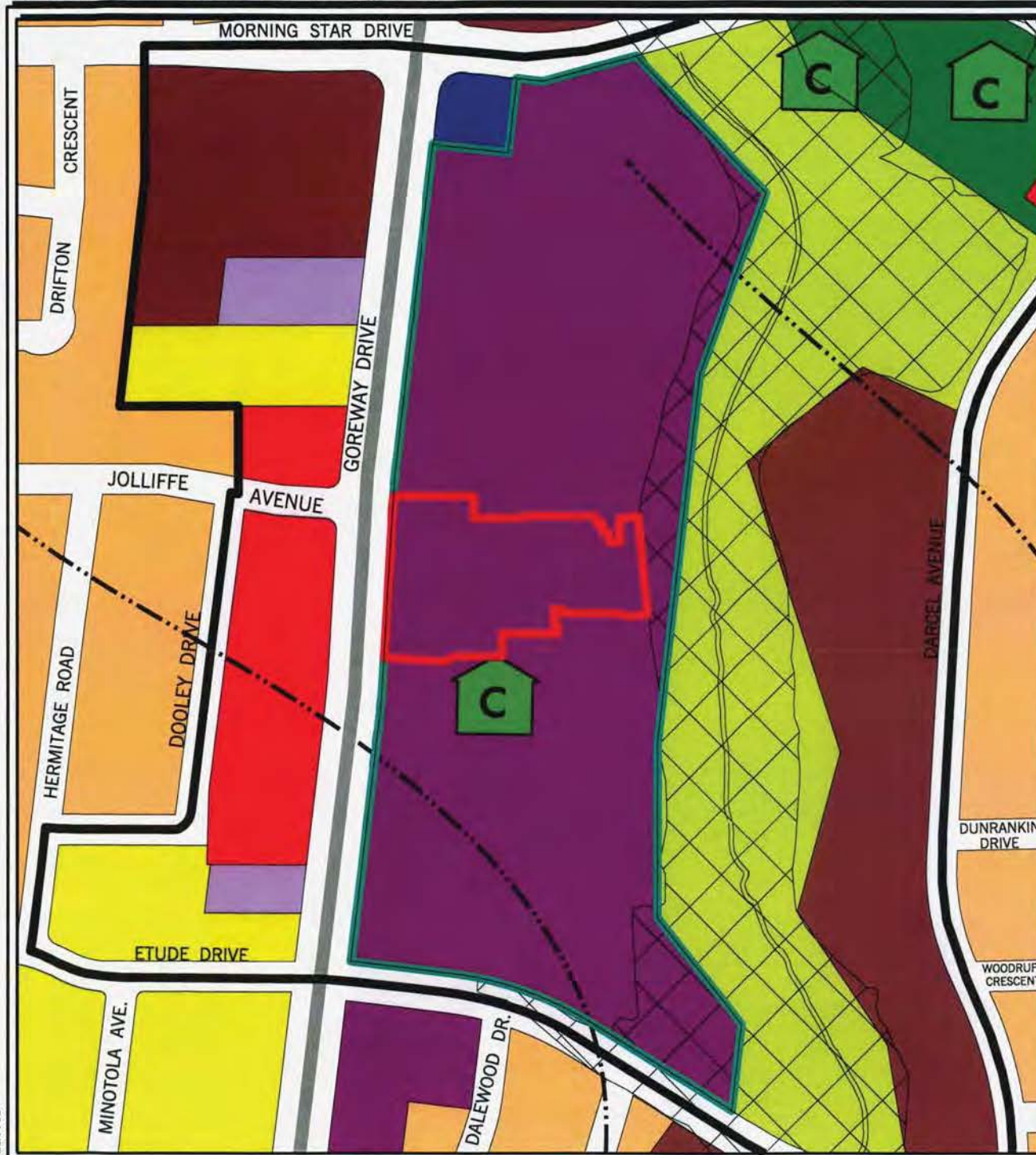
SUBJECT:
WESTWOOD MALL HOLDINGS LIMITED



FILE NO: CDM-M14003 W5	
DWG. NO: 14003A	
SCALE: 1:4500	
DATE: 2014/09/08	APPENDIX I-2
DRAWN BY: A.SHAH	

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

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

LAND USE LEGEND

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

CITY STRUCTURE

Elements

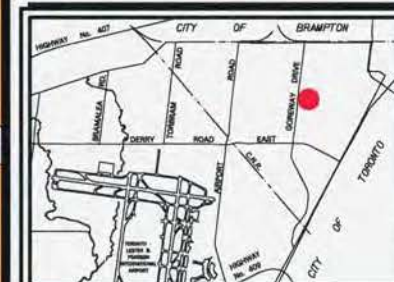
Downtown	Corporate Centre
Major Node	Employment Area
Community Node	
Neighbourhood	

PROPOSED CONDOMINIUM

EXISTING WESTWOOD MALL PROPERTY

SUBJECT:

WESTWOOD MALL HOLDINGS LIMITED

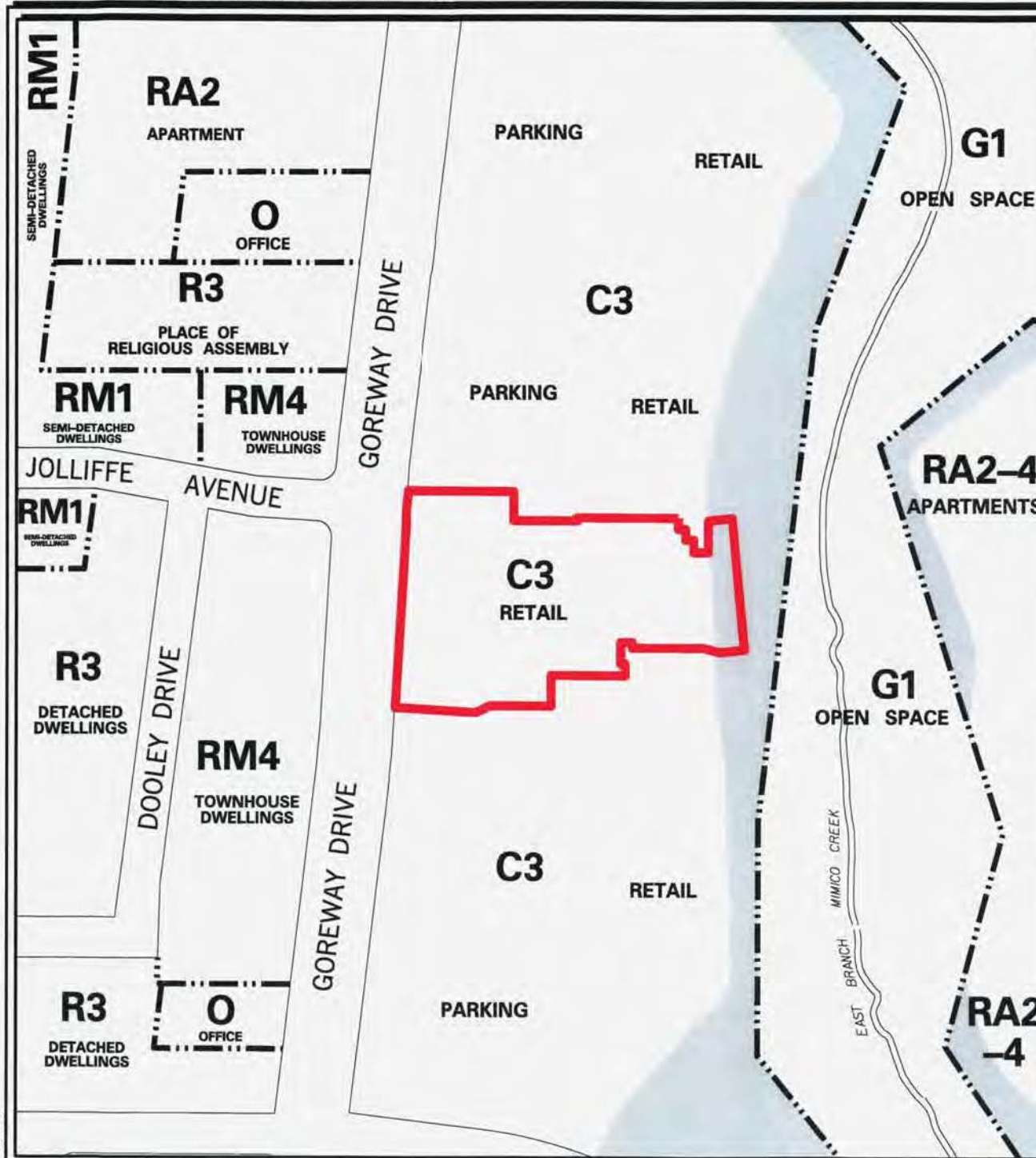


FILE NO: CDM-M14003 W5
DWG. NO: 14003L
SCALE: 1:4000
DATE: 2014/09/08
DRAWN BY: A.SHAH

MISSISSAUGA
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T&W, Geomatics

APPENDIX I-3



LEGEND:



PROPOSED DRAFT PLAN OF
CONDOMINIUM TO CREATE
264 COMMERCIAL CONDOMINIUM
UNITS

THIS IS NOT A PLAN OF SURVEY.



SUBJECT:

WESTWOOD MALL HOLDINGS LIMITED



FILE NO:
CDM-M14003 W5

DWG. NO:
14003R

SCALE:
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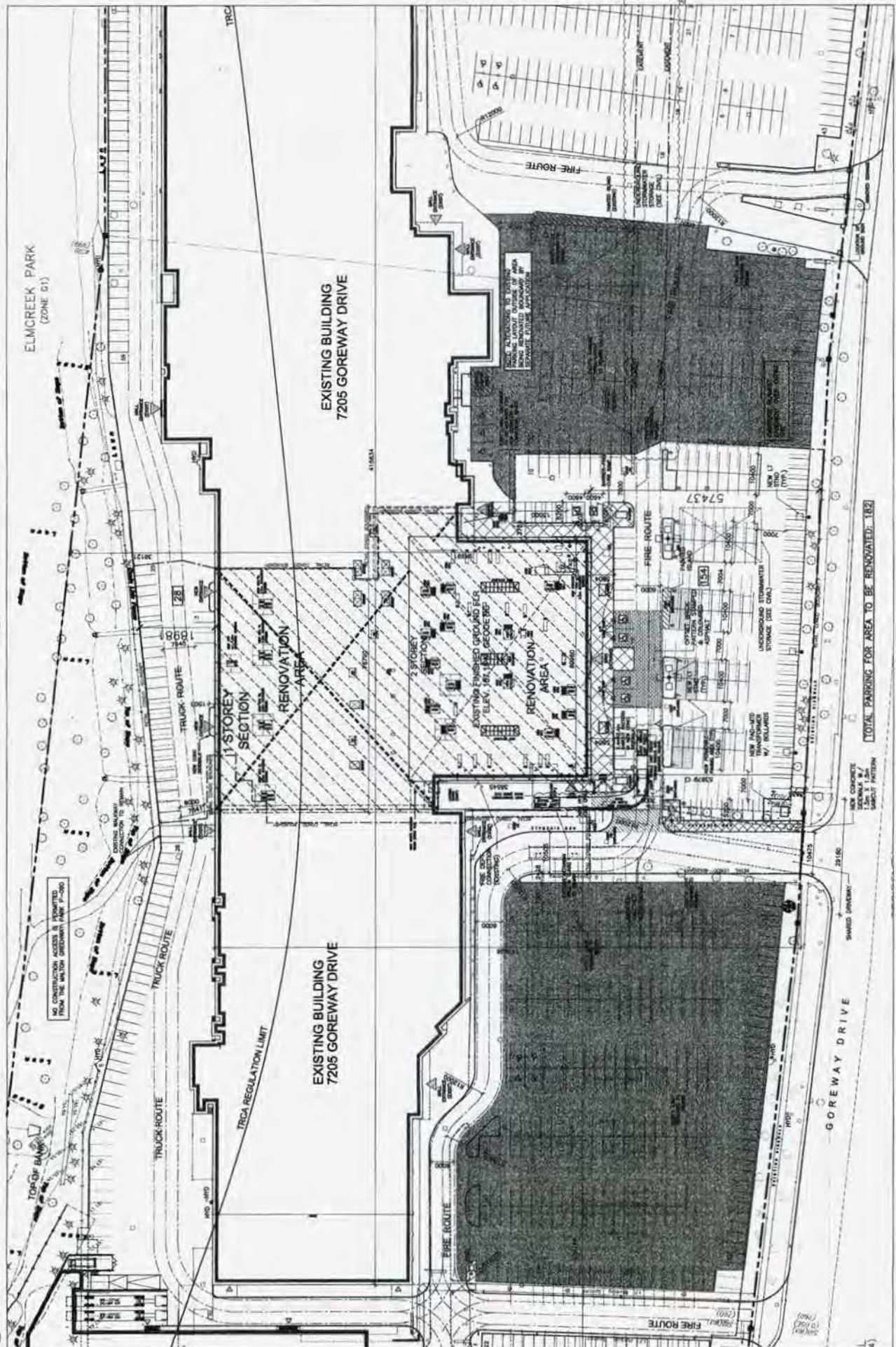
DATE:
2014/09/08

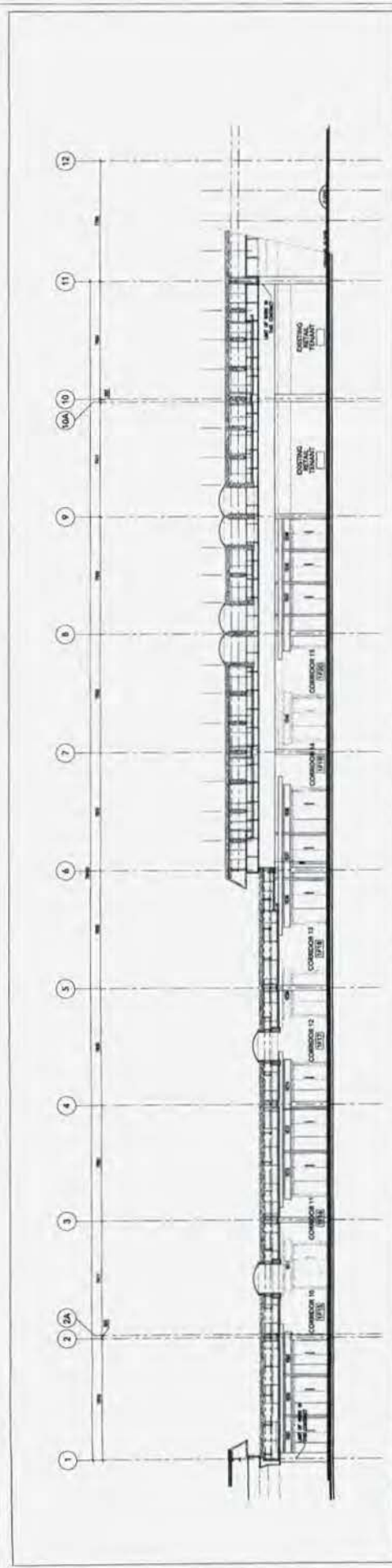
DRAWN BY:
A.SHAH

APPENDIX 1-4

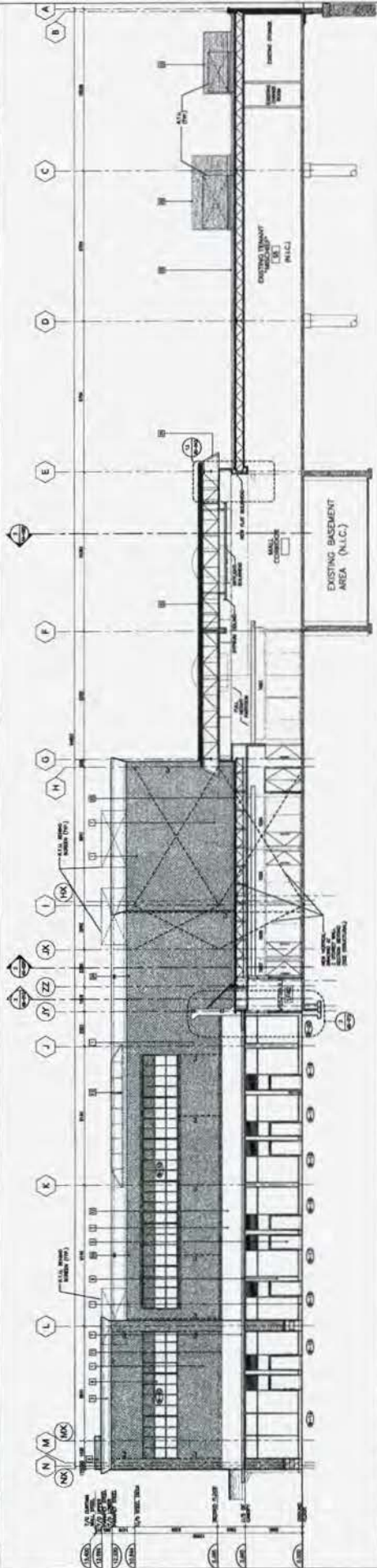
MISSISSAUGA
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Produced by
T&W, Geomatics

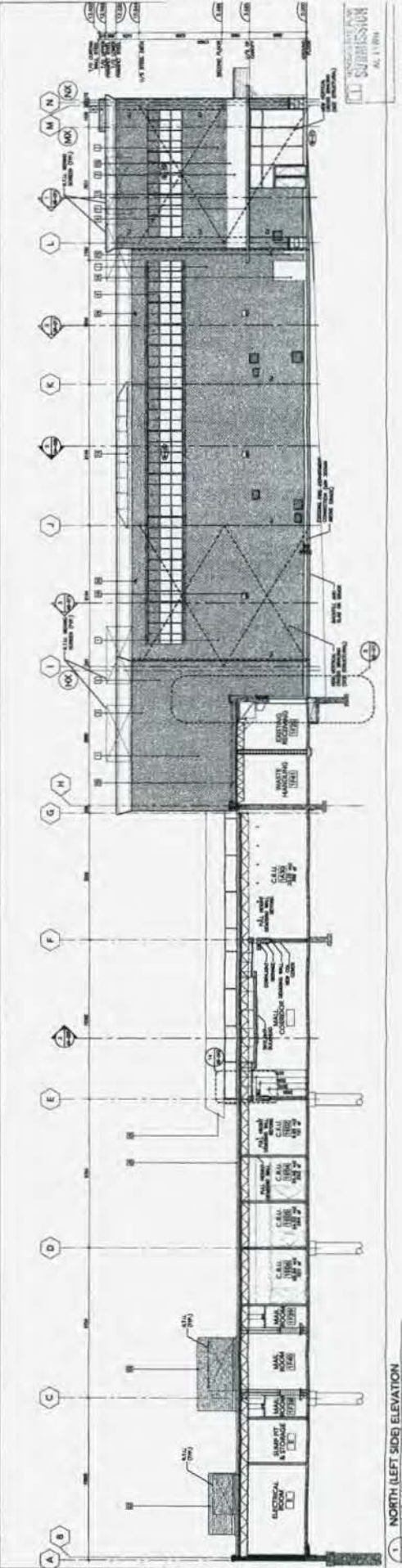




3 BUILDING SECTION
SCALE 1/8" = 1'-0"

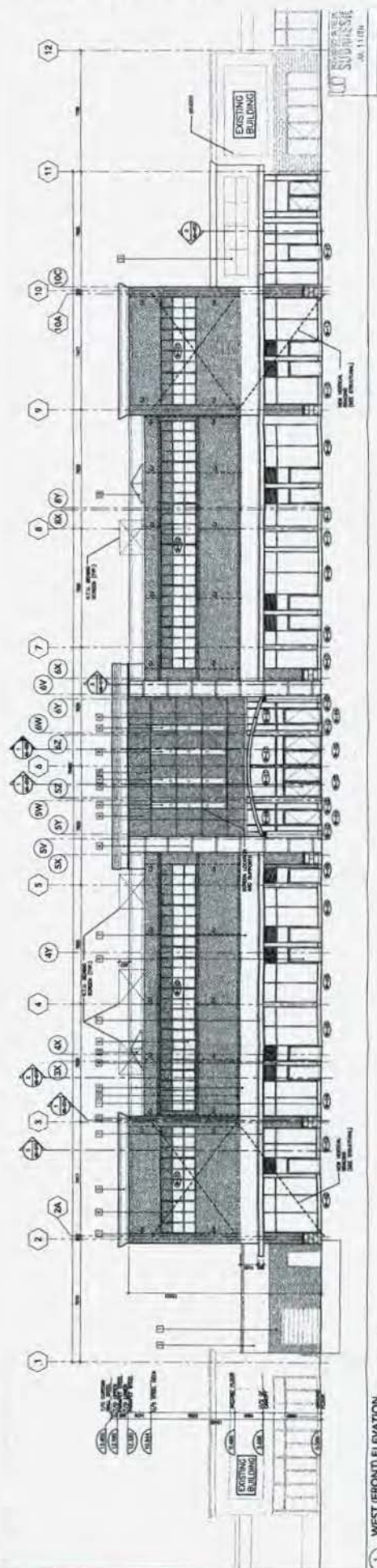
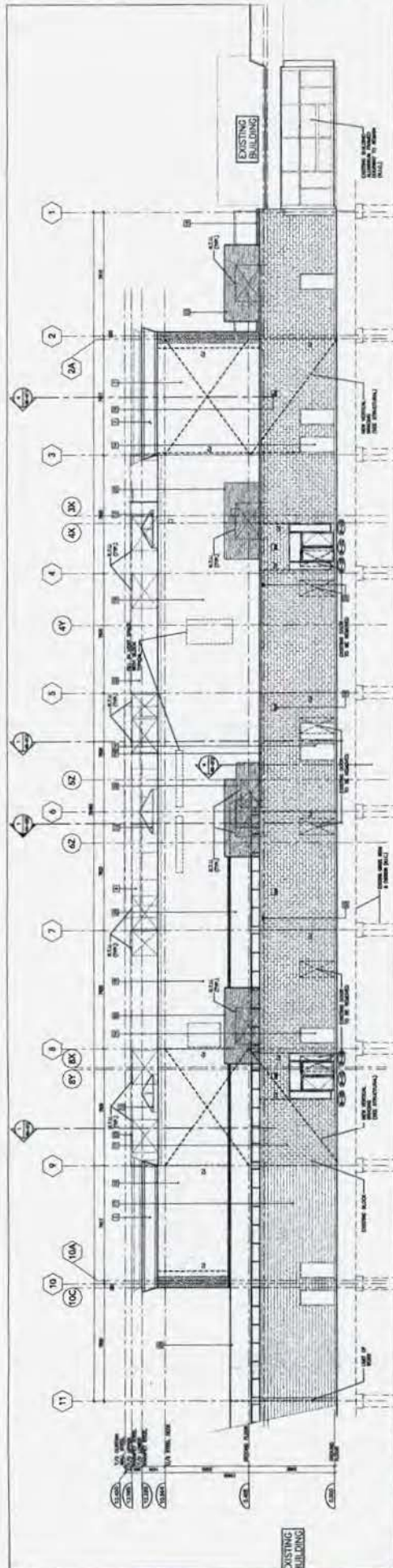


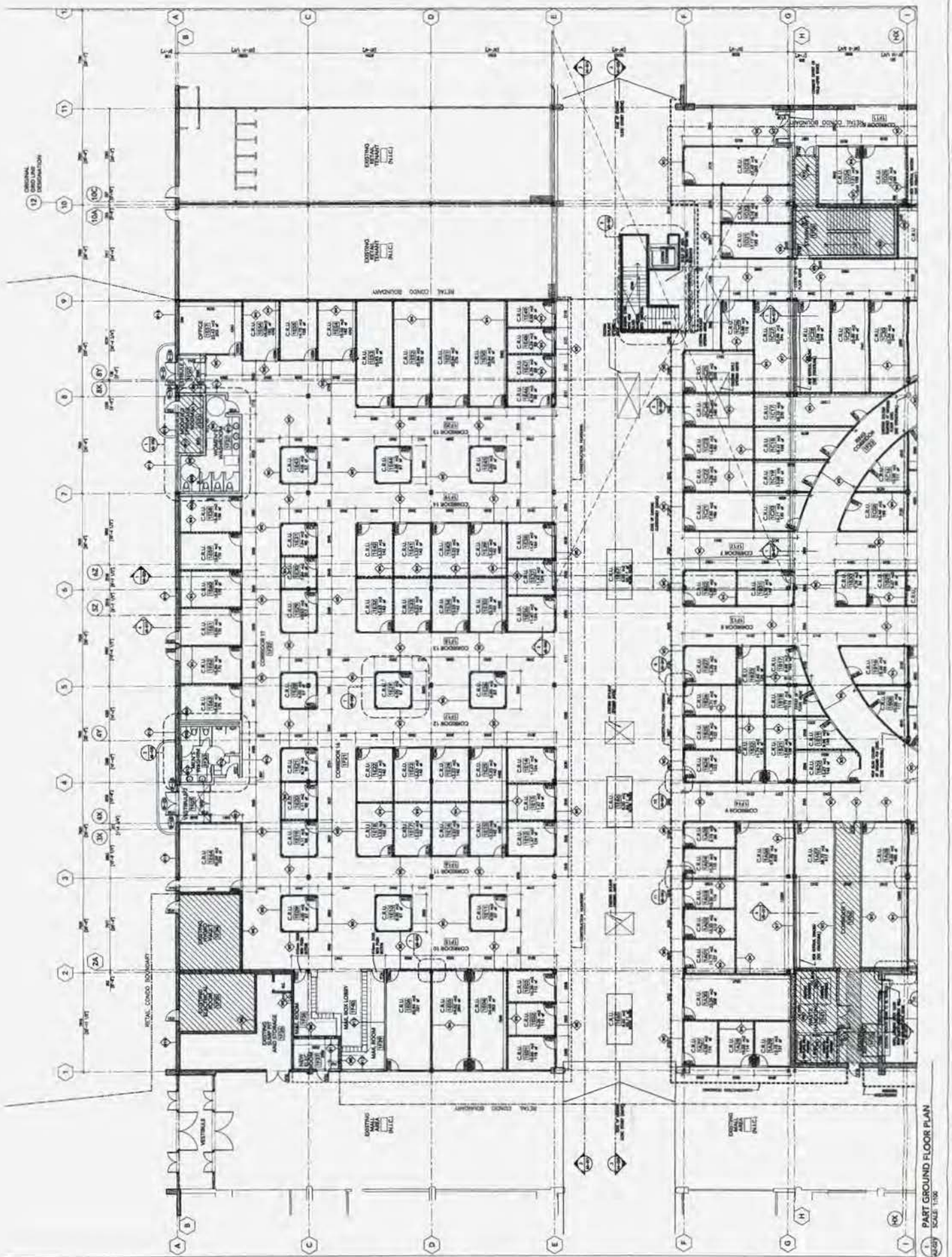
4 SOUTH (RIGHT SIDE) ELEVATION
SCALE 1/8" = 1'-0"



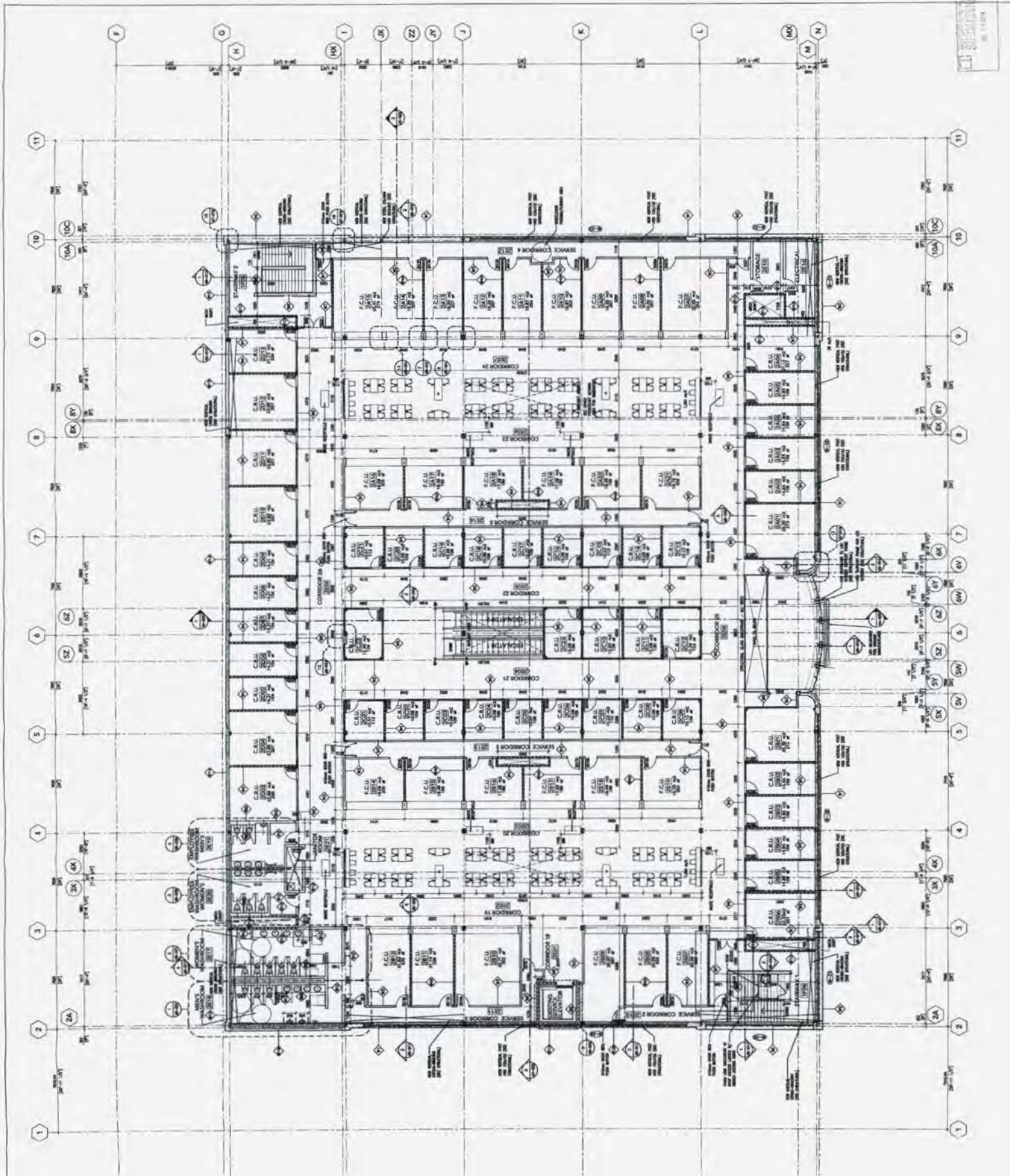
5 NORTH (LEFT SIDE) ELEVATION
SCALE 1/8" = 1'-0"

NOT FOR CONSTRUCTION
SUBMISSION
AL 11/18/18



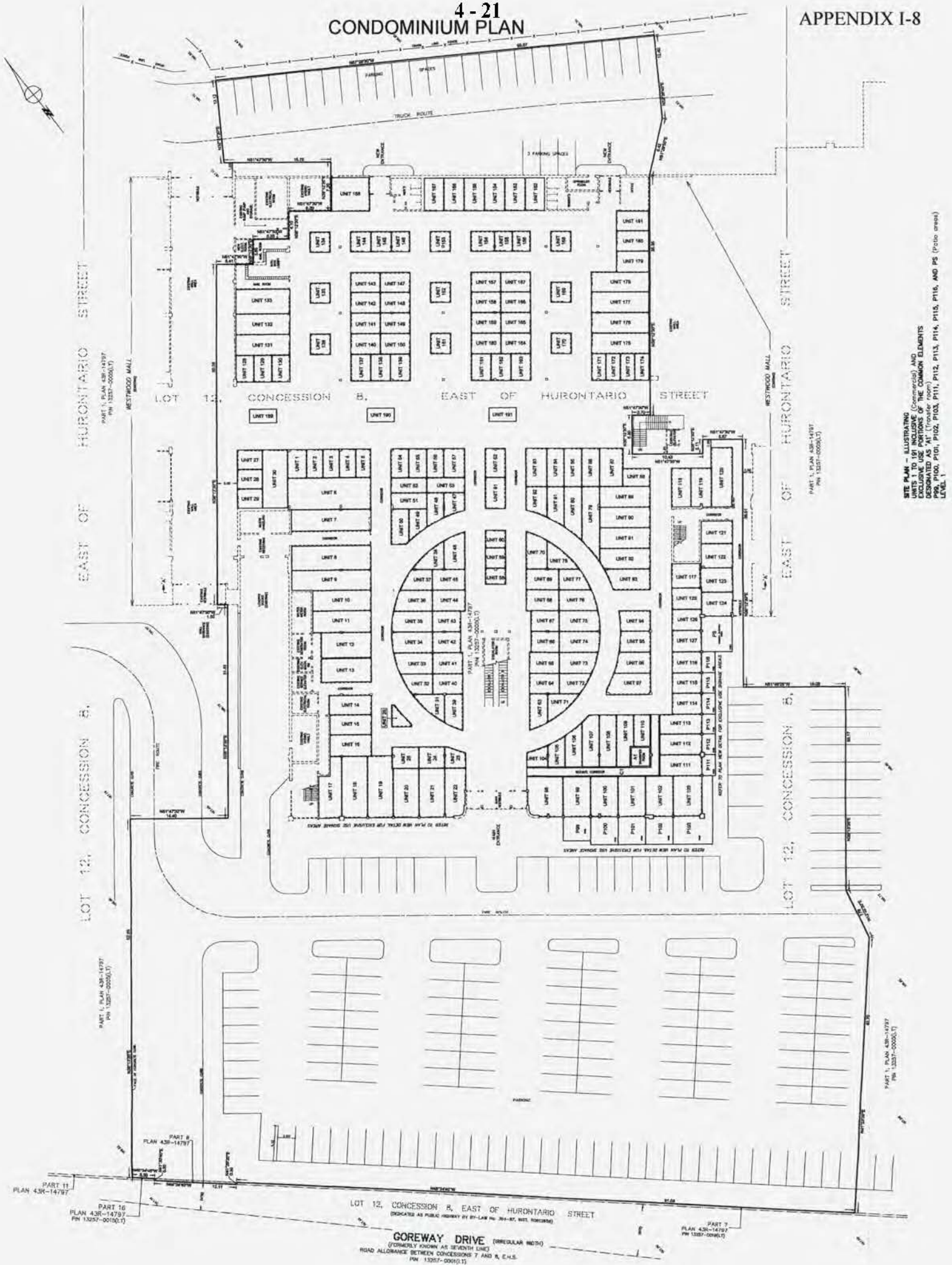


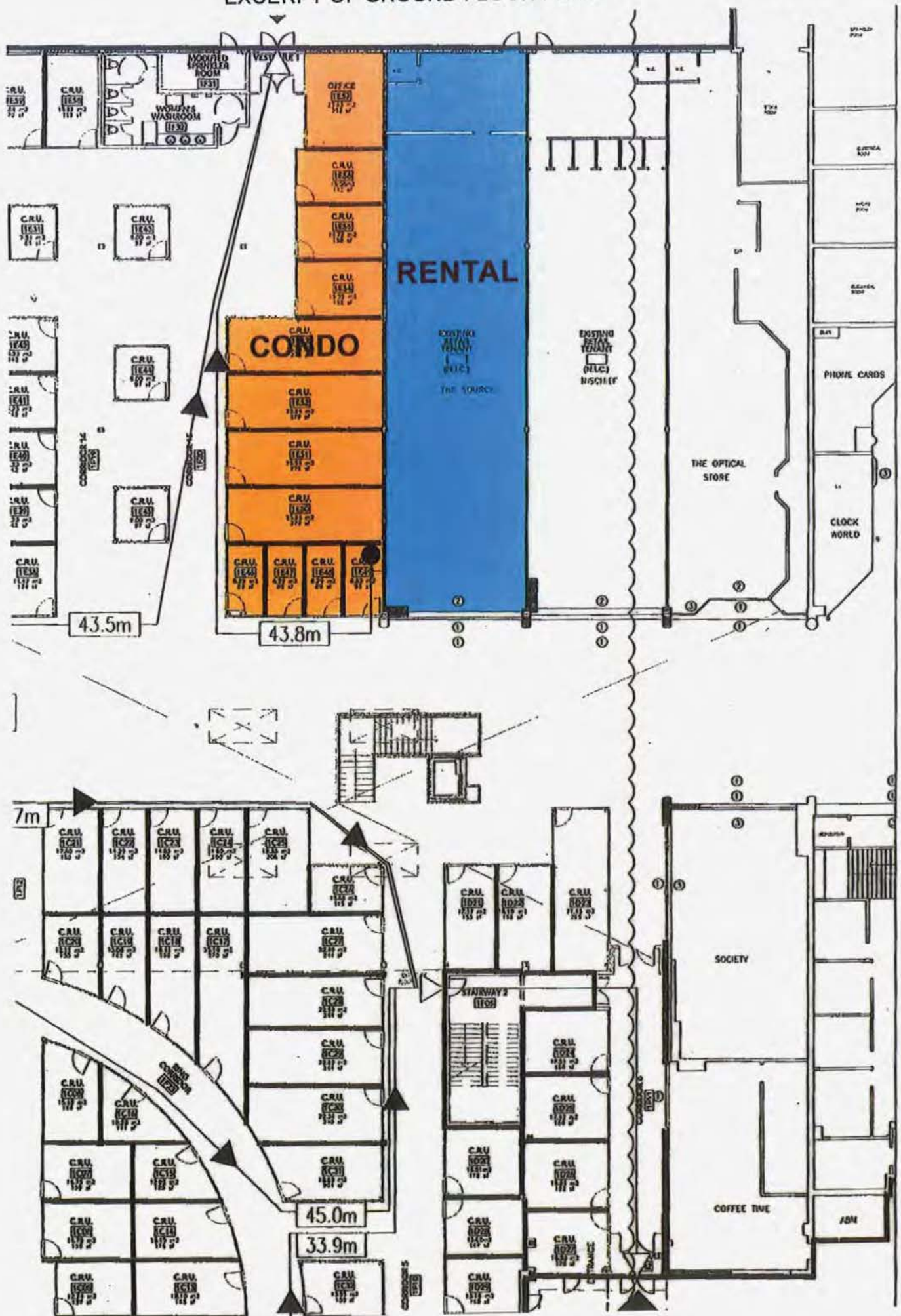
SECOND FLOOR PLAN

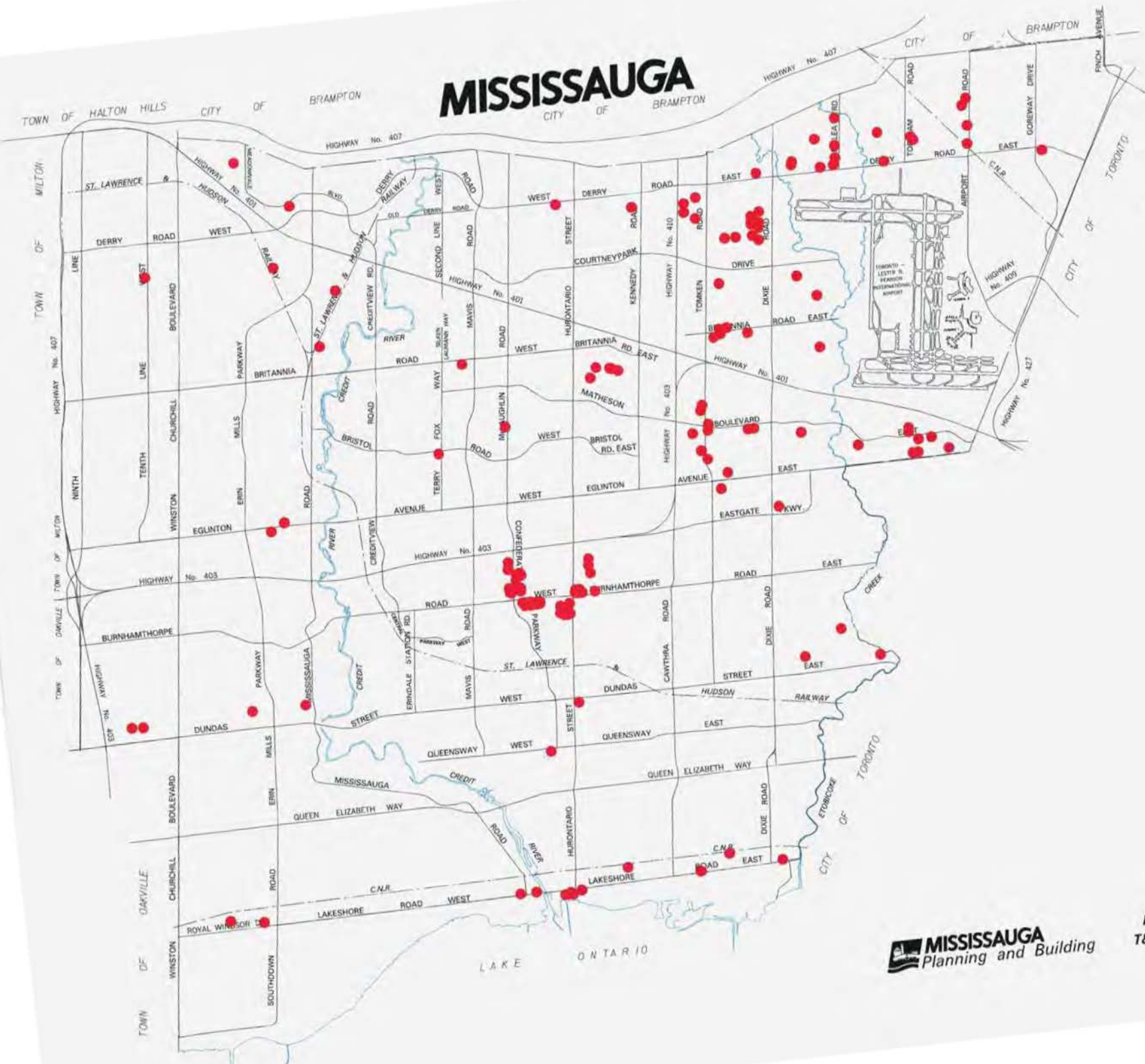


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APPENDIX I-8









Corporate Report

Clerk's Files

Originator's
Files

CD.04.HUR

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

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

RECOMMENDATION: That the amendments to Mississauga Official Plan proposed in the report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments – Report on Comments”, dated August 19, 2014, from the Commissioner of Planning and Building, be approved.

BACKGROUND: On April 14, 2014, Planning and Development Committee considered 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. (See Appendix 1)

On June 2, 2014, a public meeting of the Planning and Development Committee was held to consider proposed amendments to Mississauga Official Plan to identify the light rail transit stations on the Hurontario Street Corridor.

Three residents spoke to the item (see Appendix 2). Written submissions (see Appendix 3) were received from:

- Pound & Stewart on behalf of Orlando Corporation for properties they own along the corridor; and
- Wood Bull on behalf of Morguard Investments Limited, 1432997 Ontario Limited and Acktion Capital Corporation for 33, 55, 77 and 201 City Centre Drive.

Appendix 4: Response to Comments Table contains the staff response to all submissions received.

COMMENTS:

The proposed amendments to Mississauga Official Plan presented on June 2, 2014 were as follows:

- Amend Policy 8.2.3.5 to include light rail transit on the Hurontario Street Corridor including service in the Downtown Core area;
- Amend Schedule 2: Intensification Areas to indicate the location of Major Transit Station Areas along Hurontario Street and in the Downtown; and
- Amend Schedule 6: Long Term Transit Network to show the location of the light rail transit stations along Hurontario Street and in the Downtown Core area.

These proposed amendments should be approved with the modifications identified in Appendix 3 to Schedules 2 and 6 to more accurately depict the location of the transit stations at major street intersections. (See Appendices 5 and 6)

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. Light rail transit is a key city building initiative of the City of Mississauga. By identifying light rail transit stations along the Hurontario Corridor and in the Downtown, Mississauga is signifying its commitment to light rail transit.

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
- Appendix 2: Record of Oral Submissions: Excerpt of Minutes of Planning and Development Committee Meeting, June 2, 2014
- Appendix 3: Record of Written Correspondence
- Appendix 4: Response to Comments Table
- Appendix 5: Schedule 2: Intensification Areas
- Appendix 6: Schedule 6: Long Term Transit Network



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

PDC APR 14 2014

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:

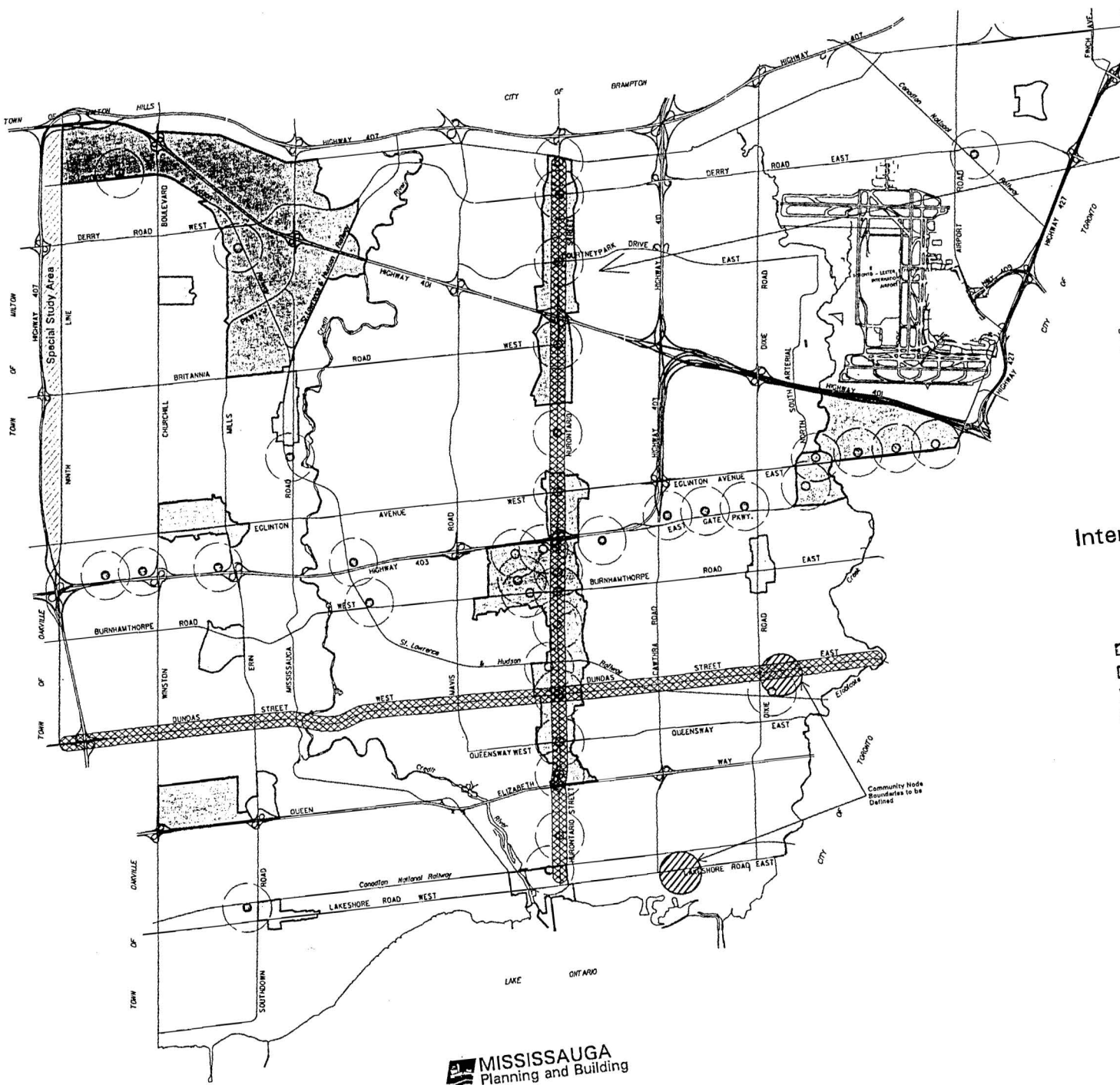
Appendix 1: Schedule 2: Intensification Areas
Appendix 2: Schedule 6: Long Term Transit Network



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.

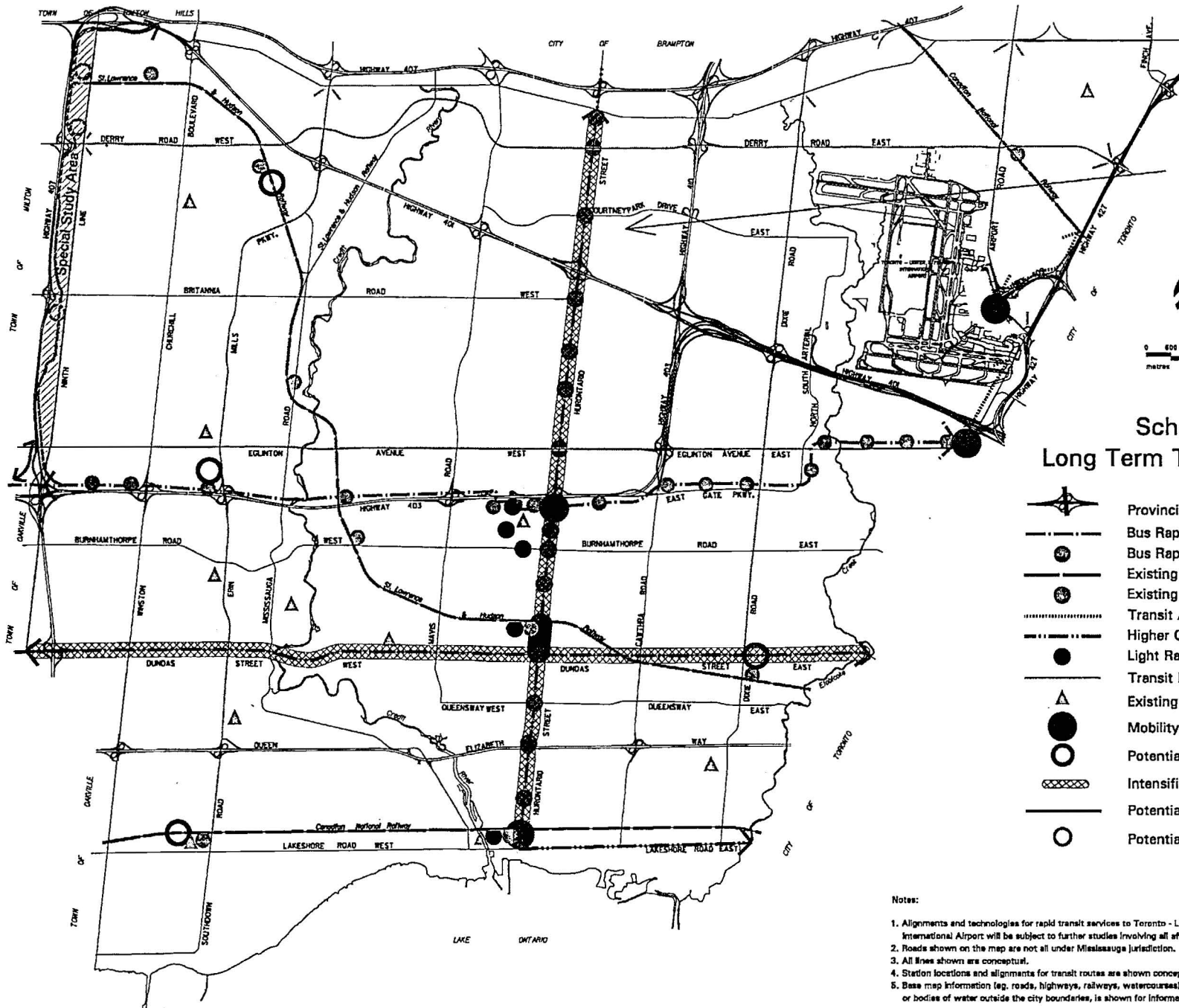


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metres

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.



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



0 500 1000 1500 2000
metres

Schedule 6 Long Term Transit Network

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station

Notes:

1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for transit routes are shown conceptually.
5. 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.

APPENDIX 2

**RECORD OF ORAL SUBMISSIONS
EXCERPT OF MINUTES OF PLANNING AND
DEVELOPMENT COMMITTEE MEETING**

June 2, 2014

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.

ADOPTED – (Councillor K. Mahoney)

File: OZ 12/013 W8 and T-M12001 W8

3. **PUBLIC MEETING**

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

File: CD.04.HUR

Councillor Saito noted that a letter dated June 2, 2014 has been received from Pound and Stewart, Planning Consultants, on behalf of the Orlando Corporation with this respect to this item.

Karen Crouse, Planner, Policy Planning Division, reviewed the proposed Official Plan Amendments for the Hurontario Street Corridor Light Rail Transit (LRT) Station Locations.

In response to Councillor Iannicca's questions regarding the funding of the LRT by the Province and the Federal Government, and when it will be built, Matthew Williams, LRT Lead Project Lead and Transportation Planner, Transportation and Works, responded that the project has not been funded and that the City is currently in the Transit Project Assessment Process (TPAP). He said that the City will have completed the preliminary design and the Environmental Assessment by the end of August 2014, at which time, the project will be subject to funding from the Province.

In response to Councillor Tovey's question with respect to the treatment of stations that are south of the Queen Elizabeth Way in terms of critical mass for intensification, Ms. Crouse responded that stations in stable residential areas will be treated differently than those identified for growth.

Councillor Dale said that it is imperative to have a reliable higher order transportation system into the downtown core to attract office and commercial development, and where people can both live and work.

The following residents cited concerns with respect to the use of the loop which defeats the concept of a seamless connection between the north and south of Square One; walking distance and safe access to stops in all seasons, especially for

the disabled and seniors; cost overruns being covered by the Province once the LRT is funded:

David Fisher;
Michael O'Callaghan;
Stephen Viera

Councillor Dale noted that the City will not support the project unless there is funding from the Province to cover all costs, including overruns, and will also look at implementing a special levy on future development to cover maintenance costs once a higher order transit system is in place.

In response to Mr. Stephen Viera's comments with respect to accessibility, Councillor Saito noted that the City's Accessibility Advisory Committee (AAC), through its Facility Accessibility Design Sub-Committee (FADS), will review the stations. Councillor Saito noted that the City's bus stops and buses are fully accessible and any current difficulties should be referred to FADS and Mi-Way Mississauga.

Councillor Iannicca moved the following motion which was voted on and carried:

PDC-0040-2014

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

RECEIVED – (Councillor N. Iannicca)
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

Maurizio Rogato, Director, Land Development, Paul Lowes, Principal, Sorensen Gravely Lowes Planning Solmar Inc., and Mr. Roy Varacalli, Architect, provided an overview of the proposal.

Councillor Iannicca said the application is premature and furthermore that all development in the downtown core should be frozen until the necessary transit

APPENDIX 3

RECORD OF WRITTEN CORRESPONDENCE

1. Pound & Stewart on behalf of Orlando Corporation
2. Wood Bull on behalf of Morguard Investments Limited, 1432997 Ontario Limited and Acktion Capital Corporation

POUND & STEWART

PLANNING CONSULTANTS • CITYPLAN.COM

June 2, 2014

BY EMAIL & DELIVERED

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attn: Chair & Members of Committee

**Re: Planning & Development Committee, June 2, 2014 - Public Meeting
Item 3 – Hurontario Street Corridor Light Rail Transit Station Locations
Proposed Official Plan Amendments - City File CD.04.HUR
City of Mississauga
Our File No. 1421**

We are the planners of record writing on behalf of Orlando Corporation (herein referred to as 'Orlando'), a major landowner and commercial/industrial developer with significant properties located within the City of Mississauga, and along the Hurontario Street Corridor. We are writing regarding the above captioned Item 3. 'Hurontario Street Corridor Light Rail Transit Station Locations' which concerns proposed amendments to the Mississauga Official Plan.

We have the following concerns regarding the City's Corporate Report of March 25, 2014, attached as Appendix 1 to the more current May 13, 2014 Corporate Report, concerning this Public Meeting:

- 1) Schedule 2 Intensification Areas (identified as Appendix 1, page 3-8 of the March 25, 2014 Corporate Report), should be revised to insert the word "proposed" or "potential" when referring to the "Major Transit Station Area with 500m radius circle". See attached Schedule as high-lighted. (see attachment) This is reasonable in our opinion as proposed policy 8.2.3.5 reads, "Light rail transit is proposed on Hurontario Street....";
- 2) Schedule 6 Long Term Transit Network (identified as Appendix 2, page 3-9 of the March 25, 2014 Corporate Report), should be revised to insert the word "proposed" or "potential" when referring the "Light Rail Transit Station". See attached Schedule as high-lighted. (see attachment) This is reasonable in our opinion as proposed policy 8.2.3.5 reads, "Light rail transit is proposed on Hurontario Street....";

POUND & STEWART ASSOCIATES LIMITED


- 3) Both Schedule 2 Intensification Areas and Schedule 6 Long Term Transit Network (identified as Appendix 2, pages 3-8 and 3-9, respectively, contained in the March 25, 2014 Corporate Report), include the following statement: *"All Transit Stations in the Gateway Corporate Centre are subject to the Mississauga Official Plan Amendment for Gateway Corporate Centre."*

The above statement reads to suggest that the Official Plan Amendment for Gateway Corporate Centre 'Character Area' is in place. We are awaiting the City's Supplementary Staff Report on these proposed Mississauga Official Plan policies, and therefore this Amendment has yet to be adopted.

From a procedural aspect, the actual location of each 'Major Transit Station Area with 500m radius circle', per the proposed Official Plan Amendment is technically premature until the Environmental Assessment – Preliminary Design and Transit Project Assessment Process (TPAP) undertaking or project, is deemed complete and approved by the Minister of the Environment. The City's Hurontario-Main LRT Project Process and Timelines public information website advises that the Preliminary Design and TPAP Phase, *"...is scheduled to take approximately two years to complete."* We recommend the recognition of the "proposed" or "potential" wording, as it applies to these proposed Amendments to the Mississauga Official Plan.

Thank-you for the opportunity to provide our submission and we welcome the opportunity to meet with Staff as required to discuss these matters in further detail. Please provide written notification regarding any future public notices, reports, by-laws, and Committee and Council decisions regarding the above captioned item.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart, MCIP, RPP

la/1421ltr.Mississauga.PDC.Jun.02.14

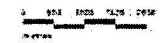
Attachments: Appendix 1 (page 3-8) & Appendix 2 (page 3-9) March 25, 2014 Corporate Report

cc. Ms. M. Alikhan, Legislative Coordinator, City of Mississauga
cc. Ms. C. Greer, City Clerk, City of Mississauga
cc. Mr. E. Sajecki, MCIP, RPP, Commissioner of Planning & Building, City of Mississauga
cc. Mr. A. Prasad, MCIP, RPP, Director of Integrated Planning, Region of Peel
cc. Mr. L. Longo, Aird & Berlis
cc. Orlando Corporation

POUND & STEWART ASSOCIATES LIMITED



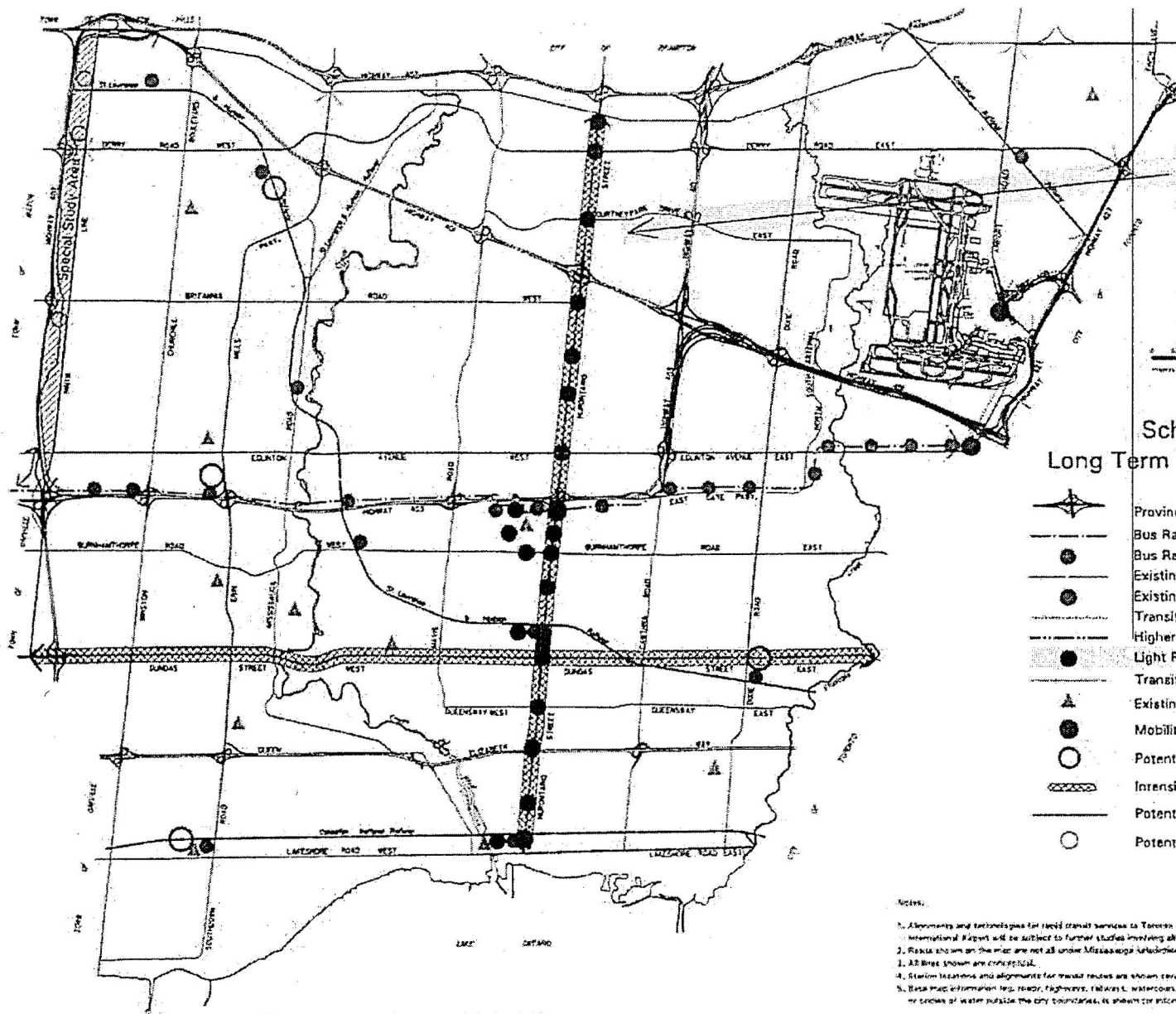
All Transit Stations in the Gateway Corporate Centre are subject to the Mississauga Official Plan Amendment for Gateway Corporate Centre.



Schedule 2 Intensification Areas

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Motor 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.



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

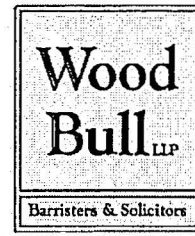


Schedule 6 Long Term Transit Network

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station

Notes:

1. Alignments and extensions for rapid transit services to Toronto - Central & Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Routes shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for rapid transit are shown conceptually.
5. Base map information (e.g. roads, highways, railways, watercourses), including any lands or services of water outside the city boundaries, is shown for information purposes only.



MUNICIPAL, PLANNING & DEVELOPMENT LAW

4 July 2014

Sent via E-mail

Mayor and Members of Council
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Planning & Development Department
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Karen Crouse

Dear Committee Member/Councillors:

**Re: Hurontario Street Corridor Light Rail Transit Station Locations
Proposed Official Plan Amendment
City File CD.04.HUR
Submission to Council by Morguard et al**

We represent Morguard Investments Limited ("Morguard"), 1432997 Ontario Limited and Acktion Capital Corporation in connection with properties municipally known as 33, 55, 77 and 201 City Centre Drive, located within the Downtown Local Area Plan in the City of Mississauga. As you are likely aware, our clients' lands lie directly adjacent to the corridor proposed for the Hurontario-Main Light Rail Transit ("LRT") project.

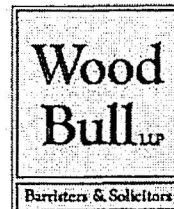
We have reviewed the staff reports dated 25 March 2014 and 13 May 2014, as well as the proposed amendments to the Official Plan and draft mapping, regarding the Hurontario Street LRT station locations (the "Draft OPA").

From our review of these documents, it is difficult to understand with any precision where the LRT station locations in and around the Downtown Local Area are proposed and therefore how they relate to our clients' lands. Since the location of these stations may have a direct and significant impact on our clients' lands, it is important that our clients are able to understand what staff is proposing.

We request a meeting with staff to discuss these matters and obtain further information.

Johanna R. Shapira Direct: (416) 203-5631 jshapira@woodbull.ca

65 Queen Street West Suite 1400 Toronto Ontario M5H 2M5 T (416) 203-7160 F (416) 203-8324 www.woodbull.ca



4 July 2014

Respectfully, we submit that Council should not adopt the Draft OPA until such time as we are able to obtain this information and the Draft OPA is clarified to consider these and any further comments we may have once we have the necessary information.

Yours very truly,

Wood Bull LLP

A handwritten signature in dark ink, appearing to read "Shapira", is written over a large, loopy circular mark. The signature is positioned to the right of the printed name "Johanna R. Shapira".

Johanna R. Shapira

JRS

c. Client

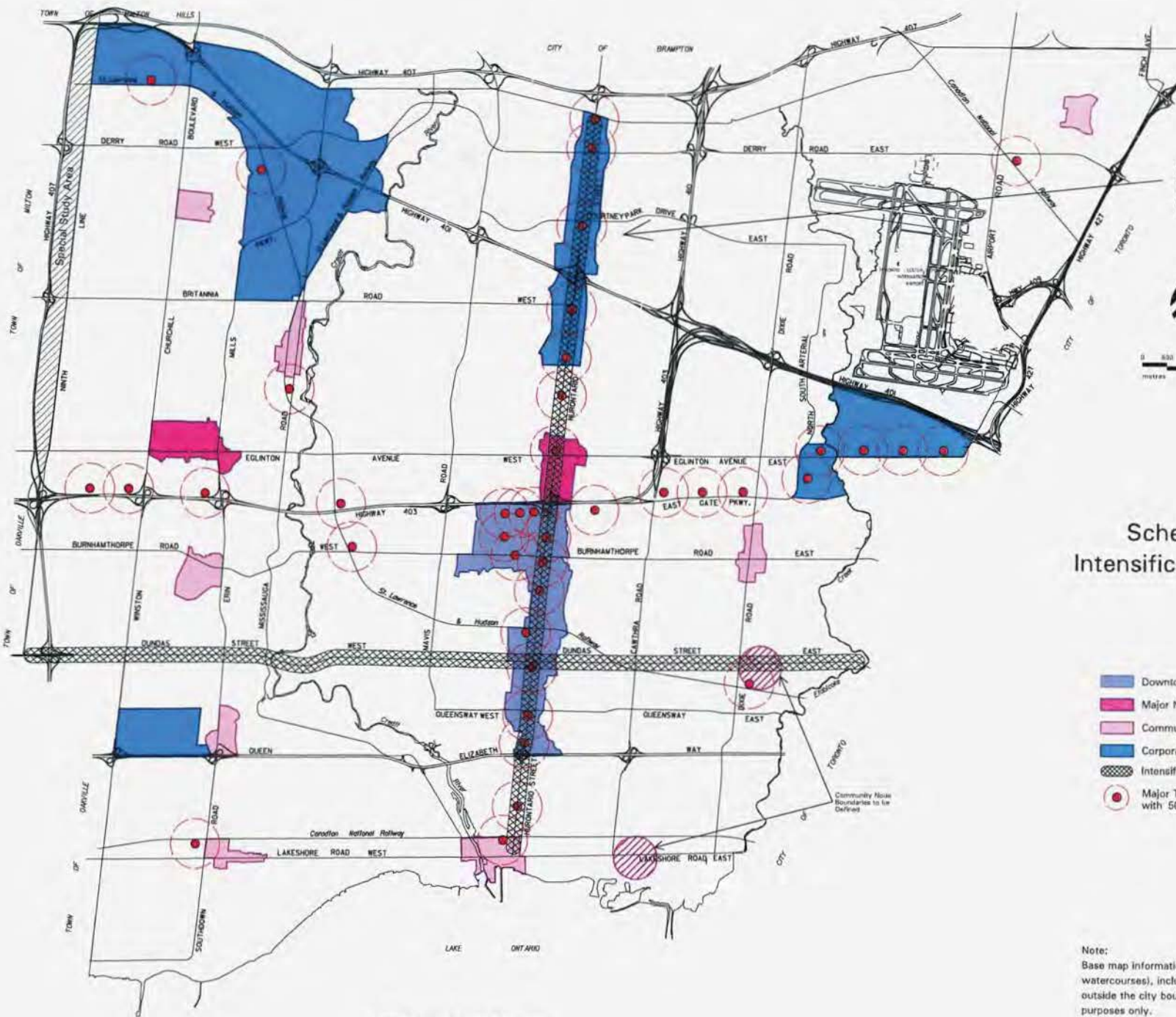
Response to Comments Table

Respondent	Section	Issue	Response	Recommendation
David Fisher	General Comments	<ul style="list-style-type: none"> • Walkability is very low and proposed stations are too far apart – 500 metres between stations is not acceptable • Downtown loop service is not necessary and splitting the service into two lines will not work • Stop spacing as proposed should be reviewed and stops should be Fairview and Elm vs. Central Parkway and Matthew's Gate • Elm Drive is a better stop location than Central Parkway or Matthews Gate based on existing service demands 	<p>The Hurontario-Main LRT corridor is being developed as a Rapid Transit corridor with the intent of providing fast and reliable service to ensure transit is a competitive travel choice.</p> <p>The Transit Project Assessment Process (TPAP) sought input from all stakeholders at various stages of the development of the plan. This process has now been completed and is awaiting a decision from the Minister of the Environment. The proposed amendments to Schedules 2 and 6 of Mississauga Official Plan are consistent with the recommended design submitted for TPAP.</p> <p>Mr. Fisher has also raised this issue and others in the context of the TPAP process and has been provided with written responses from the project team.</p>	No action required.
Michael O'Callaghan	General Comment	Will the LRT project be supported by Council if no funding is available from either the Province or Federal government?	The LRT project is being advanced on the basis that implementation would only occur when it is fully funded by the province and/or the federal government, including all cost overruns.	No action required.

Respondent	Section	Issue	Response		Recommendation
Stephen Viera	General Comment	Concerned about accessibility to the LRT system particularly for people with disabilities.	The system, as preliminarily designed for purposes of TPAP, and future detailed design will have to meet all accessibility standards and practices. Detailed design will be subject to review of the City's Accessibility Committee.		No action required.
Phil Stewart on behalf of Orlando Corporation	Schedule 2 and Schedule 6	Would like the words "proposed" or "potential" added to the Schedules to reflect the future nature of the light rail transit stations.	<p>Schedule 2 identifies Major Transit Station Areas whether they exist or are proposed and has done so in previous Official Plans. There is no need to create a new category for "proposed" or "potential" Major Transit Stations.</p> <p>Schedule 6 identifies the various types of transit offerings. Similar to Bus Rapid Transit Stations, there is no need to add the words "proposed" or "potential" before Light Rail Transit Station.</p>		No action required.
Wood Bull on behalf of Morguard Investments Limited, 1432997 Ontario Limited and Acktion Capital Corporation – 33, 55, 77 and 201 City Centre Drive	Schedule 2 and Schedule 6	Wants to be assured that their client's property is not impacted by the proposed station location at Matthew's Gate and Hurontario Street or Burnhamthorpe Road and future Main Street.	<p>Both Schedules 2 and 6 have been revised to identify Major Transit Stations (Schedule 2) and Light Rail Transit Stations (Schedule 6) on the appropriate side of major intersections.</p> <p>Based upon the preliminary design work undertaken for the TPAP, no additional land has been identified from the land owners at 33, 55, 77</p>	1	Schedules 2 and 6 revised accordingly.

Respondent	Section	Issue	Response	Recommendation
			or 201 City Centre Drive to accommodate the proposed Main Street station. However, additional property requirements have been identified from 201 City Centre Drive to accommodate the LRT alignment on Duke of York Boulevard.	

K:\PLAN\POLICY\GROUP\2014 Hurontario LRT\Corridor\Report on Comments\Appendix4-Response To Comments Table.docx



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

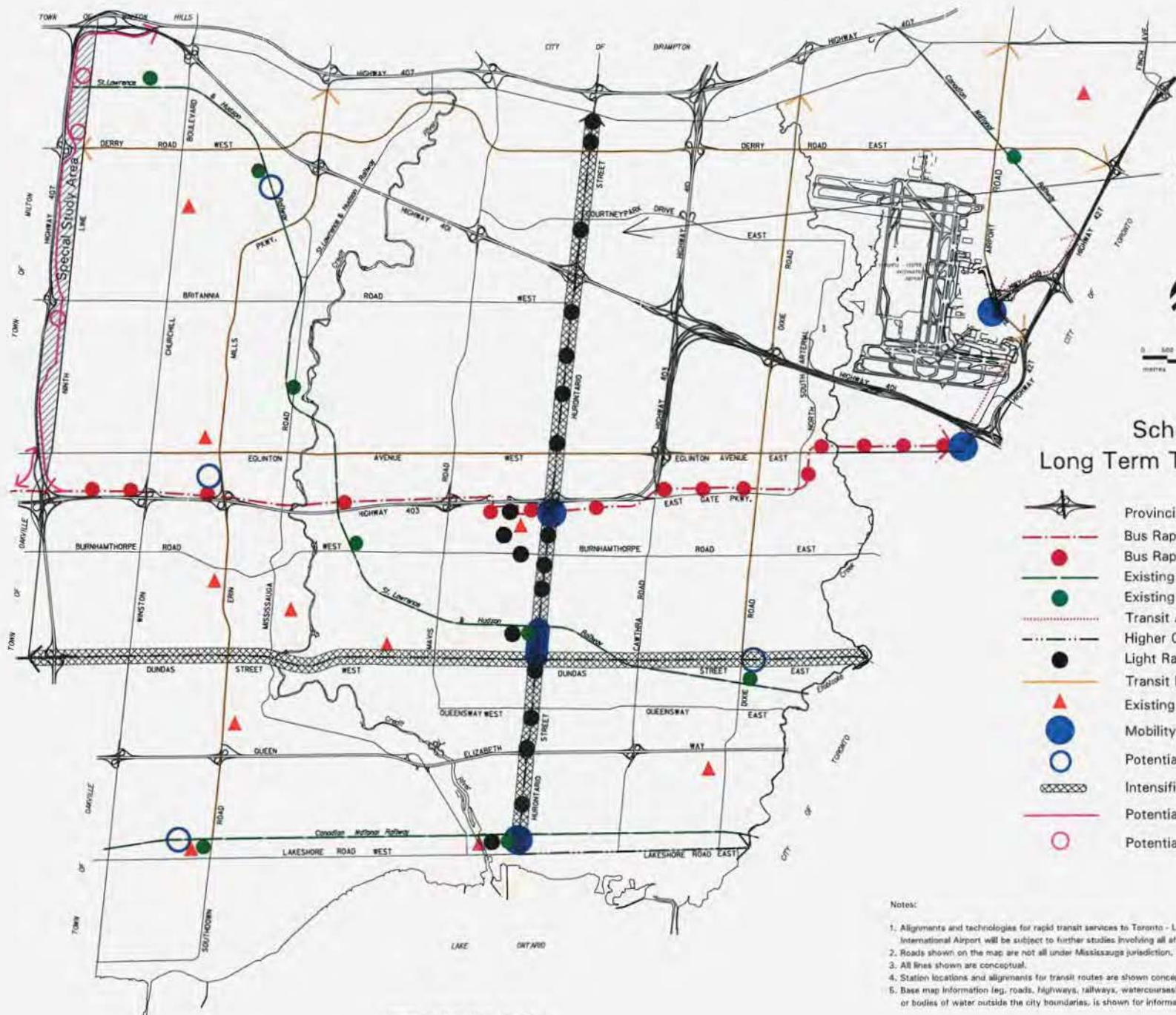


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metres

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.



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



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METRES

Schedule 6 Long Term Transit Network

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
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Notes:

1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
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Corporate Report

Clerk's Files

Originator's
Files

CD.03.GAT

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Supplementary Report on Comments**

RECOMMENDATION: That the amendments to Mississauga Official Plan proposed in the report titled “Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Supplementary Report on Comments”, dated August 19, 2014, from the Commissioner of Planning and Building, be approved.

BACKGROUND: On September 17, 2012, Planning and Development Committee considered the report titled “Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area” dated August 28, 2012 from the Commissioner of Planning and Building and directed a public meeting be held to consider proposed official plan amendments as recommended in the report.

A public meeting was held by the Planning and Development Committee on October 15, 2012. At that time, a report titled “Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area - Public Meeting” dated September 25, 2012 from the Commissioner of Planning and Building, was considered.

On June 23, 2014, Planning and Development Committee considered the report titled “Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments” dated June 3, 2014 from the Commissioner of Planning and Building (see Appendix 1). The report dealt with proposed land use changes, high level urban design policies, identification of light rail transit stations and additional roads to be added to the road network and recommended changes where warranted.

Representatives for three property owners in the Gateway Corporate Centre Character Area asked that their lands be removed from the approval of the amendments, as proposed in the staff report. Planning and Development Committee agreed to defer a decision on these properties subject to staff meeting with them to discuss their concerns. Representatives of the Orlando Corporation also made a written request to have their lands deferred from the approval.

The recommendation of Planning and Development Committee (PDC-0050-2014) stated:

“That the amendments to Mississauga Official Plan proposed in the report titled “Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments”, dated June 3, 2014, from the Commissioner of Planning and Building, be approved; with the deferral of Destination at Mississauga Inc., Derry Ten Ltd., and Highland Farms pending further discussion with staff.”

Meetings were held with representatives of the four property owners that expressed concerns. While the majority of issues have been resolved, the remaining issue for all four property owners is the proposed requirement for additional roads into the Gateway Corporate Centre Character Area.

It is anticipated as the City matures and Corporate Centres start to intensify, options to move people and goods efficiently are needed. The proposed finer grain road network would assist with this. However, land owners continue to be concerned how any proposed network would impact their lands and the ability to accommodate additional development. Therefore, it is recommended that the proposed policies regarding new roads be deferred and staff report

back on this matter at a future meeting of the Planning and Development Committee.

COMMENTS:

Amendments to Mississauga Official Plan are proposed to reflect the findings of the Hurontario/Main Street Corridor Master Plan that was approved by City Council in July 2010. The proposed amendments are as follows:

- identify the Hurontario Street Intensification Corridor;
- identify transit station locations;
- redesignate lands from Business Employment to Office along the frontage of the Hurontario Street Corridor and particularly, at major transit station locations; and
- prohibit land extensive, auto dependent uses from fronting onto the Hurontario Street Corridor.

The details of these proposed amendments are contained in the report titled “Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area” dated August 28, 2012 as further amended by the reports titled “Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area – Public Meeting” dated September 25, 2012; and “Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments” dated June 3, 2014 with the exception of proposed policies and mapping regarding the additional road network which are to be deferred.


FINANCIAL IMPACT: Not applicable.

CONCLUSION:

Establishment of a new land use framework for the Gateway Corporate Centre Character Area, in support of the introduction of light rail transit to the Hurontario Street Corridor, is a significant city building initiative. The vision for this Corridor of a high density, prestigious office destination is supported by higher order transit along Hurontario Street. The proposed land use framework initiative supports the Province’s Growth Plan, Metrolinx’s Regional Transportation Plan (the Big Move) and Mississauga’s Strategic Plan.

ATTACHMENTS:

Appendix 1: Report titled "Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments" dated June 3, 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.03.GAT

PDC JUN 23 2014

DATE: June 3, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 23, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Amendments to Mississauga Official Plan for the
Gateway Corporate Centre Character Area - Report on
Comments
Ward 5**

RECOMMENDATION: That the amendments to Mississauga Official Plan proposed in the report titled "Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments", dated June 3, 2014, from the Commissioner of Planning and Building, be approved.

**REPORT
HIGHLIGHTS:**

- The preliminary engineering design for the Hurontario Light Rail Transit project is complete and the Transit Project Assessment Process (TPAP) is scheduled to be completed by August 2014;
- Responses are provided to comments received on the proposed land use designations and policy changes that will establish a land use framework to support light rail transit on the Hurontario Corridor; and
- The following key issues identified through the public consultation process are addressed:

- the vision for the Hurontario Corridor;
- the need for additional road network;
- office development and absorption rates;
- the urban design vision;
- parking standards;
- existing uses; and
- delineation between Office and Business Employment lands.

BACKGROUND:

On October 15, 2012, a public meeting of the Planning and Development Committee was held to consider proposed amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area to implement the findings of the *Hurontario/Main Street Corridor Master Plan*. The following link can be used to view the report titled “Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area” dated September 25, 2012:

http://www5.mississauga.ca/agendas/planning/2012/10_15_12/Item2Gateway.pdf

Several landowners attended the meeting and/or submitted correspondence expressing concern with the proposed official plan amendments as presented. Appendix 1 is a Response to Comments Table outlining the concerns noted by landowners and the staff response to each concern. Appendix 2 is a compilation of the proposed changes to the policies of Mississauga Official Plan. It includes the recommendations proposed in the report presented to the public on October 15, 2012, as further amended by the recommendations contained in this report. The Gateway Character Policies have been amended since the October 15, 2012 public meeting. Appendix 2 reflects these amendments and minor wording and numbering changes that do not alter the intent of the policies. Appendix 3 is an excerpt from the minutes of the October 15, 2012 Planning and Development Committee meeting. Appendix 4 contains all written correspondence received regarding the proposed amendments.

Subsequent to the October 15, 2012 public meeting, staff met with various landowners to get a better understanding of their concerns. This report provides responses to the comments received and recommends approval of a new land use framework for the Gateway Corporate Centre Character Area.

The Transit Project Assessment Process (TPAP) for the Hurontario Light Rail Transit Project was initiated on February 19, 2014. This is the culmination of the preliminary engineering design work for light rail transit from Port Credit to Downtown Brampton that commenced in 2011. This work has identified the proposed station locations and the location for the maintenance facility. Approval from the Minister of the Environment is anticipated in late summer 2014.

A report recommending amendments to Mississauga Official Plan to identify the transit station locations on the Hurontario Corridor was presented to Planning and Development Committee on April 14, 2014 and the statutory public meeting was held on June 2, 2014. Identification of the transit station locations along with the land use framework for the Gateway Corporate Centre Character Area proposed by this report will ensure that the City is positioned to move forward on the Hurontario Light Rail Transit project.

COMMENTS:

The proposed amendments to Mississauga Official Plan presented in October 2012 were as follows:

- identify the Hurontario Street Intensification Corridor;
- establish a new land use framework for the Gateway Corporate Centre Character Area;
- identify additional road network requirements in the Gateway Corporate Centre;
- identify transit station locations;
- redesignate lands from Business Employment to Office along the frontage of the Hurontario Corridor and at major transit station locations; and
- prohibit land extensive, automobile dependent uses from fronting onto the Hurontario Corridor.

Key issues identified through the public consultation process are discussed below.

1. Vision for Hurontario Corridor

The vision for the Hurontario Corridor is to create:

- a comfortable and convenient rapid transit service;
- a beautiful street with attractive places and vibrant economic activity; and
- new development customized to the varying and distinct nature of each existing community and sensitive to adjacent stable residential neighbourhoods.

Orlando Corporation questioned Hurontario Street being referred to as Mississauga's University Avenue in the rationale supporting the proposed Official Plan Amendments. They assert that this analogy overstates the street's potential for the following reasons:

- the two streets are vastly different in length;
- densities and the intensity of uses are starkly different; and,
- there can never be a true mix of uses on Hurontario Street given the land use restrictions dictated by the Airport Operating Area.

The reference to Hurontario Street being Mississauga's University Avenue has been used over the years as an example of what Hurontario Street can become. This reference is not in Mississauga Official Plan. The comparison has been made to convey the concept of a grand boulevard as an entrance to the City and link to the Downtown. This concept is a longstanding goal and the addition of light rail transit enhances the importance of Hurontario Street. While Hurontario will never compare directly with University Avenue in terms of length, densities and mix of uses, it is intended to serve a similar role and as such, it is important that the land uses and the design of the Hurontario Corridor reflects its role.

It is intended that the Gateway Corporate Centre portion of Hurontario Street become a prestigious office location within Mississauga and the GTA with office concentrations along the Corridor, particularly at major transit stations.

A complete mix of uses (commercial, residential, employment) on Hurontario Street within the Gateway Corporate Centre is not possible due to its location within the Airport Operating Area. Sensitive land uses such as residential, schools and nursing homes are prohibited from locating in the area because of airport noise.

However, the Hurontario Corridor as a whole, from Port Credit to Highway 407, will achieve a complete mix of uses.

2. Additional Road Network

Some stakeholders questioned the City's rationale for introducing additional roads in the Gateway Corporate Centre Character Area. One of the key principles of Mississauga Official Plan is to create a fine-grained system of streets throughout the City to improve overall connectivity. It is particularly important adjacent to the Hurontario Street Corridor to support light rail transit and in this context, in Gateway Corporate Centre. Additional roads will:

- create multiple routing and turning options that will distribute vehicles and goods and services traffic through the parallel road network;
- provide additional access points for properties on the Hurontario Corridor as there will be limited direct access onto Hurontario Street;
- provide pedestrians and cyclists a greater variety of routes providing improved connection and accessibility within the area and the surrounding areas as well as to the proposed light rail transit network; and
- support the urban form vision along the Hurontario Corridor.

As the official plan policies for other sections of the Hurontario Corridor are reviewed in the context of supporting light rail transit, additional road network will be considered and recommended as appropriate.

3. Office Development and Historic Office Absorption Rates

Orlando Corporation states that the amount of office space being designated in the Gateway Corporate Centre is not attainable or sustainable. It is asserted that the amount of land proposed to be designated for office does not reflect the City's historic office absorption rates nor does it adequately account for planned and forecasted office growth, and will result in supply exceeding demand in the context of the overall GTA office market.

The office designations proposed for the Gateway Corporate Centre represent long-term capacity for office development and recognize that sites may develop in a variety of built forms and evolve over time. Some sites may be built at the minimum height of three storeys, while others may develop at greater heights. At first, on-site parking may be provided at grade, but as landowners contemplate redevelopment or intensification of their sites, structured parking may be provided. It is expected that initially, office densities will be relatively low but will increase when light rail transit is built and land values increase.

The Province's Growth Plan has been updated through Amendment 2 to include population and employment forecasts to 2041. The Provincial Policy Statement (2005 and 2014) allows planning for infrastructure, including transit, beyond a 20 year timeframe. To appropriately plan for light rail transit, it is imperative that the land uses support the infrastructure investments that are being made.

4. Urban Design Vision

A number of stakeholders questioned the urban design vision for the Gateway Corporate Centre and the proposed block structure shown on the preliminary public realm plan. The vision for the Gateway Corporate Centre is for the area to transform into a series of vibrant, new office employment nodes integrated with the light rail transit stations. These nodes will connect adjacent areas to the transit stations. Urban public spaces will define each node and will be a place where employees and visitors to the area can access various amenities. The public realm plan sets out the principles for pedestrian-friendly places including how buildings interface with the street.

Further refinements to both the public realm plan and the built form standards are being made to reflect the preliminary engineering work that has been prepared for light rail transit and other ongoing initiatives. This work will be presented at a later date to provide further direction on the implementation of the Gateway Corporate Centre Character Area policies of Mississauga Official Plan.

5. On-Site Parking and Reduced Parking Standards

A comment was received that all parking should be provided below grade and that the City should be working towards reduced parking standards.

At the present time, most office buildings in the Gateway Corporate Centre have at-grade parking. The current economics of development does not support underground parking. However, as land values increase and a finer-grained network of streets and blocks is introduced, it is anticipated that parking will have to be accommodated either underground or in above-grade structures based on reduced block sizes.

Once light rail transit is built, greater opportunities to reduce parking standards will exist. People will have more choice in how they get to and from work. Currently, many office developers are providing parking at a higher rate than required by the Mississauga's Zoning By-law. A city-wide review of parking standards with a focus on areas identified for intensification is scheduled to commence in 2015.

6. Existing Uses

The proposed amendments to Mississauga Official Plan will result in a number of uses that will no longer conform to the vision for the area and become legal non-conforming. Several landowners expressed concern that this would be a hardship for uses that are currently operating in the Hurontario Corridor.

The realization of the vision for the Gateway Corporate Centre Character Area will take a considerable amount of time. While existing uses that do not meet this vision should eventually redevelop in accordance with the vision, allowing uses to continue as they exist on the day that the proposed amendments come into effect is a reasonable transition strategy.

It is also reasonable to allow limited expansions to existing uses on a site specific basis depending on the proposed use, its location

along the Hurontario Corridor and proximity to a major transit station.

It is recommended that a new policy be added that recognizes uses that legally exist on the date the proposed amendment comes into effect. These uses would become legal conforming. It is anticipated that over time, these uses will be redeveloped in keeping with the vision for the Gateway Corporate Centre Character Area.

One such existing use is Highland Farms, a 5.6 hectare (13.8 acre) retail commercial property located at the northeast corner of Matheson Boulevard East and Hurontario Street. The use is legally permitted on lands designated Business Employment through an exempt site policy which allows commercial uses.

It was proposed that the lands be redesignated to Office and that the exempt site policy be removed, resulting in the existing Highland Farms use becoming legal non-conforming. While staff continue to recommend that the site be redesignated to Office, retention of the exempt site policy with some modifications is now proposed that will:

- allow existing as well as new commercial uses;
- allow for the limited expansion of the existing use; and,
- recognize the proposed road network when the site redevelops.

This would make the existing use legal conforming and allow for additional development. However, sensitive land uses including residential are not permitted to be developed as the site is within the Airport Operating Area. When the site redevelops, the proposed policies will require development to be in accordance with the vision for the Hurontario Corridor.

7. Delineation Between Office and Business Employment

The property owner at 50 Admiral Boulevard (Flo Components Ltd.) expressed concern with the proposal to redesignate his lands from Business Employment to Office. The property is located on the south side of Admiral Boulevard, east of Hurontario Street. The intent of the proposed policies is to redesignate the frontage lands

along Hurontario Street and lands surrounding the proposed transit station at Derry Road to Office. It is recommended that lands further east along Admiral Boulevard, including the Flo Components Ltd. lands, remain designated Business Employment.

It is also recommended that the proposed road that is intended to bisect this block (north/south) be moved to the western property line of Flo Components in order to be aligned with the rear property line of the lot fronting Hurontario Street.

STRATEGIC PLAN:

The proposed amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area support the following Strategic Pillars, goals and actions contained in the City's Strategic Plan:

MOVE: Developing a Transit Oriented City

- Connect our City
 - Action 5: Promote alternatives to the automobile along major corridors
 - Action 9: Improve the transportation network for pedestrians, cyclists and automobiles
 - Action 10: Encourage walking by establishing maximum block sizes
- Build a Reliable and Convenient System
 - Action 13: Establish transit stops within a 10-minute walk
- Direct Growth
 - Action 18: Require development standards for mixed-use development to support transit
 - Action 19: Accelerate the creation of higher-order transit Infrastructure

PROSPER: Cultivating Creative and Innovative Businesses

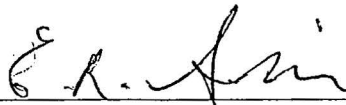
- Attract Innovative Business
 - Action 4: Develop knowledge-based industries
- Meet Employment Needs
 - Action 6: Cultivate and nurture the business environment

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Establishment of a new land use framework for the Gateway Corporate Centre Character Area in support of the introduction of light rail transit to the Hurontario Corridor, is a significant city building initiative. Rapid transit with the proposed land use designations and policies aligns with the Province's Growth Plan, Metrolinx's Regional Transportation Plan (The Big Move), and Mississauga's Strategic Plan.

ATTACHMENTS:

- Appendix 1: Response to Comments Table
- Appendix 2: Compilation of Proposed Amendments to Mississauga Official Plan (Sections 5.4 Corridors and 15.3 Gateway Corporate)
- Appendix 3: Record of Oral Submissions: Excerpt of Minutes of Planning and Development Committee Meeting, October 15, 2012
- Appendix 4: Record of Written Correspondence



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner



Response to Comments Table*

Respondent	Section	Issue	Response	Recommendation
Leo Longo on behalf of Orlando Corporation	General comment	Planning horizon of document – staff report speaks to the vision for 50-100 years in line with the transit technology which is beyond the planning horizon in the Official Plan, Growth Plan, PPS and Regional Official Plan	Mississauga Official Plan does provide for development capacity, including capacity for Business Employment lands, beyond the 20 year time frame of the Plan. This was the same case for previous official plans. The Growth Plan and PPS allow for planning beyond the 20 year timeframe for infrastructure. Planning for infrastructure, particularly transit infrastructure, requires a holistic approach to planning that includes consideration for appropriate land uses. Offices will evolve over time and may initially start with three storeys and surface parking. These sites will intensify as light rail transit is built and land values increase.	No action required.
Leo Longo on behalf of Orlando Corporation	General comment	Vision for Hurontario as a University Avenue	Mississauga has always used the example of University Avenue to stress the importance of Hurontario Street and its preeminence. This comparison is to convey the role of Hurontario Street rather than a strict interpretation of its physical attributes.	No action required.
Leo Longo on behalf of Orlando Corporation	General comment	Schedule 10: Land Use Designations Amount of office space being designated is overly optimistic and does not represent historic absorption	The redesignation of the majority of lands in the Gateway Corporate Centre Character Area from Business Employment to Office will fulfill the vision for the Hurontario Corridor as a prime area of high density office in the City. With the introduction of light rail transit to the Corridor, it is important to create an urban environment supportive of the transit infrastructure. High	No action required.

*Amendment Key: Deletions are shown as ~~strikeout~~; additions shown in **highlight**

Respondent	Section	Issue	Response	Recommendation
		rates, forecasted office employment growth or other planned office areas in GTA	density office uses, particularly around the major transit stations will capitalize on a broader range of amenities in these locations. A vibrant urban office environment is the goal.	
Leo Longo on behalf of Orlando Corporation	Transit Connections to Gateway Corporate Centre	Light rail transit along the Hurontario Corridor within the Gateway Corporate Centre would only be serving employees that live north or south of the area	The proposed light rail transit will connect with service to three GO Stations (Port Credit, Cooksville and Downtown Brampton), the Mississauga Transitway along the Highway 403 corridor, a future 407 Transitway and a number of BRT services in Brampton. In addition, there are a number of bus routes that connect to the Hurontario Corridor. As such, the light rail transit on the Hurontario Corridor will provide service to a broad geographic area.	No action required.
Leo Longo on behalf of Orlando Corporation	Map 15.3-1: Gateway Corporate Centre Character Area Road Network	Additional road network fundamentally overstates what is needed and what is practical and will constrain site planning and structured parking options that can utilize larger development blocks.	There are a number of existing policies in Mississauga Official Plan that speak to the importance of additional road network. These include: "8.2.2.3 Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city. 8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas. 8.2.2.5 Additional roads may be identified during the review of development applications and the preparation of local area plans. The City may require the completion of road	No action required.

Respondent	Section	Issue	Response	Recommendation
			<p>connections and where appropriate, the creation of a denser road pattern through the construction of new roads.”</p> <p>Additional road network in Gateway Corporate Centre is needed to:</p> <ul style="list-style-type: none"> • Provide a variety of routes for pedestrians and cyclists to improve connection and accessibility; • Create multiple routing and turning options to distribute vehicles • Provide additional access points for properties as limited access will be provided to Hurontario Street • Support the longer term urban vision for the corridor. <p>Other sections of the Hurontario Corridor will have additional road network identified through individual reviews and studies.</p>	
Leo Longo on behalf of Orlando Corporation	15.3.3.3 Site 3	Removal of certain business employment uses is contrary to some pre-existing land use approvals (Mississauga Plan Amendment 40) on lands at the northwest corner of Highway 401 and Hurontario Street.	<p>The focus of Mississauga Plan Amendment 40 was on free-standing restaurants and financial institutions including drive-throughs and was primarily a design exercise to consider appropriate built form on the Upper Hurontario Street Corridor. This work pre-dated the Hurontario/Main Street Corridor Master Plan and the City’s new Official Plan.</p> <p>While we recognize settlements on matters before the OMB, as the City evolves and matures, planning regulations change and policies need to be reviewed in the context of</p>	No action required.

Respondent	Section	Issue	Response	Recommendation
			<p>current planning realities. Similarly, developers will ask that settlements be reconsidered as circumstances and economic realities change.</p> <p>The Special Site 1 policies (parcels B&C) reflect the OMB settlement. However, that settlement focused on the urban design of the site and did not address land use.</p> <p>Orlando Corporation has requested an additional transit station on the Hurontario Corridor at World Drive which is immediately adjacent this site. These comments have been submitted as part of the Environmental Assessment for the Hurontario Light Rail Transit project. Retaining a land use designation that would allow for low density employment uses adjacent to a potential higher order transit station is not appropriate.</p>	
Leo Longo on behalf of Orlando Corporation	Urban Design Guidelines	Concerned with introducing transformative urban design guidelines.	Staff are not proposing to advance either the public realm plan or the built form standards at this time. Staff will be reviewing both documents internally and will be meeting with various stakeholders prior to advancing these documents.	No action required.

Respondent	Section	Issue	Response	Recommendation
<p>Paul Lowes on behalf of Highland Farms;</p> <p>Brian Parker on behalf of Flo Components Ltd. – 50 Admiral Boulevard;</p> <p>Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc. – northwest corner of Derry Road and Hurontario Street; and</p> <p>Victor Labreche</p>	<p>15.3.2 and</p> <p>15.3.4.1 Site 1</p>	<p>Concerned that legally existing uses will become legal non-conforming and that the Exempt Site 1 policies are proposed to be removed.</p>	<p>As noted in the corporate report, staff are proposing to recognize legally existing uses.</p> <p>Further, for the Highland Farms site it is proposed that the Exempt Site policy be retained with some modifications. The proposed policy would make the site legal conforming, recognize the redesignation to Office, allow for limited expansions to the existing use and allow new commercial uses with some exceptions. New commercial uses would be subject to the urban design and other policies of the plan. Also, new uses and redevelopment of the site should recognize future road requirements.</p>	<p>1</p> <p>That the following policy be added to Section 15.3.2:</p> <p>Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a major transit station.</p>

Respondent	Section	Issue	Response	Recommendation
of Labreche Patterson & Associates Inc. on behalf of A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. , Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA)				<p>2 That Exempt Site 1 be revised as follows:</p> <p>15.3.4.1 Site 1</p> <p>15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.</p> <p>15.3.4.1.2 Notwithstanding the policies of this Plan provisions of the Business Employment designation, commercial uses will also be permitted.</p> <p>15.3.4.1.3 Limited expansion of the existing commercial use will be permitted.</p> <p>15.3.4.1.4 New development will provide for a public road connecting Watline Avenue and Matheson Boulevard East.</p>

Respondent	Section	Issue	Response	Recommendation	
Jason Cannuel on behalf of Fairfield Inn and Suites, northwest corner of Courtneypark and Hurontario	15.3.2.3 as revised	Looking to build another hotel west of the existing hotel	The Office designation as proposed will allow overnight accommodation and conference centres as additional permitted uses.		No change required.
Brian Parker on behalf of Flo Components Ltd. – 50 Admiral Boulevard	Schedule 10 – Land Use Designations	Want to continue industrial use at this address even though an Office designation is being proposed. Requesting to continue Business Employment as the business is light industrial and looking to expand. Also requesting that the proposed road be moved westerly to the east of the existing hotel on Hurontario Street.	The line between the proposed Office designation and Business Employment falls on the east side of the property. The intent was to capture the frontage lands along Hurontario Street under the Office designation as opposed to lands on the south side of Admiral Boulevard to the east that are light industrial uses. The property does not front onto Hurontario Street and does not surrounding the proposed transit station at Derry Road. It is acceptable that interior lands remain Business Employment and to shift the proposed road to west of the property to align with the rear property of the hotel on Hurontario Street. Shifting the road westerly will still provide the additional road network required and divide lands designated Office from those designated Business Employment.	3	Retain the Business Employment designation for lands known municipally as 50 Admiral Boulevard.
				4	Show the proposed road as dividing the lands to be designated Office from lands to remain Business Employment.
Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc.	15.3.3.1 Site 1	Development application for a motor vehicle commercial facility.	The development application has now been dealt with by the Ontario Municipal Board. The decision will permit the motor vehicle commercial use at this location. The implementing documents will be submitted to the OMB for final approval.		No action required.

Respondent	Section	Issue	Response	Recommendation
– northwest corner of Derry Road and Hurontario Street				
Victor Labreche of Labreche Patterson & Associates Inc. on behalf of A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp., Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA	15.3.2.1	Object to the removal of drive-throughs as a permitted use and the redesignation of lands from Business Employment to Office.	The drive-through issue for lands within the Gateway Corporate Centre Character Area has been resolved as part of the appeals to Mississauga Official Plan.	No action required.
Rico Grella of Richill Construction Limited	Lands at the northeast corner of Admiral Boulevard and Hurontario Street.	Bought lands in 1997 with intent to develop as light industrial/retail units. Would not have purchased if they had been designated Office.	The lands are within the block immediately adjacent the proposed transit station at Derry Road and Hurontario Street. It is critical that lands in the immediate vicinity of the transit station be developed for higher density office uses with a minimum of three storeys. These locations provide the greatest opportunity to provide a mix of uses in a pedestrian-friendly	No action required.

Respondent	Section	Issue	Response	Recommendation
		Want lands to remain Business Employment.	environment.	
Sharmini Mahadevan of Wood Bull on behalf of Derry-Ten Limited	Three parcels at the southwest corner of Derry Road and Hurontario Street.	<p>Concerned that a number of permitted uses are being taken away, with the location of any proposed transit infrastructure and disagree with proposed additional road network.</p> <p>Would like approvals withheld on all three parcels.</p>	<p>These lands are subject to outstanding appeals on City Plan (1997), Mississauga Plan (2003), Mississauga Official Plan (2011) and OPA 40 (Upper Hurontario Corridor).</p> <p>The north parcel is in the block immediately adjacent the proposed transit station at Derry Road and Hurontario Street. It is critical that lands in the immediate vicinity of the transit station be developed for higher density office uses with a minimum of three storeys. These locations provide the greatest opportunity to provide a mix of uses in a pedestrian-friendly environment.</p> <p>The two southern blocks although more removed from the transit station, will be critical in achieving the overall character of Hurontario Street particularly along the frontage lands. These two southern parcels are proposed to be sold off and are currently subject to a development application that seeks to rezone the lands with no end user known at this time.</p> <p>The proposed new road network will provide improved connectivity and access to develop parcels and create multiple routing and turning options that will aid in traffic in the area. The new network of roads will support the proposed land uses and urban form.</p>	No action required.

Respondent	Section	Issue	Response	Recommendation
Erinoak Kids	Lands at the northwest corner of Ambassador Drive and Hurontario Street.	Concerned with proposed new road network that would cut through the parcel.	Erinoak Kids had considered developing on lands owned by Derry-Ten Limited (see response above). This application has now been withdrawn and the applicant is locating elsewhere in the city.	No action required.

K:\PLAN\POLICY\GROUP\2014 Hurontario LRT\Gateway\Appendix1-Response To Comments Table.docx

Compilation of Proposed Amendments to Mississauga Official Plan

(Section 5.4 Corridors and 15.3 Gateway Corporate)

New Text – Shaded

Deleted Text – Strike through

5.4 Corridors

Mississauga was planned with a grid of arterials, which have historically served as the chief conduits for moving cars and freight. This grid now forms the basis of a system of **Corridors**.

Corridors connect various elements of the city to each other. Over time, many of these **Corridors** will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. **Corridors** are

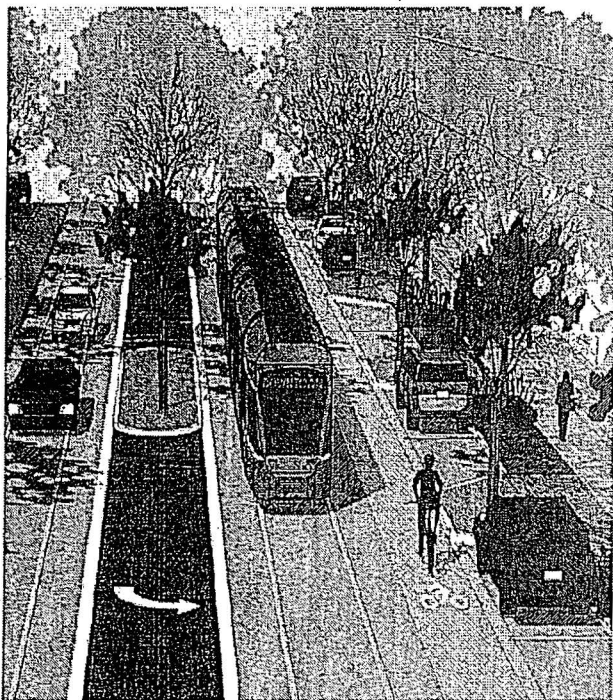


Figure 5-15: **Corridors** connect the city and link communities. They are where people experience the city on a day-to-day basis and over time will accommodate multi-modal transportation facilities. Dundas Street and Hurontario Street have been identified as areas where growth will be directed.

important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.

Some **Corridors** have been identified as appropriate locations for intensification. Additional policies have been developed for **Intensification Corridors** to recognize their development potential.

5.4.1 A **Corridor** is generally comprised of the road right-of-way as well as the lands on either side of the road. The **Corridors** are shown conceptually on Schedule 1c: Urban System - Corridors.

5.4.2 Where **Corridors** run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.

5.4.3 **Corridors** that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the **Corridor**.

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

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

5.4.6 Local area plans will review land use and design policies for **Corridors** and may delineate the boundaries of **Corridors**.

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

5.4.8 **Corridors** will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along **Intensification Corridors** and within **Major Transit Station Areas**, the minimum building height requirement will not apply to Employment Areas.

5.4.9 Transit services infrastructure will utilize **Corridors** to connect Intensification Areas.

5.4.10 Local area plans will consider the appropriateness of transit supportive uses at the intersection of two **Corridors**. Local area plans may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

5.4.11 Hurontario Street and Dundas Street have been identified as **Intensification Corridors**. These are Intensification Areas. Additional **Intensification Corridors** may be identified in the future.

5.4.12 Not all segments of **Intensification Corridors** are appropriate for intensification. Planning studies for **Intensification Corridors** will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.

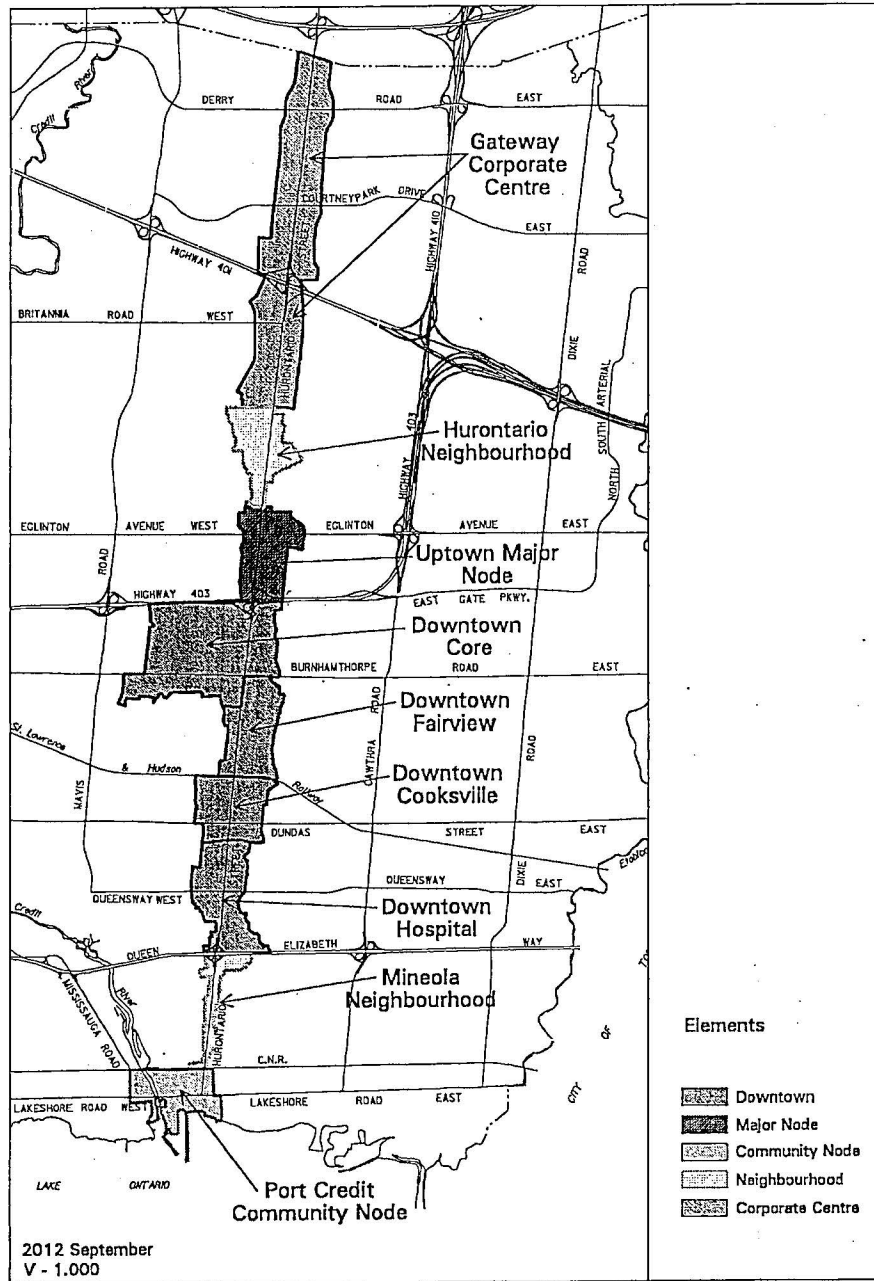
5.4.13 Low density residential development will be discouraged from locating within **Intensification Corridors**.

5.4.14 The Hurontario Street Intensification Corridor is comprised of the lands along Hurontario Street from Lake Ontario in Port Credit to the city's northern boundary as shown on Map 5-1 Hurontario Street Intensification Corridor.

5.4.15 A number of **Major Transit Station Areas** will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system. These **Major Transit Station Areas** are identified on Schedule 2: Intensification Areas and Schedule 6: Long Term Transit Network.

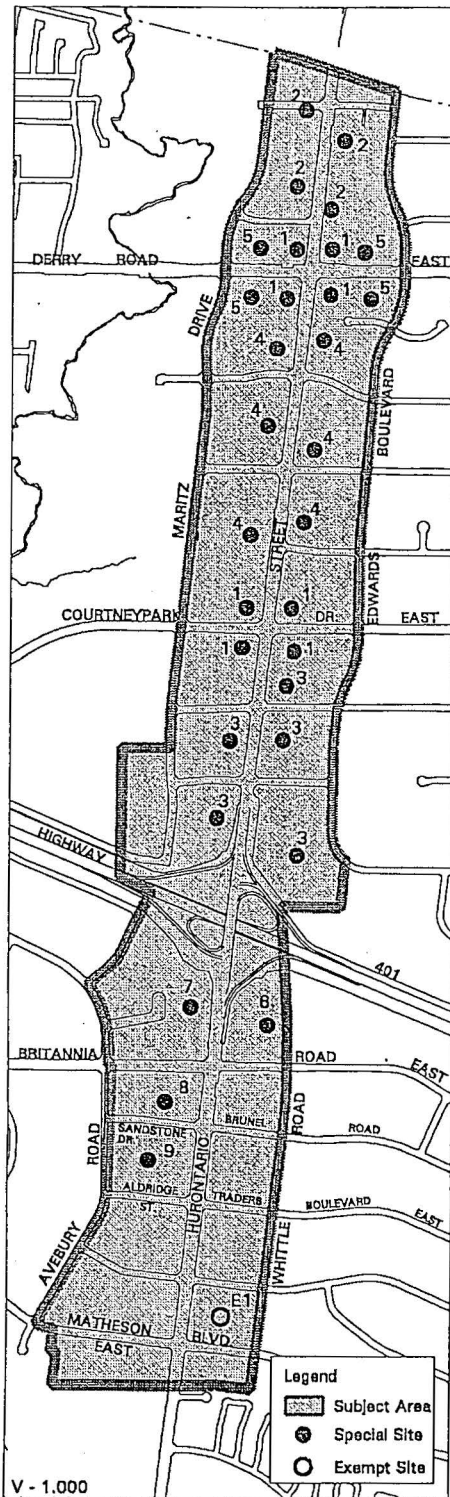
5.4.16 A network of new roads and **Active Transportation** routes within the Hurontario Street Corridor will be identified through local area reviews. This finer grained grid network will support the urban form vision along the **Corridor** and will provide pedestrians and cyclists a greater variety of routes including improved connections and accessibility within the area and the surrounding communities as well as to the proposed light rail transit system. The finer grained grid network will also create the multiple routing and turning options to distribute vehicles, servicing and goods movement traffic through the parallel road network. The location of these roads is intended to be conceptual and may be refined through the review of development applications and development master plans.

New - Map 5-1



Map 5-1 Hurontario Street Intensification Corridor

15.3 Gateway Corporate



Map 15-3: Gateway Corporate Centre Character Area

15.3.1 Urban Design Policies

15.3.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south **Corridor** through the city.

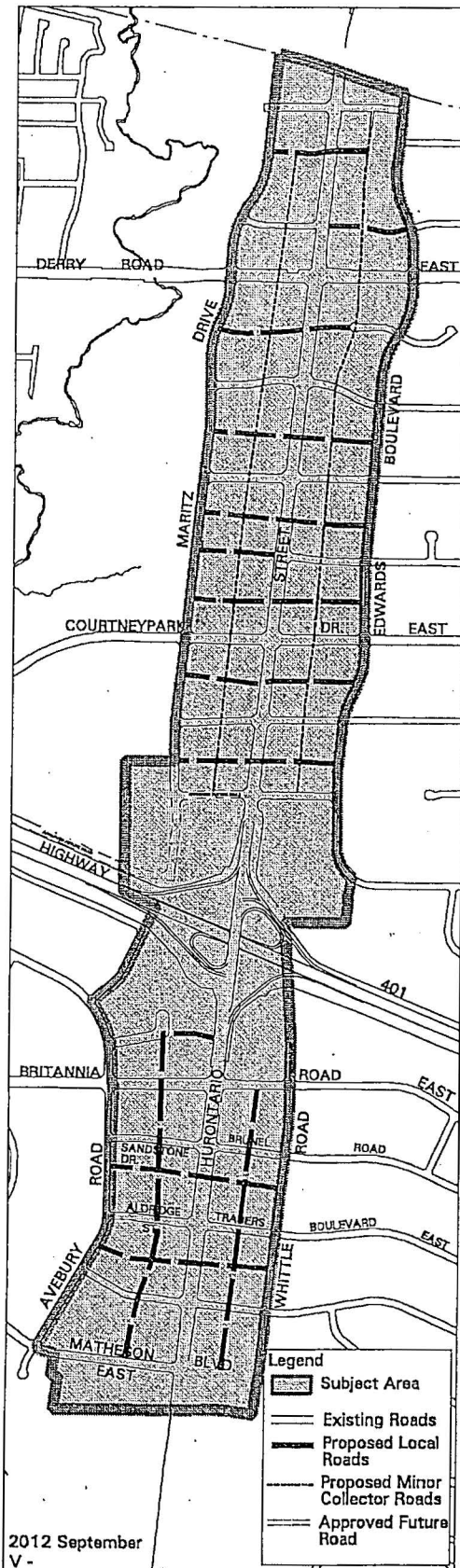
Hurontario Street Corridor Development Policies

15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

- encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor;
- encourage a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, particularly at Major Transit Station Areas which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive location of utilities;
- ensure buildings will be are street related with main building pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;
- encourage the development of a unique Hurontario Street character, and enhance its image through the creation of **streetscape** design, prominent intersections, built form features, an integrated public and private realm and gateway features;
- orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the **streetscape**;

- f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. ~~Increasingly, parking should be structured and preferably underground. Transportation demand management measures will be encouraged;~~
 - g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;
 - h. complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;
 - i. integrate the principal and the accessory uses, within individual buildings;
 - j. encourage the continued development of varied and innovative prestige buildings;
 - k. encourage development that provides a safe and convenient pedestrian environment that ~~reinforces~~ promotes the use of Hurontario Street as a major transit corridor;
 - l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;
 - m. encourage the appropriate transition of built form between buildings;
 - n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);
 - o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;
 - p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;
 - q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
 - r. create a sense of prominence at the intersections of Hurontario Street, ~~and Major Transit Station Areas in addition to those subject to Special Site Policies,~~ by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and **streetscape** treatment, ~~transit amenities~~ elevated and distinguishing rooflines;
 - s. internalize, screen and minimize visual impacts of the service and loading facilities from the **streetscape**, public view, pedestrian walkways, and abutting uses;
 - t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented; and
 - u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence; ~~and~~
- v. development should provide the ease of movement between the built form and transit facilities and **active transportation**. The design of buildings will improve connections and accessibility for transit users and **active transportation** and reinforce Hurontario Street as a major transit corridor.

New Map 15.3.1



2012 September
V-

Map 15.3-1: Gateway Corporate Centre Character Area
Road Network

15.3.2 Land Use

15.3.2.1 Notwithstanding the Business Employment Policies of this Plan, single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development will not be permitted on land adjacent to Hurontario Street.

15.3.2.2 Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a major transit station.

15.3.2.2.3 Notwithstanding the above policy, e Existing buildings that do not meet the built form policies including single storey financial institutions, and freestanding restaurants, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies. Will be encouraged to redevelop in keeping with the vision for the Hurontario Corridor.

15.3.2.3 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

15.3.2.4 Notwithstanding the Office designation, the following additional policies will apply:

- a. overnight accommodation and conference centres may be permitted;
- b. at **Major Transit Stations Areas**, buildings will be a minimum of three storeys but will be encouraged to be higher;
- c. buildings will have a maximum building setback of 5 metres however greater setbacks may be required based on the final design of the light rail transit system;
- d. accessory retail commercial uses incorporating transparent windows will be encouraged at grade in **Major Transit Station Areas** for buildings directly fronting Hurontario Street; and
- e. in order to achieve a continuous street wall, new development will have a minimum of 95 percent of any lot frontage along Hurontario Street within **Major Transit Stations Areas** and 70 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.

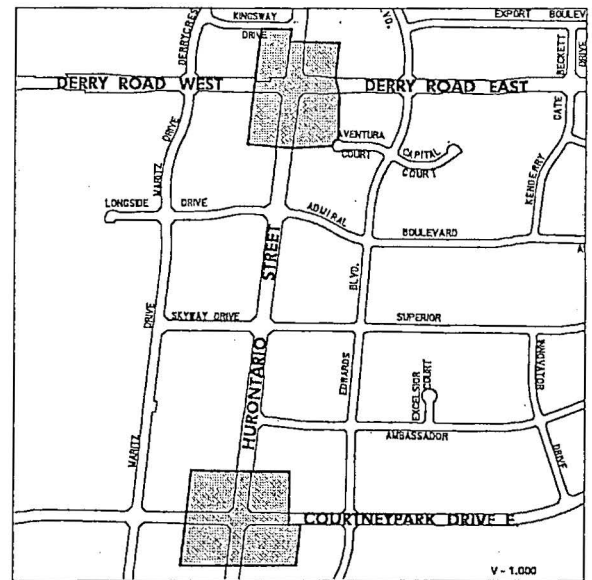
15.3.2.5 Notwithstanding the Business Employment designation, the following additional uses will not be permitted:

- a. motor vehicle body repair facilities;
- b. transportation facilities;
- c. trucking terminals;
- d. waste processing or transfer stations and composting facilities.

15.3.3 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

15.3.3.1 Site 1



15.3.3.1.1 The lands identified as Special Site 1 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West.

15.3.3.1.2 Notwithstanding the ~~policies of this Plan~~ Business Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. ~~existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;~~
- b. ~~expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the~~

existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted.

~~The reconstruction or alteration of the existing car wash at the southeast corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies;~~

- e. ~~b.~~ accessory commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area. Freestanding accessory commercial uses will not be permitted. Accessory commercial uses must be contained within the same building as the principal use;
- d. ~~b.~~ assembly of lands at the Hurontario Street/Derry Road intersection is encouraged
- e. ~~c.~~ prior to development of the lands at the Hurontario Street/Derry Road intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- f. ~~d.~~ these lands represent the principal intersections along the Hurontario Corridors north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the **streetscape**, given their high profile and visibility.

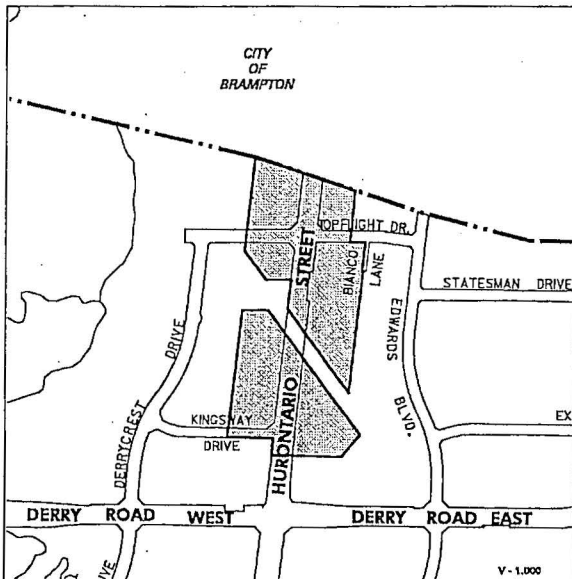
In addition to the Urban Design Policies in Section 15.3.1.2, these lands will be subject to the following:

- built form at the corners of the intersections should have prominence, ~~and~~ occupy a majority of the streetline. ~~and be a minimum of three storeys. The reconstruction of the service~~

~~stations at the southeast and southwest corners of Hurontario Street and Derry Road East West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intent of this Plan by providing, for example, the massing, height and built form of a two-storey mezzanine building; and~~

- buildings with minimal frontal setbacks with active street oriented elevations, main front doors and fenestration integrated with the **streetscape**; and
- g. ~~b.~~ regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.2 Site 2



15.3.3.2.1 The lands identified as Special Site 2, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

15.3.3.2.2 Notwithstanding the ~~policies of this Plan~~ Business-Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. ~~expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted;~~
- b. ~~a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;~~
- e. ~~prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;~~
- d. ~~Special Site 2 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive built form, landscaping~~

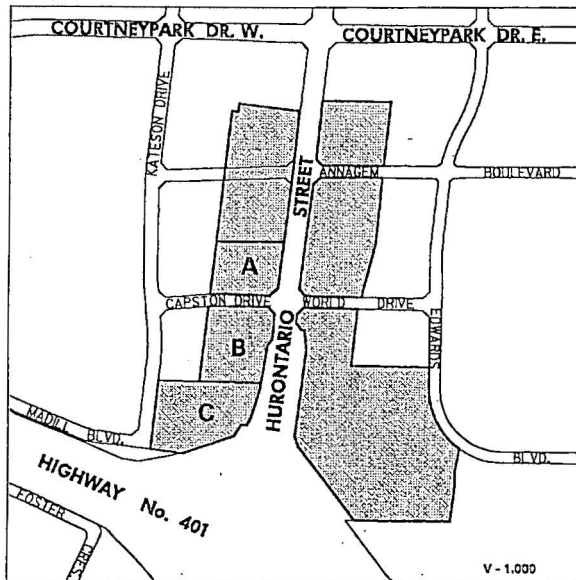
and street furniture elements as visual landmarks to identify the City entre and reinforce a quality image.

This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage and decorative elements) as well as abutting development.

Built form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, character and attention to design detail; and

- e. ~~regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.~~

15.3.3.3 Site 3



15.3.3.3.1 The lands identified as Special Site 3, also known as the District Gateway, are located on both sides of Hurontario Street, north of Provincial Highway 401.

15.3.3.3.2 Notwithstanding the ~~policies of this Plan~~ Business Employment designation on these lands, the following additional policies will apply:

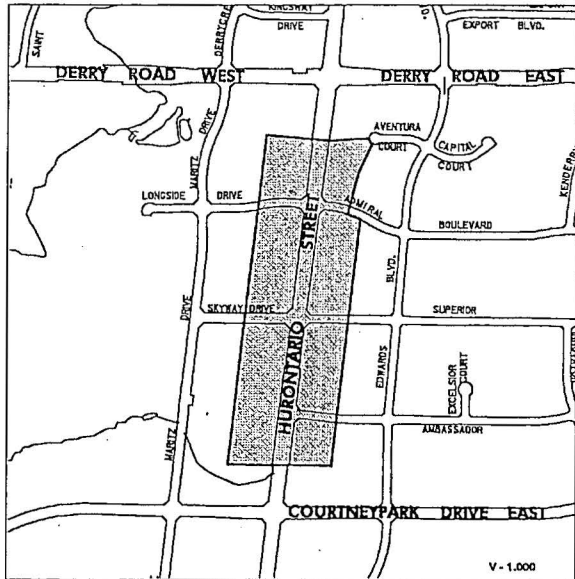
- a. the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;
- b. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor – A design

mandate for excellence during the processing of development applications;

- c. for the lands identified as 3A, Section 15.3.1.2 (e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- d. for the lands identified as 3B and 3C, Sections 15.3.1.2 (e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
 - an access aisle between the building(s) and Hurontario Street, will be permitted;
 - a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas; and
 - for lands identified as 3B:
 - one row of parking between the building(s) and Hurontario Street for all permitted uses except office will be permitted;
 - the building(s) be located close to the Hurontario Street frontage on lands identified as 3B;
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street on lands identified as 3B; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to

encourage transit usage on lands identified as 3B.

15.3.3.4 Site 4



15.3.3.4.1 The lands identified as Special Site 4, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street, south of Derry Road East/Derry Road West.

15.3.3.4.2 Notwithstanding the ~~policies of this Plan~~ Employment designation on these lands, the following additional policies will apply:

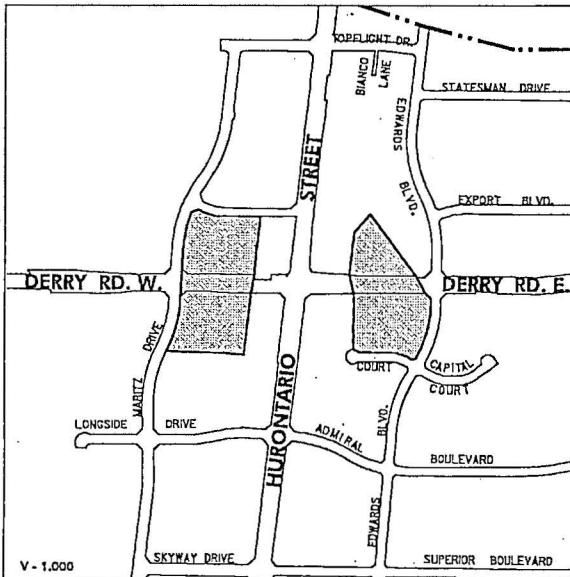
- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a

visual frame for the street as a foundation for a quality image; and

- b. the following general principles should apply to the urban corridor of Hurontario Street:
 - broader streetline setback range on development with substantial landscape area;
 - substantial building coverage oriented to streetline;
 - active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
 - encourage consolidation of vehicular entrances;
 - "background" architecture to create a unified street frame; and
 - signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.5 Site 5



15.3.3.5.1 The lands identified as Special Site 5, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

15.3.3.5.2 Notwithstanding the ~~policies of this Plan~~ Employment designation on these lands, the following additional policies will apply:

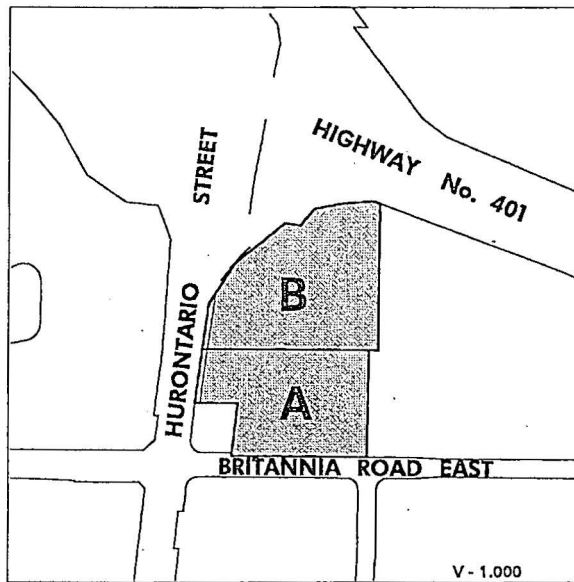
- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage;

- b. the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:

- broader streetline setback range on development with substantial landscape area;
 - substantial building coverage oriented to streetline;
 - active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
 - encourage consolidation of vehicular entrances;
 - "background" architecture to create a unified street frame; and
 - signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during processing of the development applications.

15.3.3.6 Site 6

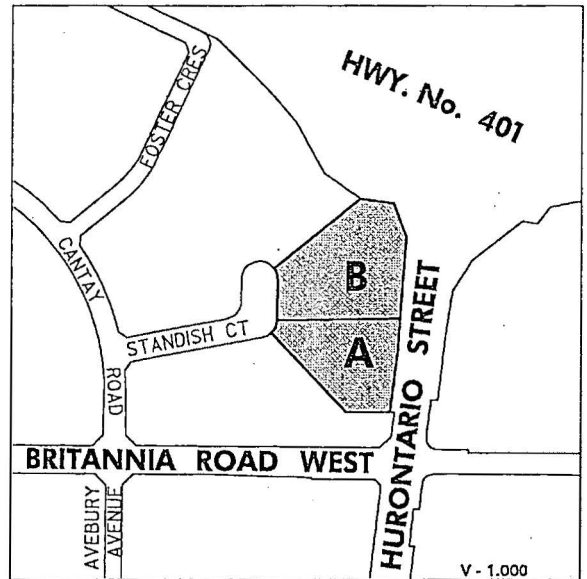


15.3.3.6.1 The lands identified as Special Site 6 are located on the east side of Hurontario Street, south of Provincial Highway 401.

- a. for the lands identified as 6A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- b. for the lands identified as 6B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
 - two rows of parking between the buildings(s) and Hurontario Street, will be permitted;
 - an access aisle between the building(s) and Hurontario Street, will be permitted; and

- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

15.3.3.7 Site 7

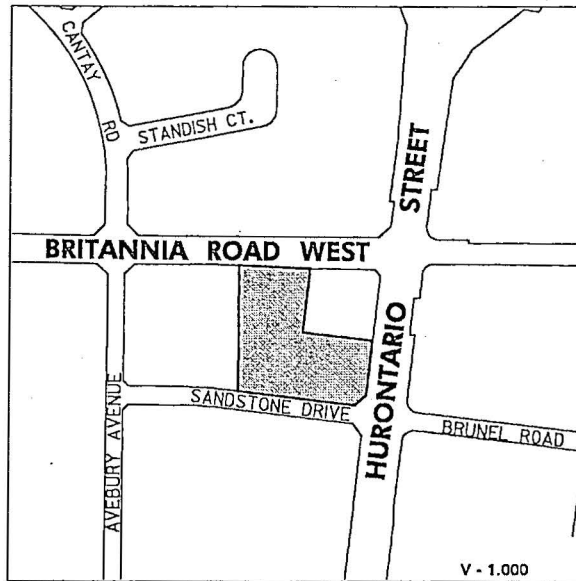


15.3.3.7.1 The lands identified as Special Site 7 are located on the west side of Hurontario Street, south of Provincial Highway 401.

- a. For the lands identified as 7A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- b. For the lands identified as 7B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
 - an access aisle between the building(s) and Hurontario Street, will be permitted; and

- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

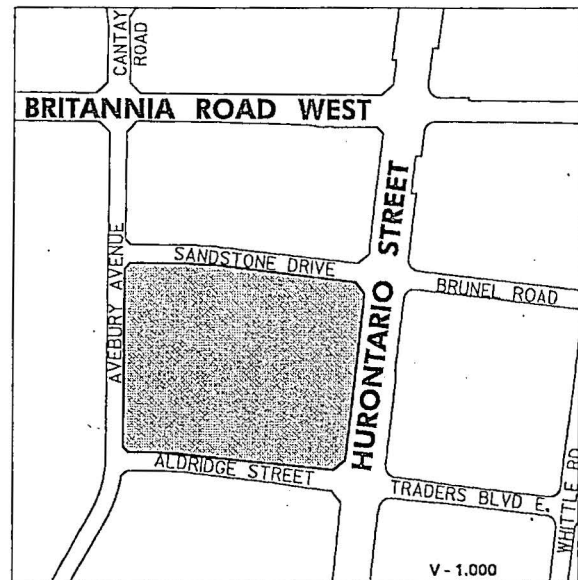
15.3.3.8 Site 8



15.3.3.8.1 The lands identified as Special Site 8 are located at the northwest corner of Sandstone Drive and Hurontario Street.

- Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.

15.3.3.9 Site 9

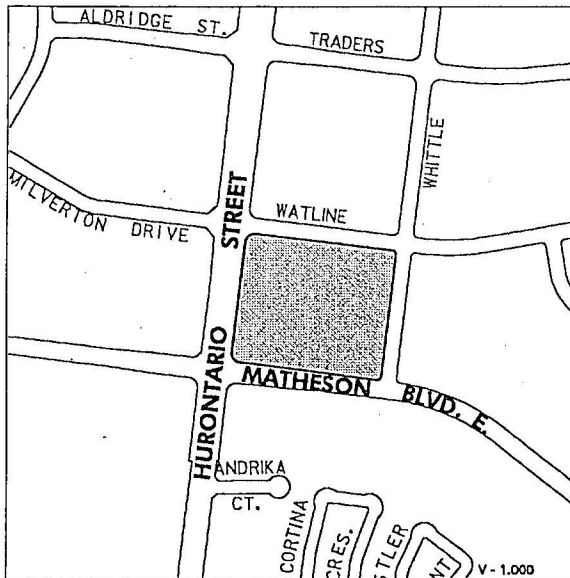


15.3.3.9.1 The lands identified as Special Site 9 are located at the southwest corner of Sandstone Drive and Hurontario Street.

- Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- Section 15.3.1.2(f) and (l), Hurontario Street Corridor Development Policies shall not apply if the existing building is expanded.

15.3.4 Exempt Sites

15.3.4.1 Site 1



15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

15.3.4.1.2 Notwithstanding the ~~policies of this Plan~~ provisions of the Business-Employment designation, commercial uses will also be permitted.

15.3.4.1.3 Limited expansion of the existing commercial use will be permitted.

15.3.4.1.4 New development will provide for a public road connecting Watline Avenue and Matheson Boulevard East.

These policies are under appeal:

5.4.8

15.3.1.2 (i)

Proposed Schedule Changes:

Schedule 1: Urban System

Schedule 1c: Urban System - Corridors

Schedule 2: Intensification Areas

Schedule 5: Long Term Road Network

Schedule 6: Long Term Transit Network

Schedule 10: Land Use Designations

APPENDIX 3

**RECORD OF ORAL SUBMISSIONS
EXCERPT OF MINUTES OF PLANNING AND
DEVELOPMENT COMMITTEE MEETING
OCTOBER 15, 2012**

- (i) A fourth (4th) ground sign fronting Courtneypark Drive East.
- (c) Sign Variance Application 12-01933
Ward 11
DeWalt Factory Service
6275 Millcreek Drive
- To permit the following:
- (i) One (1) fascia sign located on the north elevation of the building which does not face a street or where the main entrance to the building is located.

CARRIED – (J. Tovey)
File: BL.03-SIG (2011)

2. PUBLIC MEETING

Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area (Ward 5)
File: CD.03.GAT

Councillor Dale, Chair, called this public meeting to order at 7:05 p.m.

Karen Crouse, Development Planner addressed the committee with respect to the proposed amendments to the Mississauga Official Plan. She outlined the area context, the rational behind the establishment of the policies, the proposed zoning changes, the amended land use designations and the proposed fine grain grid road network. She noted the office development trends in the City of Mississauga from 2007 – 2011 and spoke to the potential for office development. Ms. Crouse outlined the next steps for the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area noting that a report on comments would be brought back to the Planning and Development Committee.

The following persons were in the audience and spoke to the item:

Leo Longo, Arid and Berlis LLP
Paul Lowes, Sorensen Gravely Lowes Planning Associates Inc.
Jason Cannuel (sp)
Abe Fisher
Brian Parker, Gowlings

Leo Longo, representing the Orlando Corporation addressed the committee and outlined his client's concerns with the proposal. He noted that the planning horizon for the proposal did not conform with the Provincial Policy Statement 2005, the Peel Official Plan or the Mississauga Official Plan, and suggested that the office space gross floor area (GFA) specified in the plan would not be attainable or sustainable. Mr. Longo further suggested that due to intrinsic differences, the Gateway Corridor could not be compared to University Avenue. He also outlined the limitations of the proposed Light Rail Transit (LRT) because it would only service employees that live north or south of the area. Mr. Longo raised concerns with the fine grid road network that was intended to enhance pedestrian movement noting that mixed uses in the area would ensure that pedestrians would have destination areas to walk to. He suggested that the fine grain road network would prevent the intensification of office space and constrain development and raised a concern with respect to the proposed underground parking suggesting that structured parking be permitted. He also raised a concern with un-stated urban design guidelines and spoke against architectural constraints. Mr. Longo sought clarification as to whether or not the amendments would affect the Ontario Municipal Board settlements that had been made regarding Orlando Corporation land.

Councillor Mullin noted that the City of Mississauga had to establish a vision for the area and noted that the City's goal was for people to live and work within the City which was why office development was important. She addressed the issue of underground parking and stipulated that the goal was not to have parking in front of buildings and instead, the vision was to have buildings come up to the street to create a specific street scape. Councillor Mullin requested that staff respond to the affect the proposed Official Plan amendments would have on the settlements made regarding Orlando Corporation land. Ms. Crouse noted that the Orlando Corporation and the City had approached the Ontario Municipal Board with settlements regarding a number of blocks of land and that setbacks, parking areas and building placements had been negotiated.

Paul Lowes, representing Coppa Properties addressed the committee and noted that Coppa Properties owned 50 Matheson Boulevard and operated Hyland Farms on the property. He noted his client's concern with redesignating the lands from business employment to office. Mr. Lowes indicated that the property owners had a vision for a pedestrian friendly site which would not be possible if only office development was permitted. He requested that site specific permission be maintained to allow the Hyland Farms grocery store to remain.

Councillor Saito inquired as to whether or not Coppa Properties had looked at the feasibility of mixed uses along the front of their property. Mr. Lowes indicated that the property owner had looked at the possibility but there was an issue with maintaining an appropriate amount of parking. Councillor Saito suggested that with the amount of parking available on the site, office and retail development could likely be achieved and Mr. Lowes noted that single storey retail or office space may be possible. Madam Mayor noted that the store and warehouse was larger than most grocery stores and suggested that this space could be utilized further noting that due to the size of the building there was much potential. Councillor Iannicca made comments with respect to the history of the site.

Jason Cannuel (sp) representing the owners of the Fairfield Inn and Suites at 35 Courtney Park Drive West addressed the committee noting that the owners had planned to develop the land adjacent to their property with a new hotel and wanted to ensure that any re-designation of land would not negatively impact this development. Ms. Crouse noted hotels, banquet halls and convention centres would be permitted.

Abe Fisher (sp) responded to a comment made by Mr. Longo with respect to the limitations of the LRT. He noted that as Mississauga Transit services areas east and west of the Gateway Corporate Centre, the LRT could be utilized by all residents working in the Gateway Corporate Centre area. He noted his support for the use of underground parking and suggested that parking standards be reduced to avoid gridlock. He suggested that development should be a minimum of three (3) storeys and include mixed uses so that residents can live, work and play in the same area. He also suggested that buildings be brought to the street's edge and noted that he disagreed with reducing block sizes as larger blocks would benefit development. He also suggested that a design review panel be established and that more transit stops be installed in the Gateway Corporate Centre area.

Brian Parker, representing the owner of 50 Admiral Boulevard addressed the committee and noted that the property was two blocks east of Hurontario Street and housed Flow Components Inc. which was a light industrial operation. He further stipulated that the lands were to be re-designated as business office. He noted concern that Flow Components would not be able to expand under the proposed amendments and expressed concern that the company would be restricted to a legal non-conforming status. He noted his support for a higher density and the LRT. Ms. Crouse noted that the property was located in a transition area and indicated that staff would be willing to discuss where the dividing line between land designations should be. The committee suggested that Mr. Parker and his clients meet with staff to further discuss the issue.

Mayor McCallion moved the following motion which was voted on and carried:

PDC-0059-2012

1. That the report titled *"Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area"*, dated September 25, 2012 from the Commissioner of Planning and Building, be received.
2. That the submissions made at the public meeting be received.
3. That staff report back to Planning and Development Committee on the submissions.
4. That the following correspondences be received:
 - (a) Email dated October 12, 2012 from David Riley, Planner, Sorensen Gravely Lowes Planning Associates Inc., including a letter and attachments dated October 11, 2012 from Paul Lowes, Principal, Sorensen Gravely Lowes Planning Associates.

- (b) Email dated October 12, 2012 from Yvonne Choi, Land Use Planner, Wood Bull LLP, Barristers and Solicitors and attached letter dated October 12, 2012 from Sharmini Mahadevan, Wood Bull LLP, Barristers and Solicitors.
- (c) Email and attached letter dated October 15, 2012 from Lori McPherson, Bousfields Inc.
- (d) Email dated October 15, 2012 from Rico Grella, Richill Construction Ltd.

File: CD.03.GAT

APPROVED – (Mayor McCallion)

This public meeting closed at 7:59 p.m.

3. Information Status Report – Removal of "H" Holding Symbol Application to permit Phase 2 of the Amacon Parkside Village Subdivision, Part of Lot 19, Concession 2, N.D.S, west side of Confederation Parkway, north of Burnhamthorpe Road West. Owner/ Applicant: Amacon Development (City Centre) Corp., **Bill 51** (Ward 4)
File: H-OZ 12/001 W4

Councillor Iannicca outlined the differences between item number three (3) on the agenda and item number four (4), which both dealt with Amacon Parkside Village.

Councillor Iannicca moved the following motion which was voted on and carried:

PDC-0060-2012

That the Report dated September 25, 2012, from the Commissioner of Planning and Building outlining the details of the proposed development concerning the application for removal of the "H" holding symbol in the downtown, to permit Phase 2 of the Amacon Parkside Village Subdivision under file H-OZ 12/001 W4, Amacon Development (City Centre) Corp., Part of Lot 19, Concession 2, N.D.S., be received for information.

CARRIED – (Councillor Iannicca)

FILE: H-OZ 12/001 W4

APPENDIX 4

RECORD OF WRITTEN CORRESPONDENCE

1. Leo Longo on behalf of Orlando Corporation – presentation notes
2. Paul Lowes on behalf of Highland Farms
3. Brian Parker on behalf of Flo Components – 50 Admiral Boulevard
4. Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc.
5. Victor Labreche on behalf of A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp., Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA)
6. Rico Grella of Richill Construction
7. Sharmini Mahadevan of Wood Bull on behalf of Derry-Ten Limited (two letters)
8. Erinoak Kids

Deputation Points – October 15 P&D Meeting

- Speaking on behalf of Orlando Corporation
- Purpose is to highlight some of client's concerns with the Staff Report and the proposed OPA
- Can advise we have already met with staff on 2 occasions to discuss these concerns. We expect to continue that dialogue in the hopes of finding common ground while this OPA works its way through the public process.
- In no particular order, Orlando's concerns include the following 6 matters:
 1. Staff have advised that the planning horizon contemplated by the Hurontario vision discussed in the Staff Report as being 50-100 years.

While we understand the need to look beyond the current planning horizon when considering long-term transit plans, we cannot ignore the fact that this 50-100 year timeframe greatly exceeds the permitted planning horizons of the PPS 2005, Growth Plan, Peel OP and Mississauga OP and is inconsistent with and fails to conform to these planning documents.

2. Staff have not yet been able to advise how much office space GFA would likely result from the introduction of this Hurontario vision and these proposed OP policies.

We believe the proposed OP designations and the office space GFA depicted on the conceptual "Public Realm Plan" does not take into consideration:

- the city's historic absorptions rates for office space;
- the planned and forecasted office employment growth for the City as expressed in the Growth Plan, Peel OP and Mississauga OP;
- that other municipalities also make provision for office development...and this supply exceeds demand;

As a result, the amount of office space is neither attainable nor sustainable.

3. City Council and staff have referred to the vision of Hurontario in the Gateway Corporate Area as being Mississauga's opportunity for a "University Avenue".

That analogy fundamentally overstates the true practical potential of Hurontario for a number of reasons.

Discuss graphic.

- Drastically different lengths.
- True mixed use [office, residential, institutional, commercial] vs. primarily the single proposed employment use of office.
- Density/intensity served by a regional transportation system [Union Station Hub, Go Trains; subway lines N/S and E/W] vs. much more limited proposed N/S rapid transitway along Hurontario.
- Hurontario development is affected by the inherent building height and land use restrictions within the Airport Operation Area and the current composite noise contours.

This makes Hurontario intrinsically different than University Avenue. As a result, realistic long-term goals should be sought.

4. Staff has advised that the proposed "finer grain" road pattern is not based on any traffic analysis but is meant to enhance pedestrian movement and certain urban design considerations.

This proposed road pattern again fundamentally overstates what is needed and what is practical:

- With the predominant proposed land use being solely that of office space employment...itself a destination use...there will not be any demand or reason why employees would be utilizing the proposed road pattern for pedestrian purposes...no other uses to walk to...no retail...no residential...
- The most important factor is that the road pattern will prevent the very intensification of office space that the Staff Report contemplates. The finer grade road pattern will constrain site planning and structured parking options that can utilize the larger development blocks that currently exist along the Hurontario corridor.
- Staff have advised us that they are not suggesting that all parking be underground but the development concept is only contemplating underground parking based upon the depicted built form. This is entirely unrealistic and unmarketable and needs further consideration.

5. The removal of certain business employment uses, especially on the Orlando lands north of Hwy 401, is not appropriate and is contrary to planning approvals for those lands which

have either been recently approved by City Council and/or settled before the OMB.

OPA 40 & its implementing zoning by-law – May 5, 2010 – settlement approved by OMB

Madill Rezoning – By-Law 0178-2012 – approved by Council on September 12, 2012

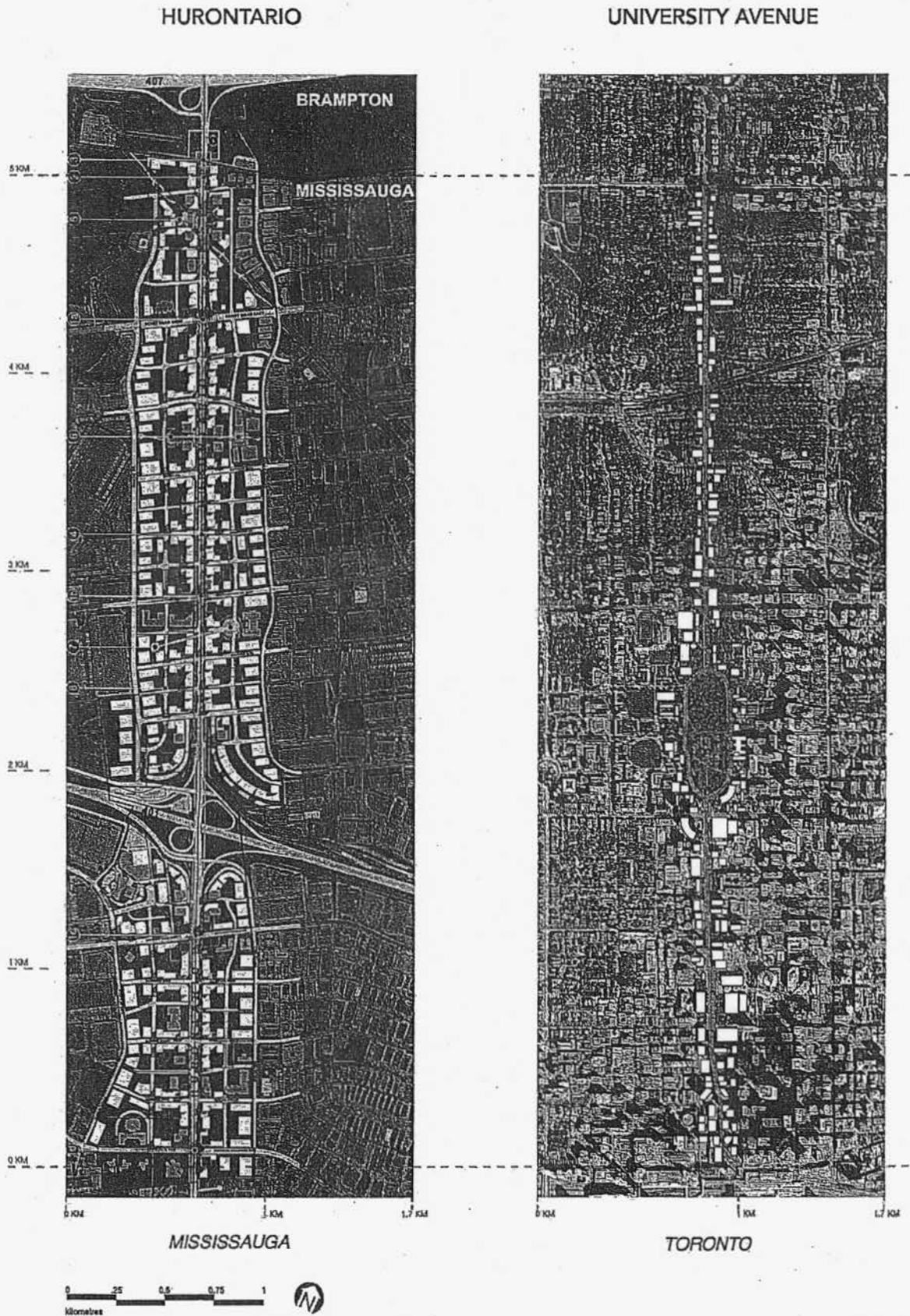
These approvals were secured:

- under the current planning regime which included the Hurontario Rapid Transitway; and
 - in good faith with the City and the belief that a settlement is a settlement.
6. Orlando has concerns respecting proposed OP language which speaks of establishing transformative urban design guidelines. The City ought to be very careful when considering such architectural controls on the private realm and finalize same after full consultation with the private sector.
- Orlando has developed office space south of Hwy 401 over the last 25 years and has sufficient land south of the 401 for such exclusive office usage for the next 25-40 years as intensification occurs.

- To be clear ... we support the LRT plan and support the intensification over time of Hurontario Street south of the 401.
- We remain willing to explore and discuss with council and staff alternative approaches and policies that reflect market considerations while still achieving many of the concepts contained in the Staff Report respecting the City's desired vision for the Gateway Corporate Area.
- Thank you for your attention.

13291875.1

COMPARISON OF GATEWAY CORPORATE CENTRE (PUBLIC REALM PLAN) TO UNIVERSITY AVENUE





Sorensen Gravely Lowes Planning Associates Inc.

1547 Bloor Street West
Toronto, Ontario M6P 1A5
Telephone (416) 923-6630

Principals: Warren Sorensen, P.Eng, MCIP, RPP
Catherine Gravely, MES, MCIP, RPP
Paul Lowes, MES, MCIP, RPP
Carol-Anne Munroe, MCIP, RPP

October 11, 2012

Project: HF.MS

Mississauga City Council
c/o Diana Haas, Office of the City Clerk
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Members of Council:

**Re: Proposed Amendments to Mississauga Official Plan (2011) for the Gateway
Corporate Centre Character Area**

We represent CCIL Ltd. and LCIL Ltd., carrying on business as Coppa Properties, who are the owners of 50 Matheson Boulevard East and who operate a Highland Farms supermarket at that location. We have reviewed the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area, and wish to provide you with our comments.

The amendment proposes to redesignate the lands fronting on Hurontario Street from **Business Employment** to **Offices**, permitting offices as a primary use and accessory retail and service uses at grade. Office buildings adjacent to the future transit station planned for the Hurontario and Matheson intersection would have a minimum height of 3 storeys.

The amendment also proposes to delete the site-specific policy that applies to the Highland Farms property. Currently, the property is subject to the following provisions under the new Official Plan:

15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road

15.3.4.1.2 Notwithstanding the provisions of the Business Employment designation, all forms of general commercial uses will also be permitted, except motor vehicle uses and drive-throughs.

The amendment proposes to delete these provisions, stating in the corporate report that *"These lands are being redesignated Office and free-standing retail is not permitted on the corridor. The current use is not in keeping with the vision for the corridor."*



On April 30th 2010, prior to the City's adoption of the Mississauga Official Plan, we expressed in a letter to the City our concern about the proposed policy applying to the Highland Farms site (see *Attachment 1*). In this letter, we requested that the City carry forward the permissions for "Special Site 1" from the Mississauga Plan to the new Mississauga Official Plan, specifically permitting *"all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs"*. We noted in this letter that the site has long been designated for a range of commercial uses and that it has been our client's interest to intensify the site with additional commercial uses.

On June 8th 2010, the City released a Report on Comments, attempting to address all comments received by staff on the Draft Official Plan, including our letter dated April 30th 2010 as described above. This report claimed that our comments had been addressed through recommendation #3, which states that exempt sites "may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site" (see *Attachment 2*). This recommendation did not address our concern, as it did not say that existing development rights in the Mississauga Plan would be carried over to the new Official Plan.

On June 28th 2010, we submitted a letter to the City explaining that our concerns had not been addressed, and requested that they be addressed (see *Attachment 3*). Later that day, we received an e-mail from Ron Miller, Senior Planner with the City, stating that the response to our comments in the Report on Comments should have made reference to recommendation #132 rather than #3, and that this was an error. Recommendation #132 states that the exempt sites in the new Official Plan will permit development rights currently permitted by the Mississauga Plan. This message was re-iterated on page 7 of the September 7 2010 Corporate Report (see *Attachment 4*).

Planning the Hurontario corridor for office development is laudable, but this is a very long term prospect and existing long established uses should be recognized as the City has previously agreed to. As such, we do not support the removal of the site specific policies applying to our client's lands. Further, we are of the opinion that the intensification of this site with retail uses brought up to Hurontario Street would an appropriate and desirable interim form of development for this site until the site is redeveloped for office use.

The City is also proposing to change existing policy 1.5.3.2.2, which has implications for our client's lands. The change is shown with ~~strikeout~~ (to be deleted) and **bolded** text (to be added) as follows:

~~Notwithstanding the above policy, Existing~~ ***buildings that do not meet the built form policies including*** single storey financial institutions, free-standing restaurants, ***free-standing retail commercial uses*** and drive-throughs, which are not substantially screened from Hurontario Street by a building, ~~will be permitted as they exist on the day these policies come into effect. provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies. will not be legally recognized as these uses do not further~~



~~the vision for the Corridor.~~ *will be encouraged to redevelop in keeping with the vision for the Hurontario Corridor.*

According to the corporate report, the rationale for this change is as follows: "*Clearly states that existing buildings that do not meet the built form for the Corridor will not become legal non-conforming and are encouraged to redevelop in keeping with the vision for the Hurontario Corridor.*" This statement is confusing, as it is our opinion that the proposed policy change would result in the existing uses becoming legal non-conforming.

We welcome the opportunity to discuss our comments further with staff. Please consider this letter as our formal comments on the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area.

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

Paul Lowes, MCIP, RPP
Principal

Copy Ms. Karen Crouse, Policy Planning Division, City of Mississauga
Ms. Marilyn Ball, Director, Development & Design Division, City of Mississauga
Mr. John Calvert, Director, Policy Planning Division, City of Mississauga
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department
Mr. Charles Coppa, Highland Farms Inc.

ATTACHMENT 1


Sorensen Gravely Lowes
Planning Associates Inc.

509 Davenport Road
 Toronto, Ontario M4V 1B8
 Telephone (416) 923-6630
 Facsimile (416) 923-6916

Principals: Warren Sorensen, P.Eng, MCIP, RPP
 Catherine Gravely, MES, MCIP, RPP
 Paul Lowes, MES, MCIP, RPP
 Senior Associate: Carol-Anne Munroe, MCIP, RPP

April 30, 2010

Project: HF.MS

Marianne Cassin
City of Mississauga
Planning and Building Department
Policy & Planning Division
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Marianne:

Re: Draft Mississauga Official Plan – Exempt Site (Highland Farms Property)

We represent CCIL Ltd. and LCIL Ltd., carrying on business as Coppa Properties, who are the owners of 50 Matheson Boulevard East and who operate the Highland Farms supermarket at that location. We have reviewed the Draft Mississauga Official Plan as it applies to this property, and wish to provide you with some comments and points of clarification.

The City proposes to identify the Highland Farms property as an “exempt site”, which would allow “all forms of existing mixed commercial uses” to continue but removes the permission for additional retail commercial uses on the property.

The Mississauga Plan currently identifies the Highland Farms property as “Special Site 1”, which allows the permitted uses within the Business Employment designation as well as “all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs”. The recent Hurontario Corridor Study and subsequent OPA 40 confirmed the permission of retail commercial uses on site, but restricted the permission of 1-storey free-standing financial institutions within 100 metres of Hurontario Street.

The site has long been designated for a range of commercial uses and it has been our client’s interest to intensify the site with additional commercial uses. This intent has previously been brought to the attention of the City planning staff.

We strongly believe that the intensification of this site with retail uses brought up to Hurontario Street would be an appropriate and desirable form of development.



Sorensen Gravely Lowes
Planning Associates Inc.

page 2

We cannot support the proposed Draft Mississauga Official Plan as written and request the existing permissions in the Mississauga Plan to be carried forward in the Draft Mississauga Official Plan for the Highland Farms Property.

We would welcome the opportunity to discuss this further with staff. Please consider this letter as our formal comments on the Draft Mississauga Official Plan.

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

Paul Lowes, M.E.S., MCIP, RPP
Principal

*Copy Mr. Charles Coppa, Highland Farms Inc.
Mr. John Calvert, Director, City of Mississauga Planning and Building Department
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department*

ATTACHMENT 2

Appendix 3

Response to Comments Table

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Planning and Building Department	Entire document	Since the plan was prepared, Official Plan amendments were adopted, but not included in it.	The Plan should include all amendments adopted by City Council.	1.	That the Plan be revised by incorporating all Official Plan amendments adopted by City Council subsequent to the preparation of the Plan and prior to City Council adopting the Plan.
I. Introduction					
Planning and Building Department	1.1 Background, second paragraph	Upon further review, this paragraph should also address the Natural Areas System (NAS).	The proposed revision is acceptable.	2.	That 1.1 second paragraph be revised to read: Mississauga Official Plan provides a new policy framework to <u>protect, enhance, restore and expand the Natural Areas System</u> , direct growth to where it will benefit the urban form,...
Planning and Building Department	1.1.4 (f) How to Read Mississauga Plan	The development rights of exempt sites are unclear.	The second last sentence of 1.1.4 (f) should be amended to clarify that exempt sites may be developed in accordance with their designation and/or the uses permitted by the exempt sites.	3.	That the second last sentence of 1.1.4 (f) be deleted and replaced with: <u>The lands may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site.</u> Delete 1.1.4 nn and replace with Figure (See Appendix 4)

The draft Mississauga Official Plan is referred to as "the Plan". The existing Official Plan is referred to as "Mississauga Plan"

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Paul Lowes, Sorensen, Gravelly, Lowes on behalf of CCIL Ltd. and LCIL Ltd.	Appendix A: Exempt Sites	The identification of Highland Farms as an exempt site does not permit all the uses currently permitted by the Special Site Policies in Mississauga Plan.	This is dealt with by recommendation 3.	133.	No action required.
Zdana Fedchun Areta Lloyd, Roma Clasper, O.Komarnicky	Appendix A: Exempt Sites	The description of exempt sites as "not representative of the vision, direction and planning policies of the Plan" is too negative.	The description is a valid basis for the identification of exempt sites which are not within the vision of the Plan.	134.	No action required.
Zdana Fedchun Areta Lloyd, Roma Clasper, O.Komarnicky	Appendix A: Exempt Sites	The Plan does not explain the review of exempt sites during the preparation of local area plans.	Local area plans are comprehensive reviews of the planning policy for defined areas which could redesignate lands to recognize the exempt land use, delete the exempt site, confirm the use, or continue the exempt site, depending on the results of the study.	135.	No action required.

ATTACHMENT 3



**Sorensen Gravely Lowes
Planning Associates Inc.**

509 Davenport Road
Toronto, Ontario M4V 1B8
Telephone (416) 923-6630
Facsimile (416) 923-6916

Principals: Warren Sorensen, P.Eng, MCIP, RPP
Catherine Gravely, MES, MCIP, RPP
Paul Lowes, MES, MCIP, RPP
Senior Associate: Carol-Anne Munroe, MCIP, RPP

June 28, 2010

Project: HF.MS

**Planning and Development Committee
Policy & Planning Division
300 City Centre Drive
Mississauga, ON L5B 3C1**

Dear Chair and Members of the Planning and Development Committee:

**Re: Report on Comments – Draft Mississauga Official Plan
Highland Farms Property**

Thank you for your response to our letter dated April 30, 2010, where we expressed concern with the Draft Mississauga Official Plan and the proposed permitted uses on Exempt Site 1 in Gateway Corporate Centre, the Highland Farms property.

In the "Report on Comments – Draft Mississauga Official Plan" report dated June 8, 2010, Appendix 3 summarizes all comments received on the Draft OP and associated recommendations to each comment. Recommendation # 133 addresses our letter, stating that "No action [is] required" as our concern is dealt with by recommendation #3. While we support the changes in this recommendation, the changes do not address the concerns we raised relating to the existing permission of retail uses on the Highland Farms property.

It was our understanding that staff would carry forward all existing permitted uses in the Mississauga Plan for "Special Site 1", which permit "all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs".

We request that the permitted uses for "Exempt Site 1" in the Gateway Corporate Centre District, the Highland Farms property, reflect the existing permissions.

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

Paul Lowes, M.E.S., MCIP, RPP
Principal



*Copy Mr. Charles Coppa, Highland Farms Inc.
Mr. John Calvert, Director, City of Mississauga Planning and Building Department
Ms. Marianne Cassin, City of Mississauga Planning and Building Department
Mr. Ron Miller, City of Mississauga Planning and Building Department
Ms. Angela Dietrich, City of Mississauga Planning and Building Department
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department*

ATTACHMENT 4

Planning and Development Committee

- 6 -

CD.03.MIS
September 7, 2010

"Mississauga requests the Ministry of Environment to take into account existing regulatory standards, the cumulative effects of emissions, and background pollutant concentrations prior to approving applications for Certificates of Approval."

Staff have reviewed the Report of the Air Quality Task Force on the Oakville Clarkson Airshed, dated June 24, 2010, and concluded that it contains no further recommendations appropriate for the draft Plan. However, the above-noted recommendation should be revised to encourage the Ministry of Environment to establish higher regulatory standards than currently used by the Ministry.

Retroactive Application of Official Plan Policies

Issue: Andrew Gassman, on behalf of MIRANET, suggested, with reference to the Cliffway Plaza Site, that the draft Plan be applied to current development applications.

Response: Ontario Municipal Board decisions have established the principle that the Official Plan which is in force and effect at the time a development application is the plan which forms the basis for evaluating the application.

Port Credit Local Area Plan

Dr. Geoff Edwards raised some concerns regarding the policies in the Port Credit Local Area Plan as they apply to the development capacity of his site. The Port Credit Local Area Plan contains the existing policies of the Port Credit District Policies in Mississauga Plan. As these policies are under review, it is inappropriate to amend them through this process. Dr. Edwards' concerns have been referred to staff responsible for the review of the Port Credit Local Area Plan.

Written Submissions at June 28, 2010 Planning and Development Committee Meeting

Matters Dealt with by the Report on Comments

The following letters are dealt with in the report titled "Report on Comments – Draft Mississauga Official Plan", dated June 8, 2010:

- letter dated June 24, 2010 from Glenn Broll, Glen Schnarr and Associates Inc., on behalf of Chartwell, RioCan and Rockport; and
- letter dated June 28, 2010 from Paul Lowes, Sorensen, Gravely, Lowes Planning Associates Inc. on behalf of Highland Farms.

These matters are dealt with by recommendations 1 and 132, respectively, in Appendix 3 of the June 8, 2010 report and no further action is required. Recommendation 1 states that the Plan be revised to incorporate all amendments adopted by City Council, which will include the Chartwell, RioCan and Rockport amendment.

Recommendation 132 states that the policies of Exempt Sites (e.g. Highland Farms) be revised to permit all development rights currently permitted by Mississauga Plan.

Matters to be Dealt with by Development Applications

The following comments seek to amend the draft Plan or the Port Credit Local Area Plan to facilitate development applications by seeking land use redesignations, the adjustment of character area boundaries, and/or site specific policies. Consequently, they should be dealt with through the development approval process. In the case of the letter from Robert Jarvis requesting a site specific deferral of the Plan pending a hearing by the Ontario Municipal Board, the draft Plan will be revised, if required, in accordance with the decision by the Ontario Municipal Board.

- letter dated June 28, 2010, from Glenn Wellings, Wellings Planning Consultants Inc.;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of White Elm Investments Ltd.;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of Latiq Qureshi;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of Azuria Group; and
- letter dated June 28, 2010 from Robert Jarvis.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
Credit Valley Conservation	Schedules 3: Natural System, 10: Land Use Designations and all Local Area Plans	A note should be added to Schedules 3, 10 and all Local Area Plans Land Use Maps indicating that the limits of the natural hazards are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.	Agreed.	131. That Schedules 3, 10 and all Local Area Plans be revised by adding the following Note: <i><u>The limits of the natural hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.</u></i>
Appendices				
Planning and Building Department	Appendix A: Exempt Sites	Appendix A identifies the existing use of lands on Exempt Sites permitted by the Plan, but is not part of the Plan. Further, the uses permitted on individual sites needs to be clarified.	Because Appendix A establishes use rights, it should be part of the Plan. Further, the policies of each individual Exempt Site should be amended to permit the continuation of uses permitted by the exempt sites, as well as the development rights currently permitted by Mississauga Plan.	132. That Appendix A be incorporated into the Plan. That the policies of each individual Exempt Site in Appendix A of the Plan be amended to permit the continuation of existing uses, as well as all the development rights currently permitted by Mississauga Plan.

APPENDIX 4
ITEM #3

montreal • ottawa • toronto • hamilton • waterloo region • calgary • vancouver • beijing • moscow • london

October 31, 2012

VIA EMAIL

City of Mississauga
Planning and Development Committee
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Brian T. Parker
Direct 416-369-7248
brian.parker@gowlings.com
File No. K0548549

Attention: Ms. Laura Wilson

Dear Ms. Wilson:

**Re: Proposed Amendments to Mississauga Official Plan - Gateway Corporate Centre
Character Area - 50 Admiral Road (the "Property")**

We are the solicitors on behalf of Norannmar Inc., the owner of the Property. The Property is the home of Flo Components Ltd ("Flo"). On behalf of both Norannmar Inc., and Flo, we addressed your Planning Committee in this matter at its regular meeting of October 15, 2012. Specifically, we expressed our client's concerns respecting the proposed Official Plan Amendment and the serious hardship that the Amendment would pose to Flo's business operations if it is approved in its current form.

Briefly, Flo is an automatic greasing systems specialist and the leading supplier of sophisticated lubrication solutions to major manufacturers in the mining and steel industries across Canada. Originally established in 1977, Flo has been conducting its business at the 50 Admiral location since the year 2000 when it purposely built its existing premises.

Flo's premises comprise approximately 10,000 sq. ft. consisting of approximately 3,000 sq. ft. of business office function (fronting Admiral Road) and approximately 7,000 sq. ft. of product development space located in the rear of the premises which is dedicated to its specialty design, fabricating and assembly operations. Flo currently employs approximately 40 persons.

Flo conducts its business in accordance with the approved zoning of the Property which is Business Employment (E2) zoning. Based upon current sales and its fiscal position in the market, Flo anticipates the need for a building expansion of 10,000+ sq. ft. in the next 3-5 years. This expansion would be an as-of-right expansion based on the current zoning permission.

This expansion would not be permitted if the proposed Gateway Corporate Amendments (the "Amendments") are approved in their current form. The Amendments contemplate a re-designation of the Property from Business Employment to a pure Office designation which would eliminate the right for fabricating, processing and assembly type uses, thereby rendering the property legally non-conforming.

I-3(a)
gowlings

The Amendments would force Flo into having to seek its approval to expand through the Committee of Adjustment, with no certainty of success. In short, from Flo's perspective, the proposed Amendments constitute an invitation to seek an alternative location.

We question the intent of the Amendment in proposing an Office designation for the Property when clearly the Property does not directly front on the corridor where value uplift with the introduction of light rail is targeted. Of equal concern is the proposed location of the intended collector road which will be routed immediately abutting Flo's easterly lot line further diminishing any prospects of future building expansion. Both issues would likely have a significant negative impact on the Flo property and business but which can be reduced by the proposal noted below.

The Planning Committee invited Flo to meet further with the planning staff to discuss whether a resolution may be possible. We recently met on site with your planning staff and from that meeting we believe that a compromise may be possible. Based on the existing land use pattern in the immediate vicinity of the Property, a case can be made for shifting the location of the collector road from the east, to the west side of the Property.


An alternative routing aligned along the westerly, rather than the easterly property line, would not conflict to the same extent with the existing built form. An alternative routing would allow the Property to remain under a Business Employment designation while still providing the finer grain urban block design for office development that the Amendments seek to achieve, in support of the integration and intensification of the LRT system along the Hurontario corridor.

In summary, it remains Flo's intention to expand its business in conformity with the approved planning instruments that currently govern the Property. In our view the endorsement of a relocation of the collector road to the west side of the Property would not undermine the objective of a finer grained urban block structure, and it would facilitate Flo's near-term expansion plans by allowing the existing Business Employment designation to remain on the Property.

We would ask that Committee consider our client's position and ultimately, to direct a modification to the proposed Amendment by shifting the collector road westerly, and maintaining the Business Employment designation of the Property.

Sincerely,

GOWLING LAFLEUR HENDERSON LLP


Brian T. Parker MCIP

cc. Flo Components Ltd. (Chris Deckert) (via email)
Karen Crouse (via email)

TOR LAW\8025057\1



APPENDIX 4
ITEM #4

Project No. 1025

October 12, 2012

Mississauga City Council c/o Diana Haas
Office of the City Clerk
300 City Centre Drive
Mississauga ON
L5B 3C1

Dear Mayor and Members of Council,

Re: Gateway Corporate Centre Character Area – File OZ 11/018 W5
North-West corner of Derry Road West and Hurontario Street

We are the planning consultants for Antorisa Investments Inc. owners of a site located on the north-west corner of Derry Road West and Hurontario Street, legally known as Part of Lot 11, Concession 1 ("the Site"). In December 6, 2011, we submitted applications for Official Plan Amendment and rezoning applications on behalf of our client to permit a motor vehicle repair facility.

At the time of our application, the proposed use was a permitted use and the purpose of the application was to permit the building to be two (2) storeys while having the appearance of a three (3) storey building to recognize the importance of the corner.

We have reviewed to proposed amendments to the Official Plan with respect to the Site. The proposed amendment would redesignate the Site from "Business Employment" to "Office". Given that the Site is extremely limited in size by the requirements of the Region for the future transit, it is not feasible to develop it for Office uses.

We understand that the proposed designations, policies and uses are in anticipation of future rapid transit. Given that this is a long-term scenario, we would respectfully request that our proposed amendment to permit a two (2) storey motor vehicle repair facility (with the appearance of three (3) storeys) be provided for in the Plan.

Thank you for your consideration. If you require any further information, please do not hesitate to contact the undersigned. Please include our firm on all notifications pertaining to the Study and any Council decisions on this matter.



Yours very truly,

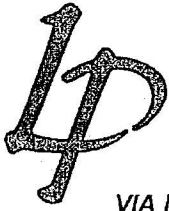
Bousfields Inc.

A handwritten signature in dark ink, appearing to read 'L. McPherson', written in a cursive style.

Laurie J. McPherson, B.E.S., MCIP, RPP

LMP/nh

cc: Ralph Chiodo, Antorisa Investments Ltd.
Denise Baker, Townsend and Associates



Labreche Patterson & Associates Inc.

Professional Planners, Development Consultants, Project Managers

VIA MAIL AND E-MAIL (karen.crouse@mississauga.ca)

Our File: P-375-09 Q

October 11, 2012

Ms. Karen Crouse
Policy Planner
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Ms. Crouse:

**Re: Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area
City of Mississauga**

We represent A & W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. (operators and licensors of Tim Hortons Restaurants), and Wendy's Restaurants of Canada Inc. as well as their industry association, the Ontario Restaurant Hotel and Motel Association (ORHMA). We are providing this written submission to you on behalf of our clients after having reviewed the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area to determine if the proposed amendments would apply to our clients' current and future operating interests. Please accept this as our written submission on the subject matter

ORHMA is Canada's largest provincial hospitality industry association. Representing over 11,000 business establishments throughout Ontario, its members cover the full spectrum of food service and accommodation establishments and they work closely with its members in the quick service restaurant industry on matters related to drive-through review, regulations, and guidelines.

Our clients have requested that we review the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area to determine if any policies would apply to their current and future operating interests. This letter is consistent with our previous submissions on the Mississauga Official Plan adopted by Council that is currently under appeal. Please accept this as our written submission on the subject matter.

Based on our review of the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area and more specifically Sections 15.3.2.1 and 15.3.2.2, the existing designation of "Business Employment" is to be replaced with the "Office" designation. Section 15.3.2.1 is to be deleted in its entirety as the existing permitted uses under the "Business Employment" designation will no longer be permitted as per the "Office"

designation, we object to this change. It is imperative to note that designating the majority of the "Business Employment" lands to "Office", as per the rationale for the amendment to Section 15.3.2.1, the permitted uses available to locate along the Corridor are severely limited, and as such there is great potential for development to be restricted or hindered in this area due to the lack of variety of permitted uses.

Further, Section 15.3.2.2 is to be amended to no longer allow uses to remain if said uses do not conform to the built form policies for the Corridor and encourage uses be redeveloped in accordance with the "vision" of the Corridor. We do not necessarily agree with the overall vision in this portion of the Hurontario Street Corridor, therefore we object to this policy as currently drafted.

For your reference, the member brand locations in this subject area are as follows:

- 25 Aventura Boulevard (Wendy's)
- 39 Aventura Boulevard (Tim Hortons)
- 44 Britannia Road East (Tim Hortons and Wendy's)
- 30 Courtneypark Road (McDonald's)

It is our understanding that none of these locations would then comply with the "vision" of the Corridor.

We have reviewed the material available regarding the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area and there are no related studies or even detailed planning justification as to why this specific prohibition of DTF within this Gateway Corporate Centre Character Area are justified.

It should be noted that we have filed appeals on behalf of the above noted clients on the City of Mississauga's New Official Plan. Included in that appeal, we identified concerns regarding multiple sections contained within the Gateway Corporate Centre Character Area as part of the New Official Plan:

- s. 15.3.2.1
- s. 15.3.2.2
- s. 15.3.4.1.2

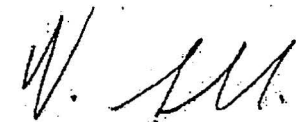
All of the above noted sections pertain to drive-through regulations within the Gateway Corporate Centre Character Area. We recognize that through the Gateway Corporate Centre Character Area as part of the New Official Plan for the City of Mississauga, DTF-specific regulations are applicable along the Corridor, however, the proposed amendments to the Mississauga Official Plan for the Gateway Corporate Centre Character Area no longer recognize free-standing restaurants or DTF as permitted uses. Therefore, the drive-through regulations are significantly worse with the draft amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area when compared to the Gateway Corporate Centre Character Area as part of the New Official Plan. We also note that fundamentally, we object to the proposed amendments to the Gateway Corporate Centre going forward ahead of the final consideration of the overall Mississauga Official Plan until it is completely dealt with by the OMB.

Based on the foregoing, we request an opportunity to meet with you to discuss our concerns with the proposed amendments to the Mississauga Official Plan (2011) for the Gateway

Corporate Centre Character Area as detailed above and provide you with copies of the noted material above upon request. Thank you for your consideration of our comments herein and we look forward to working with you to mutually resolve our concerns.

Please also consider this letter our formal request to be provided with copies of all future notices, reports, and resolutions relating to the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area.

Yours truly,
Labreche Patterson & Associates Inc.



Victor Labreche, MCIP, RPP
Senior Principal

Copy: Crystal Greer, Director of Legislative Services and City Clerk, City of Mississauga
 (via e-mail: crystal.greer@mississauga.ca)

John Calvert, Director, Policy Planning Division, City of Mississauga
 (via e-mail: john.calvert@mississauga.ca)

Susan Tanabe, Manager, Community Planning, City of Mississauga
 (via e-mail: susan.tanabe@mississauga.ca)

Marco Monaco, ORHMA
 (via e-mail: mmonaco@orhma.com)

Leo Palozzi, The TDL Group Corp.
 (via e-mail: palozzi_leo@timhortons.com)

Leslie Smejkal, The TDL Group Corp
 (via e-mail: smejkal_leslie@timhortons.com)

Paul Hewer, McDonald's Restaurants of Canada Limited
 (via e-mail: paul.hewer@ca.mcd.com)

Susan Towle, Wendy's Restaurants of Canada, Inc.
 (via e-mail: susan.towle@wendys.com)

Darren Sim, A&W Food Services of Canada Inc.
 (via e-mail: dsim@aw.com)

Michael Polowin, Gowling Lafleur Henderson LLP
 (via e-mail: michael.polowin@gowlings.com)

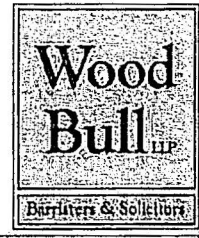
APPENDIX 4
ITEM #6**Karen Crouse**

From: Rico Grella <richillconstruction@bellnet.ca>
Sent: 2012/10/15 10:44 AM
To: Diana Haas
Cc: Karen Crouse
Subject: Meeting October 15/12 - Gateway Corporate Centre

I am unable to attend the meeting this evening, however I would like to forward my views. My company has purchased lands on the Hurontario Corridor In 1997 with the intention of building industrial/retail units but have not been able to. Had the lands been zoned for office use only, we would not of purchased them. Based on our experience the demand for office space in the City of Mississauga is in low demand. We would like the lands to remain as "Business Employment".

Regards,

Richill Construction Limited
Rico Grella
10-5035 Timberlea Blvd.
Mississauga, ON
L4W 2W9

APPENDIX 4
ITEM #7

MUNICIPAL, PLANNING & DEVELOPMENT LAW

12 October 2012

Sent via E-mail (diana.hass@mississauga.ca)

Planning and Development Committee
c/o Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

City Council
c/o Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Ms. Diana Haas
Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Sirs and Mesdames:

**Re: Proposed Amendments to the Mississauga Plan
Gateway Corporate Centre Character Area Policies
Derry-Ten Limited - North Parcel (north of Longside Drive)**

We are the solicitors for Derry-Ten Limited ("Derry-Ten"), the registered owner of three parcels of land located in the southwest quadrant of Derry Road West and Hurontario Street, within the proposed Gateway Corporate Centre Character Area.

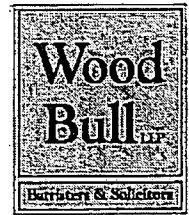
Derry-Ten is concerned with the Proposed Amendments to the Mississauga Official Plan relating to the proposed Gateway Corporate Centre Character Area (the "Draft Gateway Corporate Centre OPA") as it relates to its north parcel of approximately 26.9 acres, bounded by Hurontario Street, Derry Road West, Maritz Drive and Longside Drive (the "North Parcel"). A corresponding submission is being provided to the City under separate cover relating to Derry-Ten's two southerly parcels of land.

Background

Derry-Ten has outstanding site-specific appeals before the Ontario Municipal Board with respect to the 2003 Mississauga Plan and the 2011 Mississauga Official Plan. Derry-Ten also has outstanding site-specific appeals before the Ontario Municipal Board with respect to Official Plan Amendment No. 40 to the Mississauga Plan and Zoning By-law 191-2009, the City initiated amendments to the Upper Hurontario Street corridor area. The site-specific appeals before the Ontario Municipal Board relate to the North Parcel.

Sharmini Mahadevan Direct: (416) 203-7345 smahadevan@woodbull.ca

65 Queen Street West Suite 1400 Toronto Ontario M5H 2M5 T (416) 203-7160 F (416) 203-8324 www.woodbull.ca



12 October 2012

The North Parcel is also the subject of development applications, which were originally submitted in 2003 and modified in December 2006. A modified development concept for the North Parcel was provided to the City in January 2011, further to discussions with the City.

Concerns Relating to the Draft Gateway Corporate Centre OPA

Derry-Ten's concerns with the Draft Gateway Corporate Centre OPA, as it relates to the North Parcel, include the following:

1. Any reduction in the number, scope and/or location of permitted uses in the Draft Gateway Corporate Centre OPA.
2. The location of any public transit or other infrastructure on or in the vicinity of the North Parcel.
3. The location of any proposed roads that traverse the North Parcel.

Derry-Ten requests the opportunity to meet with City staff to discuss its concerns regarding the Draft Gateway Corporate Centre OPA.

In the meantime, in light of Derry-Ten's concerns relating to the Draft Gateway Corporate Centre OPA, its current appeals before the Ontario Municipal Board, and the development application for the North Parcel, Derry-Ten requests that the City not approve any amendments in the Draft Gateway Corporate Centre OPA relating to the North Parcel. As indicated above, a corresponding submission is being provided to the City under separate cover relating to Derry-Ten's two southerly parcels of land.

Request for Notice

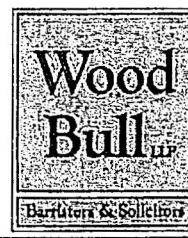
We kindly request notification of any further Committee and Council meetings, materials and decisions regarding the Draft Gateway Corporate Centre OPA.

Yours very truly,

Wood Bull LLP

Sharmini Mahadevan

- c. Ms. Karen Crouse, Policy Planner, City of Mississauga
Client

APPENDIX 4
ITEM #7

MUNICIPAL, PLANNING & DEVELOPMENT LAW

12 October 2012

Sent via E-mail (diana.hass@mississauga.ca)

Planning and Development Committee
c/o Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

City Council
c/o Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Ms. Diana Haas
Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Sirs and Mesdames:

**Re: Proposed Amendments to the Mississauga Plan
Gateway Corporate Centre Character Area Policies
Derry-Ten Limited - Two Southerly Parcels (south of Longside Drive)**

We are the solicitors for Derry-Ten Limited ("Derry-Ten"), the registered owner of three parcels of land located in the southwest quadrant of Derry Road West and Hurontario Street, within the proposed Gateway Corporate Centre Character Area.

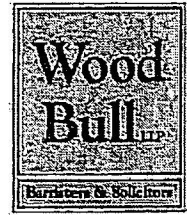
Derry-Ten is concerned with the Proposed Amendments to the Mississauga Official Plan relating to the proposed Gateway Corporate Centre Character Area (the "Draft Gateway Corporate Centre OPA") as it relates to its southern two parcels of approximately 40.5 acres, bounded by Hurontario Street, Longside Drive, Maritz Drive and the westerly extension of Ambassador Drive (the "South Parcels"). A corresponding submission is being provided to the City under separate cover relating to Derry-Ten's northerly parcel of land.

Background

Derry-Ten's lands have been the subject of development applications since 2003 and subsequent appeals of applicable planning documents to the Ontario Municipal Board. In January 2011, a modified development concept for mixed use retail-office development was submitted for the northern parcel, which is located north of Longside Drive. Derry-Ten's appeals to the Ontario Municipal Board have also been scoped to relate only to the northern parcel.

Sharmini Mahadevan Direct: (416) 203-7345 smahadevan@woodbull.ca

65 Queen Street West Suite 1400 Toronto Ontario M5H 2M5 T (416) 203-7160 F (416) 203-8324 www.woodbull.ca



12 October 2012

With respect to the South Parcels, Derry-Ten is in the process of preparing a rezoning application for submission to the City in order to implement the designation and policies of the Mississauga Plan in an appropriate zone for the South Parcels. Derry-Ten has had several discussions with the City and also met with the Development Application Review Committee on 22 August 2012 regarding this rezoning application.

Concerns Relating to the Draft Gateway Corporate Centre OPA

Our client's concerns with the Draft Gateway Corporate Centre OPA, as it relates to the South Parcels, include the following:

1. Any reduction in the number, scope and/or location of permitted uses in the Draft Gateway Corporate Centre OPA.
2. The location of any public transit or other infrastructure on or in the vicinity of the South Parcels.
3. The location of any proposed roads that traverse the South Parcels.

Derry-Ten requests the opportunity to meet with City staff to discuss its concerns regarding the Draft Gateway Corporate Centre OPA.

In the meantime, in light of Derry-Ten's pending rezoning application for the South Parcels and its concerns relating to the Draft Gateway Corporate Centre OPA, Derry-Ten requests that the City not approve any amendments in the Draft Gateway Corporate Centre OPA relating to the South Parcels. As indicated above, a corresponding submission is being provided to the City under separate cover relating to Derry-Ten's northerly parcel of land.

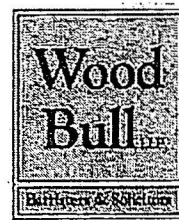
Request for Notice

We kindly request notification of any further Committee and Council meetings, materials and decisions regarding the Draft Gateway Corporate Centre OPA.

Yours very truly,

Wood Bull LLP

Sharmini Mahadevan



12 October 2012

- c. Ms. Karen Crouse, Policy Planner, City of Mississauga
Client



ERINOAKKids

Centre for Treatment and Development

APPENDIX 4 ITEM #8

November 21, 2012

Mr. John Calvert
Director of Policy, Planning and Building
City of Mississauga
300 City Centre Drive
Mississauga ON L5B 3C1

YOUR FILE NO: CD.03.GAT

VIA EMAIL: john.calvert@mississauga.ca

Dear Mr. Calvert:

**RE: DRAFT GATEWAY CORPORATE CENTRE CHARACTER AREA POLICIES –
LETTER OF OBJECTION**

ErinoakKids Centre for Treatment and Development (ErinoakKids) would like to take this opportunity to provide our comments with respect to the above noted matter.

ErinoakKids is a transfer payment agency of the Ministry of Children and Youth Services (MCYS) and provides a broad range of therapy, assessment and support services to children from 0-19 with physical and developmental disabilities, autism, communication disorders, and children who are deaf or blind. The provincial government announced approval in 2011 for the construction of three (3) new consolidated ErinoakKids facilities, one of which is planned for Mississauga. We are working closely with Infrastructure Ontario (IO) on the project, which will be developed and constructed under the provincial Alternative Finance and Procurement (AFP) model.

After an extensive realty search and site selection process in conjunction with IO Realty Services and CBRE, ErinoakKids was pleased to have recently entered into a conditional purchase and sale agreement with SmartCentres (Derry-Ten Limited) to acquire an approximate 6 acre parcel of land on the northwest corner of Hurontario Street and the future extension of Ambassador Drive (see Figure 1 - Context Map), for the planned new Mississauga facility.

During our due diligence and planning process, we were made aware of the new Draft Gateway Corporate Centre Character Area, which depicts a new road running north-south parallel to Hurontario Street and through the lands we are in the process of acquiring. We are strongly opposed to this new north-south minor collector road as it would cut through our acquisition parcel and significantly compromise our ability to develop the property to address our complex facility and program needs. The current configuration of the acquisition parcel was a result of extensive negotiations with SmartCentres and accounted for other development constraints, and is based on our projected long-term program needs. Therefore reconfiguring the acquisition parcel is problematic.

We therefore respectfully but strongly urge the City to reconsider the need and proposed location for the subject new north-south minor collector road.

Centralized Telephone Line
905-855-2690

Intake and
Scheduling Services
1-877-374-6625

North Sheridan Site
Executive Office
2695 North Sheridan Way
Suite 120
Mississauga, ON L5K 2N6
FAX: 905-855-9404

Brampton Site
8177 Torbram Road
Brampton, ON L6T 5C5
FAX: 905-790-9589

Bristol Circle Site
2381 Bristol Circle, Suite 100
Oakville, ON L6H 5S9
FAX: 905-829-5064

Burloak Site
1122 International Boulevard
5th Floor
Burlington, ON L7L 6Z8
FAX: 905-332-3224

Guelph Site
340 Woodland Rd. West
Guelph, ON N1H 7A6
FAX: 905-823-5454

Milton Site
410 Bronte Street South
Milton, ON L9T 0H9
FAX: 905-876-1273

Orangeville Site
60 Century Drive
Orangeville, ON L9W 3K4
FAX: 519-307-5008

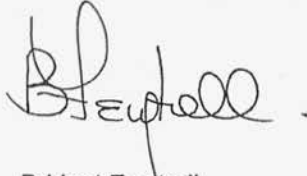
South Millway Site
2277 South Millway
Mississauga, ON L5L 2M5
FAX: 905-820-1333

ErinoakKids Letter of Objection – Draft Gateway Corporate Character Area Policies
Page 2

We look forward to working the City on the ErinoakKids project, and would be pleased to discuss our concerns further with City Staff at the earliest opportunity.

We would request to be circulated on all future meeting or approval notices with respect to this matter.

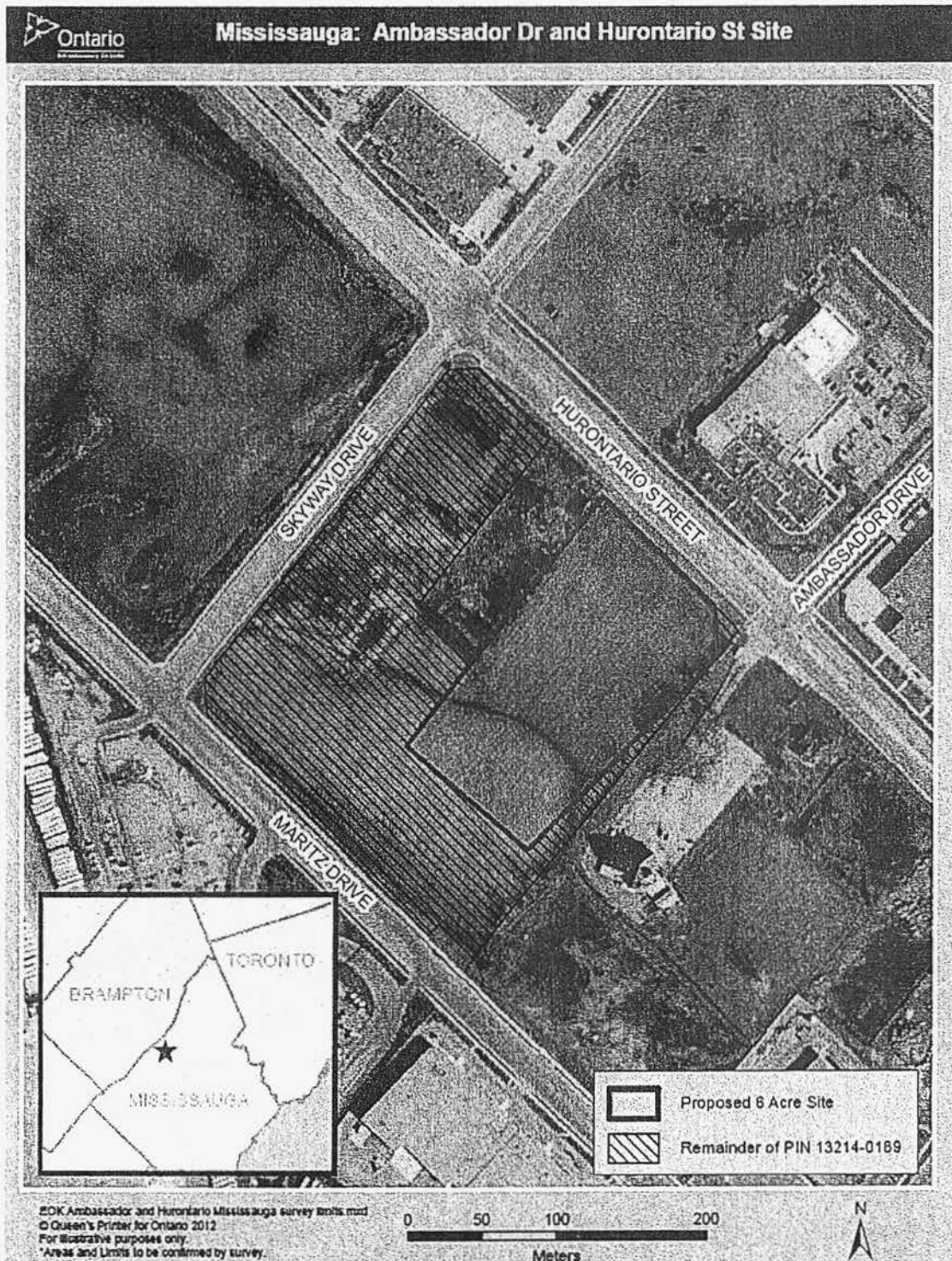
Regards,



Bridget Fewtrell
President & CEO
ErinoakKids Centre for Treatment and Development
Serving Peel, Halton and Dufferin County

cc: E. Sajecki, Commissioner of Planning and Building (ed.sajecki@mississauga.ca)
D. Haas, Office of the City Clerk (diana.haas@mississauga.ca)
M. Ball, Director, Development and Design, Planning and Building
(marilyn.ball@mississauga.ca)
W. Alexander, Director of Infrastructure Planning, Transportation and Works
(wendy.alexander@mississauga.ca)
G. Woods, IO (geoff.woods@infrastructureontario.ca)
D. Macey, IO (david.macey@infrastructureontario.ca)
G. Broll, GSAI (glenb@gsai.ca)
O. Richichi, SmartCentres (orichichi@smartcentres.com)

FIGURE 1 – CONTEXT MAP





Corporate Report

Clerk's Files

 Originator's
Files OZ 13/002 W5

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Rezoning Application**
To permit uses consistent with the applicable
"Business Employment" land use designation
6730 Hurontario Street
West side of Hurontario Street, north and south of
Skyway Drive
Owner: Derry-Ten Limited
Applicant: Smart Centres
Bill 51

Supplementary Report **Ward 5**

RECOMMENDATION: That the Report dated August 19, 2014, from the Commissioner of Planning and Building recommending approval of the application under File OZ 13/002 W5, Derry-Ten Limited, 6730 Hurontario Street, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.
2. That the application to change the Zoning from "D" (Development) to "H-E1-Exception" (Employment in Nodes with a Holding Provision) and "H-E2-Exception" (Employment

with a Holding Provision) to permit certain employment uses and design standards in accordance with the revised zoning regulations described in Appendix S-3 of this report, be approved subject to the following condition:

- (a) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

**REPORT
HIGHLIGHTS:**

- The proposed employment zones reflect the importance of Hurontario Street as a transit corridor and the need for uses, densities and built form standards that support the City's long term vision for the Hurontario Street corridor.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on January 13, 2014, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information. No comments or concerns have been received by the Planning and Building Department with respect to the subject application.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0003-2014 which was subsequently adopted by Council and is attached as Appendix S-2.

COMMENTS:

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

COMMUNITY ISSUES

As outlined in the Information Report, no community meetings were held and no written comments were received by the Planning and Building Department. Further, no concerns were raised at the Public Meeting.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

City Transportation and Works Department

In comments updated August 13, 2014, this Department noted that an updated traffic analysis including a conceptual plan showing an internal road system will be required prior to lifting the "H" Holding Provision from the subject lands. A proposal for the accommodation of storm drainage from the adjacent undeveloped parcel at 6710 Hurontario Street remains outstanding.

Should Council approve the subject rezoning application, this Department's outstanding conditions related to the Servicing and Development Agreements are to be satisfied as a condition of lifting the "H" holding provision on the subject lands.

City Community Services Department - Parks and Forestry Division/Park Planning Section

Comments updated August 12, 2014, note that street tree contributions will be required as a condition of lifting the "H" Holding Provision from the subject lands.

Prior to the issuance of building permits for each lot or block, cash-in-lieu for parkland or other public recreational purposes is required pursuant to Section 42(6) of the *Planning Act*, R.S.O.1990, c.P. 13, as amended, and in accordance with the City's Policies and By-laws.

City Community Services Department – Culture Division/ Heritage Planning Section

Comments updated August 13, 2014, advise that a Stage I and Stage II archaeological assessment to the satisfaction of this Department is required as a condition of lifting the "H" Holding Provision.

PLANNING COMMENTS

Official Plan

As noted in the Information Report, the rezoning application is in conformity with the current "Business Employment" land use designation and no official plan amendment is required.

The City's proposed amendments to the Gateway Corporate Centre Character Area policies in Mississauga Official Plan were recently considered by Planning and Development Committee (PDC) on June 23, 2014 and included the subject vacant lands. However, PDC's recommendation for approval specifically deferred three properties, including the subject lands in order to allow for further discussion with those property owners regarding the City's need for additional road network in the Gateway Corporate Centre.

As the City matures, it is seeking to ensure there are options for moving people and goods efficiently. There are a number of policies within Mississauga Official Plan that speak to the need for a finer grain road network, including policies currently within Mississauga Official Plan that speak to the need for a finer grain road network, including policies 8.2.2.3, 8.2.2.4, and 8.2.2.5. These policies state that Mississauga will seek to increase the number of road intersections and overall connectivity in the city by creating a finer grain road network in Intensification Areas, and that additional roads may be identified during the review of development applications.

These additional roads will support deliveries and access as direct vehicular access to Hurontario Street is discouraged. They will assist people coming to the area by existing and future transit by allowing easier access to buildings for those walking or cycling. These roads can be either public or private with a gratuitous public easement and are intended to break up large development blocks for increased vehicular and pedestrian connectivity and accessibility. As there is no development proposed on the lands, it is difficult at this time to ascertain the best location for roads for future development. Therefore, the internal roads will be sought

through the site plan approval and/or other development application approval processes.

Zoning

Since the public meeting, the applicant has revised the application to request that the lands be rezoned from "D" (Development) to "H-E1-Exception" (Employment in Nodes with a Holding Provision) for the lands within 100 m (328 ft.) of Hurontario Street and "H-E2-Exception" (Employment with a Holding Provision) for the remainder of the lands. Land uses that are not transit supportive (such as warehousing and wholesaling, as well as motor vehicle commercial uses) are not permitted within 100 m (328 ft.) of Hurontario Street. This is consistent with the Council approved Hurontario-Main Street Corridor Master Plan (2010) and the City's proposed amendments to the Gateway Corporate Centre Character Area policies. The revised land uses and zone standards proposed by the applicant are contained within Appendix S-3 and are appropriate to accommodate the proposed rezoning. The proposed zone regulations reflect the vision for the Hurontario Street corridor in terms of higher density, transit supportive uses and built form standards. The proposed zoning is also consistent with the proposed policy amendments to the Gateway Corporate Centre Character Area in Mississauga Official Plan.

"H" Holding Provision

The applicant proposes that the Zoning By-law incorporate "H" Holding provisions which can be lifted upon clearance of conditions. The holding symbol is to be removed from the lands upon the City's satisfaction of the following:

1. Provision of any outstanding technical plans, studies and reports including a concept plan, a functional servicing report with drainage, grading and servicing plans, draft reference plan, stage I and II archaeological assessment, and an updated Transportation Study to the satisfaction of the City of Mississauga and the Region of Peel;

2. Delivery of an executed Development Agreement in a form and on terms satisfactory to the City addressing and agreeing to the implementation of:
 - a warning clause advising prospective purchasers that the City will be seeking an internal public right-of-way and/or private road with gratuitous public easement through future development applications;
 - any additional warning clauses,
 - requirements/conditions of Site Plan approval;
 - phasing and development provisions, and
 - such other provisions the City may require in relation to the proposed development;
3. Delivery of an executed Servicing Agreement for Municipal Works Only in a form and on terms satisfactory to the City, addressing and agreeing to the installation or placement of all required municipal works, which includes but is not limited to:
 - submission of a Streetscape Master Plan for the Hurontario Street frontage and associated securities;
 - securities and/or cash contribution for street tree plantings;
 - gratuitous dedication to the City of the lands, the design and associated securities for the extension of Ambassador Drive from Hurontario Street to Maritz Drive including any intersection improvements;
 - gratuitous dedication to the City of Mississauga of a road widening along the Hurontario Street frontage;
 - for the property south of Skyway Drive, an appropriate easement for servicing and access purposes to the abutting property at 6710 Hurontario Street;
 - any additional municipal works including watermain, storm and sanitary sewer, road

improvement, traffic modifications, municipal boulevard works, and PUCC approval;

- any additional land dedication, easements required;
- any securities, fees, cash contributions; and insurance.

4. Any additional lands required or technical issues identified in the Transit Project Assessment Process (TPAP) for the Light Rail Transit are to be addressed to the satisfaction of the City.

Any future development proposed within Blocks 2 and 3 will be required to submit an "H" Holding Symbol removal application.

Site Plan

Prior to development occurring on the lands, the applicant will be required to obtain Site Plan approval. Through the processing of associated site plan applications, the City will seek the provision of internal roads to improve overall vehicular and pedestrian connectivity in the area.

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 Rezoning is acceptable from a planning standpoint and should be approved for the following reasons:

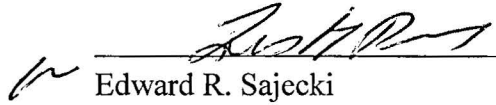
1. The proposal, as revised, is in conformity with the policies of Mississauga Official Plan.
2. The proposal, as revised, is consistent with the proposed amendments to the Gateway Corporate Centre Character Area policies in Mississauga Official Plan.
3. The proposed "H-E1-Exception" and "H-E2-Exception" zones are appropriate to permit the future development of the subject lands.

ATTACHMENTS:

Appendix S-1: Information Report

Appendix S-2: Recommendation PDC-0003-2014

Appendix S-3: Revised Zone Standards



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Stephanie Segreti, Development Planner



Corporate Report

Clerk's Files

Originator's
Files OZ 13/002 W5**PDC** JAN 13 2014

DATE: December 10, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: January 13, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Rezoning Application
To permit uses consistent with the applicable
"Business Employment" land use designation
6730 Hurontario Street
West side of Hurontario Street, north and south of
Skyway Drive
Owner: Derry-Ten Limited
Applicant: Smart Centres
Bill 51

Public Meeting**Ward 5**

RECOMMENDATION: That the Report dated December 10, 2013 from the Commissioner of Planning and Building regarding the application to change the Zoning from "D" (Development) to "E2-Exception" (Employment Exception), to permit uses consistent with the applicable "Business Employment" land use designation under file OZ 13/002 W5, Derry-Ten Limited, 6730 Hurontario Street, be received for information.

**REPORT
HIGHLIGHTS:**

- This rezoning application has been submitted to request a range of uses that conform with the applicable "Business Employment" land use designation;
- No development is proposed and a concept plan has not been submitted;
- Prior to the preparation of a Supplementary Report, matters to be addressed include the appropriateness of the proposed uses and requested zone categories, vehicular access concerns, urban design considerations and the submission of outstanding information.

BACKGROUND:

Derry-Ten Limited is the registered owner of 3 blocks of land at the southwest quadrant of Hurontario Street and Derry Road West. Information regarding the history of the site is found in Appendix I-1. Block 1 is subject to another rezoning application (OZ 03/025 W5) to permit industrial, office, retail and service commercial uses, including a Walmart Super Centre, which is under a scoped appeal to the Ontario Municipal Board (OMB). The lands subject to this rezoning application include the two large blocks to the south outlined in Appendix I-2. Block 2 is located on the southwest corner of Longside Drive and Hurontario Street. Block 3 is located on the southwest corner of Skyway Drive and Hurontario Street, and does not include the hold out property municipally known as 6710 Hurontario Street. The application to rezone Blocks 2 and 3, in conformity with the applicable "Business Employment" land use designation in Mississauga Official Plan, is for the purpose of selling the lands for future development.

The above-noted application has been circulated for technical comments. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

COMMENTS:

Since the lands are being rezoned for the purpose of sale, no concept plans have been submitted by the applicant in support of their proposal. Details of the proposal are as follows:

Development Proposal	
Application submitted:	Received: January 11, 2013 Deemed complete: February 19, 2013
Supporting Documents:	-Planning Justification Letter -Traffic Impact Study -Phase 1 Environmental Site Assessment -Plan of Survey -Context Plan

Site Characteristics	
Gross Site Area:	27.53 ha (68.02 ac.)
Block 2:	9.60 ha (23.73 ac.)
Block 3:	6.79 ha (16.78 ac.)
Frontages:	
Block 2:	Hurontario Street = 303 m (994 ft.) Longside Drive = 267 m (876 ft.)
Block 3:	Hurontario Street = 194 m (636 ft.) Skyway Drive = 263 m (863 ft.)
Existing Use:	Vacant

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

Green Development Initiatives

The rezoning application is to permit appropriate zoning for the lands and is not currently proposing development. Sustainable site design features will be required at the development stage.

Neighbourhood Context

The subject lands are located in a developing employment area with a significant amount of frontage along Hurontario Street.

The surrounding land uses are described as follows:

- North: Vacant lands under the same ownership (Block 1) and a gas station at the southwest corner of Derry Road West and Hurontario Street
- East: Hotels, industrial uses and a broadcasting communication facility
- South: Hansa House (German-Canadian Club) and vacant lands
- West: Warehouse Distribution Facility

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 which do not impact the subject rezoning application.

Mississauga Official Plan Designation and Policies for the Gateway Corporate Centre Character Area (November 14, 2012)

The subject lands are located within the **Gateway Corporate Centre** and designated "**Business Employment**" (see Appendix I-3). The "Business Employment" designation generally permits an integrated mix of business activities including offices, industrial uses, and sales and service type uses. The Special Site 4 policies are also applicable to the eastern portion of these two blocks along Hurontario Street (see Appendix I-6 pages 8 and 9).

There are other policies in Mississauga Official Plan that are also applicable in the review of this application, which are found in Appendix I-6.

On October 15, 2012, a public meeting was held to obtain comments on the City's proposed amendments to the Gateway Corporate Centre Character Area in Mississauga Official Plan.

The recommendations are expected to be presented to Council for approval in 2014. The proposed amendments split the subject lands into two land use designations in order to achieve the vision articulated in the Council endorsed Hurontario-Main Street Master Plan. The lands fronting onto Hurontario Street will be designated as "Office", while the lands on the western portion of the blocks will be designated as "Business Employment". The intention of the proposed amendments is to improve overall connectivity in the area by creating additional roads. The applicant's proposed Zoning By-law partially reflects the proposed amendments to the Gateway Corporate Centre Character Area in Mississauga Official Plan.

The rezoning application is in conformity with the current "Business Employment" designation and no official plan amendment is required.

Existing Zoning

"D" (Development), which recognizes vacant lands not yet developed until such time as the lands are rezoned in conformity with the Official Plan (see Appendix I-4).

Proposed Zoning By-law Amendment

"E2-Exception" (Employment – Exception), to permit a range of uses in accordance with the proposed zone standards contained within Appendix I-7.

An "E1-Exception" (Employment in Nodes – Exception) Zone or "O – Exception" (Office – Exception) Zone along Hurontario Street may be more appropriate to implement the existing and proposed policy documents that apply to this site. The Supplementary Report will contain a discussion on this matter.

COMMUNITY ISSUES

No community meetings were held and no written comments were received by the Planning and Building Department.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-5. Based on the comments received, the following matters will have to be addressed prior to preparation of the Supplementary Report:

- Appropriateness of the requested uses and regulations given the future Light Rail Transit (LRT) on Hurontario Street, the Council endorsed Hurontario-Main Street Master Plan and the proposed amendments to the Gateway Corporate Centre Character Area in Mississauga Official Plan;
- Establishment of a private pedestrian and vehicular access easement in favour of 6710 Hurontario Street to permit a future interconnection access between this property and the subject lands that will be maintained in perpetuity and to provide for the future repair and maintenance of this easement;
- A finer grain road network for the subject lands has been requested to improve connectivity and accessibility within the area. The finer grain road network is to be reflected in an updated Transportation Study and a conceptual plan showing a mid-block east-west and north-south internal road system is required;
- A Drainage Plan is required outlining how the post development storm water discharge will be accommodated, showing external drainage areas and any necessary easements, and how it will conform to the existing drainage design for this subdivision;
- Complete grading information is also required to confirm that stormwater management requirements will not result in obstructions or excessive slopes and retaining walls at the property boundaries, and;
- A Streetscape Master Plan for Hurontario Street is to be submitted for review to determine the required amount of securities to be submitted.

OTHER INFORMATION

Development Requirements

The applicant will be required to enter into a Development Agreement. A Servicing Agreement for Municipal Works Only will also be required, which includes but is not limited to:

- the construction of Ambassador Drive, including any intersection improvements, from Hurontario Street to the 'as constructed' portion of Maritz Drive and any associated roads or municipal works required to service the lands;
- land dedication and easements; and
- securities and insurance.

The City has acquired the necessary lands and retained funds for the construction of the south portion of Ambassador Drive through the processing of a development application on the adjacent lands to the south by Hansa House (German-Canadian Club).

As the final land requirements and technical impact of the future LRT will not be known until the Transit Project Assessment Process (TPAP) is completed, the Zoning By-law shall include a "H" (Holding Provision) which will remain in place pending finalization of the TPAP for Hurontario Street on June 30, 2015. Prior to lifting of the "H" (Holding Provision) any additional lands required or technical issues identified in the TPAP for the LRT are to be addressed to the satisfaction of the City.

Other Design Considerations

The Hurontario-Main Street Master Plan includes applicable regulations, such as minimum and maximum building heights, podium heights, setbacks, building street frontage and maximum floor space index. These built form standards will need to be incorporated into the proposed Zoning By-law.

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:

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 this application.

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Gateway Corporate Centre Character Area Land Use Map
Appendix I-4: Zoning Map
Appendix I-5: Agency Comments
Appendix I-6: Relevant Mississauga Official Plan policies
Appendix I-7: Proposed Zoning Standards Prepared by Applicant
Appendix I-8: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Stephanie Segreti, Development Planner



Derry-Ten Limited**File: OZ 13/002 W5****Site History**

- May 5, 2003 – The Gateway District Policies and Land Use Map are approved by the Region of Peel, designating the subject lands as "Business Employment".
- July 15, 2003 – Official Plan Amendment and Rezoning applications (OZ 03/025 W5) filed by the applicant for the southwest quadrant of Hurontario Street and Derry Road West, extending south for a total of 3 blocks to Ambassador Drive to permit industrial, office, retail and service commercial uses, including a Wal-Mart Super Centre.
- 2003-2007 – Applicant filed appeals with the OMB respecting OZ 03/025 W5 and the land use designations applying to the lands as adopted by Mississauga Plan. OZ 03/025 W5 was also modified by the applicant.
- June 5, 2007 – Information Report on OZ 03/025 W5 presented to Planning and Development Committee.
- June 20, 2007 – Zoning By-law 0225-2007 came into force zoning the subject lands "D" (Development).
- February 13, 2008 – City Council adopted By-law 0057-2008 which approved Official Plan Amendment 40 to Mississauga Plan, adding further policies and urban design principles to the Gateway District Policies. Derry-Ten Limited appealed Amendment 40 to the OMB.
- June 24, 2009 – City Council adopted the implementing Zoning By-law (By-law 0191-2009) which came into effect with the exception of site specific appeals by Derry-Ten Limited.
- January 27, 2011 – Official Plan Amendment and Rezoning application (OZ 03/025 W5) revised by the applicant to include only Block 1 instead of all 3 blocks previously considered under the June 5, 2007 Information Report prepared by the Planning and Building Department.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated "Business Employment" in the Gateway Corporate Centre Character Area.
- January 11, 2013 – Rezoning application submitted by the applicant for Blocks 2 and 3. Derry-Ten Limited in consultation with the City scoped its outstanding appeals to relate only to Block 1, therefore, this rezoning application is no longer affected by any outstanding matters before the OMB.



LEGEND:

SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO: 04 2013



SUBJECT: DERRY - TEN LIMITED



FILE NO:

OZ 13/002 W5

DWG. NO:

13002A

SCALE:

1:50000

DATE:

2013 10 30

DRAWN BY:

B. KRUGER

MISSISSAUGA
Planning and Building

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T&W, Geomatics

APPENDIX 1-2



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 NEP Composite Noise Contours		City Centre Transit Terminal
	LBPIA Operating Area Boundary See Aircraft Noise Policies		GO Rail Transit Station
	Area Exempt from LBPIA Operating Area		Public School
	Natural Hazards		Catholic School
			Hospital
			Community Facilities

CITY STRUCTURE

Elements

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

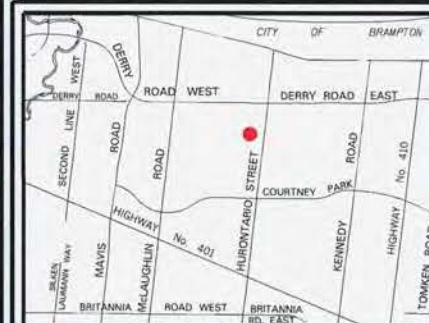
ND2 Region of Peel Non-Decision

SUBJECT LANDS



SUBJECT:

DERRY - TEN LIMITED



FILE NO:
OZ 13002 W5

DWG. NO:
13002L

SCALE:
1:50000

DATE:
2013 10 30

DRAWN BY:
B. KRUGER

APPENDIX 1-3

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LEGEND:



SUBJECT LANDS



**PROPOSED REZONING FROM 'D'
TO 'E2 - EXCEPTION'**



PROPOSED REZONING FROM 'D' TO 'E2 - EXCEPTION'

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



SUBJECT:

DERRY – TEN LIMITED



FILE NO:
OZ 13/002 W5

DWG. NO:
13002R

SCALE:
1:50000

DATE:
2013 10 30

DRAWN BY:
B. KRUGER

APPENDIX I-4



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Derry-Ten Limited

File: OZ 13/002 W5

Agency Comments

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

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (April 2, 2013)	Prior to By-law Enactment, cash contribution for street tree planting will be required. Furthermore, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the <i>Planning Act</i> (R.S.O. 1990, c.P 13, as amended) and in accordance with City Policies and By-laws. A Streetscape Master Plan will be required for lands fronting onto Hurontario Street.
City Community Services Department – Culture Division (March 1, 2013)	This Division indicated that the property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.
City Community Services Department – Fire and Emergency Services Division (March 1, 2013)	Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (November 12, 2013)	A Transportation Study prepared by the HDR Corporation dated July 2013, along with the Analysis of the Existing Traffic Conditions dated December 2012, has been received and is currently under review. Also, as this development is adjacent to the future LRT corridor, the applicant has provided a written planning rationale letter indicating how the proposed development concept is anticipated to support the Hurontario/Main Street Corridor Master Plan. Notwithstanding the above, the proposed amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area acknowledge the future LRT and the

Derry-Ten Limited

File: OZ 13/002 W5

Agency / Comment Date	Comment
	<p>need to include a finer grain road network to improve connection and accessibility within the area and the surrounding communities. This denser grid of roads would provide greater ease of circulation for traffic, pedestrians and cyclists and better access to public transit on Hurontario Street. The applicant has been made aware of the need for a finer grain road network for the proposed development site and this was requested to be reflected in the traffic analysis and include a conceptual plan showing a mid-block east-west and north-south internal road system.</p> <p>The applicant has also been requested to address proposals for the accommodation of storm drainage from the adjacent undeveloped parcel at 6710 Hurontario Street, which outlets through the applicant's lands. As the vehicular access from 6710 Hurontario Street will be limited in the future, pedestrian and vehicular access from this parcel will need to be accommodated by the applicants' development concept.</p> <p>Further detailed comments/conditions will be provided prior to the supplementary report meeting pending the review of the requested material.</p>
ther City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • City Economic Development Office • City Development Services • Bell Canada • Canada Post Corporation • Rogers Cable • Enersource Hydro Mississauga • Ministry of Transportation • Region of Peel
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • City Realty Services • Enbridge Gas

Derry-Ten Limited

File: OZ 13/002 W5

Applicable Mississauga Official Plan (2011) Policies

Gateway Corporate Centre Character Area Chapter 5 Direct Growth

5.3.4 Corporate Centres

5.3.4.3 Corporate Centres are Intensification Areas.

5.3.4.4 Corporate Centres will include a mix of higher density employment uses. Residential uses and new *major retail* developments will not be permitted in Corporate Centres.

5.3.4.8 Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near *higher order transit* stations.

5.3.4.9 Land uses permitted by this Plan that support commuter needs and support the use of nearby *higher order transit* facilities in off-peak travel times will be encouraged.

5.3.4.10 Development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees.

5.4 Corridors

5.4.11 Hurontario Street and Dundas Street have been identified as *Intensification Corridors*. These are Intensification Areas. Additional *Intensification Corridors* may be identified in the future.

5.5 Intensification Areas

5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, *Intensification Corridors* and *Major Transit Station Areas*, as shown on Schedule 2: Intensification Areas.

5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.

5.5.10 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, *Intensification Corridors* and *Major Transit Station Areas*. *Secondary office* development will be encouraged within Community Nodes.

Derry-Ten Limited**File: OZ 13/002 W5****Chapter 8 Create a Multi-Modal City**

8.1.6 Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods.

8.1.7 Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.

8.1.16 In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.

8.2.2 Road Network

8.2.2.3 Mississauga will strive to create a fine grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.

8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas.

8.2.2.5 Additional roads may be identified during the review of development applications and the preparation of local area plans. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.

8.2.2.7 Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.

8.2.3.10 Accessible transit facilities and passenger amenities, such as bus bays, bus loops, bus stop platforms and shelters, will be acquired through the processing of development applications, where appropriate.

8.2.4.3 Proponents of development applications will be required to demonstrate how pedestrian and cycling needs have been addressed.

And other policies related to the design of roads in Intensification Areas and movement of goods and denser grid of roads.

Chapter 9 Build a Desirable Urban Form

9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and *active transportation* modes will be required.

Derry-Ten Limited**File: OZ 13/002 W5**

9.2.1.22 Development will contribute to pedestrian oriented *streetscapes* and have an urban built form that is attractive, compact and transit supportive.

9.2.1.26 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.

9.2.1.27 For non-residential uses, at grade windows will be required facing major streets and must be transparent.

9.2.1.28 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.

9.2.1.36 Buildings and *streetscapes* will be situated and designed so as to encourage pedestrian circulation.

9.2.1.37 *Streetscape* improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.

9.2.1.38 Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas

9.2.1.39 Parking lots and structures should not be located adjacent to major streets.

9.3.1 Streets and Blocks

9.3.1.4 Development will be designed to:

- a. respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;
- b. respect cultural heritage features such as designated buildings, landmarks and districts;
- c. accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;
- d. achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;
- e. meet *universal design principles*;
- f. address new development and open spaces;
- g. be pedestrian oriented and scaled and support transit use;
- h. be attractive, safe and walkable;
- i. accommodate a multi-modal transportation system; and
- j. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.

Derry-Ten Limited**File: OZ 13/002 W5**

9.3.1.5 The improvement of existing streets and the design of new streets should enhance connectivity by:

- k. developing a fine-grained system of roads;
- l. using short streets and small blocks as much as possible, to encourage pedestrian movement;
- m. avoiding street closures; and
- n. minimizing cul-de-sac and dead end streets.

9.4.1 Transit and Active Transportation

9.4.1.2 A transit and *active transportation* supportive urban form will be required in Intensification Areas and in appropriate locations along *Corridors* and encouraged throughout the rest of the city.

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

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

9.4.1.4 Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

Among other policies found under chapter 9.

Chapter 11 General Land Use Designations**11.2.1 Uses Permitted in all Designations**

11.2.1.1 The following uses will be permitted in all land use designations, except Greenbelt unless specifically allowed:

- a. community infrastructure;
- b. community gardening;
- c. electricity transmission and distribution facility;
- d. natural gas and oil pipeline;
- e. parkland;
- f. piped services and related facilities for water, wastewater and stormwater; and
- g. telecommunication facility.

Derry-Ten Limited**File: OZ 13/002 W5****11.2.11 Business Employment**

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

- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. banquet hall;
- d. body rub establishments;
- e. broadcasting, communication and utility rights-of-way;
- f. cardlock fuel dispensing facility;
- g. commercial parking facility;
- h. commercial school;
- i. conference centre;
- j. entertainment, recreation and sports facilities;
- k. financial institution;
- l. funeral establishment;
- m. manufacturing;
- n. motor vehicle body repair facilities;
- o. motor vehicle rental;
- p. overnight accommodation;
- q. research and development;
- r. restaurant;
- s. *secondary office*;
- t. self storage facility;
- u. transportation facilities;
- v. trucking terminals;
- w. warehousing, distributing and wholesaling;
- x. *waste processing stations* or *waste transfer stations* and composting facilities; and
- y. accessory uses.

11.2.11.2 The maximum *floor space index (FSI)* for *secondary offices* is 1.0.

11.2.11.3 Permitted uses will operate mainly within enclosed buildings.

11.2.11.4 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

11.2.11.5 All accessory uses should be on the same lot and clearly subordinate to and directly related.

Chapter 15 Corporate Centres

15.1.1.1 Corporate Centres will develop a mix of employment uses with a focus on office

Derry-Ten Limited**File: OZ 13/002 W5**

development and uses with high employment densities.

15.1.1.2 Lands on a *Corridor* or within a *Major Transit Station Area* will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.

15.1.1.3 The following uses will not be permitted in freestanding buildings on a *Corridor*:

- a. financial institution;
- b. motor vehicle rental;
- c. personal service establishment;
- d. restaurant; and
- e. retail store.

15.1.1.4 Within a *Corridor* all accessory uses must be in the same building as the principal use.

15.1.8 Business Employment

15.1.8.1 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

- a. Major office; and
- b. post-secondary educational facility.

15.1.8.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. adult entertainment establishment;
- b. animal boarding establishment;
- c. bodyrub establishment;
- d. cardlock fuel dispensing;
- e. composting facilities;
- f. motor vehicle body repair facility;
- g. outdoor storage and display areas related to a permitted manufacturing use;
- h. transportation facilities;
- i. trucking terminals;
- j. self storage facilities; and
- k. *waste processing stations* or *waste transfer stations*.

15.1.8.3 Notwithstanding the Business Employment policies of this Plan, *secondary offices* will not be subject to a maximum FSI.

Derry-Ten Limited

File: OZ 13/002 W5

15.3 Gateway Corporate

15.3.1 Urban Design Policies

15.3.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main northsouth *Corridor* through the city.

Hurontario Street Corridor Development Policies

15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

- a. encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare;
- b. encourage a high standard of public and private realm *streetscape* design that is coordinated and comprehensive, which includes street furniture, public art, building forecourts, open space, bus shelters, tree planting, and the sensitive location of utilities;
- c. ensure buildings are street related with pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk;
- d. encourage the development of a unique Hurontario Street character, and enhance its image through the creation of *streetscape* design, prominent intersections, built form features, an integrated public and private realm and gateway features;
- e. orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the *streetscape*;
- f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street;
- g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;
- h. complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;
- i. integrate the principal and the accessory uses, within individual buildings;
- j. encourage the continued development of varied and innovative prestige buildings;
- k. encourage development that provides a safe and convenient pedestrian environment that promotes the use of Hurontario Street as a major transit corridor;
- l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;
- m. encourage the appropriate transition of built form between buildings;
- n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);
- o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;
- p. priority will be given to pedestrian movement when accommodating both pedestrian and

Derry-Ten Limited**File: OZ 13/002 W5**

vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;

q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;

r. create a sense of prominence at the intersections of Hurontario Street, in addition to those subject to Special Site Policies, by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and *streetscape* treatment, elevated and distinguishing rooflines;

s. internalize, screen and minimize visual impacts of the service and loading facilities from the *streetscape*, public view, pedestrian walkways, and abutting uses;

t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented; and

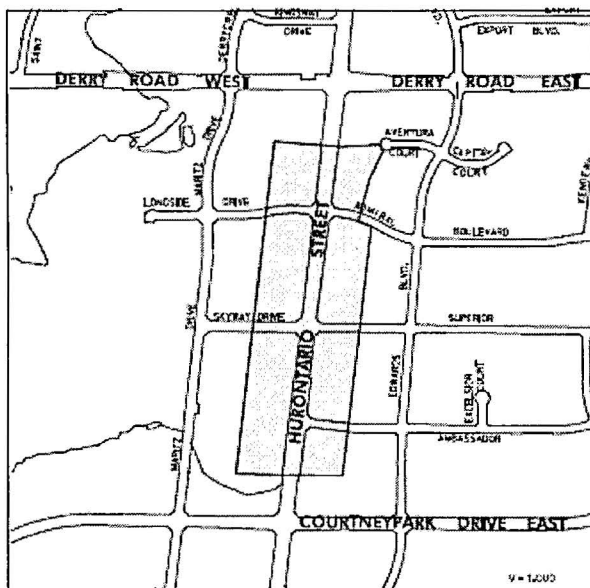
u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence.

15.3.2 Land Use

15.3.2.1 Notwithstanding the Business Employment Policies of this Plan, the following uses will not be permitted on land adjacent to Hurontario Street:

a. drive-throughs that are not substantially screened from Hurontario Street by a building in place at the time of development; and b. single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development.

15.3.3.4 Site 4



Derry-Ten Limited**File: OZ 13/002 W5**

15.3.3.4.1 The lands identified as Special Site 4, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street, south of Derry Road East/Derry Road West.

15.3.3.4.2 Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image; and

b. the following general principles should apply to the urban corridor of Hurontario Street:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame; and
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and

c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

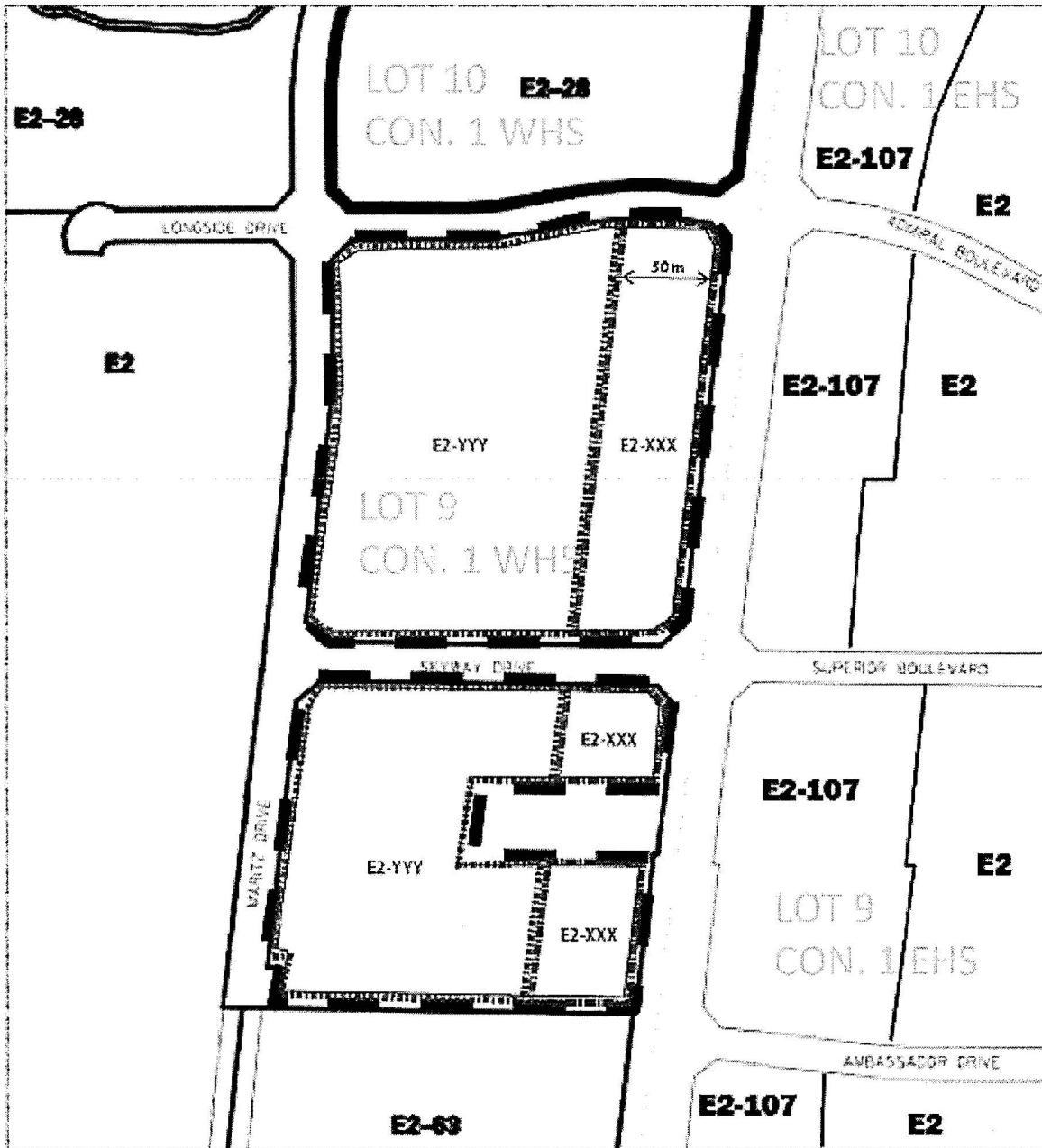
Chapter 10 Foster a Strong Economy

10.1.8 Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, *Major Transit Station Areas* and *Corridors*.

Derry-Ten Limited

File: OZ 13/002 W5

Proposed Zoning Standards – Prepared By Applicant



**THIS IS SCHEDULE "A" TO
BY-LAW ____ PASSED BY
COUNCIL ON**

N

Derry-Ten Limited**File: OZ 13/002 W5****Proposed Zoning Standards – Prepared By Applicant**

"E2-XXX" applies to the lands within 50 m of Hurontario Street.

In a E2-XXX zone the applicable regulations shall be as specified for a E2 zone except that the following **uses/regulations** shall apply:

Permitted Uses

8.2.3.XXX.1 Lands zoned E2-XXX shall only be used for the following:

- (1) **Medical Office**
- (2) **Office**
- (3) **Broadcasting/Communication Facility**
- (4) **Science and Technology Facility**
- (5) **Restaurant** (but not as a free-standing building)
- (6) **Convenience Restaurant** (but not as a free-standing building)
- (7) **Take-out Restaurant** (but not as a free-standing building)
- (8) Outdoor patio accessory to a **Restaurant** or **Convenience Restaurant**
- (9) **Commercial School**
- (10) **Financial Institution** (but not as a free-standing building)
- (11) **Veterinary Institution**
- (12) **Animal Care Establishment**
- (13) **Banquet Hall/Conference Centre/Convention Centre**
- (14) **Night Club**
- (15) **Overnight Accommodation**
- (16) **Active Recreational Use**
- (17) **Beverage/Food Preparation Establishment**
- (18) **Entertainment Establishment**
- (19) **Recreational Establishment**
- (20) **Funeral Establishment**
- (21) **Private Club**
- (22) **Repair Establishment**
- (23) **Parking Lot**
- (24) University/College
- (25) Courier/Messenger Service

Regulations

8.2.3.XXX.2 The provisions contained in Subsection 8.1.4 of this By-law shall not apply.

8.2.3.XXX.3 Maximum setback to the Hurontario Street lot line 5.0 m

8.2.3.XXX.4 Minimum **height** 2 storeys

Derry-Ten Limited**File: OZ 13/002 W5****Proposed Zoning Standards – Prepared By Applicant**

"E2-YYY" applies to the lands along Maritz Drive.

In a E2-YYY zone the applicable regulations shall be as specified for a E2 zone except that the following uses/regulations shall apply:

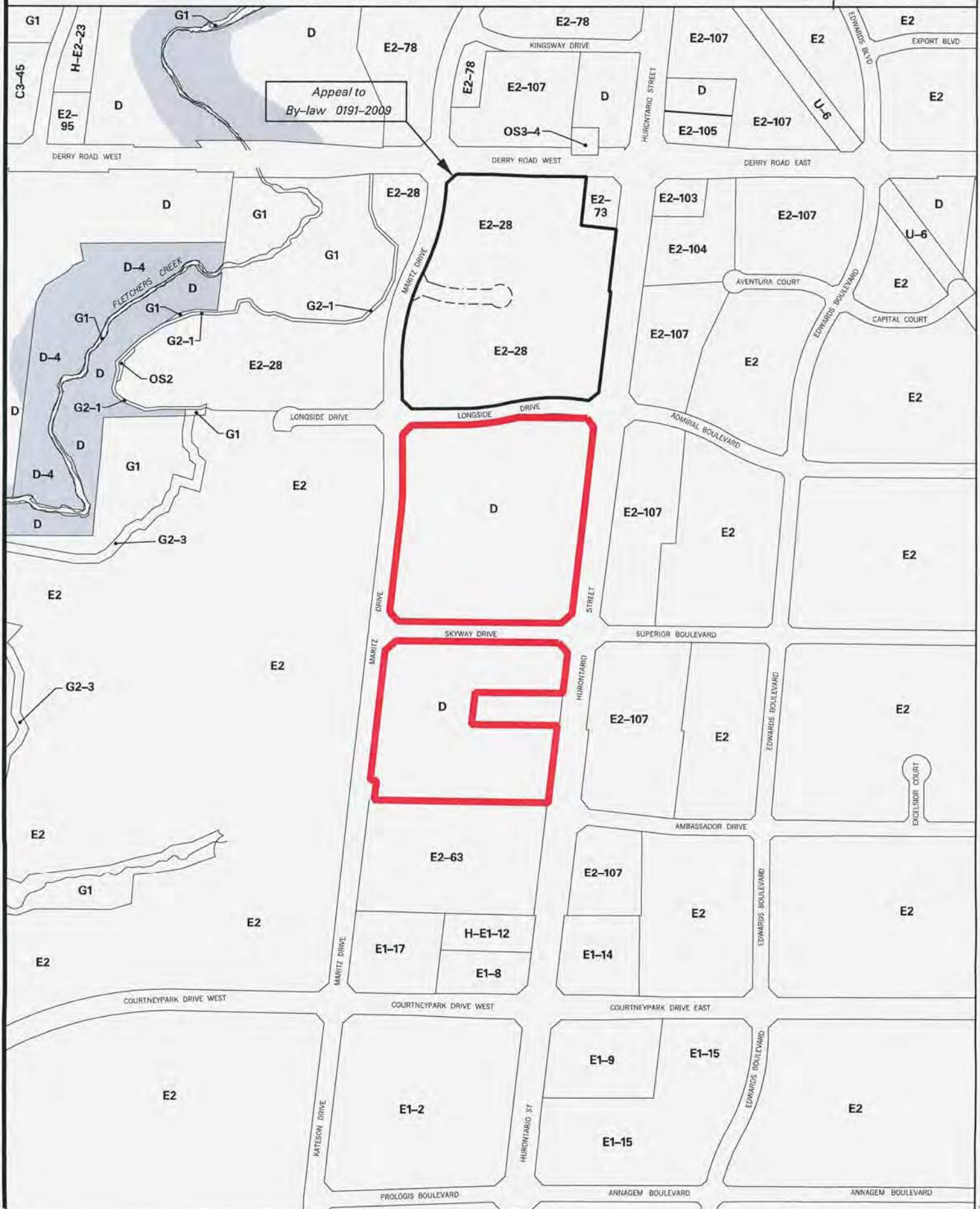
Permitted Uses

8.2.3.YYY.1 Lands zoned E2-YYY shall only be used for the following:

- (1) **Medical Office**
- (2) **Office**
- (3) **Broadcasting/Communication Facility**
- (4) **Manufacturing Facility**
- (5) **Science and Technology Facility**
- (6) **Warehouse/Distribution Facility**
- (7) **Wholesaling Facility**
- (8) **Restaurant**
- (9) **Convenience Restaurant**
- (10) **Take-out Restaurant**
- (11) **Outdoor patio accessory to a Restaurant or Convenience Restaurant**
- (12) **Commercial School**
- (13) **Financial Institution**
- (14) **Veterinary Institution**
- (15) **Animal Care Establishment**
- (16) **Motor Vehicle Repair Facility - Restricted**
- (17) **Motor Vehicle Rental Facility**
- (18) **Motor Vehicle Wash Facility**
- (19) **Gas Bar**
- (20) **Motor Vehicle Service Station**
- (21) **Motor Vehicle Service Sales, Leasing and/or Rental Facility - Commercial Motor Vehicles**
- (22) **Banquet Hall/Conference Centre/Convention Centre**
- (23) **Night Club**
- (24) **Overnight Accommodation**
- (25) **Active Recreational Use**
- (26) **Beverage/Food Preparation Establishment**
- (27) **Entertainment Establishment**
- (28) **Recreational Establishment**
- (29) **Funeral Establishment**
- (30) **Private Club**
- (31) **Repair Establishment**
- (32) **Parking Lot**
- (33) **University/College**
- (34) **Courier/Messenger Service**

Regulations

8.2.3.YYY.2 The provisions contained in Subsection 8.1.4 of this By-law shall not apply.



Derry-Ten Limited**File: OZ 13/002 W5****Recommendation PDC-0003-2014**

That the Report dated December 10, 2013 from the Commissioner of Planning and Building regarding the application to change the Zoning from 'D' (Development) to 'E2-Exception' (Employment Exception), to permit uses consistent with the applicable 'Business Employment' land use designation under file OZ 13/002 W5, Derry-Ten Limited, 6730 Hurontario Street, be received for information.

Derry-Ten Limited**File: OZ 13/002 W5****Recommendation PDC-0003-2014**

That the Report dated December 10, 2013 from the Commissioner of Planning and Building regarding the application to change the Zoning from 'D' (Development) to 'E2-Exception' (Employment Exception), to permit uses consistent with the applicable 'Business Employment' land use designation under file OZ 13/002 W5, Derry-Ten Limited, 6730 Hurontario Street, be received for information.

DRAFT

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

8.2.2.28	Exception: E1-28	Map # 44E	By-law:
In an E1-28 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply:			
Additional Permitted Use			
8.2.2.28.1	(1)	Outdoor patio accessory to a restaurant or take-out restaurant	
Uses Not Permitted			
8.2.2.28.2	(1)	Manufacturing Facility	
	(2)	Warehouse/Distribution Facility	
	(3)	Place of Religious Assembly	
Regulations			
8.2.2.28.3	The provisions of Subsection 2.1.14 and Line 6.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law shall not apply		
8.2.2.28.4	Maximum floor space index - non-residential		2.5
8.2.2.28.5	Maximum gross floor area - non-residential used for a courier/messenger service		465 m ²
8.2.2.28.6	The lot line abutting Hurontario Street shall be deemed to be the front lot line		
8.2.2.28.7	Minimum front yard		5.0 m
8.2.2.28.8	Maximum front yard		9.0 m
8.2.2.28.9	Minimum setback from the exterior face of a podium streetwall to buildings, structures or parts thereof, located above the podium		3.0 m
8.2.2.28.10	Minimum length of a streetwall along Hurontario Street		66% of lot frontage
8.2.2.28.11	Minimum height		2 storeys
8.2.2.28.12	Minimum height of a podium along the front lot line		2 storeys
8.2.2.28.13	Minimum depth of a landscaped area measured from the front lot line		5.0 m

8.2.2.28	Exception: E1-28	Map # 44E	By-law:
8.2.2.28.14	For the purpose of this Exception, a commercial school shall not include a driving school		
8.2.2.28.15	"Podium" means the low-rise base of a building or structure located at or above established grade , that projects from the building		
8.2.2.28.16	"Height of a Podium" means the vertical distance between the established grade and the highest point of the roof surface of the podium		
Holding Provision			
The holding symbol H is to be removed from the whole or any part of the lands zoned H-E1-28 by further amendment to Map 44E of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:			
<div><div>(1)</div><div>provision of any outstanding technical plans, studies and reports including a concept plan which deals with traffic circulation, goods movement, pedestrian connections and phasing of development, amongst other matters; a functional servicing report with drainage, grading and servicing plans; draft reference plan; stage I and II archaeological assessment; and an updated Transportation Study to the satisfaction of the City of Mississauga and the Region of Peel;</div></div> <div><div>(2)</div><div>delivery of executed Development and Servicing Agreements in a form satisfactory to the City, which addresses any issues that may be identified through clause (1); required easement for servicing and access purposes to the abutting property at 6710 Hurontario Street; gratuitous dedication to the City of the lands for the extension of Ambassador Drive; gratuitous dedication to the City of a road widening across the Hurontario Street frontage; submission of a streetscape master plan for the Hurontario Street frontage and associated securities; any additional securities, fees, cash contribution and insurance;</div></div> <div><div>(3)</div><div>any additional lands required or technical issues identified in the Transit Project Assessment Process (TPAP) for the Light Rail Transit are to be addressed to the satisfaction of the City.</div></div>			

2. By-law Number 0225-2007, as amended, is further amended by adding the following Exception Table:

8.2.3.126	Exception: E2-126	Map # 44E	By-law:
In an E2-126 zone the permitted uses and applicable regulations shall be as specified for an E2 zone except that the following uses/regulations shall apply:			
Uses Not Permitted			
8.2.3.126.1	(1) Transportation Facility (2) Truck Terminal (3) Waste Processing Station (4) Waste Transfer Station (5) Composting Facility (6) Self Storage Facility (7) Contractor Service Shop (8) Convenience Restaurant (9) Motor Vehicle Repair Facility - Restricted (10) Motor Vehicle Rental Facility (11) Motor Vehicle Wash Facility - Restricted (12) Gas Bar (13) Motor Vehicle Service Station (14) Motor Vehicle Sales, Leasing and/or Rental Facility - Commercial Motor Vehicles (15) Adult Video Store (16) Adult Entertainment Establishment (17) Animal Boarding Establishment (18) Body-Rub Establishment (19) Truck Fuel Dispensing Facility		
Regulations			
8.2.3.126.2	The lot line abutting Maritz Drive shall be deemed to be the front lot line		
8.2.3.126.3	Minimum front yard	4.5 m	
8.2.3.126.4	Minimum exterior side yard	4.5 m	
8.2.3.126.5	For the purpose of this Exception, a commercial school shall not include a driving school		

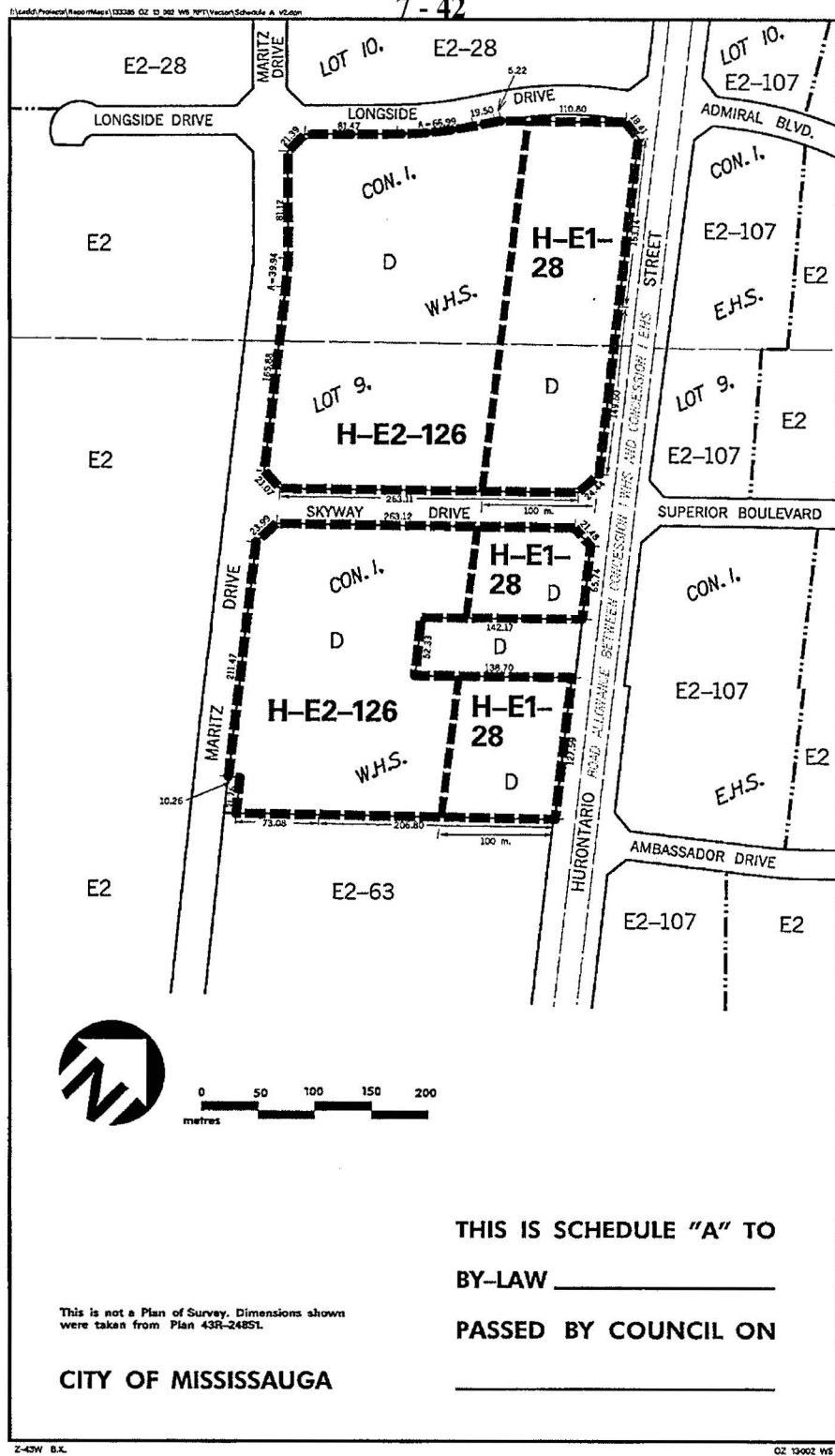
8.2.3.126	Exception: E2-126	Map # 44E	By-law:
Holding Provision			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-E2-126 by further amendment to Map 44E of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:</p> <ol style="list-style-type: none"> (1) provision of any outstanding technical plans, studies and reports including a concept plan which deals with traffic circulation, goods movement, pedestrian connections and phasing of development, amongst other matters; a functional servicing report with drainage, grading and servicing plans; draft reference plan; stage I and II archaeological assessment; and an updated Transportation Study to the satisfaction of the City of Mississauga and the Region of Peel; (2) delivery of executed Development and Servicing Agreements in a form satisfactory to the City, which addresses any issues that may be identified through clause (1); required easement for servicing and access purposes to the abutting property at 6710 Hurontario Street; gratuitous dedication to the City of the lands for the extension of Ambassador Drive; any additional securities, fees, cash contribution and insurance. 			

3. Map Number 44E of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "D" to "H-E1-28" and "H-E2-126" the zoning of Part of Lot 9 and 10, Concession 1, West of Hurontario Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "H-E1-28" and "H-E2-126" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "H-E1-28" and "H-E2-126" zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2014.

MAYOR

CLERK



APPENDIX "A" TO BY-LAW NUMBER _____Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit certain employment uses and development standards on the lands outlined on Schedule "A", by rezoning these lands from "D" (Development) to "H-E1-28" (Employment in Nodes with a Holding Provision) and "H-E2-126" (Employment with a Holding Provision).

"D" permits a building or structure legally existing on the date of passing of this By-law and the existing legal use of such building or structure. The subject lands are vacant.

Upon removal of the "H" provision, "E1-28" permits primarily office uses, with a minimum height of two storeys, to support higher order transit on Hurontario Street.

Upon removal of the "H" provision, "E2-126" permits a range of employment uses.

Location of Lands Affected

West side of Hurontario Street, north and south of Skyway Drive, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Stephanie Segreti of the City Planning and Building Department at 905-615-3200 ext. 5531.

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Corporate Report

Clerk's Files

Originator's
Files OZ 13/020 W5

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Rezoning Application**
To permit two apartment buildings
with heights of 23 and 26 storeys
5025 and 5033 Four Springs Avenue
Northwest quadrant of Hurontario Street
and Eglinton Avenue West
Applicant/ Owner: Pinnacle International (Ontario) Limited
Bill 51

Supplementary Report

Ward 5

RECOMMENDATION: That the Report dated August 19, 2014, from the Commissioner of Planning and Building recommending approval of the application under File OZ 13/020 W5, Pinnacle International (Ontario) Limited, 5025 and 5033 Four Springs Avenue, be adopted in accordance with the following:

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

2. That the application to amend the "RA5-42" (Apartment Dwellings-Exception) zone provisions to permit two apartment buildings with heights of 23 and 26 storeys in accordance with the proposed zoning standards described in Appendix S-3, be approved subject to the following conditions:
 - (a) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
 - (b) In accordance with Council Resolution 152-98:

Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

**REPORT
HIGHLIGHTS:**

- No concerns have been raised in connection with the proposed development; and
- The application is acceptable from a planning standpoint and should be approved.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on May 5, 2014, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information. At the Public Meeting, the Planning and Development Committee passed Recommendation PDC-0032-2014 which was subsequently adopted by Council and is attached as Appendix S-2.

COMMENTS:

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

COMMUNITY ISSUES

At the public meeting no member of the public attended or provided any comments and no written comments have been received by the Planning and Building Department.

**UPDATED AGENCY AND CITY DEPARTMENT
COMMENTS****Transportation and Works**

Comments updated August 1, 2014 state that the applicant will need to make satisfactory arrangements to have the abandoned water connection entirely removed from within the road allowance and to provide a consulting engineer's revised certification for the location of municipal services and connections approved and constructed in accordance with the executed Servicing Agreement.

PLANNING COMMENTS**Zoning**

The revised "RA5-42" (Apartment Dwellings-Exception) Zone, as proposed to be amended, is appropriate to accommodate the two apartment buildings with heights of 23 and 26 storeys, respectively.

Since the public meeting, the applicant has requested a minor change to the building setback to the private road and the minimum setback of the tower portion of the building from the face of the podium as detailed in Appendix S-3. In addition to changes to the "RA5-42" Exception Zone schedule, the proposed amendments will allow additional tower height, the transfer of the minimum 1 000 m² (10,764 sq. ft.) gross floor area-non-residential (commercial) use requirement from the proposed building located in "Area A" to the podium of the proposed building in "Area C"

(See Appendices I-6 to I-7 of the Information Report under Appendix S-1), architectural canopy and balcony projections and a minimum podium height.

The Planning and Building Department have reviewed the revisions to the proposed zoning exception and find them to be acceptable.

Site Plan

Prior to development occurring on the lands, the applicant will be required to obtain Site Plan approval. The applicant is working through the approval process (File SP 13/162 W5) and has addressed most of the issues raised from both internal and external commenting agencies. A detailed noise report will be required based on updated information regarding the design and location of the residential buildings, grading information, location of amenity areas and the types of air-conditioning equipment being utilized.

FINANCIAL IMPACT:

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

CONCLUSION:

In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, Council is given authority to determine if further public notice is required. Since the request by the applicant only relates to minor setback changes, it is recommended that no further public notice be required regarding the proposed changes.

The proposed Rezoning is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is compatible with the existing and proposed land uses surrounding the subject site. It provides for fewer towers with increased heights but does not increase the number of apartment units in the development.

2. The proposed "RA5-42" (Apartment Dwellings-Exception) Zone is appropriate to accommodate the two residential towers, and meets the overall intent, goals and objectives of Mississauga Official Plan.

ATTACHMENTS:

Appendix S-1: Information Report

Appendix S-2: Recommendation PDC-0032-2014

Appendix S-3: Proposed Zoning Standards



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Lauren Eramo-Russo, Development Planner



Corporate Report

Clerk's Files

 Originator's
Files OZ 13/020 W5

DATE: April 15, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 5, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Information Report
Rezoning Application
To permit two apartment buildings
with heights of 23 and 26 storeys
5025 and 5033 Four Springs Avenue
Northwest quadrant of Hurontario Street
and Eglinton Avenue West
Applicant / Owner: Pinnacle International (Ontario) Limited
Bill 51

Public Meeting Ward 5

RECOMMENDATION: That the Report dated April 15, 2014, from the Commissioner of Planning and Building regarding the application to amend the "RA5-42" (Apartment Dwellings-Exception) zone provisions to permit two apartment buildings with heights of 23 and 26 storeys under File OZ 13/020 W5, Pinnacle International (Ontario) Limited, 5025 and 5033 Four Springs Avenue, be received for information.

**REPORT
HIGHLIGHTS:**

- The proposal is to permit two apartment buildings with heights of 23 and 26 storeys whereas 3 apartment buildings with heights of 15, 20 and 20 storeys were previously permitted. No

increase in the number of apartment dwelling units is being sought.

- Prior to the Supplementary Report, matters to be further evaluated include an assessment of the appropriateness of the proposed zoning standards.

BACKGROUND:

Applications for development on the subject sites were approved by Council on December 12, 2012 under Files OZ/OPA 07/025 W5 which redesignated the subject land to "Residential High Density-Special Site 6" and the zoning to "RA5-42" (Apartment Dwellings-Exception). The draft plan of subdivision was subsequently approved on March 6, 2013 by the Commissioner of Planning and Building under File T-M07006 W5.

The subject lands are located within Phase 3 of the Pinnacle Master Development Plan which consists of five development phases (See Appendix I-5).

The zoning by-law for Phase 3 permits three apartment buildings, one with a height of 15 storeys and the other two with heights of 20 storeys each. Although the applicant is not proposing to revise the total number of apartment units permitted (454), there is a desire to redistribute the units onsite, by removing one tower, and increasing the heights of the two other buildings to 23 and 26 storeys, respectively. The location of the buildings are also being adjusted and there has been a request to allow architectural encroachments, which includes a maximum projection of 2.50 m (8.20 ft.) for cornices, canopies and balconies.

In order to ensure the community is mixed-use in nature, the zoning by-law also required a minimum of 1 000 m² (10,764 sq. ft.) accessory commercial uses which is now being proposed to be moved to another portion of the site; from "Area A" to "Area C", which is Phase 5 of the Master Plan (See Appendix I-7).

An amendment to the Pinnacle Master Plan to recognize these changes will be required as well as an alteration to the phasing line

between Phases 3 and 5 to accommodate a transformer at the southeast corner of the site adjacent to Little Creek Road.

The above-noted application has been circulated for technical comments and no community meeting has been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

COMMENTS:

The development proposal is for two residential apartment buildings located on Block 1 on the associated Draft Plan of Subdivision (See Appendix I-8).

Details of the proposal are as follows:

Development Proposal	
Application submitted:	Received: January 3, 2014 Deemed complete: January 31, 2014
Height:	26 storeys 23 storeys
Existing Permitted Floor Space Index:	7.11
Proposed Floor Space Index:	6.88
Maximum Number of apartment dwelling units	454
Parking Required:	568
Parking Provided:	595
Supporting Documents:	Site Plan under file SP 13/162 W5

Site Characteristics - Block 1	
Frontage:	83.8 m (274.9 ft.)
Depth:	61.5 m (201.8 ft.)
Net Lot Area:	0.5 ha (1.3 ac.)
Existing Use:	Vacant

Green Development Initiatives

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

- Green roof system: Where feasible, all portions of the roofs on the residential buildings will have either a high solar reflectance surface or a "green roof";
- A tri-sorter system will be installed for convenient separation and disposal of recyclables and refuse;
- Bicycle parking spaces have been proposed to encourage bicycle use as an alternative form of transportation.

Neighbourhood Context

The subject property, which is part of a larger mixed use development application approved in 2012, is located within the Uptown Major Node Character Area. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Vacant land zoned for townhouses and apartment buildings. A 10 storey apartment building (fronting on Hurontario Street); townhouse dwellings fronting onto Salishan Circle; Cooksville Creek Public School
- East: Vacant land zoned for mixed use apartment buildings. Across Hurontario Street, a retail commercial centre. To the north of the centre, the land is vacant but zoned and designated for high density mixed residential uses
- South: Two apartment dwellings under construction and an Esso automotive service station
- West: Vacant land zoned for townhouses. West of Cooksville Creek, vacant land zoned for parkland and greenbelt purposes

**Mississauga Official Plan Designation and Policies for the
Uptown Major Node Character Area (November 14, 2012)**

The subject lands are located within the Uptown Major Node Character Area and are part of an area designated "**Residential High Density-Special Site 6**" which permits a maximum of 1,969 dwelling units, a minimum of 11 000 m² (118,406.88 sq. ft.) and a maximum of 25 200 m² (271,259.41 sq. ft.) commercial and office uses contained within the first three storeys of the residential buildings. The land subject to this application has been allocated a portion of these permissions and is regulated through the Zoning By-law.

The application is in conformity with the land use designations and no Official Plan amendments are proposed.

Urban Design Policies

The urban design policies of Mississauga Official Plan require that building, landscaping and site design are compatible with site conditions and will create appropriate transition, with respect to visual and functional relationships between individual buildings, groups of buildings, and open spaces.

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

Existing Zoning

"**RA5-42**" (**Apartment Dwellings-Exception**), which permits three apartment dwellings with a maximum height of 20 storeys and additional permitted uses including; office; medical office-restricted; retail store; financial institution; restaurant, take-out restaurant; and personal service establishment. These uses are limited to a total gross floor area (GFA) of 15 000 m² (161,459 sq. ft.) on all lands zoned "RA5-42".

Proposed Zoning By-law Amendment

The applicant has proposed revised zone standards as detailed in Appendix I-12 that regulate podium and tower height, and architectural canopy and balcony projections. Amendments to the "RA5-42" Exception Zone schedule are also required to allow the additional height and to transfer the minimum 1 000 m² (10,764 sq. ft.) gross floor area-non-residential (commercial) use requirement from the proposed building located in "Area A" to the podium of the proposed building in "Area C" (See Appendices I-6 to I-7).

COMMUNITY ISSUES

No community meetings have been held and no written comments were received by the Planning and Building Department.

DEVELOPMENT ISSUES


Agency comments are summarized in Appendix I-10. Based on the comments received and the applicable Mississauga Official Plan policies, prior to proceeding to the supplementary meeting, the following matters will have to be addressed:

- Identify any community issues that have been raised at the public meeting;
- Assess the appropriateness of the proposed zoning standards.

Development Requirements

In conjunction with the proposed development, there are certain items resulting from revisions to the Pinnacle Master Plan, which will require the applicant to confirm whether or not amendments to the executed servicing agreements are necessary.

- FINANCIAL IMPACT:** Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.
- CONCLUSION:** All agency and City department comments have been received and after the public meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding this application.
- ATTACHMENTS:**
- Appendix I-1: Site History
 - Appendix I-2: Aerial Photograph
 - Appendix I-3: Excerpt of Uptown Major Node Character Area Land use Map
 - Appendix I-4: Excerpt of Existing Land Use Map
 - Appendix I-5: Phasing Plan
 - Appendix I-6: Previous and Current development proposal
 - Appendix I-7: Existing Exception Schedule for RA5-42
 - Appendix I-8: Draft Plan of Subdivision
 - Appendix I-9: Elevations
 - Appendix I-10: Agency Comments
 - Appendix I-11: Relevant Mississauga Official Plan policies
 - Appendix I-12: Proposed Zoning Standards
 - Appendix I-13: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

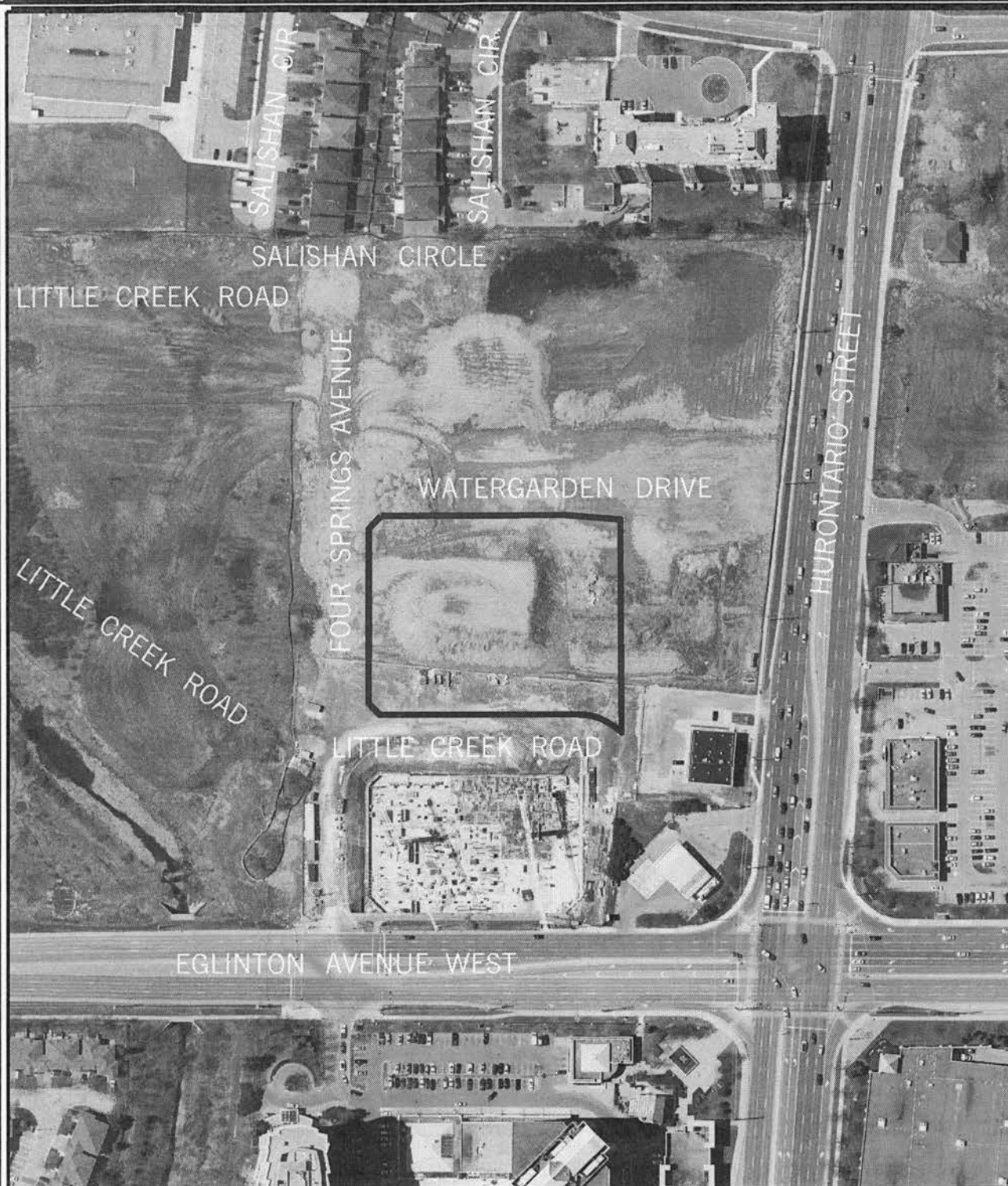
Prepared By: Lauren Eramo-Russo, Development Planner

Pinnacle International (Ontario) Limited

File: OZ 13/020 W5

Site History

- May 5, 2003- The Region of Peel approved the Mississauga Plan policies for the Hurontario District, designating the subject lands as "Residential Low Density I", "Residential Medium Density I", "Residential High Density II" and "Public Open Space".
- June 20, 2007- Zoning By-law 0225-2007 came into force except for those sites which were appealed. The matter was originally appealed by the applicant (Appeal No.18) and was withdrawn in November 2008. The subject lands were initially zoned "D" (Development).
- November 14, 2012- Mississauga Official Plan came into force except for those policies which have been appealed. As no appeals have been filed, the policies of the new Mississauga Official Plan apply. The subject lands are designated "Residential High Density- Special Site 6" in the Uptown Major Node Character Area.
- December 12, 2012- City Council enacts By-law 0275-2012 which changed the zoning of the entire property from "D" (Development) to "RM4-74" (Townhouse Dwellings-Exception), "RA4-41" (Apartment Dwellings-Exception), "RA5-42" (Apartment Dwellings-Exception) and "OS1" (Community Park) under File OZ 07/025 W5.
- December 12, 2012- City Council enacts By-law 0276-2012 to amend Mississauga Official Plan (MOPA3) from "Residential Low Density II", Residential Medium Density I", "Residential High Density II" and "Public Open Space" to "Residential-Medium Density I" "Residential High Density-Special Site 6", "Public Open Space" and "Greenbelt".
- February 13, 2013- A Notice of Decision to approve the Draft Plan of Subdivision was issued. The Plan is currently draft approved and is close to registration.
- June 18, 2013- A proposal for two apartment buildings is presented at the Urban Design Advisory Panel along with a Master Plan Concept for the entire development.



LEGEND:



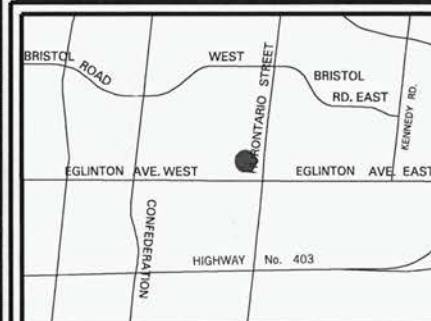
SUBJECT LANDS

DATE OF IMAGERY: SPRING 2013



SUBJECT:

PINNACLE INTERNATIONAL LIMITED



FILE NO:
OZ 13/020

DWG. NO:
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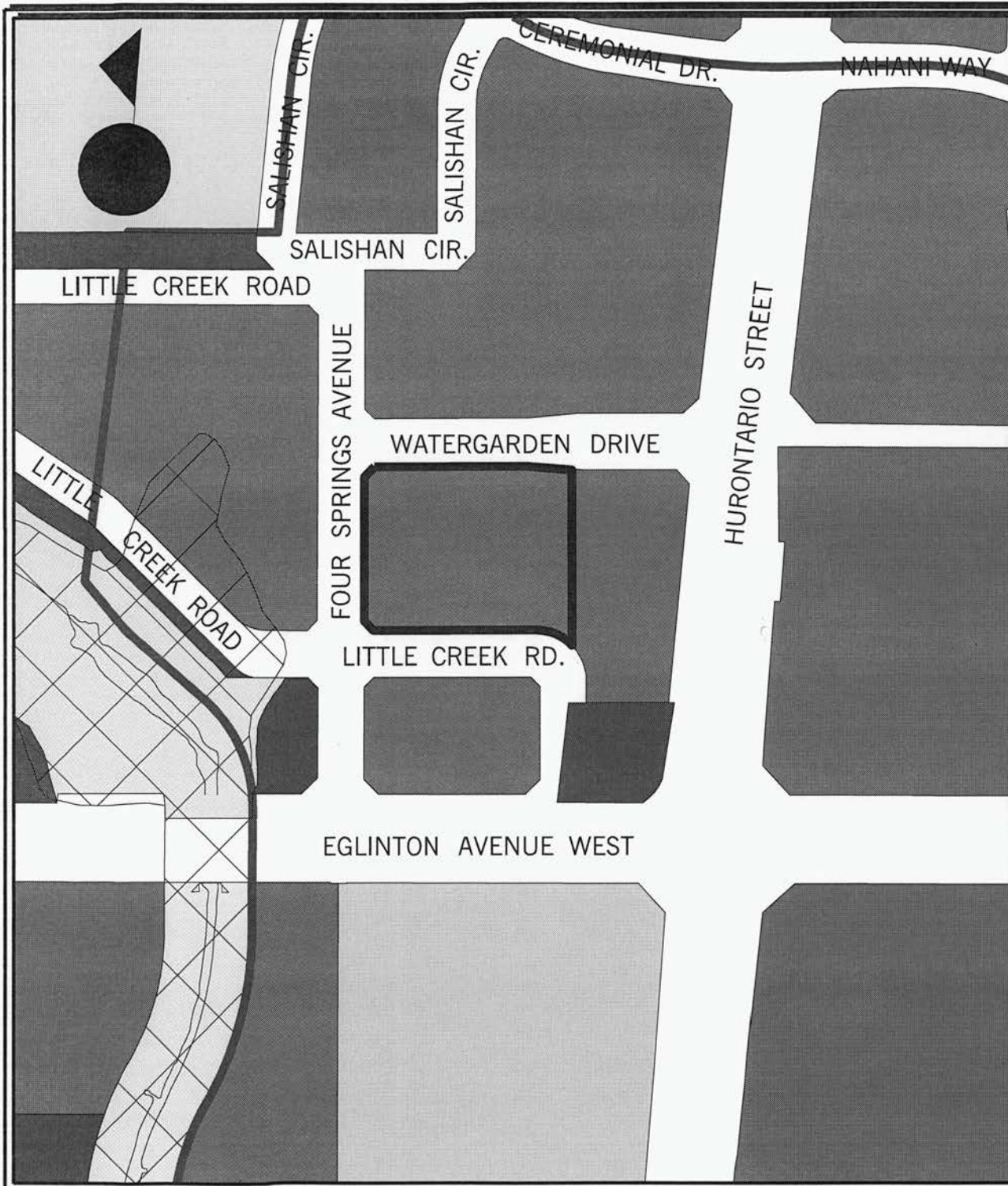
DATE:
2014/05/05

DRAWN BY:
A.SHAH

APPENDIX 1-2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

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

LAND USE LEGEND

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

CITY STRUCTURE

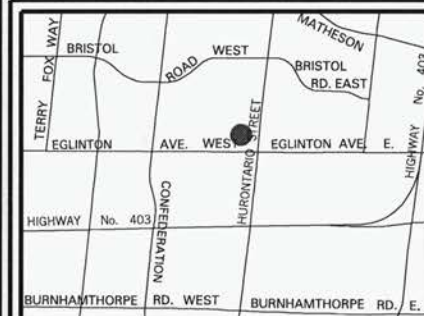
Elements

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

SUBJECT LANDS

SUBJECT:

PINNACLE INTERNATIONAL LIMITED



FILE NO:
OZ 13/020

DWG. NO:
13020L

SCALE:
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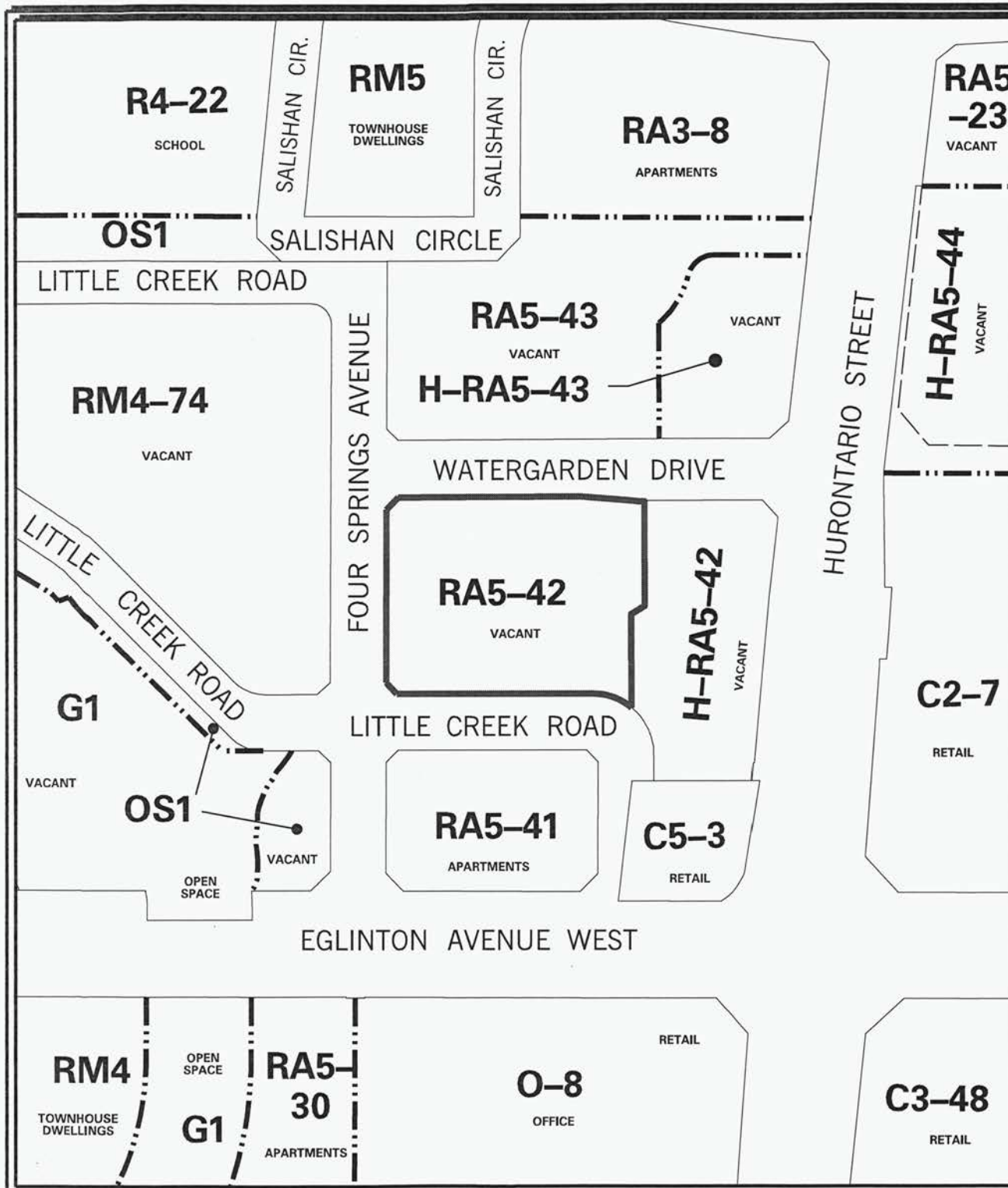
DATE:
2014/05/05

DRAWN BY:
A.SHAH

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX 1-3



LEGEND:



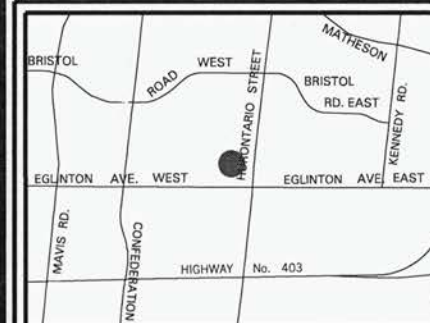
PROPOSED ZONING BY-LAW AMENDMENT TO THE "RA5-EXCEPTION" ZONE TO PERMIT TWO APARTMENT BUILDINGS WITH HEIGHTS OF 23 AND 26 STOREYS WHEREAS THREE APARTMENT BUILDINGS WITH HEIGHTS OF 15, 20 AND 20 STOREYS IS CURRENTLY PERMITTED ON THESE LANDS.

THIS IS NOT A PLAN OF SURVEY.



SUBJECT:

PINNACLE INTERNATIONAL LIMITED



FILE NO:
OZ 13/020

DWG. NO:
13020R

SCALE:
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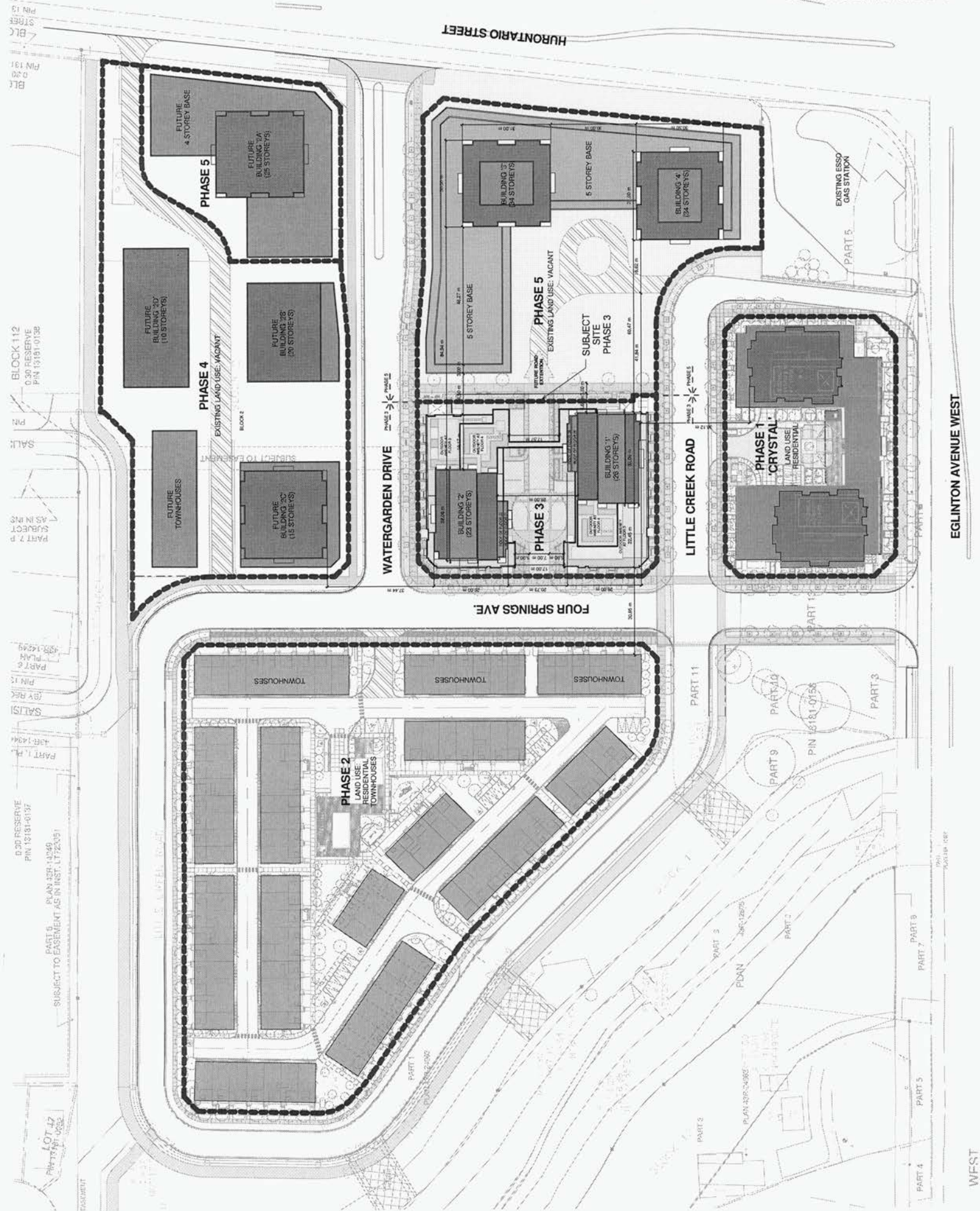
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2014/05/05

DRAWN BY:
A.SHAH

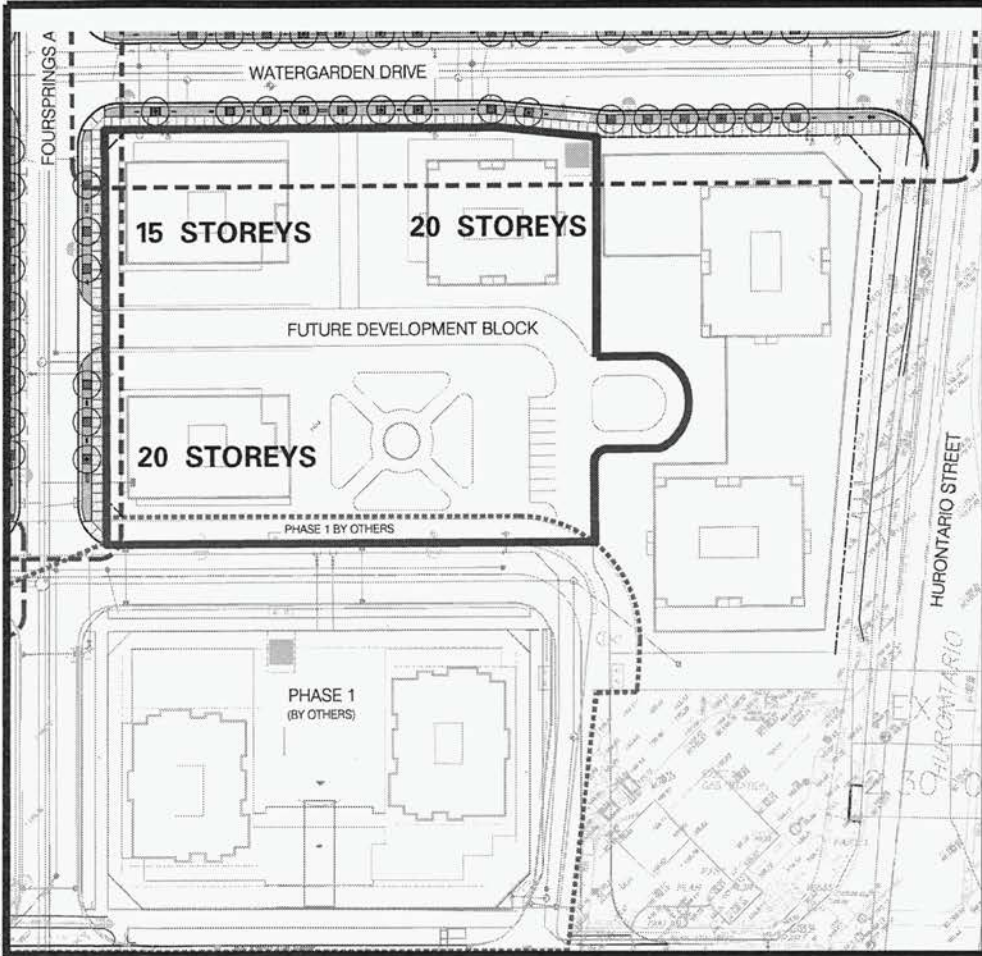
APPENDIX 1-4

MISSISSAUGA
Planning and Building

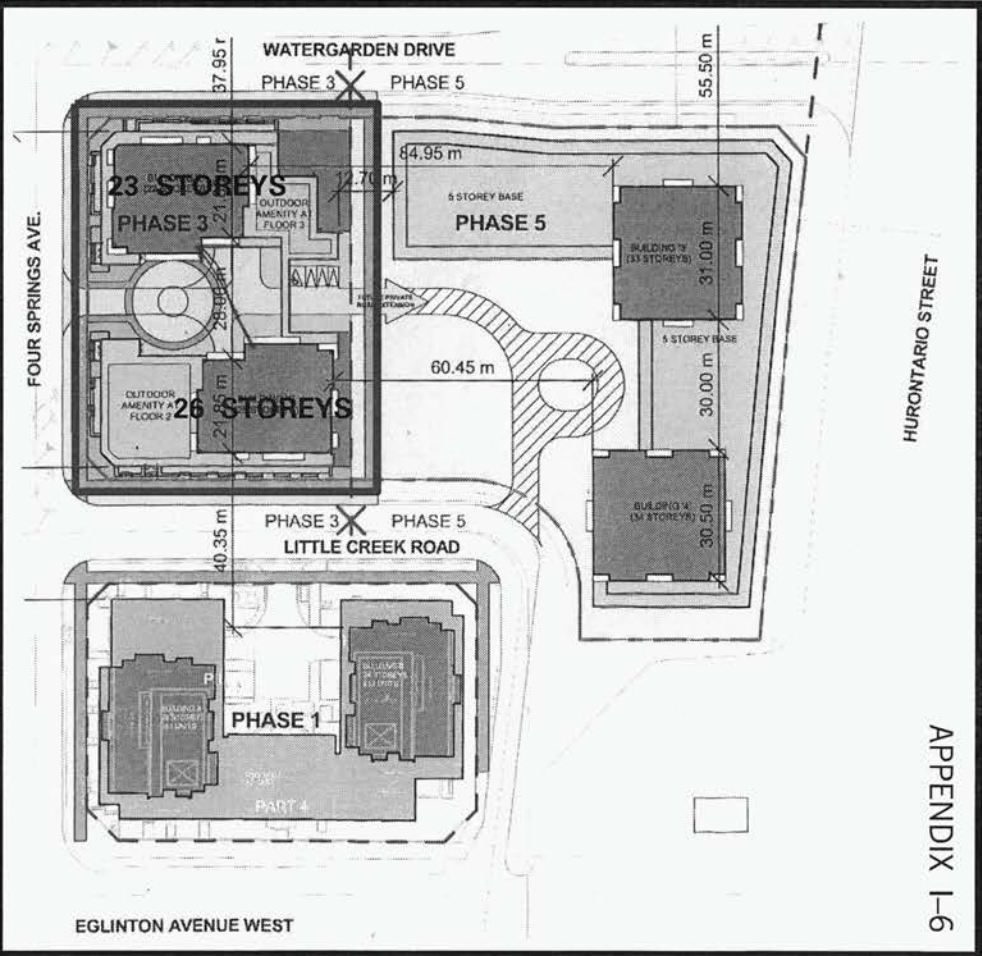
Produced by
T&W, Geomatics



PREVIOUS PROPOSAL



CURRENT PROPOSAL



I:\cadd\Projects\ReportMaps\143877_02_13_020_W5_RPT\Vector\new_map_for_lauren.dgn

FOUR SPRINGS AVE.

STREET 'A'

AREA A

AREA C

AREA D

AREA B

AREA E

WALKWAY

Private Road

LITTLE CREEK RD.

HURONTARIO STREET



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

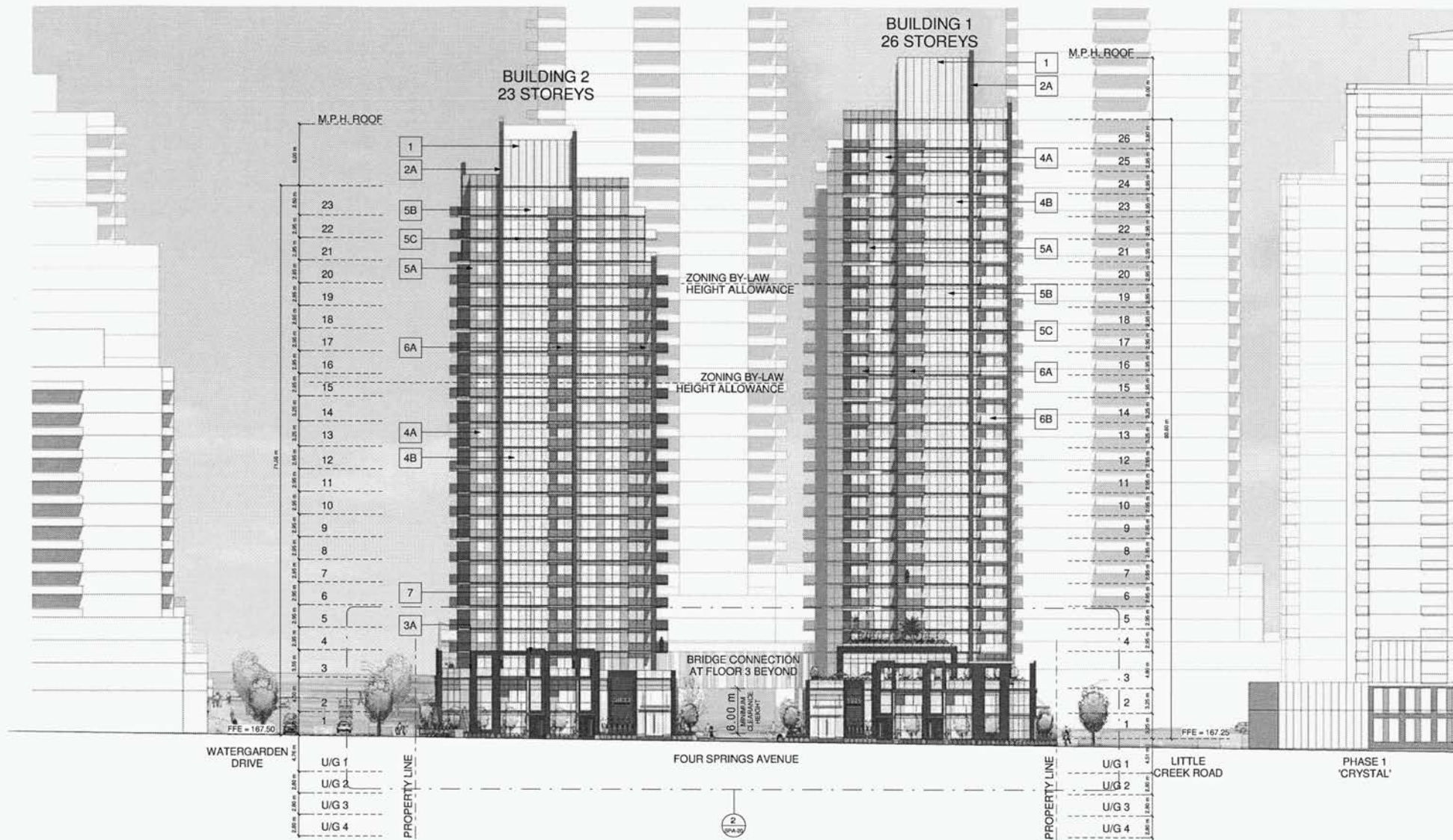
Build-to-Line
3.0 from Streetline

THIS IS SCHEDULE "RA5-42"

AS ATTACHED TO BY-LAW _____

PASSED BY COUNCIL ON _____





ELEVATIONS

Pinnacle International (Ontario) Limited

File: OZ 13/020 W5

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (February 2, 2014)	This Agency indicated no objection to the proposed Rezoning Application. All site plan conditions will be dealt through the associated Site Plan Application under file SP13/162 W5
City Community Services Department – Parks and Forestry Division/Park Planning Section (February 18, 2014)	No comment.
City Transportation and Works Department (March 3, 2014)	This Department indicated that prior to the Supplementary Report meeting, the applicant's engineering consultant shall confirm to the City's satisfaction, that the amended building locations for Phase 3 will not require any amendment to the location of municipal services and connections proposed/installed to the concerned Phase 3 and 5, in accordance with the executed servicing agreement for the development. In the event that any amendments are required, the details will be addressed to the satisfaction of this Department prior to the supplementary report meeting.

Pinnacle International (Ontario) Limited

File: OZ 13/020 W5

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3.2 <i>Major Nodes</i> Section 5.4.11 <i>Corridors</i> Section 5.5.1 <i>Intensification Areas</i> Section 5.5.8 Section 5.5.10	The Mississauga Official Plan (MOP) will ensure that Major Nodes will develop as prominent centres with a regional and city focus, and be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. Corridors connect the City and link communities. Dundas Street and Hurontario Street have been identified as areas where growth will be directed. Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities.
Section 8 – Creating a Multi Modal City	Section 8.1.6 Section 8.1.7 Section 8.1.16	The MOP will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods.
Section 8.2.2– Road Network	Section 8.2.2.3 Section 8.2.2.4 Section 8.2.2.5 Section 8.2.2.7 Section 8.2.2.10 Section 8.2.4.3	The MOP will ensure that a fine grained system of roads will be established to increase the number of road intersections and overall connectivity throughout the city.
Section 9 Build a Desirable Urban Form	Section 9.2.1.22 Section 9.2.1.26 Section 9.2.1.28 Section 9.2.1.36 Section 9.2.1.37 Section 9.2.1.38 Section 9.2.1.39	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.

Pinnacle International (Ontario) Limited

File: OZ 13/020 W5

	Specific Policies	General Intent
Other related policies	<p><i>Public Realm</i> Sections 9.3.1.4, 9.3.1.7</p> <p><i>Site Development and Building</i> Sections 9.5.1, 9.5.1.2, 9.5.1.5, 9.5.1.8, 9.5.1.9</p> <p><i>Site Development</i> Sections 9.5.2.1, 9.5.2.2, 9.5.2.3</p> <p><i>Buildings</i> Sections 9.5.3.9</p>	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.
Section 10- Foster a Strong Economy	Section 10.1.8	Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, <i>Major Transit Station Areas</i> and <i>Corridors</i> .
Section 13.3 Uptown	<p>Section 13.3.1 <i>Urban Design Policies</i></p> <p>13.3.2 <i>Land Use</i></p> <p>13.3.3 <i>Transportation</i></p>	In order to enhance a sense of community, it is proposed that a number of major streetscapes be developed in a manner that will impart a sense of character. Community Form along Hurontario Street should be integrated with the overall community design by providing for a graduated transition in development intensity and building scale, as well as the orientation of buildings.

Pinnacle International (Ontario) Limited

File: OZ 13/020 W5

Proposed Zoning Standards

	"RA5-42" Regulations	Proposed "RA5-42" Zoning By-law Standards
Minimum total gross floor area-non-residential used for accessory commercial uses in "Areas A, C and D"	1 000 m ² (10,764 sq. ft.) in Area A	Removed from "Area A" but will be accommodated in "Areas C and D"
Apartment dwelling units shall not be permitted on the first storey of buildings located within "Area A", "Area C" and "Area D" identified on Schedule RA5-42 of this Exception	The current "Area A" on the existing "RA5-42" schedule restricted apartment dwellings units from being located on the first storey of any building located within this area	"Area A" is now being removed from this regulation. "Area C" and "Area D" will continue to restrict apartment dwellings from being located on the first storey of the apartment buildings. This area is typically reserved for the accessory commercial.
Maximum building height	Area A- 15 Storeys Area B- 20 Storeys	Area A- 23 Storeys Area B- 26 Storeys
Minimum height of a podium	No minimum for Area B	2 storeys for Area B
Minimum setback to a private road	3.0 m (9.84 ft.)	3.55 m (11.64 ft.)
Minimum above grade separation between buildings for that portion of the building above six (6) storeys	28.0 m (91.86 ft.)	Will remain as 28.0 m (91.86 ft.) except as identified on the exception schedule for Area A and B where it is 22.0 m (72 ft.)
Maximum projections of architectural elements, fins and cornices from the exterior building wall	No provision	1.75 m (5.74 ft.)
Maximum projection of a canopy from the exterior building wall of a podium	No provision	2.50 m (8.20 ft.)
Maximum projection of a balcony from the exterior wall of a tower	No provision	1.75 m (5.74 ft.)



Pinnacle International (Ontario) Limited

File: OZ 13/020 W5

Recommendation PDC-0032-2014

PDC-0032-2014

"That the report dated April 15, 2014, from the Commissioner of Planning and Building regarding the application to amend the "RA5-42" (Apartment Dwellings-Exception) zone provisions to permit two apartment buildings with heights of 23 and 26 storeys under File OZ 12/020 W5, Pinnacle International (Ontario) Limited, 5025 and 5033 Four Springs Avenue, be received for information."

Pinnacle International (Ontario) Limited

File: OZ 13/020 W5

Proposed Zoning Standards

	"RA5-42" Regulations	Proposed "RA5-42" Zoning By-law Standards
Minimum total gross floor area-non-residential used for accessory commercial uses in "Areas A, C and D"	1 000 m ² (10,764 sq. ft.) in Area A	Removed from "Area A" but will be accommodated in "Area D"
Apartment dwelling units shall not be permitted on the first storey of buildings located within "Area A", "Area C" and "Area D" identified on Schedule RA5-42 of this Exception	The current "Area A" on the existing "RA5-42" schedule restricted apartment dwellings units from being located on the first storey of any building located within this area	"Area A" is now being removed from this regulation. "Area C" and "Area D" will continue to restrict apartment dwellings from being located on the first storey of the apartment buildings. This area is typically reserved for the accessory commercial.
Minimum setback to a private road	3.0 m (9.84 ft.)	3.5 m (11.64 ft.)
Maximum building height	Area A- 15 Storeys Area B- 20 Storeys Area C- 20 Storeys	Area A- 23 Storeys Area B- 26 Storeys Area C- 5 Storeys
Minimum height of a podium	No minimum for Area B	2 storeys for Area B
Minimum above grade separation between buildings for that portion of the building above six (6) storeys	28.0 m (91.86 ft.)	Will remain as 28.0 m (91.86 ft.) except as identified on the exception schedule for Area A and B where it is 22.0 m (72 ft.)
Maximum projections of architectural elements, fins and cornices from the exterior building wall	No provision	1.75 m (5.7 ft.)
Maximum projection of a canopy from the exterior building wall of a podium	No provision	2.50 m (8.20 ft.)
Maximum projection of a balcony from the exterior wall of a tower	No provision	1.75 m (5.74 ft.)

Pinnacle International (Ontario) Limited

File: OZ 13/020 W5

Proposed Zoning Standards

	"RA5-42" Regulations	Proposed "RA5-42" Zoning By-law Standards (Revised since Information Report)
Minimum setback to a private road	3.0 m (9.84 ft.)	3.0 m (9.84 ft.) (previously 3.5 m (11.64 ft.))
	Minimum 2.5 m (8.20 ft.) setback from the exterior face of a podium to a building, structure or part thereof, located above the podium	Minimum 2.5 m (8.20 ft.) setback from the exterior face of a podium to a building, structure or part thereof, located above the podium within Area D identified on Schedule RA5-42 of this Exception



Corporate Report

Clerk's Files

Originator's
Files

CD.03.MIS

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Mississauga Official Plan Conformity Amendment to the Region
of Peel Official Plan - Report on Comments

RECOMMENDATION: That the amendments to Mississauga Official Plan proposed in the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan - Report on Comments" dated August 19, 2014, from the Commissioner of Planning and Building, be approved.

BACKGROUND: On May 14, 2014 City Council considered the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014 from the Commissioner of Planning and Building (see Appendix 1) and directed a public meeting be held to consider proposed official plan amendments as recommended in the report.

A statutory public meeting to fulfill the requirements of the *Planning Act* was held by the Planning and Development Committee on June 23, 2014. At its meeting of July 2, 2014, City Council approved the following recommendation (Resolution 0135-2014), "That the submissions made at the public meeting to consider the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated June 3, 2014, from the Commissioner of Planning and Building, be received."

No comments were received regarding the proposed amendments.

COMMENTS:

The amendments to Mississauga Official Plan as outlined in the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014 are the following:

- an amendment to the Designated Greenfield Area policy;
- an update to the Designated Greenfield Area map;
- a reference to Greenfield Density Target; and
- the addition of policies relating to Human-Made Hazards.

These amendments should be approved.

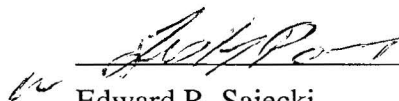
FINANCIAL IMPACT: Not applicable.

CONCLUSION:

The amendments to Mississauga Official Plan as outlined in the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014 from the Commissioner of Planning and Building should be approved.

ATTACHMENTS:

Appendix 1: Corporate Report "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014 from the Commissioner of Planning and Building



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Emily Irvine, Policy Planner





Corporate Report

Clerk's Files

Originator's
Files

CD.03.MIS

DATE: April 15, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 5, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan**

RECOMMENDATION: That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014, from the Commissioner of Planning and Building.

**REPORT
HIGHLIGHTS:**

- The purpose of this report is to propose modifications to Mississauga Official Plan that are required to conform with amendments resulting from the Peel Region Official Plan Review (PROPR).
- Amendments required to bring Mississauga Official Plan into conformity with the Region of Peel Official Plan are:
 - an amendment to the Designated Greenfield Area policy;
 - an update to the Designated Greenfield Area map;
 - a reference to Greenfield Density Target; and
 - adding policies relating to Human-Made Hazards.

BACKGROUND:

The Peel Region Official Plan Review (PROPR) conducted from 2008 to 2011 resulted in seven amendments to the Region of Peel Official Plan (ROPAs 20-26). City Council has supported all the amendments to the Region of Peel Official Plan.¹

The purpose of this report is to propose amendments to Mississauga Official Plan that are required to achieve conformity to the Regional Official Plan based on the PROPR review.

Selected policies in the PROPR amendments are still under appeal. These appeals relate primarily to the GTA West Corridor and natural heritage policies. Resolutions of the appeals are in process and will be addressed in Mississauga Official Plan policies through amendments to natural heritage policies or in a future general amendment to Mississauga Official Plan.

COMMENTS:

In consultation with Regional Staff, the following amendments to Mississauga Official Plan are proposed to bring Mississauga Official plan into conformity with the Region of Peel Official Plan:

- amendment to the Designated Greenfield Area policy;
- an update of Map 16.4-1 Designated Greenfield Area;
- a reference to the Greenfield Density Target; and
- addition of Human-Made Hazards policies.

Designated Greenfield Area

The Growth Plan requires that the designated greenfield areas of each upper or single tier municipality achieve a minimum density target of 50 residents and jobs combined per hectare (20 residents and jobs combined per acre). In the Region of Peel, a Land Budget was prepared to illustrate that Peel meets the Growth Plan targets and a density target for each of the area municipalities was developed.

¹ The Region of Peel has commenced another official plan review referred to as “Peel 2041” and is proposing two amendments. On April 14, 2014, Planning and Development Committee considered the first amendment through a report titled “Regional Official Plan Amendment (ROPA) 27 – Peel 2041” from the Commissioner of Planning and Building. The second amendment is anticipated in 2015.

Mississauga's density target reflects current development patterns and supports the achievement of the Regional density target. To conform with the greenfield density target for Mississauga in the Region of Peel Official Plan, Policy 16.4.1.1 in Mississauga Official Plan is proposed to be revised as follows:

16.4.1.1 The designated greenfield area will be planned to achieve a minimum density of 75 77 residents and jobs combined per hectare, excluding permitted environmental take-outs.

Designated Greenfield Area Map

Minor adjustments are required to Map 16.4-1 Designated Greenfield Area in Mississauga Official Plan to reflect the depiction of the designated greenfield area in the Region of Peel Official Plan. Appendix 1 illustrates the existing and revised Map 16.4-1.

Greenfield Density Target

Reference to the greenfield density target is required to be included in Mississauga Official Plan. Policy 5.6.1 is proposed to be revised by adding the following highlighted text:

5.6.1 Character area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take outs.

Human-Made Hazards

In order to be consistent with the direction in the Provincial Policy Statement, the Region of Peel included policies relating to human-made hazards such as oil, gas and salt hazards. These direct the area municipalities to include corresponding policies regarding development on or near these hazards. To address this issue the following is proposed to be included immediately after Section 6.7 Brownfield Sites (identified 6.X as a placeholder):

6.X Human-Made Hazards

Human-made hazards may have potential adverse impacts on public safety and property and occur when sites have not been properly rehabilitated. They are generally associated with oil, gas and salt hazards and former mineral aggregate and petroleum resource operations.

6.X.X Development will be directed away from human-made hazards. Development may be permitted only if rehabilitation or mitigation of known or suspected hazards has been completed.

In addition, Section 1.1.4.mm is proposed to be amended to identify the following terms that are referenced in these policies:

- Oil, gas and salt hazards;
- Mineral aggregate operations;
- Petroleum resource operations;

The definitions of these terms from the Provincial Policy Statement are found in Appendix 2 and should be added to Mississauga Official Plan Appendix A: Terms Defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006).

STRATEGIC PLAN: Not applicable.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Mississauga Official Plan is required to conform with amendments to the Region of Peel Official Plan associated with the Peel Region Official Plan Review (2008-2011). Amendments required to bring Mississauga Official Plan into conformity are:

- an amendment to the Designated Greenfield Area policy;
- an update of the Designated Greenfield Area map;
- a reference to Greenfield Density Target; and
- adding policies relating to Human-Made Hazards.

ATTACHMENTS:

Appendix 1: Map 16.4-1 Designated Greenfield Area

Appendix 2: Definitions from the Provincial Policy Statement

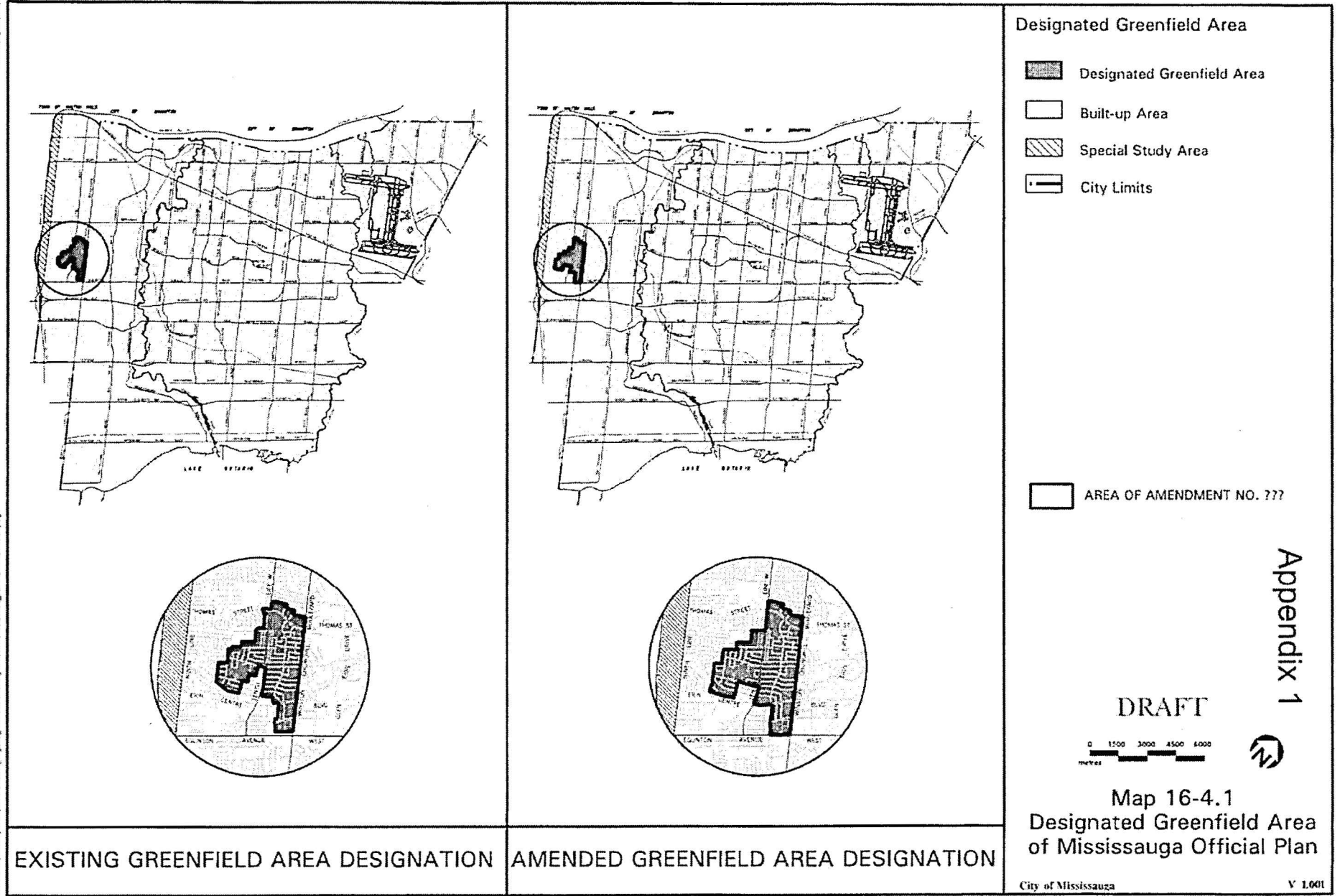


Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Emily Irvine, Policy Planner

K:\PLAN\POLICY\GROUP\2014 Peel Region\Regional Conformity\Corporate Report PDC Regional Conformity Amendment.doc



Appendix 2

Definitions from the Provincial Policy Statement

Oil, gas and salt hazards: means any feature of a well or work as defined under the *Oil, Gas and Salt Resources Act*, or any related disturbance of the ground that has not been rehabilitated.

Mineral aggregate operation: means

- a) lands under license or permit, other than for *wayside pits and quarries*, issued in accordance with the *Aggregate Resources Act*;
- b) for lands not designated under the *Aggregate Resources Act*, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
- c) associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products.

Petroleum resource operations: means oil, gas and salt wells and associated facilities and other drilling operations, oil field fluid disposal wells and associated facilities, and wells and facilities for the underground storage of natural gas and other hydrocarbons.



Corporate Report

Clerk's Files

Originator's
Files CD.21.SHA

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Urban Design Terms of Reference
Standards for Shadow Studies, June 2014

RECOMMENDATION: That the Report dated August 19, 2014, from the Commissioner of Planning and Building and the accompanying document *Urban Design Terms of Reference, Standards for Shadow Studies, June 2014* attached as Appendix 1, be approved and used in the review of all development applications for which shadow studies are required.

BACKGROUND: The report entitled, *Revised Standards for Shadow Studies*, dated October 25, 2011, (attached as Appendix 2), and the accompanying document, *Standards for Shadow Studies, August 2011*, from the Commissioner of Planning and Building, was brought before the Planning and Development Committee on November 14, 2011.

The recommendations of the report, PDC-0058-2011, were passed by the Planning and Development Committee and subsequently approved by Council on November 23, 2011. As part of the recommendations, staff were directed to review all shadow studies in accordance with *Standards for Shadow Studies, August 2011* and also to report back to the Planning and Development Committee in one year on the effectiveness of the document in the review of development applications.

COMMENTS:

Mississauga Official Plan, Section 19.4.5, identifies a Shadow Study as a study that the City may require as part of a complete application.

The *Standards for Shadow Studies, August 2011* has been in use since November 2011. More than one year was required to fully evaluate its effectiveness in the review of development applications. The document has been used to evaluate the shadow studies associated with over twenty development applications. Questions of clarification raised by the development community in the course of the approval process have been satisfactorily addressed by City staff. The feedback from City staff indicates that the document provides well defined and measurable goals for sun access which makes it an effective tool for evaluating the impact of new development on the surrounding context. The document has also generated inquiries from staff of other municipalities engaged in the process of reviewing their requirements for shadow studies, who have described it as one of the most comprehensive of its kind.

The 2011 document has now been re-formatted, and renamed *Urban Design Terms of Reference, Standards for Shadow Studies, June 2014*. All other information in the new document remains the same as the previous version.

FINANCIAL IMPACT:

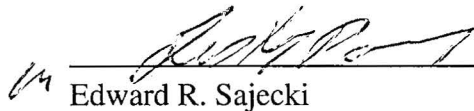
Not applicable

CONCLUSION:

Standards for Shadow Studies, August 2011 has been an effective tool for assessing the impact of development on the surrounding context, with regard to sun access. The document has now been re-formatted and given a new cover and title, *Urban Design Terms of Reference, Standards for Shadow Studies, June 2014*. All other information remains the same as in the August 2011 document.

ATTACHMENTS:

- Appendix 1: Urban Design Terms of Reference,
Standards for Shadow Studies, June 2014
- Appendix 2: Report dated October 25, 2011 from the
Commissioner of Planning and Building entitled
"Revised Standards for Shadow Studies"

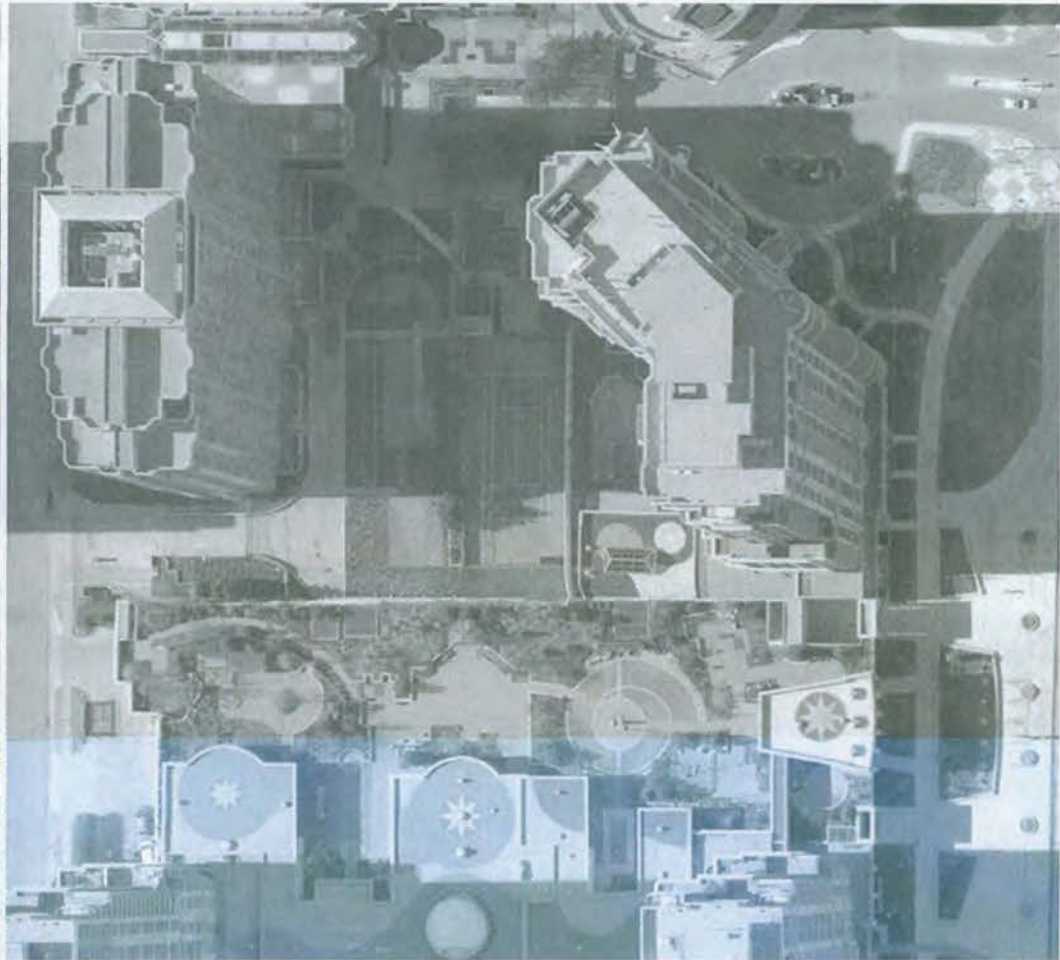
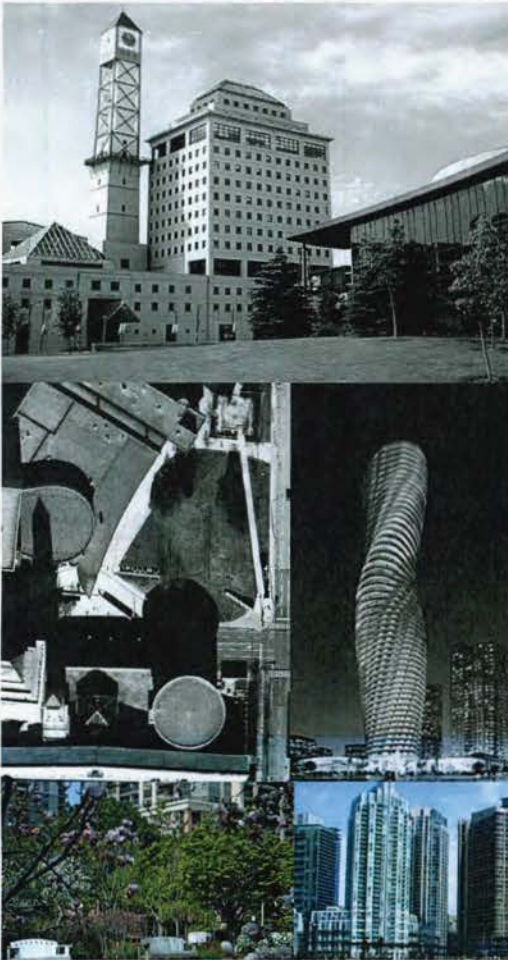


Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Erinma Chibututu, Urban Designer

Urban Design Terms of Reference



June 2014

Standards for Shadow Studies

Table of Contents

- 1 Introduction**
- 2 Standard Requirements and Data**
- 3 Criteria**
 - 3.1 Residential Private Outdoor Amenity Spaces
 - 3.2 Communal Outdoor Amenity Areas
 - 3.3 Public Realm
 - 3.4 Turf and flower gardens in public parks
 - 3.5 Building faces to allow for the possibility of using solar energy
- 4 Required Information**
- 5 Mississauga Sun Angle Data**

An aerial, black-and-white photograph of a modern architectural complex. The image shows a large, multi-story building with a grid-like window pattern, surrounded by a lush courtyard. The courtyard features a central paved area, several trees, and a curved walkway. The overall design emphasizes a connection between the built environment and nature.

Introduction

1

Introduction

Shadow Studies illustrate the impact of development in terms of sun and daylight access to the surrounding context including, surrounding buildings, the public realm, public and private open space.

Mississauga Official Plan, Section 19.4.5, identifies a Shadow Study as a study that staff may request as one of the requirements for a complete application.

Shadow Studies may be required in support of development applications to demonstrate that the location and height of a proposed building, if greater than 10.7 m, will not cause undue shade on the subject lands, and on the surrounding context, including building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks and other components of the public realm.



Standard Requirements and Data

2

Standard Requirements and Data

Dates

Shadow Studies and Analyses will be conducted for the following dates:

- ♦ June 21
- ♦ September 21 (similar to March 21, and therefore, criteria for September 21 are deemed to apply to March 21)
- ♦ December 21

Times

Shadow Studies and Analyses will be conducted for the following times:

- ♦ Solar Noon (SN)
- ♦ Hourly intervals before and after Solar Noon (SN), up to and including 1.5 hours after sunrise and 1.5 hours before sunset

Hourly solar data are specified for each date.

See Tables 2, 3 and 4: Mississauga Sun Angle Data

Sun Angles

Sun Angles are based on the latitude and longitude of the Mississauga Civic Centre at 300 City Centre Drive, Mississauga ON L5B 3C1.

- ♦ Latitude: 43 degrees 35' 20" N
- ♦ Longitude: 79 degrees 38' 40" W

Time Zone

Time Zone: Eastern
 Standard Time: UT- 5 hours
 Daylight Time: UT- 4 hours

Universal Time (UT) is Greenwich Mean Time

Shadow Length

- ♦ Shadow Length (SL) = Building Height (H) x Shadow Length Factor (SLF)
- ♦ Shadow Length Factor (SLF) = $1/\tan(\text{Alt})$
- ♦ Alt refers to the Sun Altitude

See **Figure 1 on this page**, and **Tables 2, 3, and 4**: Mississauga Sun Angle Data on Pages 26, 27 and 28.

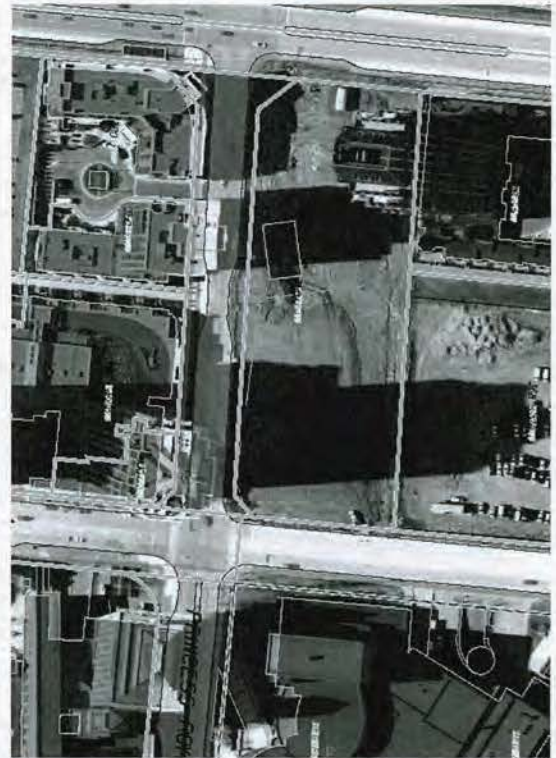


FIGURE 1: SHADOW LENGTH

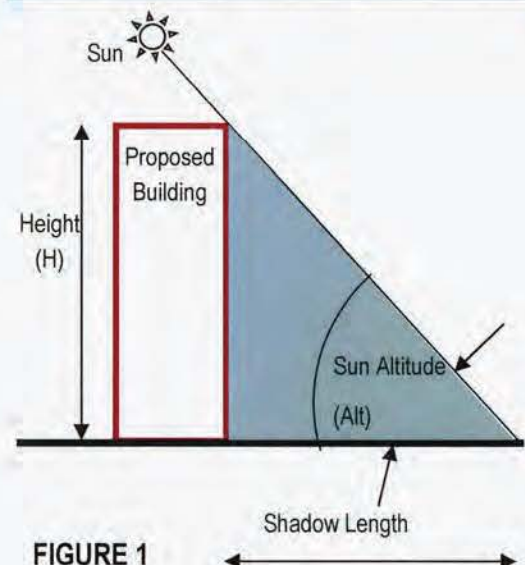
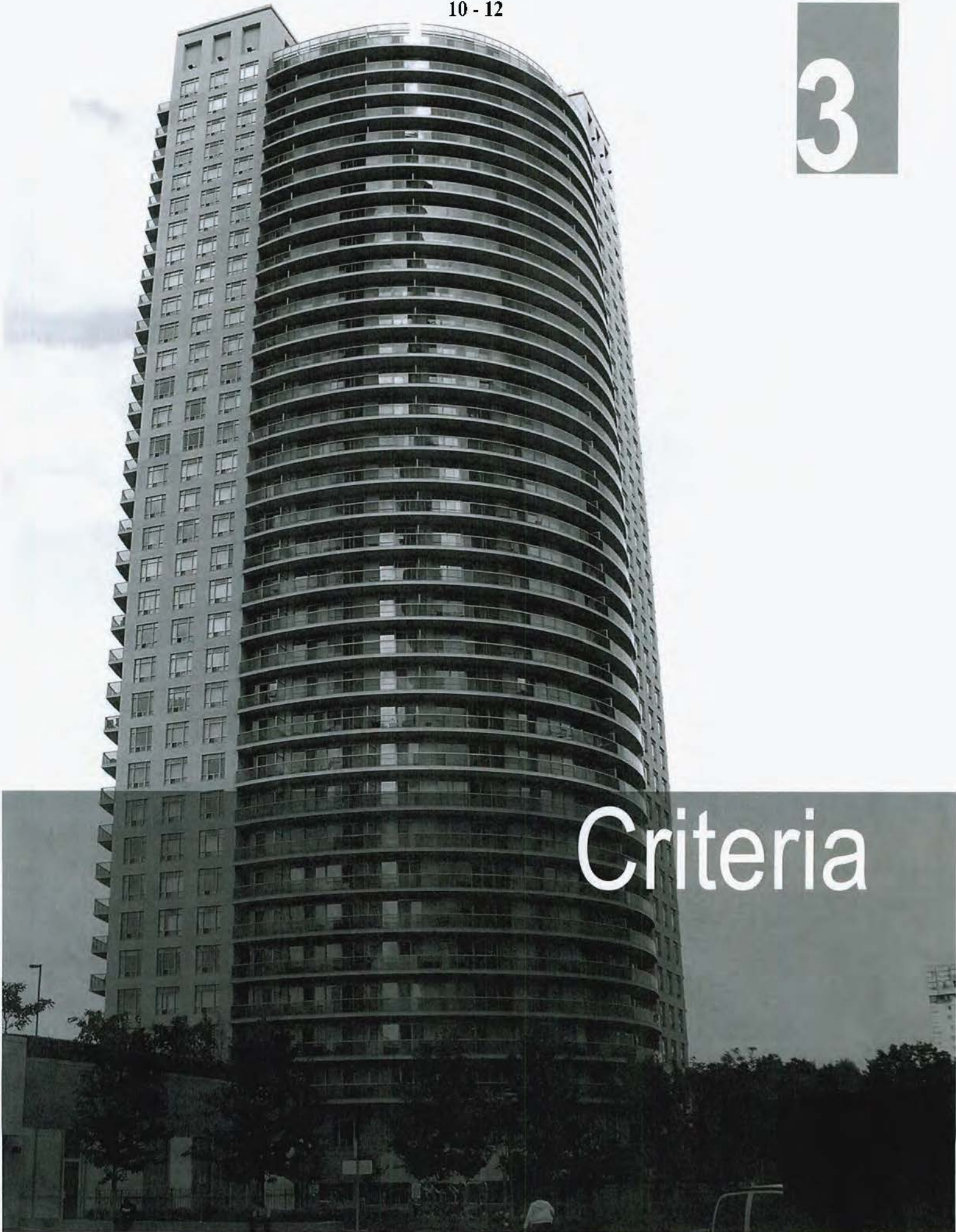


FIGURE 1

10 - 12

3

Criteria



3

Criteria

Ensure adequate sunlight on the following:

3.1 Residential Private Outdoor Amenity Spaces

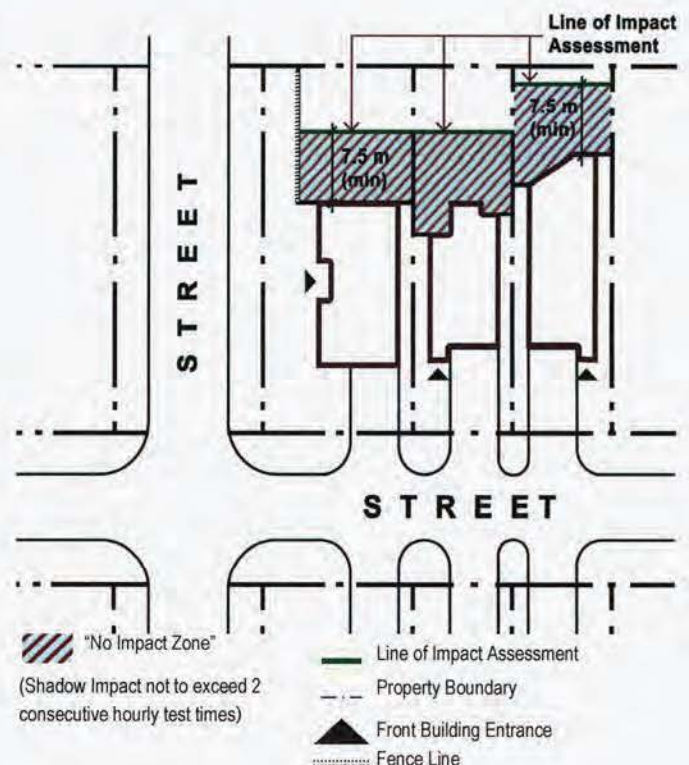
To maximize the use of private residential amenity spaces during spring, summer and fall, shadow impacts from proposed developments should not exceed one hour in duration on areas such as private rear yards, decks, patios and pools of surrounding residential dwellings on each of the following dates:

- ♦ June 21
- ♦ September 21 (March 21 shadow patterns are similar but occur 14 minutes later)

This criterion is met if there is shadow impact for no more **than two consecutive hourly test times** within the space between the exterior wall of the dwelling that abuts the amenity space and the line of impact assessment ("No Impact Zone").

The line of impact assessment shall be, a line 7.5 m from the rear wall or other appropriate exterior building wall of the dwelling that abuts the private amenity space. See Figures 2 and 3.

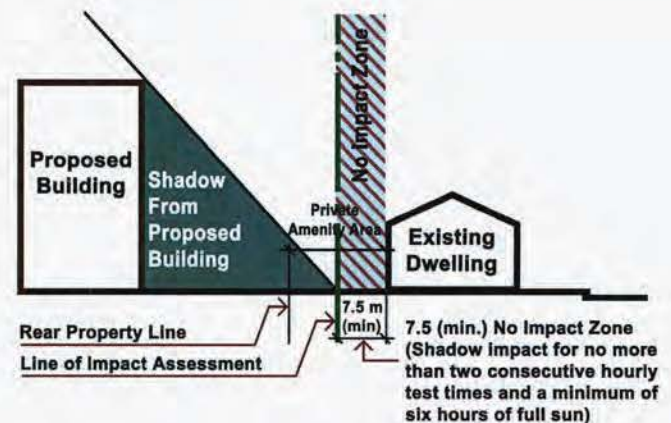
FIGURE 2: SHADOW IMPACT ON PRIVATE RESIDENTIAL OUTDOOR AMENITY SPACES (PLAN VIEW)



New shadows shall not result in less than 2 hours of direct sunlight. Where less than 2 hours of sunlight already exists within the **"No Impact Zone"**, no new shade may be added.

Balconies are not considered "residential private outdoor amenity spaces" unless they are the only outdoor living area available to the dwelling unit, are unenclosed, and project 4 m or more from the exterior wall of the building.

FIGURE 3: SHADOW IMPACT ON PRIVATE RESIDENTIAL OUTDOOR AMENITY SPACES (SECTION)



3

Criteria

3.2. Communal Outdoor Amenity Areas

Communal Outdoor Amenity Areas include children's play areas, school yards, tot lots, and park features such as sandboxes, wading pools etc., and outdoor amenity areas used by seniors and those associated with commercial and employment areas during spring, summer, fall and winter.

Shadows from proposed developments should allow for full sun on the above places at least half the time, or 50% sun coverage all the time, on each of the following dates:

- ◆ June 21
- ◆ September 21
- ◆ December 21

This criterion is met if the "sun access factor" is at least 50% or 0.5 on each of the test dates ($As(ave) / AT = 0.5$ or more) .

See 3.2a for Calculating Sun Access Factor.

This criterion applies to public amenity areas and common outdoor amenity areas that are part of a proposed or existing development.

3.2a) Calculating Sun Access Factor:

- ◆ Measure the total Area (AT) of the space or feature
- ◆ Measure the area in sunshine (As) for each of the test times from 1.5 hours after sunrise to 1.5 hours before sunset both inclusive
- ◆ Find the average of the As values ($As(ave)$)
- ◆ Sun Access Factor = $As(ave) / AT$





3.3. Public Realm

The Public Realm includes sidewalks, open spaces, parks and plazas. The objective is to maximize the use of these spaces during the shoulder seasons (spring and fall).

Low and Medium Density Residential Streets

Developments should be designed to allow full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 as follows:

For a total of at least 4 hours between

9:12 a.m. and 11:12 a.m.

and between

3:12 p.m. and 5:12 p.m.

This criterion is met if there is no incremental shade from the proposed development at:

9:12 a.m., 10:12 a.m. and 11:12 a.m.

and at

3:12 p.m., 4:12 p.m. and 5:12 p.m.

See Figures 4, 5, 6 and Table 1.

Mixed Use, Commercial, Employment and High Density Residential Streets

Developments should be designed to allow full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 as follows:

For a total of at least 5 hours that must include the 2 hour period between:

12:12 p.m. and 2:12 p.m.

and an additional 2 hour period from either

9:12 a.m. to 11:12 a.m.

or from

3:12 p.m. to 5:12 p.m.

This criterion is met if there is no incremental shade from the proposed development at:

12:12 p.m., 1:12 p.m. and 2:12 p.m.

and three consecutive times either:

9:12 a.m., 10:12 a.m. and 11:12 a.m.

or

3:12 p.m., 4:12 p.m. and 5:12 p.m.



Criteria

Public Open Spaces, Parks and Plazas

Developments should be designed to provide a **sun access factor** of at least 50% on public open spaces, parks and plazas on September 21.

See 3.2a on Page 14 for Calculating Sun Access Factor

Please note the following:

- ♦ Solar Noon in Mississauga on September 21 is 1:12 p.m.
- ♦ Shadow Patterns for September 21 and March 21 are similar .
- ♦ Criteria for September 21 are deemed to apply to March 21.

NOTES:

- ♦ Angular planes given apply to the alignment of Eglinton Avenue and Hurontario Street and streets with equivalent orientation.
- ♦ Angular planes are measured from the closest edge of the opposite curb (**see Figure 5**).
- ♦ Angular planes are measured beginning at grade.
- ♦ Angular planes are measured perpendicular to the street.
- ♦ **See Figures 4, 5, 6** for graphical representations of the angular plane limits.

See Figures 4, 5, 6 and Table 1 for angular planes that will achieve this criterion for Hurontario Street, Eglinton Avenue and streets with a similar alignment.

Table 1

	Criterion 3a Low and Medium Density Residential Streets	Criterion 3b Mixed Use, Commercial, Employment and High Density Residential Streets
Eglinton Avenue	Maximum Angular Plane	Maximum Angular Plane
Proposed building on north side of Eglinton Avenue	38.6 degrees	—
Proposed building on south side of Eglinton Avenue	22.7 degrees	48.9 degrees

Hurontario Street	Maximum Angular Plane	Maximum Angular Plane
Proposed building on west side of Hurontario Street	23.4 degrees	47.4 degrees
Proposed building on east side of Hurontario Street	44.6 degrees	—

FIGURE 4: MAX. ANGULAR PLANES TO PROTECT OPPOSITE BOULEVARDS & SIDEWALKS

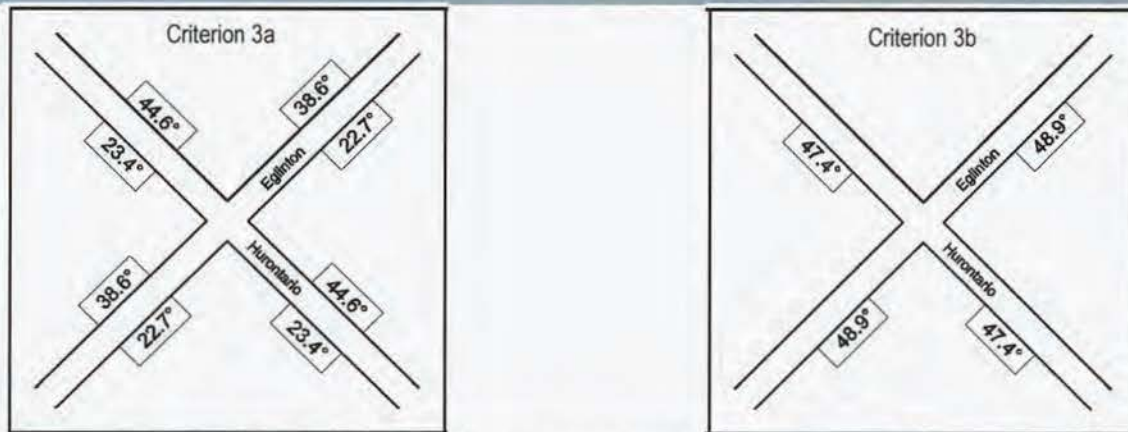
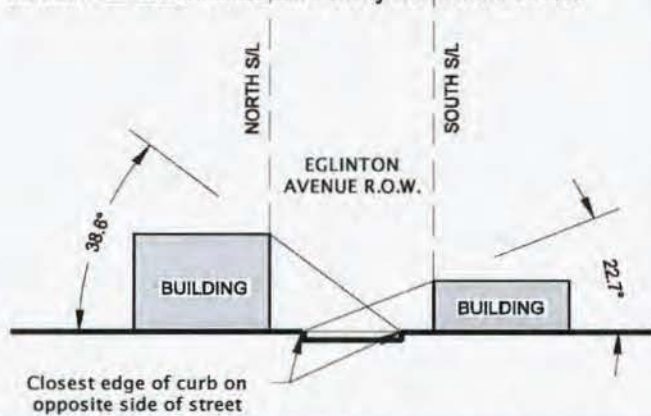


FIGURE 5: ANGULAR PLANE SECTION VIEWS FOR EGLINTON AVENUE

Criterion 3a: Low and Medium Density Residential Streets



Criterion 3b: Mixed Use, Commercial, Employment and High Density Residential Streets with pedestrian traffic

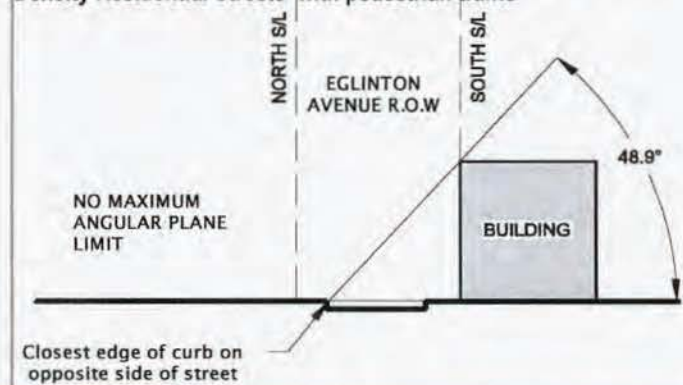
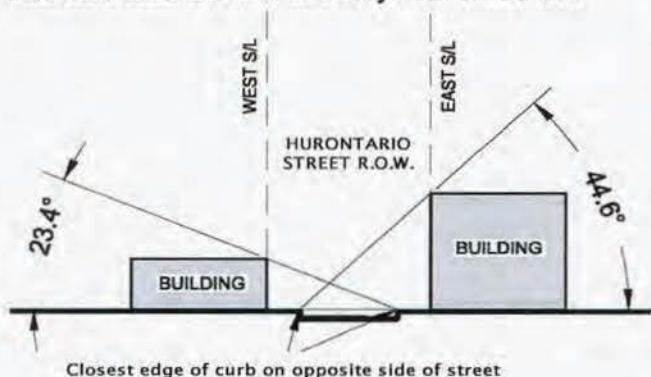
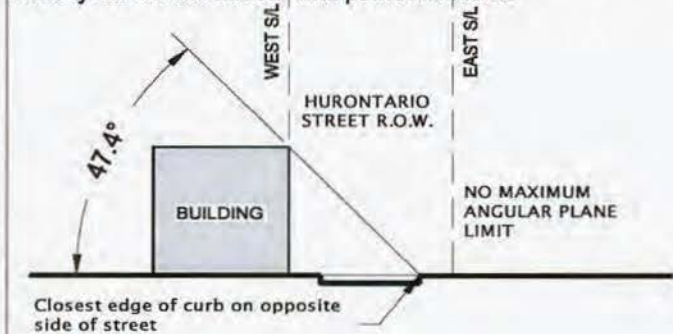


FIGURE 6: ANGULAR PLANE SECTION VIEWS FOR HURONTARIO STREET

Criterion 3a: Low and Medium Density Residential Streets



Criterion 3b: Mixed Use, Commercial, Employment and High Density Residential Streets with pedestrian traffic





Criteria

3.4. Turf and flower gardens in Public Parks

Proposed developments should allow for adequate sunlight during the growing season from March to October by allowing for a minimum of 6 hours of direct sunlight on September 21.

This criterion is met if full sun is provided on any 7 test times on September 21, from 1.5 hours after sunrise to 1.5 hours before sunset.



3.5. Building Faces to allow for the possibility of using solar energy

Shadow impacts from proposed developments should not exceed **one hour** in duration on the **roofs, front, rear and exterior side walls** of adjacent **low rise** (one to four storeys) residential buildings including townhouses, detached and semi-detached dwellings on **September 21**, in order to allow for the possibility of harvesting solar energy.

The line of impact assessment shall be a line at grade, 3 m from the front, rear and exterior side wall of the adjacent low rise residential building.

This criterion is met if there is shadow impact for no more than two consecutive hourly test times in the "No Impact Zone" i.e. the space between the front, rear and exterior side walls of the adjacent low rise residential buildings and the respective lines of impact assessment.

See Figures 7 and 8

Note:

Incremental shadows do not necessarily represent adverse or undue impacts, and each proposal will be assessed on its own merits.

FIGURE 7: PLAN

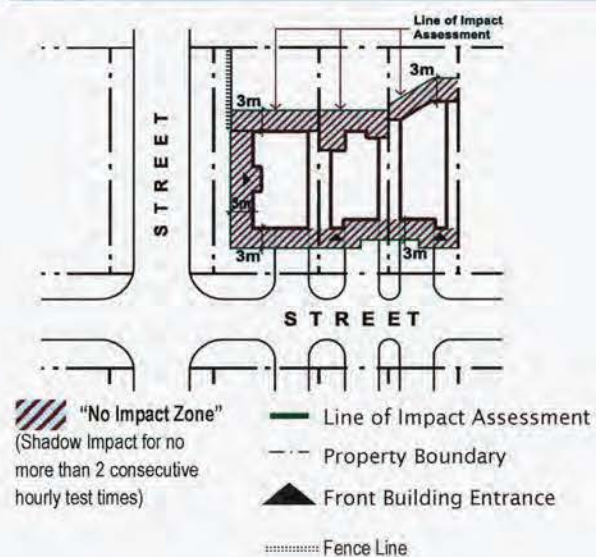
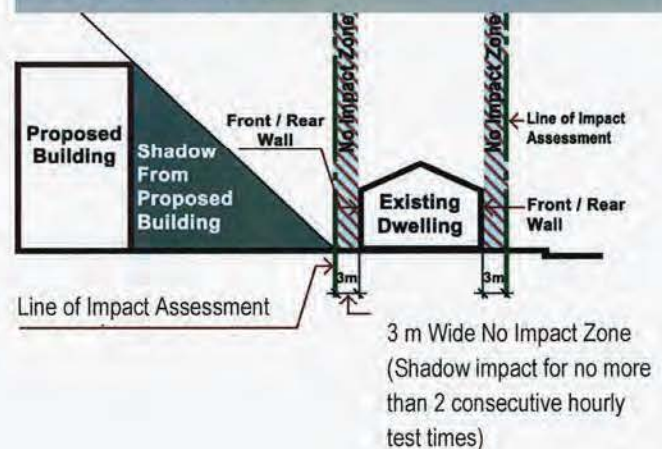


FIGURE 8: SECTION



Required Information

4

Required Information

Information to be submitted with Development Application:

1. Complete set of shadow drawings for the dates and times shown in Tables 2, 3, and 4: Mississauga Sun Angle Data, from 1.5 hours after sunrise to 1.5 hours before sunset
2. Base mapping must include a minimum coverage area as follows:
 - ◆ 4.0 times the building height to the north, east and west
 - ◆ 1.5 times the building height to the south
3. Shadow drawings may be based on 2D mapping or air photos showing shadows from only the proposal, or they may be based on 3D mapping and include shadows from the proposed building and all buildings within the coverage area.
4. Shadow drawings shall include the following:
 - ◆ North Arrow and scale bar
 - ◆ Reference bearing for at least one street adjacent to the subject site
 - ◆ A scale suitable to show the entire shadow coverage area
 - ◆ Existing and incremental shadows differentiated by hatching or colour
 - ◆ Approved but not yet constructed buildings identified in contrasting colour
 - ◆ The name of the individual who has prepared the shadow drawings

5. Shadow drawings must be submitted with a written analysis which shall include the following information:
 - ◆ Confirmation of site latitude and longitude used in shadow drawings
 - ◆ A statement describing how astronomic north was determined
 - ◆ Origin/source of base plan
 - ◆ Description of all locations/uses of areas not meeting the shadow impact criteria (include a key plan for reference)
 - ◆ Quantification and assessment of the impact in the areas that do not meet the shadow impact criteria
 - ◆ Summary outlining how the shadow impact criteria have been met and describing any mitigating features that have been incorporated into the site and building design
6. The shadow drawings and reports shall be prepared by qualified Consultants with experience in this field.

Additional study times and analyses may be required to properly determine the degree of impact.

The intent and objectives of the Standards for Shadow Studies are as interpreted by the Development and Design Division of the Planning and Building Department.

Mississauga Sun Angle Data

5

Mississauga Sun Angle Data

Table 2: Mississauga Sun Angle Data (June 21)

DATE: JUNE 21	Azimuth (deg)	SLF	COMMENTS
LOCAL TIME EDT			
5:37	235.73		Rise
7:07	250.48	4.1230	Rise + 1.5 hr.
7:20	252.58	3.5045	SN - 6 hr.
8:20	262.02	2.0048	SN - 5 hr.
9:20	272.04	1.3106	SN - 4 hr.
10:20	283.79	0.8976	SN - 3 hr.
11:20	299.52	0.6203	SN - 2 hr.
12:20	323.67	0.4375	SN - 1 hr.
13:20	0.00	0.3670	Solar Noon (SN)
14:20	36.32	0.4375	SN + 1 hr.
15:20	60.47	0.6203	SN + 2 hr.
16:20	76.21	0.8975	SN + 3 hr.
17:20	87.96	1.3105	SN + 4 hr.
18:20	97.98	2.0047	SN + 5 hr.
19:20	107.42	3.5042	SN + 6 hr.
19:33	109.41	4.0852	Set - 1.5 hr.
21:03	124.27		Set

Table 3: Mississauga Sun Angle Data (September 21)

Date: September 21	Azimuth (deg)	SLF (ratio length/height)	Comments
LOCAL TIME EDT			
7:05	268.27		Rise
8:35	284.22	3.6329	Rise + 1.5 hr.
9:12	291.23	2.5132	SN - 4 hr.
10:12	304.14	1.6445	SN -3 hr.
11:12	319.68	1.2181	SN -2 hr.
12:12	338.54	1.0011	SN -1 hr.
13:12	0.00	0.9329	Solar Noon (SN)
14:12	21.45	1.0022	SN + 1 hr.
15:12	40.28	1.2205	SN + 2 hr.
16:12	55.79	1.6495	SN + 3 hr.
17:12	68.68	2.5255	SN + 4 hr.
17:48	75.63	3.6493	Set - 1.5 hr.
19:18	91.46		Set



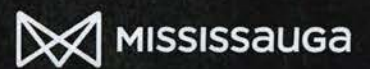
Mississauga Sun Angle Data

Table 4: Mississauga Sun Angle Data (December 21)

Date: December 21	Azimuth (degrees)	SLF (ratio length/height)	Comments
LOCAL TIME EST			
7:49	302.37		Rise
9:19	319.05	4.8874	Rise + 1.5 hr.
10:17	331.25	3.1643	SN -2 hr.
11:17	345.21	2.5293	SN -1 hr.
12:17	0.00	2.3589	Solar Noon (SN)
13:17	14.79	2.5293	SN + 1 hr.
14:17	28.75	3.1644	SN + 2 hr.
15:15	41.06	4.9172	Set - 1.5 hr.
16:45	57.63		Set

City of Mississauga

Planning and Building Department, Development and Design Division
300 City Centre Drive, 6th Floor, Mississauga, ON L5B 3C1– Tel: 905-896-5511 Fax: 905-896-5553
www.mississauga.ca





Corporate Report

Clerk's Files

Originator's
Files

CD-21 SHA

PDC NOV 14 2011

DATE: October 25, 2011

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Revised Standards For Shadow Studies

- RECOMMENDATION:**
1. That the Report entitled "Revised Standards For Shadow Studies", dated October 25, 2011, and the accompanying document entitled, Standards For Shadow Studies, August 2011, from the Commissioner of Planning and Building, be received for information.
 2. That shadow studies for all development applications that require an analysis of their shadow impact be prepared in accordance to the document entitled, "Standards For Shadow Studies", August 2011.
 3. That staff report back to Planning and Development Committee in one (1) year on the effectiveness of the revised Standards For Shadow Studies, August 2011 in the review of development applications.

BACKGROUND: R. Bouwmeester and Associates, a firm of sun and shadow specialists, was retained by the Planning and Building Department, to review and augment the City's existing Design Reference Notes entitled "Standards for Shadow Studies". The purpose of the revision was as follows:

- to properly align the existing standards with the objectives of the Strategic Plan by addressing sun access within the public realm and pedestrian areas;
- to address the sun access challenges that have arisen as the City shifts focus from the development of green fields to intensification and infill development.

The review process culminated in a set of revised Standards For Shadow Studies with clear, measurable and implementable sun access goals. These goals address the City's vision for pedestrian comfort and sun access within the public realm and on private properties in the context of an increasingly more compact pattern of development.

Strategic Plan

Developing a Transit Oriented City and Building Complete Neighbourhoods, two of the five strategic pillars for change identified in the Strategic Plan, rely heavily on the development of an attractive and comfortable public realm. Appropriate sun access within the public realm and open spaces contributes to the development of enjoyable and walkable communities and promotes outdoor and pedestrian activity which in turn supports transit use, the use of open spaces and public health objectives.

Mississauga Plan

According to Mississauga Plan Policy 3.13.6.18, development proposals may be required to submit micro-climate studies to demonstrate how negative impacts on the public streets, public parkland, pedestrian environments and adjacent residential areas have been ameliorated with regard to the following environmental elements:

- a. sun;
- b. wind;
- c. noise;
- d. light;
- e. odour.

New Mississauga Official Plan

Item 19.4.7 of the New Mississauga Official Plan states that proposals for buildings higher than three storeys should be designed to minimize overlook conditions; obstructions of grade level vistas and overshadowing of any adjacent properties. In this regard, sun and shadow studies, view studies and micro-climatic studies may be required to determine the impacts of the proposal. For the purpose of this policy, the above-noted studies generally would not be required for adjacent lands used for industrial purposes.

Both the Strategic Plan and Mississauga Plan lay emphasis on the quality of the public realm. Apart from references to parks, the existing standards for shadow studies do not include any protection for sun access and pedestrian comfort within the public realm. It has also been the observation of staff that the criteria included in the existing standards do not adequately protect for the amounts of sun exposure desirable for specific uses at specific times and as a result, staff have had to borrow the standards of other municipalities in order to augment the existing standards and still meet the requirements of the existing standards.

COMMENTS:

The project scope upon which the revision was based, included the following:

- Review the sun and shade implications of the current Standards for Shadow Studies;
- Review and compare Mississauga practices to those of other jurisdictions namely, City of Toronto, City of New York, City of Boulder in Colorado and City of Berkely in California;
- Base analysis on key dates including the 21st of June, September and December (March and September 21 are similar since the Daylight Saving Time rule change took effect in 2007);
- Develop implementable sun access goals that are use, time of day and time of year specific;

- Specify standard latitude and longitude to be applied to all of Mississauga;
- Specify standard dates, times and corresponding sun altitude, azimuth and shadow length factor data in tabular form based on standard latitude and longitude;
- Specify angular planes for use along Mississauga's main street grid system based on the alignment of Hurontario Street and Eglinton Avenue.

The revised standards for shadow studies will form one component of a suite of tools available to the Planning and Building Department for the evaluation of the impact of proposed developments and their compatibility with the surrounding context.

Details of the revised standards

The revised Standards For Shadow Studies (Appendix I-1) include the following:

- sun access goals for the sidewalks and boulevards of different street types and outdoor areas, at specific times of the day and year. These should result in improved pedestrian comfort, enhance the use and enjoyment of outdoor spaces within the public realm and private property;
- sun access goals that address the balance of sun and shade which is necessary for the enjoyment of open spaces;
- sun access goals that protect for sun exposure for planting areas in order to promote the healthy growth of vegetation;
- as with the existing standards, sun access goals that protect for adequate winter sun exposure on the faces of low rise buildings in order to facilitate the potential harnessing of solar energy, but in a manner that is easier to measure;

- sun angle data and information on the maximum angular planes required to achieve specific sun access goals with regard to boulevards and sidewalks;
- a check list of materials to be included in the submission of shadow studies;

The information on maximum angular planes provides the ability to verify appropriate street wall heights and setbacks in order to achieve the prescribed sun access goals along boulevards and sidewalks.

Comparison with other municipalities

The following are excerpts from the accompanying background report provided by R. Bouwmeester and Associates in support of the revised standards:

City of Toronto

Like Mississauga, the City of Toronto does not require shadow studies for all projects. They may be required, for proposals over 20 metres (6 storeys) in height that involve Official Plan Amendments, Zoning By-law Amendments and complex Site Plan Control applications. Shadow studies may also be required for projects less than 20 metres in height, particularly if a rezoning application is seeking additional height near shadow sensitive areas such as parks, cemeteries, etc. The focus of Toronto's standards is on adjacent streets, parks and properties. The standards require shadow modeling on March and September 21 at hourly intervals. Where the impacts fall on public open spaces or parks, June and December 21st must be added to the shadow analysis. The guide permits the inclusion of existing shadows, as-of-right shadowing, and shadows from approved-but-not-yet-built buildings in the analysis in order to fairly determine the additional, or incremental, shadowing due to a proposal.

City of New York

The City of New York (NYC) has recently updated its CEQR Technical Manual 11 which assists city agencies, proponents, and the public in reviewing proposals subject to City Environmental Quality Review (CEQR). The manual contains a chapter and an appendix dealing specifically with shadow assessments. The focus of the manual is on the environmental quality of sunlight-sensitive resources. These resources are defined to include those that depend on sunlight for growth and survival and those that require sunlight for their usability or architectural significance. As such, the criteria apply to publicly accessible open space, historic landscape or resource, and important natural features and landscaping. Some examples of architectural resources deemed in the manual to be sunlight-sensitive include historical buildings and landmarks, buildings with elaborate or carved elements that rely on sun/shadow patterns, and stained glass windows. Like Toronto, the manual permits the inclusion of existing shadows, as-of-right shadowing, and shadows from approved-but-not-yet-built buildings in the analysis in order to fairly determine the additional, or incremental, shadowing due to a proposal.

City of Boulder, Colorado

The City of Boulder's solar guidelines relate to both sunlight and the protection of sunlight for solar energy. The Solar Access Guide sets out the requirements of a city ordinance that guarantees sunlight for homeowners by limiting shadowing created by new construction and by requiring new buildings to be sited to provide good solar access. The protection of solar access is achieved by creating theoretical "solar fences" either 3.66 m or 7.62 m in height along the property lines of the protected building. There are exemptions for existing shade (trees are not included) and for shaded areas that fall outside of the building envelope.

City of Berkely, California

The Zoning Project Submittal Requirements of the City of Berkeley include the potential requirement for a shadow study. If a

shadow study is required, it must include existing and proposed shadows and clearly highlight the incremental shadows. The area of concern is windows in residential buildings.


Testing

The revised standards for shadow studies have been tested by staff on an existing development, and they have been applied to the proposed Pinnacle Phase 1 high density development at the northwest corner of Eglinton Avenue and Hurontario Street. However, the overall impact of the standards on built form and the public realm will become more evident as they are applied to more development proposals.

FINANCIAL IMPACT: No further financial implications arising from the revised Standards For Shadow Studies, August 2011 are anticipated for the City.

CONCLUSION: The revised Standards For Shadow Studies, August 2011, will be one of several tools employed by City staff and the Development Community in assessing the impact of proposed development on the public realm and private properties, and they will assist in the determination of the appropriate locations, form, height distribution etc. of buildings and other elements that constitute site development. Applying the revised standards to development applications over the coming year will enable staff to properly evaluate their effectiveness.

ATTACHMENTS: Appendix I-1: Standards For Shadow Studies, August 2011

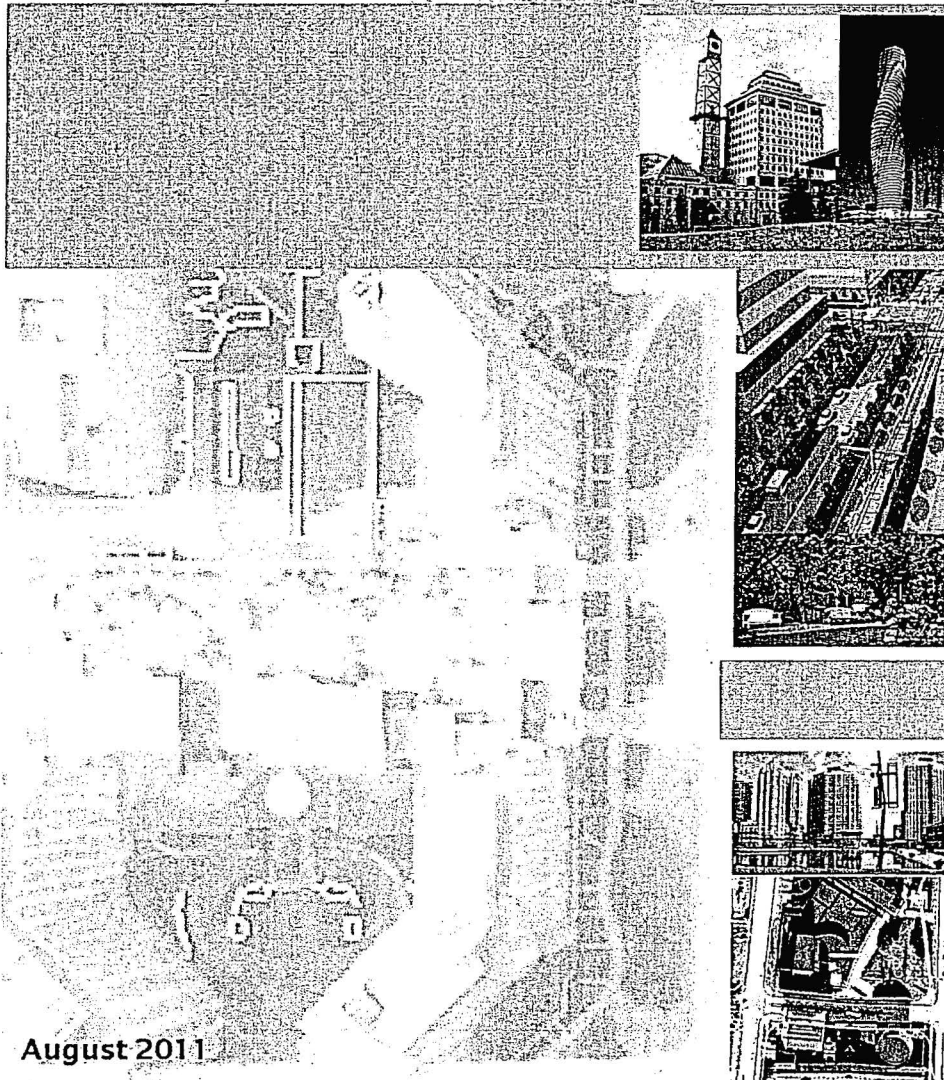


Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Erinma Chibututu, Urban Designer



STANDARDS FOR SHADOW STUDIES



August 2011

City of Mississauga: Planning and Building Department

Revised Standards for Shadow Studies

File: CD.21.SHA

STANDARDS FOR SHADOW STUDIES

Shadow Studies illustrate the impact of development in terms of sun and daylight access to the surrounding context including surrounding buildings, the public realm, public and private open space.

Shadow Studies may be required in support of development applications to demonstrate that the location and height of a proposed building if greater than 10.7m, will not cause undue shade on the subject lands, and on surrounding context including building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks and other components of the public realm.

Shadow Studies and Analyses will be conducted for the following dates:

- June 21
- September 21 (similar to March 21, and therefore, criteria for Sept. 21 are deemed to apply to March 21)
- December 21

At the following times:

- Solar Noon (SN)
- Hourly intervals before and after Solar Noon (SN), up to and including 1.5 hours after sunrise and 1.5 hours before sunset

Hourly solar data are specified for each date

See Tables 2, 3 and 4: Mississauga Sun Angle Data

Sun Angles:

Sun Angles are based on the latitude and longitude of the Mississauga Civic Centre at 300 City Centre Drive, Mississauga ON L5B 3C1

- Latitude: 43 deg. 35' 20" N
- Longitude: 79 deg. 38' 40" W

Time Zone: Eastern

Standard Time: UT - 5 hours

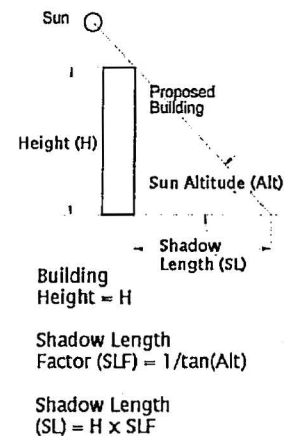
Daylight Time : UT - 4 hours

UT denotes Universal Time i.e. Greenwich Mean Time

Shadow Length (SL) = Building Height (H) x Shadow Length Factor (SLF). See Fig. 1



FIG. 1: DETERMINING SHADOW LENGTH



Revised Standards for Shadow Studies

File: CD.21.SHA

Ensure Adequate sunlight on the following:**1. Residential Private Outdoor Amenity Spaces**

To maximise the use of private residential amenity spaces during spring, summer and fall, shadow impacts from proposed developments should not exceed one hour in duration on areas such as private rear yards, decks, patios and pools of surrounding residential dwellings on each of the following dates:

- June 21
- September 21 (Mar. 21 shadow patterns are similar but occur 14 minutes later)

This criterion is met if there is shadow impact for no more than two consecutive hourly test times within the space between the exterior wall of the dwelling that abuts the amenity space and the line of impact assessment ("No Impact Zone").

The line of impact assessment shall be, a line 7.5m minimum from the rear wall or other appropriate exterior building wall of the dwelling that abuts the private amenity space. See Fig. 2 and 3

New shadows shall not result in less than 2 hours of direct sunlight. Where less than 2 hours of sunlight already exists within the "No Impact Zone", no new shade may be added.

Balconies are not considered "residential private outdoor amenity spaces" unless they are the only outdoor living area available to the dwelling unit, are unenclosed, and project 4m or more from the exterior wall of the building.

FIG. 2: SHADOW IMPACT ON PRIVATE RESIDENTIAL OUTDOOR AMENITY SPACES (PLAN VIEW)

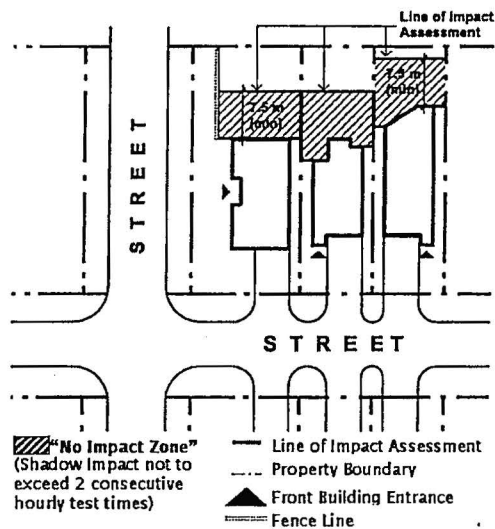
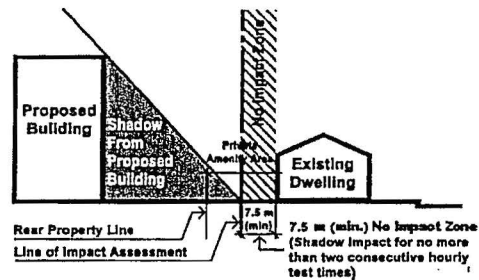


FIG. 3: SHADOW IMPACT ON PRIVATE RESIDENTIAL AMENITY SPACES (SECTION)



Revised Standards for Shadow Studies

File: CD.21.SHA

Ensure Adequate sunlight on the following

2. Communal outdoor amenity areas including, children's play areas, school yards, tot lots, and park features such as sandboxes, wading pools etc., and outdoor amenity areas used by seniors and those associated with commercial and employment areas during spring, summer, fall and winter.

Shadows from proposed developments should allow for full sun on the above places at least half the time, or 50% sun coverage all the time, on each of the following dates:

- June 21
- September 21
- December 21

This criterion is met if the "sun access factor" is at least 50% or 0.5 on each of the test dates ($A_{s(ave)}/A_T = 0.5$ or more)

See 2a for Calculation of Sun Access Factor

This criterion applies to public amenity areas and common outdoor amenity areas that are part of a proposed or existing development.

2a) Calculating Sun Access Factor:

- Measure the total Area (A_T) of the space or feature
- Measure the area in sunshine (A_s) for each of the test times from 1.5 hours after sunrise to 1.5 hours before sunset both inclusive
- Find the average of the A_s values ($A_{s(ave)}$)
- Sun Access Factor = $A_{s(ave)}/A_T$



3. Public realm including sidewalks, open spaces, parks and plazas to maximize their use during the shoulder seasons (spring and fall)

a) Low and Medium Density Residential Streets

Developments should be designed to allow full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 as follows:

For a total of at least 4 hours between 9:12 a.m. and 11:12 a.m. and between 3:12 p.m. and 5:12 p.m.

This criterion is met if there is no incremental shade from the proposed development at 9:12 a.m., 10:12 a.m. and 11:12 a.m., and at 3:12 p.m., 4:12 p.m. and 5:12 p.m. See Fig. 4, 5, 6 and Table 1.

Revised Standards for Shadow Studies

File: CD.21.SHA

b) Mixed Use, Commercial, Employment and High Density Residential Streets

Developments should be designed to allow full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 as follows:

For a total of at least 5 hours that must include the 2 hour period between 12:12 p.m. and 2:12 p.m., and an additional 2 hour period from either 9:12 a.m. to 11:12 a.m. or from 3:12 p.m. to 5:12 p.m.

This criterion is met if there is no incremental shade from the proposed development at 12:12 p.m., 1:12 p.m. and 2:12 p.m., and three consecutive times either 9:12 a.m., 10:12 a.m. and 11:12 a.m. or 3:12 p.m., 4:12 p.m. and 5:12 p.m.

See Fig. 4, 5, 6 and Table 1 for angular planes that will achieve this criterion for Hurontario Street, Eglinton Avenue and streets with a similar alignment.

c) Public Open Spaces, Parks and Plazas

Developments should be designed to provide a sun access factor of at least 50% on public open spaces, parks and plazas on September 21.

See 2a for calculating Sun Access Factor

Please note the following:

- Solar Noon in Mississauga on September 21 is 1:12 p.m.
- Shadow Patterns for September 21 and March 21 are similar
- Criteria for September 21 are deemed to apply to March 21

TABLE 1	Criterion 3a Low and Medium Density Residential Streets	Criterion 3b Mixed use, Commercial, Employment and High Density Residential Streets
	Maximum Angular Plane	Maximum Angular Plane
Eglinton Avenue		
Proposed building on north side of Eglinton Ave.	38.6 degrees	—
Proposed building on south side of Eglinton Ave.	22.7 degrees	48.9 degrees
Hurontario Street		
Proposed building on west side of Hurontario Street	23.4 degrees	47.4 degrees
Proposed building on east side of Hurontario Street	44.6 degrees	—

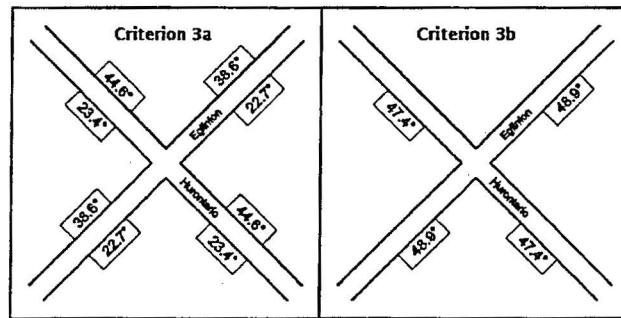
NOTES:

1. Angular planes given above apply to the alignment of Eglinton Avenue and Hurontario Street and streets with equivalent orientation.
2. Angular planes are measured from the closest edge of the opposite curb (see Fig. 5).
3. Angular planes are measured beginning at grade.
4. Angular planes are measured perpendicular to the street.
5. See Figures 4, 5, 6 for graphical representations of the angular plane limits.

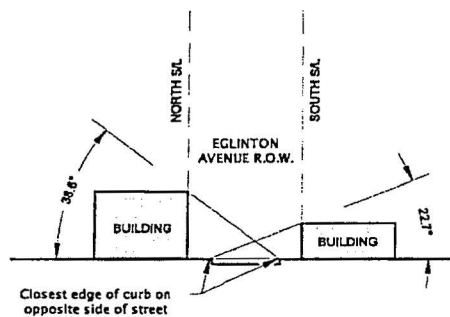
Revised Standards for Shadow Studies

File: CD.21.SHA

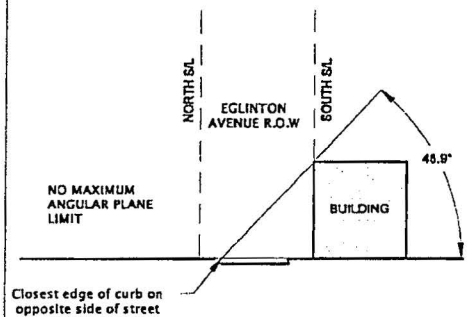
FIG. 4:
MAX. ALLOWABLE ANG.
PLANES TO PROTECT
OPPOSITE BOULEVARDS
AND SIDEWALKS



ANGULAR PLANE SECTION VIEWS

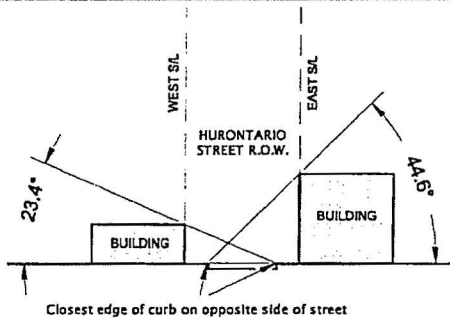


Criterion 3a
low & medium density residential streets

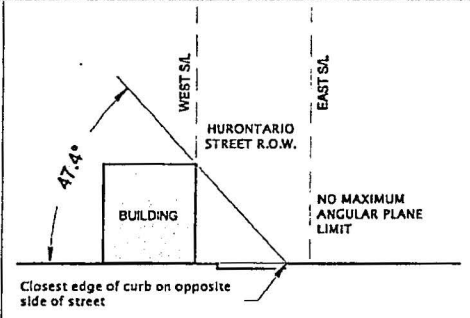


Criterion 3b
mixed use, commercial, employment, and high density residential areas
with pedestrian traffic

FIG. 5: EGLINTON AVENUE



Criterion 3a
low & medium density residential streets



Criterion 3b
mixed use, commercial, employment, and high density residential areas
with pedestrian traffic

FIG. 6: HURONTARIO STREET

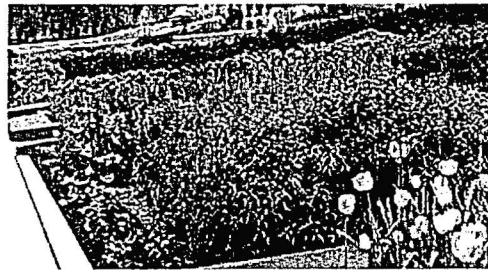
Revised Standards for Shadow Studies

File: CD.21.SHA

Ensure Adequate sunlight on the following:**4. Turf and flower gardens in public parks**

Proposed developments should allow for adequate sunlight during the growing season from March to October by allowing for a minimum of 6 hours of direct sunlight on September 21.

This criterion is met if full sun is provided on any 7 test times on September 21, from 1.5 hours after sunrise to 1.5 hours before sunset.

**5. Building faces to allow for the possibility of using solar energy**

Shadow impacts from proposed developments should not exceed one hour in duration on the roofs, front, rear and exterior side walls of adjacent low rise (one to four storeys) residential buildings including townhouses, detached and semi-detached dwellings on September 21.

The line of impact assessment shall be a line at grade, 3m from the front, rear and exterior side wall of the adjacent low rise residential building.

This criterion is met if there is shadow impact for no more than two consecutive hourly test times in the "No Impact Zone" i.e. the space between the front, rear and exterior side walls of the adjacent low-rise residential buildings and the respective lines of impact assessment.

See Fig. 7 and 8

Incremental shadows do not necessarily represent adverse or undue impacts, and each proposal will be assessed on its own merits.

FIG. 7: PLAN

Line of Impact Assessment to be 3m from the front, rear and exterior side walls of existing dwelling

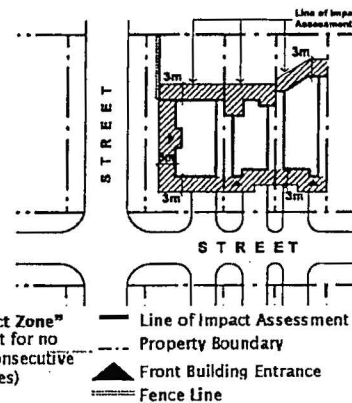
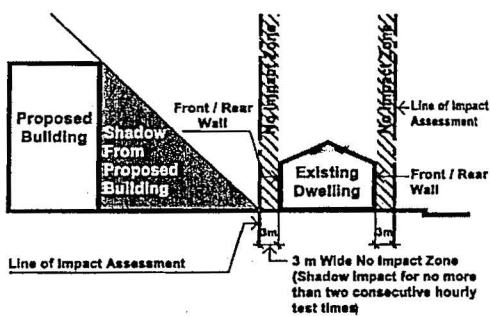


FIG. 8: SECTION



Revised Standards for Shadow Studies

File: CD.21.SHA

Material to be submitted with Development Application:

1. Complete set of shadow drawings for the dates and times shown in Tables 2, 3, and 4: Mississauga Sun Angle data, from 1.5 hours after sunrise to 1.5 hours before sunset
2. Base mapping must include a minimum coverage area as follows:
 - a) 4.0 times the building height to the north, east and west
 - b) 1.5 times the building height to the south
3. Shadow drawings may be based on 2D mapping or air photos showing shadows from only the proposal, or they may be based on 3D mapping and include shadows from the proposed building and all buildings within the coverage area.
4. Shadow drawings shall include the following:
 - a) North arrow and scale bar
 - b) Reference bearing for at least one street adjacent to the subject site
 - c) A scale suitable to show the entire shadow coverage area
 - d) Existing and incremental shadows differentiated by hatching or colour
 - e) Approved but not yet constructed buildings identified in contrasting colour.
 - f) The name of the individual who has prepared the shadow drawings
5. Shadow drawings must be submitted with a written analysis which shall include the following information:
 - a) Confirmation of site latitude and longitude used in shadow drawings
 - b) A statement describing how astronomic north was determined
 - c) Origin/source of base plan
 - d) Description of all locations/uses of areas not meeting the shadow impact criteria (include a key plan for reference)
 - e) Quantification and assessment of the impact in the areas listed in 5(d)
 - f) Summary outlining how the shadow impact criteria have been met and describing any mitigating features that have been incorporated into the site and building design
 - g) The shadow drawings and reports shall be prepared by individuals qualified and/or experienced in this field.

Additional study times and analyses may be required to properly determine the degree of impact.

The intent and objectives of the Standards For Shadow Studies are as interpreted by the Development and Design Division of the Planning and Building Department.

Revised Standards for Shadow Studies

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TABLE 2: MISSISSAUGA SUN ANGLE DATA (JUNE 21)

DATE: JUNE 21	SHADOW DIRECTION AND LENGTH		COMMENTS
	Az (deg)	SLF (ratio length/height)	
LOCAL TIME EDT			
5:37	235.73		Rise
7:07	250.48	4.1230	Rise + 1.5 hr.
7:20	252.58	3.5045	SN - 6 hr.
8:20	262.02	2.0048	SN - 5 hr.
9:20	272.04	1.3106	SN - 4 hr.
10:20	283.79	0.8976	SN - 3 hr.
11:20	299.52	0.6203	SN - 2 hr.
12:20	323.67	0.4375	SN - 1 hr.
13:20	0.00	0.3670	Solar Noon (SN)
14:20	36.32	0.4375	SN + 1 hr.
15:20	60.47	0.6203	SN + 2 hr.
16:20	76.21	0.8975	SN + 3 hr.
17:20	87.96	1.3105	SN + 4 hr.
18:20	97.98	2.0047	SN + 5 hr.
19:20	107.42	3.5042	SN + 6 hr.
19:33	109.41	4.0852	Set - 1.5 hr.
21:03	124.27		Set

Revised Standards for Shadow Studies

File: CD.21.SHA

TABLE 3: MISSISSAUGA SUN ANGLE DATA (SEPT. 21)

DATE: SEPTEMBER 21	SHADOW DIRECTION AND LENGTH		COMMENTS
	Az (deg)	SLF (ratio length/height)	
LOCAL TIME EDT			
7:05	268.27		Rise
8:35	284.22	3.6329	Rise + 1.5 hr.
9:12	291.23	2.5132	SN - 4 hr.
10:12	304.14	1.6445	SN -3 hr.
11:12	319.68	1.2181	SN -2 hr.
12:12	338.54	1.0011	SN -1 hr.
13:12	0.00	0.9329	Solar Noon (SN)
14:12	21.45	1.0022	SN + 1 hr.
15:12	40.28	1.2205	SN + 2 hr.
16:12	55.79	1.6495	SN + 3 hr.
17:12	68.68	2.5255	SN + 4 hr.
17:48	75.63	3.6493	Set - 1.5 hr.
19:18	91.46		Set

Revised Standards for Shadow Studies

File: CD.21.SHA

TABLE 4: MISSISSAUGA SUN ANGLE DATA (DEC. 21)

DATE: DECEMBER 21	SHADOW DIRECTION AND LENGTH		COMMENTS
	Az (deg)	SLF (ratio length/height)	
LOCAL TIME EST			
7:49	302.37		Rise
9:19	319.05	4.8874	Rise + 1.5 hr.
10:17	331.25	3.1643	SN -2 hr.
11:17	345.21	2.5293	SN -1 hr.
12:17	0.00	2.3589	Solar Noon (SN)
13:17	14.79	2.5293	SN + 1 hr.
14:17	28.75	3.1644	SN + 2 hr.
15:15	41.06	4.9172	Set - 1.5 hr.
16:45	57.63		Set



Corporate Report

Clerk's Files

Originator's
Files CD.21.MIC

DATE: August 19, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 8, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Urban Design Terms of Reference for
Pedestrian Wind Comfort and Safety Studies**

RECOMMENDATION: That the Report dated August 19, 2014, from the Commissioner of Planning and Building and accompanying document *Urban Design Terms of Reference, Pedestrian Wind Comfort and Safety Studies, June 2014*, attached as Appendix 1, be approved and used in the review of all development applications for which a wind study is required.

BACKGROUND: Tall buildings can have major impacts on the wind conditions in their surrounding context, especially when they are significantly taller than surrounding buildings. Tall buildings tend to intercept stronger winds that occur at high elevations, and redirect them downwards towards the ground level. This results in accelerated wind speeds at the base and around the corners of the buildings. The accelerated wind speeds can create uncomfortable and sometimes dangerous conditions for pedestrians. The intensity of wind acceleration is influenced by building heights, building separation distances as well as building orientation.

In response to the increasing demand for high rise development, the Planning and Building Department in 2006 introduced a *Terms of Reference for Pedestrian Wind Comfort Studies*. The purpose of the document was to provide guidance for the preparation of wind

studies by qualified persons, in support of development applications for buildings greater than three storeys in height.

In 2012, the Planning and Building Department retained Rowan Williams Davies Inc. (RWDI), specialists in wind engineering, to review the City's *Terms of Reference for Pedestrian Wind Comfort Studies*, compare it to current practices in other jurisdictions and develop a document based on the latest wind comfort theory and practices.

COMMENTS:

Mississauga Official Plan, Section 19.4.5, identifies a Wind Study as a study that staff may request as one of the requirements as part of a complete application.

Pedestrian level wind comfort studies are conducted to assess, predict, and where necessary, recommend and test measures to mitigate the impact of site and building designs on pedestrian level wind conditions. The objective is to maintain comfortable and safe wind conditions that are appropriate for the season and the intended use of pedestrian areas including sidewalks, street frontages, building entrance areas, open spaces, amenity areas, outdoor patios and sitting areas, accessible roof top terraces, among others.

The new document, *Urban Design Terms of Reference, Pedestrian Wind Comfort and Safety Studies, June 2014*, gives clear direction to qualified professionals undertaking wind studies on behalf of their clients. It outlines when and what type of wind study is required. It also includes sections that describe the study methodology, mitigation strategies, confirmation of proper implementation as well as a glossary of terms for easy interpretation.

FINANCIAL IMPACT:

Not applicable

CONCLUSION:

The document entitled, *Urban Design Terms of Reference, Pedestrian Wind Comfort and Safety Studies, June 2014*, will assist City staff and the development industry in assessing the impact of proposed developments on wind conditions and pedestrian

comfort. It will also assist in determining the appropriate building form, uses, mitigation measures and other elements that constitute site development.

ATTACHMENTS:

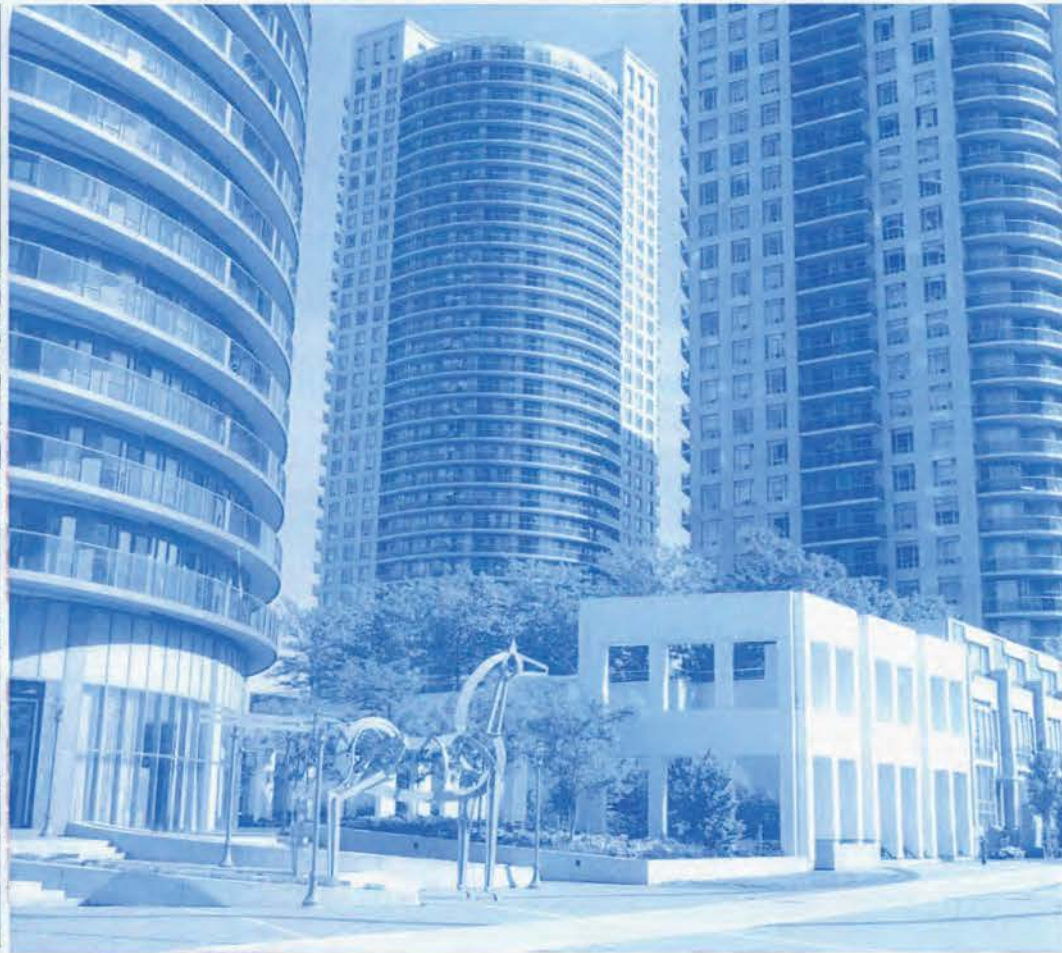
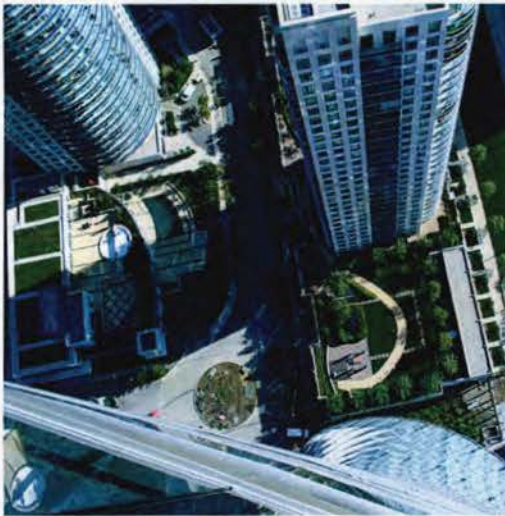
Appendix 1: Urban Design Terms of Reference, Pedestrian
Wind Comfort and Safety Studies, June 2014


Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Erinma Chibututu, Urban Designer

Urban Design Terms of Reference



June 2014

Pedestrian Wind Comfort and Safety Studies

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- 1.2 Who can conduct a wind study?
- 1.3 Consultation with Planning and Building Department

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- 2.2 Number of Buildings
- 2.3 Site Location
- 2.4 Site Area (Size)

3 Study Methodology

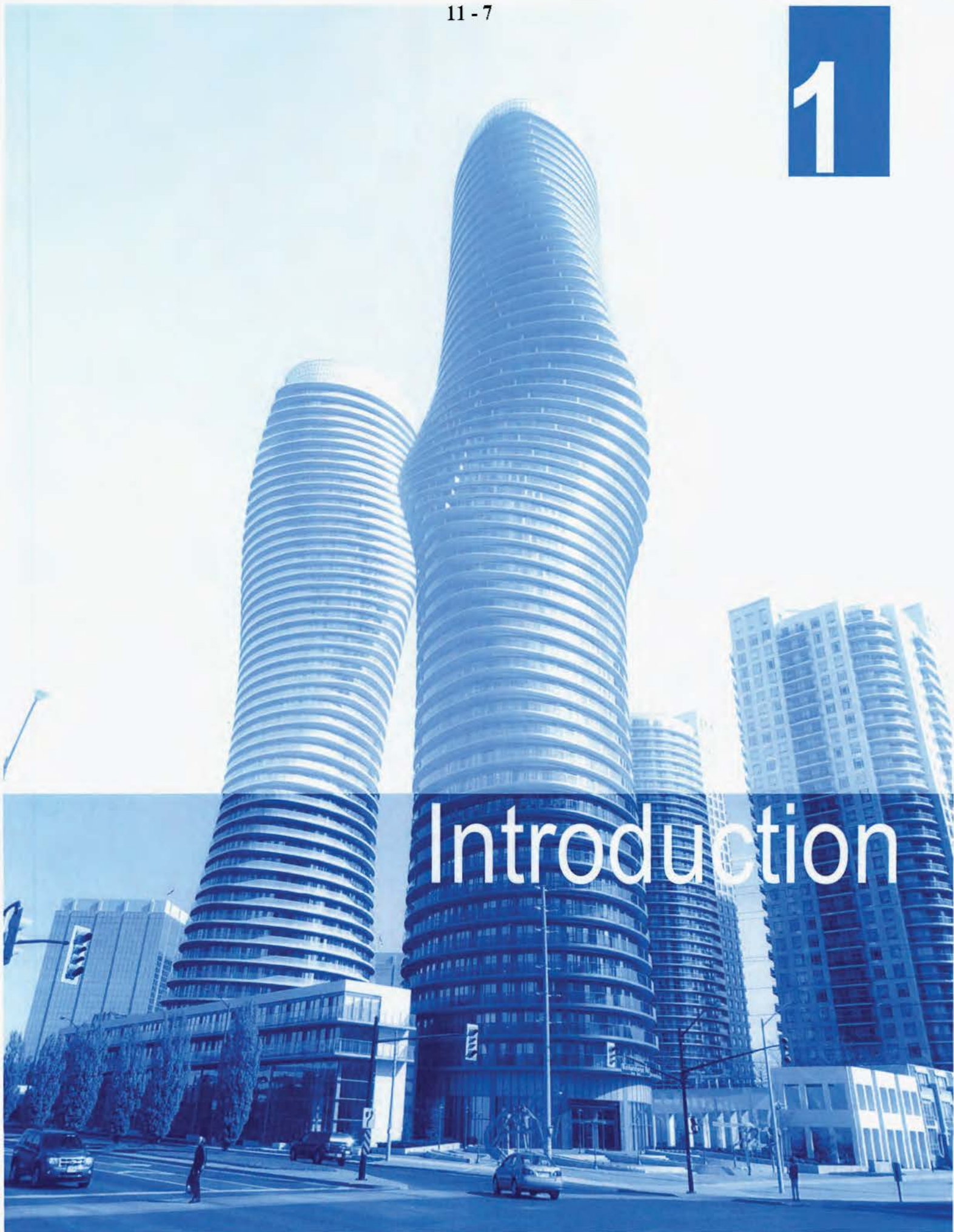
- 3.1 Wind Data Collection
- 3.2 Criteria
- 3.3 Configurations
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Introduction





Introduction

1.1 Purpose

Pedestrian Wind Comfort and Safety Studies are conducted to predict, assess and where necessary, mitigate the impact of the site and building designs and development on pedestrian level wind conditions.

Mississauga Official Plan, Section 19.4.5, identifies a Wind Study as a study that staff may request as one of the requirements for a complete application.

The objective is to maintain comfortable and safe pedestrian level wind conditions that are appropriate for the season and the intended use of pedestrian areas. Pedestrian areas include sidewalks and street frontages, pathways, building entrance areas, open spaces, amenity areas, outdoor sitting areas, and accessible roof top areas among others.

Tall buildings can have major impacts on the wind conditions in their surrounding context especially when a building is considerably taller than surrounding buildings. Tall buildings tend to intercept the stronger winds that exist at high elevations and redirect them downwards towards the ground level. Winds around the base of such buildings can be accelerated up to several times the values that existed prior to the tall buildings, thus creating uncomfortable and sometimes dangerous conditions for pedestrians.

It is important to consider the potential impacts of a proposed development on the local microclimate early in the planning and design process as this allows sufficient time to consider appropriate wind control and mitigation strategies, including significant changes to site and building designs.

1.2 Who can conduct a wind study ?

Pedestrian wind comfort studies are to be conducted by professionals who specialize in, and can demonstrate extensive experience in dealing with wind and microclimate issues in the built environment. The studies are to be signed and sealed by a Professional Engineer.

If the Planning and Building Department is not satisfied with the level of experience demonstrated, a peer review of the wind study will be required. The cost of the peer review is to be borne by the applicant.



1.3 Consultation with Planning and Building Department

Prior to the preparation of pedestrian wind comfort studies for submission to the City, the microclimate specialist shall consult with the Planning and Building Department as follows:

- Consult with the Development Planner and Urban Designer processing the development application, to agree upon the most appropriate approach for the wind comfort study, based on the triggers described in Section 2 of this document.
- At the discretion of the City, the microclimate specialist may be asked to submit the intended test configurations and sensor locations for review by the City's Development Planner and Urban Designer prior to any wind tunnel testing.
- In the event that the proposed development is predicted to produce wind conditions that are considered unacceptable or unsafe, the City's Development Planner and Urban Designer shall be consulted to discuss potential strategies going forward.

Triggers for a Wind Study

27.09.2011

2

Triggers for a Wind Study

The following factors will trigger a wind study:

2.1 Building Height

- A development proposal with a building 20 m in height or more, requires a **Qualitative Wind Assessment** as a minimum. A **Quantitative Wind Tunnel Study** may be required at the discretion of the Planning and Building Department.
- A development proposal with a building that is 20 m in height or more, and up to two times the height of surrounding buildings requires a **Quantitative Wind Tunnel Study**
- A development proposal with a building 40 m in height or more requires a **Quantitative Wind Tunnel Study**

2.2 Number of Buildings

- A development proposal with two or more buildings that are 20 m in height or more, requires a **Quantitative Wind Tunnel Study**.

2.3 Site Location

- Due to proximity to Lake Ontario, a development proposal with a building that is 20 m in height or more, and is located south of the Queen Elizabeth Way, requires a **Quantitative Wind Tunnel Study**

2.4 Site Area (Size)

- A development proposal with a site area of 3 hectares or more, and a building that is 20 m in height or more, requires a **Quantitative Wind Tunnel Study**

Study Methodology

3

Study Methodology

The following is a description of the general methodology to be used by the microclimate specialist providing wind comfort studies:

3.1 Wind Data Collection

A minimum of 30 years of hourly wind data from Lester B. Pearson International Airport should be used for pedestrian wind comfort studies in the City of Mississauga for developments north of the QEW. Data from Billy Bishop Toronto City Airport should be used for developments south of the QEW. The Data is to be presented and used on a two season basis defined as follows:

Summer: Hourly winds occurring during the period of May through October.

Winter: Hourly winds occurring during the period of November through April.

Note: Appropriate hours of pedestrian usage for a typical project (e.g., between 6:00 and 23:00) should be considered for wind comfort, while data for 24 hours should be used to assess wind safety.

3.2 Criteria

The criteria to be used for assessment of pedestrian wind conditions have been developed through research and practice. They have been widely accepted by municipal authorities as well as the international building design and city planning community. As both mean and gust wind speeds can affect pedestrian comfort, their combined effect is used as the basis of the criteria and defined as a Gust Equivalent Mean (GEM) wind speed. The GEM is defined as the maximum mean wind speed or the gust wind speed divided by 1.85.

A 20% exceedance is used in these criteria to determine the comfort category, which suggests that wind speeds would be comfortable for the corresponding activity at least 80% of the time or four out of five days.

Only gust winds are considered in the safety criterion. These are usually rare events, but deserve special attention in city planning and building design due to their potential impact on pedestrian safety.

These criteria for wind forces represent average wind tolerances. They are subjective and variable depending on thermal conditions, age, health, clothing, etc. which can all affect a person's perception of a local microclimate.

The criteria to be used are defined in Table 1.

Table1 – Pedestrian Wind Comfort and Safety Criteria

Comfort Category	GEM Speed (km/h)	Description
Sitting	≤ 10	Calm or light breezes desired for outdoor restaurants and seating areas where one can read a paper without having it blown away
Standing	≤ 15	Gentle breezes suitable for main building entrances and bus stops
Walking	≤ 20	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	> 20	Strong winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically recommended
Notes: (1) Gust Equivalent Mean (GEM) speed = $\max(\text{mean speed, gust speed}/1.85)$; and (2) GEM speeds listed above are based on a seasonal exceedance of 20% of the time (e.g., between 6:00 and 23:00).		
Safety Criterion	Gust Speed (km/h)	Description
Exceeded	> 90	Excessive gust speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is typically required.
Note: Based on an annual exceedance of 9 hours or 0.1% of the time for 24 hours a day.		

Soligo, M.J., Irwin, P.A., Williams, C.J. and Schuyler, G.D. (1998). "A Comprehensive Assessment of Pedestrian Comfort Including Thermal Effects," *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.77&78, pp.753-766.

Lawson, T.V. (1973). "Wind Environment of Buildings: A Logical Approach to the Establishment of Criteria", *Report No. TVL 7321*, Department of Aeronautic Engineering, University of Bristol, Bristol, England.

Durgin, F. H. (1997). "Pedestrian Level Wind Criteria Using the Equivalent average", *Journal of Wind Engineering and Industrial Aerodynamics*, Vol. 66, pp. 215-226.

3

Study Methodology

3.3 Configurations

When conducting pedestrian wind studies, the most objective way to assess the impact of a proposed development is to compare it to the existing wind conditions. In some parts of the City it may be prudent to consider a future cumulative configuration.

The following is a description of the configurations that typically need to be considered:

- **Existing:**

Include all existing buildings, significant topographic features, and developments under construction within a 400 m radius of the site.

- **Proposed:**

Include the proposed development being studied, as well as all existing buildings, significant topographic features, and developments under construction within a 400 m radius of the subject site.

- **Future (only if warranted):**

Add any buildings that are part of a future development identified by the City, and deemed by the wind consultant to have a potential impact on winds at the subject site.

- **Mitigation:**

Where mitigation is required to achieve acceptable pedestrian wind comfort levels, evaluate the proposed configuration with all recommended mitigation measures in order to demonstrate the benefits of the mitigation strategies under the proposed and/or future configurations.

3.4 Qualitative Assessment

A Qualitative Assessment relies on professional observation and interpretation.

A Qualitative Assessment may be conducted either as a Qualitative Desk Top Assessment, or using Computational Fluid Dynamics (CFD) .

Requirements for Qualitative Desktop Assessment

- Predict and estimate the wind speeds at critical locations around the proposed development while giving consideration to the frequency of occurrence of wind speeds.
- Assessment should be based on the standard wind comfort criteria described in this document.
- Where conditions are considered to be unacceptable for the intended pedestrian usage provide mitigation concepts to improve the wind comfort to acceptable levels or suggest appropriate adjustments to pedestrian usage.

Requirements for Computational Fluid Dynamics (CFD)

- It shall be acceptable to simulate only the prevailing wind directions as a basis of assessment using CFD.
- The CFD simulation shall appropriately represent the atmospheric boundary layer for winds approaching the computational model.
- Presentation of the wind speeds shall include horizontal planes at pedestrian level (i.e. 1.5 m above local grade) and vertical slices to understand flow conditions in critical areas.
- The actual assessment of wind conditions at critical pedestrian locations must account for the probability of all wind directions that can occur based on the wind data from the appropriate airport.
- The potential wind comfort and safety categories should be assessed for areas of interest. If problematic wind conditions are predicted, design alternatives and wind mitigation measures shall be recommended and described in the final report.

3

Study Methodology

3.5 Quantitative Wind Tunnel Study

A Quantitative Wind Tunnel Study is based on measured data from physical scale model testing.

A Quantitative Wind Tunnel Study shall be conducted in a boundary layer wind simulation facility.

Requirements for Quantitative Wind Tunnel Testing

For wind tunnel testing, the following are the key requirements:

- 36 wind directions shall be tested.
- The wind simulation facility must be capable of simulating the earth's atmospheric boundary layer and appropriate profiles for each of the wind directions tested.
- Wind speeds shall be presented in km/h.
- Wind speed sensors used to measure local wind speeds shall be omni-directional and represent the horizontal wind speed at a full scale height of approximately 1.5 m above local grade. These sensors should be capable of measuring mean wind speed and wind speed fluctuations with time, including peak gusts of three to ten second duration. Sampling time in the wind tunnel shall represent a minimum of one hour of full scale time.
- The model scale should be selected to allow representation of sufficient architectural detail on the proposed development while including the surrounding context within approximately 400 m of the centre of the proposed development site (typically scales of 1:300 or 1:400 have proven to be effective). Structures and natural features beyond the modelled surroundings shall be appropriately represented in the wind tunnel upwind of the scale model.
- Sensors shall be placed at least every 10 m along a street frontage of the study buildings and at all locations where pedestrians will travel or gather. A typical development project would require a minimum of 50 sensor locations on and around the proposed development to provide adequate coverage.
- The final results shall be presented in both tabular and graphic forms for all the test configurations, with seasonal comfort data and annual safety data.

3.6 Assessment

The pedestrian wind comfort level and safety exceedance are determined by the predicted wind speeds for respective exceeding frequencies, as specified in Table 1. The assessment will give consideration to the predicted comfort level and the intended pedestrian usage. In addition, a comparison to existing, and if appropriate future, wind conditions shall be considered.

The proposed development shall achieve wind comfort conditions that are considered appropriate for the intended usage (i.e., walking on sidewalks, standing at building entrance areas and sitting or standing in amenity areas where more passive use is anticipated). If the proposed development produces pedestrian comfort conditions that prove to be less than desirable based on the intended use or unsafe (as per the definitions in Table 1) then the developer shall propose mitigation strategies and/or investigate alternatives to the proposed design with the microclimate specialist.

Overall, any proposed development shall improve on existing wind conditions where possible, and as a minimum, shall not significantly degrade wind conditions especially when considering the safety criteria. Some allowance for degradation of wind comfort levels during the winter months may be deemed to be acceptable due to reduced pedestrian usage of outdoor spaces.

Mitigation Strategies

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Mitigation Strategies

4.1 Wind Control Mitigation Strategies

In areas where wind conditions are considered to be unacceptable for the intended pedestrian use or unsafe (as defined in Table 1) and will be accessible to pedestrians, wind control mitigation strategies shall be developed and tested to demonstrate their efficacy. In more extreme cases the developer in consultation with the microclimate specialist, may need to investigate and prepare design alternatives that can achieve more acceptable wind conditions.

Wind Control Mitigation Strategies may include the following:

- Building massing changes or alternative designs that are more responsive to the local wind climate.
- Incorporating podiums, tower setbacks, notches and/or colonnades.
- Strategic use of canopies, wind screens, landscaping, planters, public art and/or other features that prove to be effective for mitigating problematic wind conditions.
- Modifications to the pedestrian usage.

The use of landscaping as part of a mitigation strategy is acceptable but must be selected and sized to be effective at the time of installation. Landscaping can only be recommended as a mitigation measure, where the wind conditions are suitable for it to thrive and for its maintenance.

High branching deciduous trees can reduce down washing wind flows in the summer months when they have full foliage. However, they generally do not provide ground level protection from horizontal wind flows. Coniferous trees can provide additional wind protection during the winter months.

The type of trees (i.e., deciduous, coniferous or **marcescent**), approximate size and location required for wind control shall be specified in the wind study. The landscape architect shall select the species appropriate for the site and which will achieve the stated wind mitigation benefits.

Where extreme wind conditions such as safety **exceedances** are predicted, hard landscaping (e.g., architectural features, screens, etc.) is strongly recommended over soft landscaping (e.g. trees, shrubs, etc.), as trees may not be able to survive in extreme wind environments.

4.2 General Design Strategies for Wind Mitigation



When wind hits the windward face of a tall building, the building tends to deflect the wind downwards, causing accelerated wind speeds at pedestrian level and around the windward corners of the building.

Tall and wide building facades that face the prevailing winds are generally undesirable.



By introducing a base building or podium with a step back, and setting back a tower relative to the base building, the downward wind flow can be deflected, resulting in reduced wind speed at pedestrian level.

The proportions of the base building and tower step backs and their influence on the wind conditions is affected by the heights of surrounding buildings.



When the leeward face of a low building faces the windward face of a tall building, it causes an increase in the downward flow of wind on the windward face of the tall building.

This results in accelerated winds at pedestrian level in the space between the two buildings and around the windward corners of the tall building.



By landscaping the base building roof and tower step back, wind speeds at grade can be further reduced, and wind conditions on the base building roof can improve.

Unmitigated wind conditions on the roof of the base building, are generally undesirable for pedestrians.

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Mitigation Strategies



Wind speed is accelerated when wind is funneled between two buildings. This is referred to as the "wind canyon effect"

The intensity of the acceleration is influenced by the building heights, size of the facades, building separation distance and building orientation.



A horizontal canopy on the windward face of a base building can improve pedestrian level wind conditions.

Parapet walls around a canopy can make the canopy more effective.

Sloped canopies only provide partial deflection of downward wind flow.



A colonnade on the windward face of a base building provides pedestrians with the option of a protected, calm walking area in the colonnade, or a breezy walk outside the colonnade.

4.3 Confirmation of Proper Implementation

Prior to Site Plan approval for any Building Permit clearance, the following clause shall be included on the Site Plan and all relevant drawings:

"The Microclimate Consultant shall confirm to the satisfaction of the Planning and Building Department that the 'as constructed' buildings and wind mitigation measures are in compliance with the recommendations of the Pedestrian Level Wind Studies"

Prior to the final site works inspection by the Planning and Building Department, the Microclimate Consultant shall issue a letter confirming that the wind mitigation measures have been installed in accordance with the recommendations of the Pedestrian Level Wind Comfort Study.

Glossary of Terms

27.09.2011

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Glossary of Terms

Colonnade

A row of evenly spaced columns supporting a roof, arches or an entablature.

Configurations

The selection and arrangement of buildings on a scale model for a wind tunnel test.

Downwind

In the direction in which the wind is blowing.

Exceedance

Beyond that which is allowed or stipulated by a set limit.

Leeward

On or towards the side that is sheltered from the wind.

Marcescent

Describes plants with leaves that wither, but remain attached to the stem without falling off.

Qualitative Assessment

Measured by its quality, rather than its quantity.

Quantitative Assessment

Measured by its quantity, rather than its quality.

Step back

The distance by which a tower or upper part of a base building is set back from the lower portion of the building (base building) on which it sits.

Upwind

Against the direction of the wind.

Windward

Facing the wind or on the side that is facing the wind.

City of Mississauga

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