
Planning and Development Committee

Date

2015/09/08

Time

7:00 PM

Location

Council Chamber, 300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Bonnie Crombie

Mayor

Jim Tovey

Councillor - Ward 1

Karen Ras

Councillor - Ward 2

Chris Fonseca

Councillor - Ward 3

John Kovac

Councillor - Ward 4

Carolyn Parrish

Councillor - Ward 5

Ron Starr

Councillor - Ward 6

Nando Iannicca

Councillor - Ward 7

Matt Mahoney

Councillor - Ward 8

Pat Saito

Councillor - Ward 9

Sue McFadden

Councillor - Ward 10

George Carlson

Councillor - Ward 11

Contact: mumtazalikhan@mississauga.ca

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<http://www.mississauga.ca/portal/cityhall/councilcommittees>

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING
4. MATTERS TO BE CONSIDERED
 - 4.1. Applications to permit a 15 storey, 66 unit apartment building and two 3 storey semi-detached homes
6, 8 and 10 Ann Street
Southwest corner of High Street East and Ann Street
F.S. 6810 Limited Partnership (FRAM Building Group)
Information Report Ward 1 – File: OZ 14/007
 - 4.2. Applications to permit 4 three-storey live/work townhomes
2560 and 2564 Confederation Parkway
West side of Confederation Parkway, south of Dundas Street West
Ahmed Al Sabbagh and Mohammed Albarrak
Information Report Ward 7 – File: OZ 14/006
 - 4.3. Applications to permit 83 condominium townhouse and stacked townhouse dwellings in addition to the existing 13 storey rental apartment building.
6719 Glen Erin Drive
Northeast corner of Glen Erin Drive and Aquitaine Avenue
Blackrock Aquitaine Limited
Recommendation Report Ward 9 – File: OZ14/002
 - 4.4. Applications to permit a 19 storey, 346 unit apartment building with retail commercial and office uses on the first 3 storeys
2550 and 2560 Eglinton Avenue West
Southwest corner of Eglinton Avenue West and Erin Mills Parkway
Daniels HR Corporation
Recommendation Report Ward 8 – File: OZ 13/005
 - 4.5. Mississauga Road Scenic Route Policies Review - File: CD.21.MIS
 - 4.6. Mississauga Official Plan Conformity to the Provincial Policy Statement (PPS) 2014
5. ADJOURNMENT

City of Mississauga Corporate Report



Date: 2015/08/18 To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Originator's files: OZ 14/007 W1
	Meeting date: 2015/09/08

Subject

Applications to permit a 15 storey, 66 unit apartment building and two 3 storey semi-detached homes

6, 8 and 10 Ann Street

Southwest corner of High Street East and Ann Street

F.S. 6810 Limited Partnership (FRAM Building Group)

Information Report Ward 1

Recommendation

That the report dated August 18, 2015, from the Commissioner of Planning and Building regarding the applications by F.S. 6810 Limited Partnership (FRAM Building Group) to permit a 15 storey, 66 unit apartment building and two 3 storey semi-detached homes fronting onto High Street East under File OZ 14/007 W1, at 6, 8, and 10 Ann Street, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community;
- The project does not conform to the Mixed Use land use designation and requires a rezoning to accommodate the proposed apartment building and semi-detached homes;
- Community concerns identified to date include the appropriateness of the proposal and elimination of the parking of the adjacent funeral home;
- Prior to the next report, staff must evaluate a number of the project's features including whether or not it is compatible with the character of the area; provides adequate building transition to the surrounding buildings and meets all the City's technical requirements.

Background

Applications were previously submitted for this site by the same applicant in 2011 for the development of a 22 storey, 140 unit condominium apartment building with commercial uses at street level and surface parking to serve the abutting funeral home to the south. Council refused the applications in July 2013 and the applicant appealed the decision to the Ontario Municipal Board. In January 2014, subsequent to a hearing, the Ontario Municipal Board ordered that those applications be refused.

The applications have been circulated for comments and a community meeting was held on May 20, 2015. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	55.4 m (182 ft.) – Ann Street 28.1 m (92 ft.) – High Street East
Gross Lot Area:	0.19 ha (0.47 ac.)
Existing Uses:	6 Ann Street – detached dwelling 8 Ann Street – parking Lot 10 Ann Street – detached dwelling

The site is made up of three properties at the southwest corner of High Street East and Ann Street within the Port Credit Community Node. The neighbourhood consists of a mixture of older high rise developments, newer mid-rise developments, older multi-unit walk-ups and detached dwellings. Traditional mainstreet commercial uses generally extend a half block north and south of Lakeshore Road East.

The surrounding land uses are:

North: Two storey Bell utility building

East: Three storey parking garage associated with a 20 storey apartment building and an office located within a detached dwelling

South: Skinner and Middlebrook Funeral Home and 5 storey rental apartment building

West: Two storey and two and half storey multi-unit residential buildings

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

DETAILS OF THE PROJECT

The proposal is for a 15 storey, 66 unit condominium apartment building having a maximum gross floor area of 8 231 m² (88,600 sq. ft.). The building will have stepbacks along the north elevation in order to reduce its perceived height and massing along High Street East.

Two 3-storey semi-detached homes are also proposed fronting onto High Street East. The semi-detached units are intended to provide a transition in both scale and setback to the multi-

unit residential building to the west. A building setback of 4.5m (14.8 ft.) is proposed from High Street East to allow for tree planting along the street edge.

Two visitor parking spaces are proposed above ground with the balance of the required parking spaces being provided underground, including parking for the semi-detached units. A bicycle storage room accommodating 56 bicycles will be provided at street level. Access to the site will be from High Street East. The semi-detached homes are proposed to be of a similar scale to the multi-unit residential building to the west and have a similar setback to the street.

Development Proposal		
Application(s) submitted:	Received: November 6, 2014 Deemed complete: November 25, 2014 Revised: June 5, 2015	
Developer/Applicant/Owner:	F.S. 6810 Limited Partnership (FRAM Building Group)	
Number of units:	66 apartment units 2 semi-detached units	
Height:	15 storeys – apartments 3 storeys – semi-detached units	
Floor Space Index:	4.26	
Landscaped Area:	39%	
Net Density:	358 units/ha 141 units/acre	
Gross Floor Area:	Apartment building – 8 231 m ² (88,600 sq. ft.) Semi-detached units – 495 m ² (5,328 sq. ft.)	
Anticipated Population:	172* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking resident spaces visitor spaces Total	Required 1 space per bachelor unit 1.25 spaces per one-bedroom unit 1.40 spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 2 resident spaces per semi-detached unit 0.20 visitor spaces per unit	Proposed 1.0 space per unit for all unit types 0.15 visitor spaces per unit

Development Proposal	
	*The City of Mississauga Parking Strategy Phase II – Port Credit and Lakeview recommends a reduced rate for the Port Credit Node of 1.0 space per residential apartment unit and 0.15 visitor spaces per unit
Parking	Required 103 Proposed 93
Green Initiatives	<ul style="list-style-type: none"> • Street level bicycle storage • On-site storm water retention

Additional information is provided in Appendices 1 to 12.

LAND USE CONTROLS

The lands are located in the Central Residential Precinct of the Port Credit Community Node Character Area and are designated **Mixed Use** in Mississauga Official Plan. The applicant has requested to redesignate the lands to **Residential High Density - Special Site**.

A rezoning is proposed from **C4 (Mainstreet Commercial)** to **RA5 – Exception (Apartment Dwellings)**.

Detailed information regarding the official plan and zoning is in Appendices 10 and 11.

Bonus Zoning

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

WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 1 Councillor, Jim Tovey on May 20, 2015.

Issues raised by the community are listed below. They will be addressed along with issues raised at the public meeting in the Recommendation Report, which will come at a later date.

- The appropriateness of the proposed uses and whether office uses would better serve the community
- The generation of greater parking demand in the community
- The elimination of parking spaces for the adjacent funeral home

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 8 and school accommodation information is contained in Appendix 9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, uses, landscaping, building configuration and technical requirements?
- Is the additional traffic generated acceptable given the existing traffic conditions?
- Has an appropriate building transition been provided between the existing surrounding buildings?
- Are the proposed design details and zoning standards appropriate, including the requested reduction in parking rates?
- Have all other technical requirements and studies related to the project been found to be acceptable?

OTHER INFORMATION

F.S. 6810 Limited Partnership (FRAM Building Group) have submitted the following information in support of the applications:

- Context Plan, Concept Plan, Survey
- Elevations, Floor/Parking/Roof Plans
- Composite Utility Plan
- Planning Justification Report
- Urban Design Analysis
- Pedestrian Wind Assessment
- Functional Servicing Report
- Phase 1 Environmental Site Assessment
- Traffic Impact Study
- Acoustical Feasibility Study
- Sun/Shadow Study
- Green Features List
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

DEVELOPMENT REQUIREMENTS

There are certain other engineering and technical matters, including the streetscape corridor, storm sewer outlet works and watermain replacement works which will require the applicant to enter into appropriate agreements with the City.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all the issues are resolved.

Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

Appendix 3: Excerpt of Mississauga Official Plan

Appendix 4: Existing Land Use and Zoning

Appendix 5: Concept Plan

Appendix 6: Elevations

Appendix 7: Rendering

Appendix 8: Agency Comments

Appendix 9: School Accommodation

Appendix 10: Relevant Mississauga Official Plan Policies

Appendix 11: Proposed Zoning Standards

Appendix 12: Context Plan

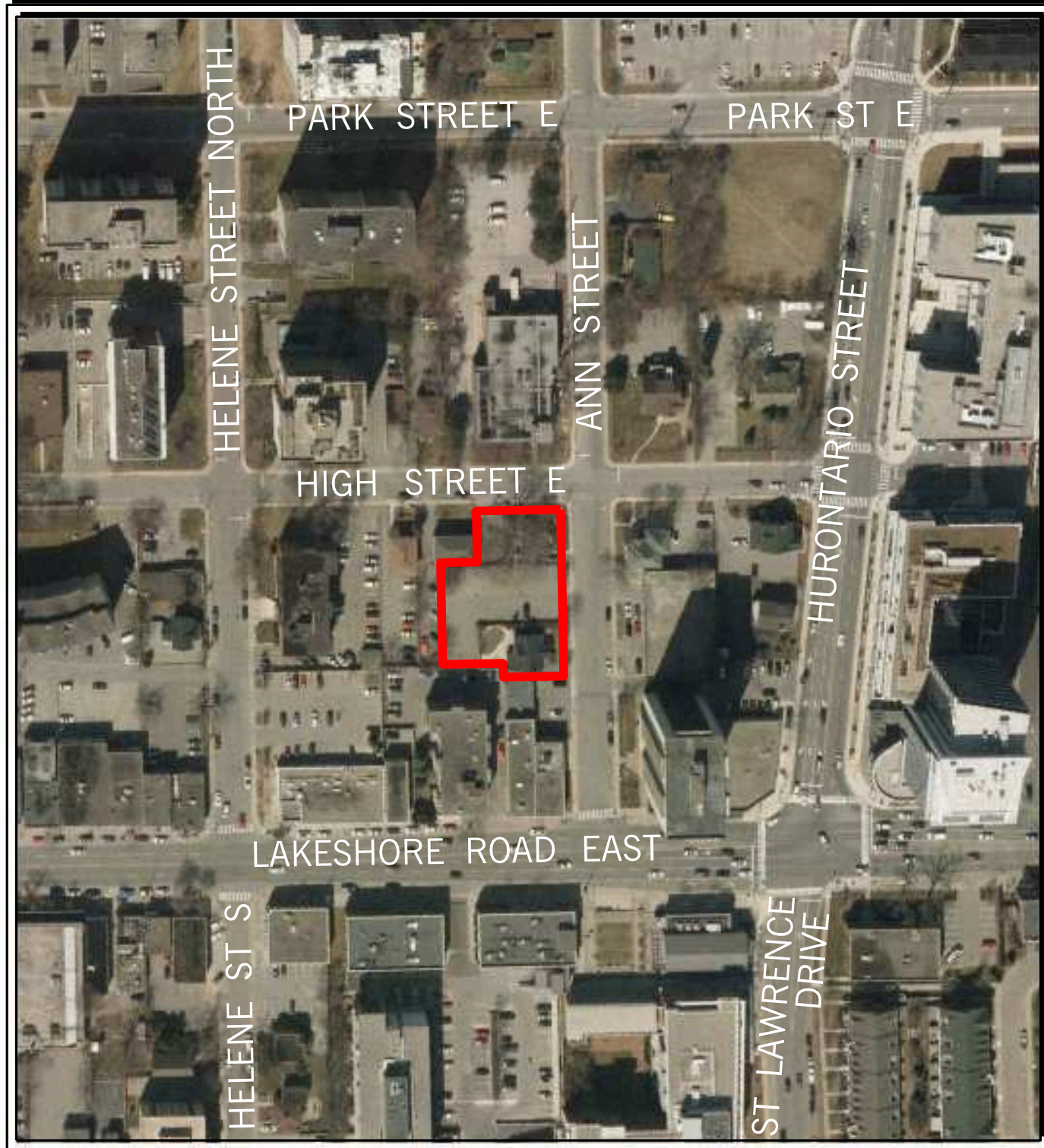


Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: David Breveglieri, Planner

F.S. 6810 Limited Partnership**File: OZ 14/007 W1****Site History**

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned C4 (Mainstreet Commercial);
- October 21, 2011 – Official Plan Amendment and Rezoning applications were submitted by F.S. 6810 Limited Partnership (FRAM Building Group) under File OZ 11/014 W1 for the development of a 22 storey, 140 unit condominium apartment building with commercial uses at street level and surface parking to serve the abutting funeral home to the south;
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated Mixed Use – Special Site 38 in the Port Credit Local Area Plan;
- June 24, 2013 – Supplementary Report recommending refusal of the applications under File OZ 11/014 W1 was adopted by Planning and Development Committee (PDC) and subsequently by Council on July 3, 2013;
- January 17, 2014 – Ontario Municipal Board (OMB) issues order refusing the Official Plan Amendment and Rezoning for the development of a 22 storey apartment building with street level commercial uses;
- March 5, 2014 – Official Plan Amendment No. 19 (Port Credit Local Area Plan) adopted by Council and subsequently appealed to OMB by various landowners;
- March 9, 2015 – OMB advised one of the appellants of OPA 19 (Port Credit Local Area Plan) was withdrawn. Local Area Plan comes into force except for one remaining site specific appeal. The subject lands are designated Mixed Use.



LEGEND:

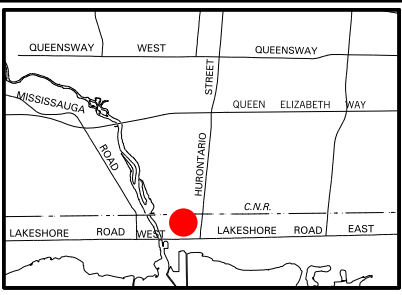


SUBJECT LANDS

DATE OF AERIAL IMAGERY : SPRING 2015

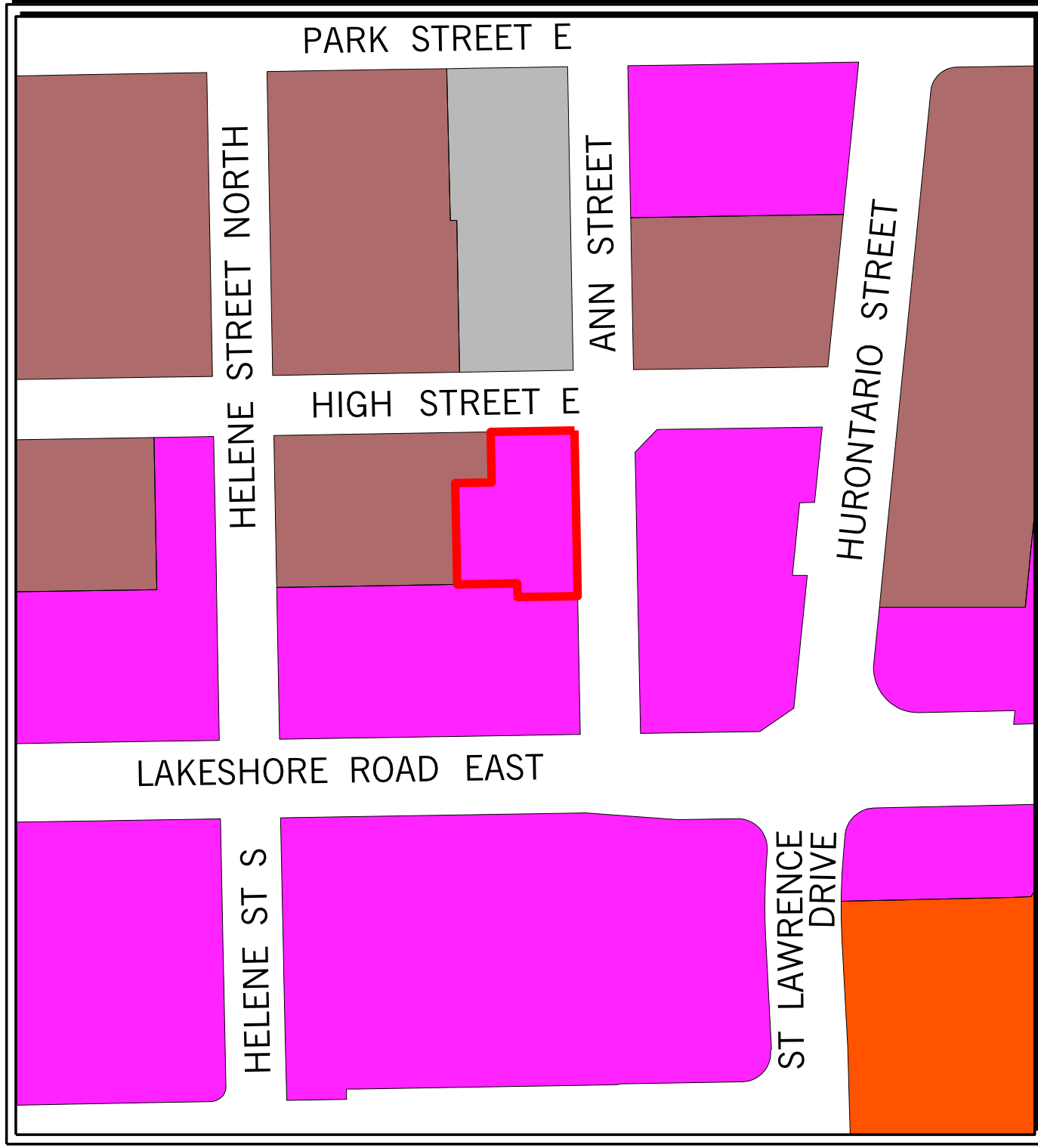


**SUBJECT: F.S. 6810 LIMITED PARTNERSHIP
(FRAM BUILDING GROUP)**



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APPENDIX 2



**PART OF SCHEDULE 10 LAND USE DESIGNATIONS
OF MISSISSAUGA OFFICIAL PLAN**

LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

BASE MAP INFORMATION

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

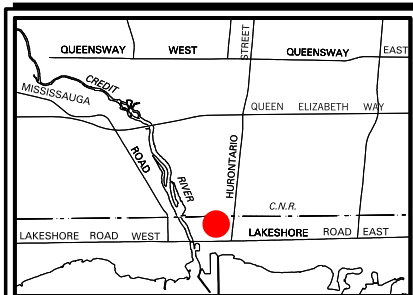
City Structure

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

SUBJECT LANDS



**SUBJECT: F.S. 6810 LIMITED PARTNERSHIP
(FRAM BUILDING GROUP)**



**FILE NO:
OZ 14/007 W1**

**DWG. NO:
14007L**

**SCALE:
1:2000**

**DATE:
2015/09/08**

**DRAWN BY:
A.SHAH**



MISSISSAUGA

*Produced by
T&W, Geomatics*

APPENDIX 3

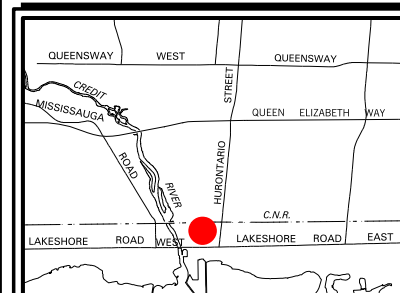
**LEGEND:**

PROPOSED OFFICIAL PLAN AMENDMENT FROM "MIXED USE" TO "RESIDENTIAL HIGH DENSITY-SPECIAL SITE" AND PROPOSED REZONING FROM "C4" TO "RA5-EXCEPTION" (APARTMENT DWELLINGS) TO PERMIT A 15 STOREY, 66 UNIT CONDOMINIUM APARTMENT BUILDING AND 2 SEMI-DETACHED DWELLING UNITS.

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



SUBJECT: F.S. 6810 LIMITED PARTNERSHIP
(FRAM BUILDING GROUP)



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OZ 14/007 W1
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14007R
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DATE:
2015/09/08
DRAWN BY:
A.SHAH

APPENDIX 4

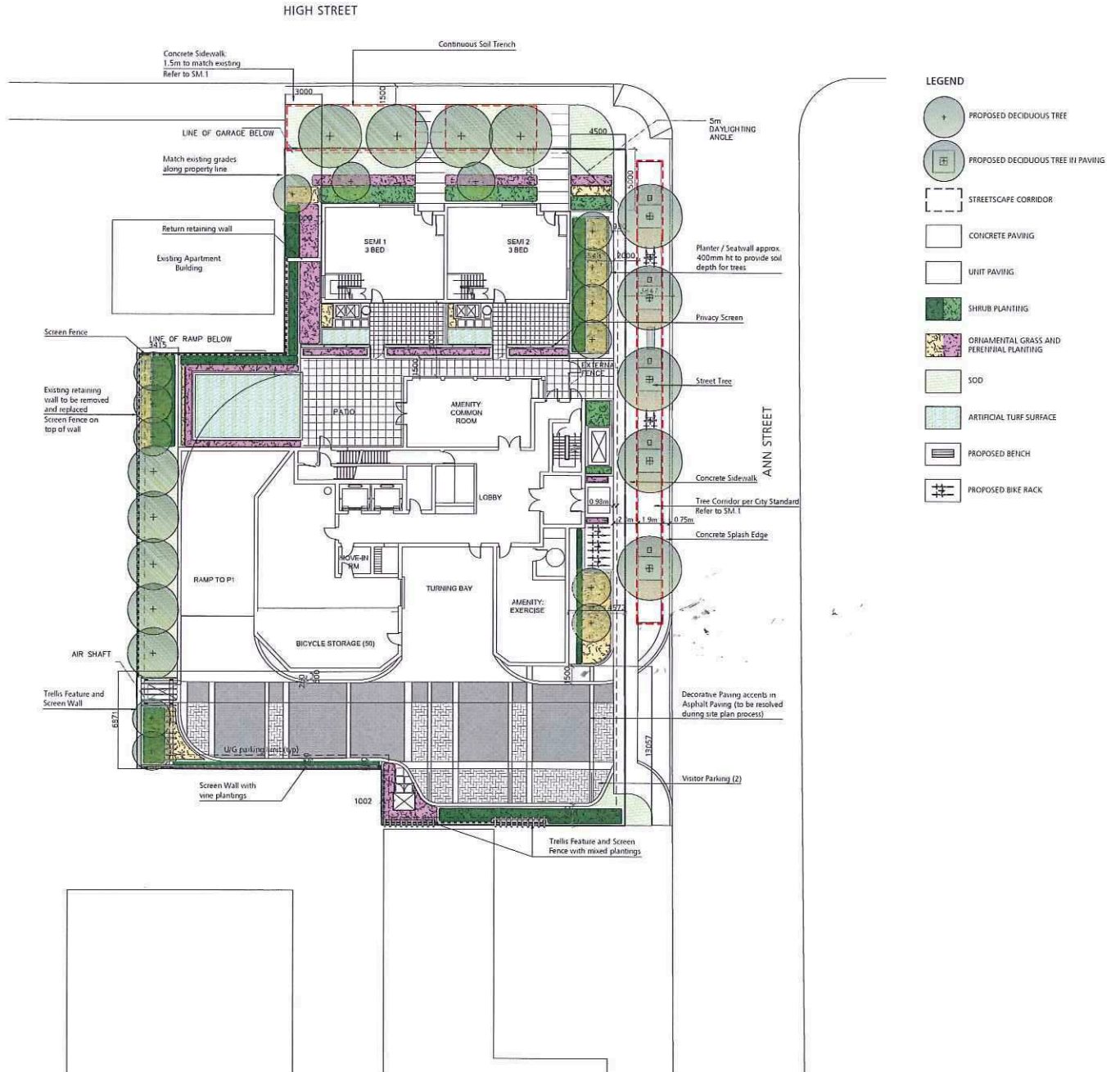


MISSISSAUGA

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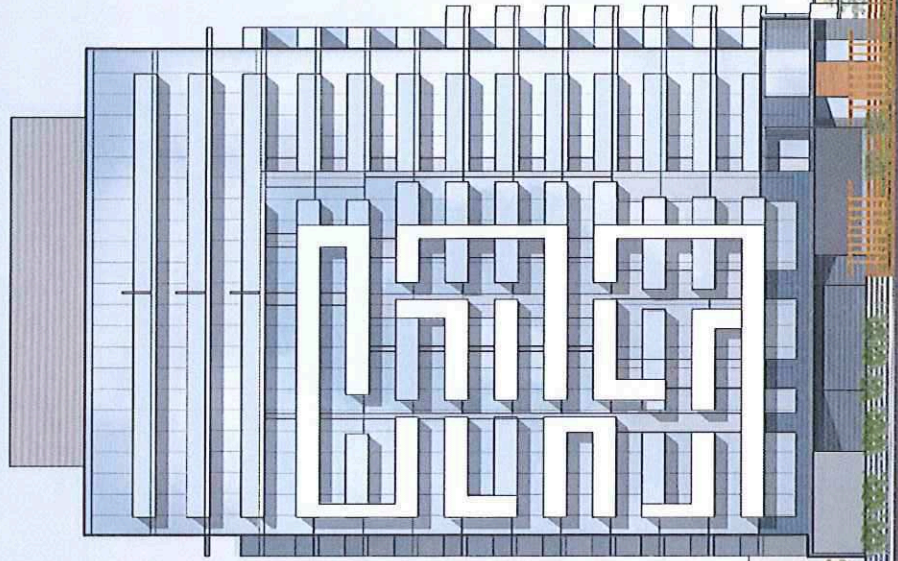
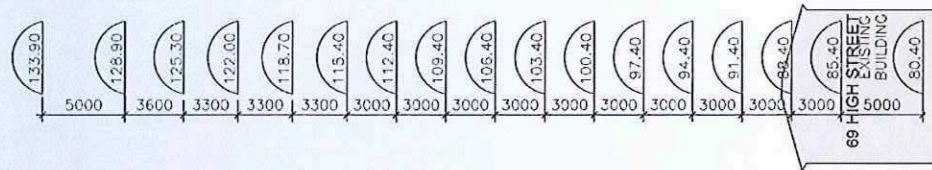
APPENDIX 5



CONCEPT PLAN



NORTH ELEVATION



89 HIGH STREET
EXISTING
BUILDING

PARKING GARAGE OF
5 ANN STREET
EXISTING
BUILDING

ANN STREET

71
HIGH ST.

69 HIGH STREET
EXISTING
BUILDING

SOUTH ELEVATION





EAST ELEVATION





View from the corner of Ann and High Streets



View from High Street

F.S. 6810 Limited Partnership**File: OZ 14/007 W1**

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (July 23, 2015)	<p>The developer will be required to enter into a Servicing Agreement (for Municipal Works Only) with the Region of Peel to upgrade the existing 200 mm (8 in.) diameter watermain to a 300 mm (12 in.) diameter watermain within the limits of Ann Street from Lakeshore Road East northerly to the proposed development (As per the June 18,2013 meeting with FRAM, Region of Peel and GHD). All other works required to service this development proposal must also be assumed by the developer. These services will be constructed and designed in accordance with the latest Region of Peel standards and requirements. All costs associated with the works required to service this development will be the sole responsibility of the developer.</p> <p>The developer acknowledges sanitary sewer capacity constraints at Elmwood and Beach Sewage Pumping Stations; As a result the Region of Peel agreed as an interim solution - as per the June 18, 2013 Meeting with FRAM, Region of Peel and GHD to undertake the construction of a temporary sewage pumping station to provide adequate capacity for the proposed development. The servicing approvals for the development will be contingent on the completion of this temporary sewage pumping station.</p> <p>A condominium Water Servicing Agreement will be required. Site Servicing approvals are required prior to issuance of a building permit. Connection approvals will not be issued until preliminary acceptance is granted for the watermain upgrade. Properties must be serviced according to the Ontario Building Code and Region of Peel standards.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (July 27, 2015)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>If approved, both School Boards require that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing</p>

F.S. 6810 Limited Partnership

File: OZ 14/007 W1

Agency / Comment Date	Comment
	Agreement and Agreements of Purchase and Sale.
City Community Services Department – Parks and Forestry Division/Park Planning Section (July 29, 2015)	In the event that the applications are approved, the Park Planning section of Community Services note that a satisfactory streetscape plan will be required, and that securities for the implementation of which will be collected through the appropriate development agreement. Prior to site plan approval for issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (July 31, 2015)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (T&W) (July 23, 2015)	<p>T&W confirms receipt of a revised Site Plan, Context Plan, Utility/Servicing Plan, Functional Servicing and Stormwater Management Report, Phase 1 Environmental Site Assessment, Noise Control Feasibility Study, and a Traffic Impact Study in response to previous comments provided. Notwithstanding the findings of these reports and drawings, the applicant was requested to provide updated information and additional technical details, however, the updated materials still remain outstanding. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> • Context and Grading Plan details, • Cross-sectional details of High Street East and Ann Street • Stormwater servicing design, • Noise mitigation requirements • Functional Servicing and Stormwater Management • Vehicle movements, parking and loading <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Development Services, Planning and Building Department - Enersource - Canada Post - Bell Canada - Enbridge Gas Distribution Inc. - Rogers Cable

F.S. 6810 Limited Partnership**File: OZ 14/007 W1**

Agency / Comment Date	Comment
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none">- Culture Division, Community Services Department- Realty Services, Corporate Services Department- Conseil Scolaire de Distrique Centre-Sud- Conseil Scolaire Viamonde

F.S. 6810 Limited Partnership

File: OZ 14/007 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 8 Kindergarten to Grade 5 2 Grade 6 to Grade 8 4 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Forest Avenue Public School <ul style="list-style-type: none"> Enrolment: 203 Capacity: 199 Portables: 1 Riverside Public School <ul style="list-style-type: none"> Enrolment: 236 Capacity: 452 Portables: 0 Port Credit Secondary School <ul style="list-style-type: none"> Enrolment: 1,191 Capacity: 1,203 Portables: 1 <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 2 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Luke Elementary School <ul style="list-style-type: none"> Enrolment: 508 Capacity: 602 Portables: 0 Iona Catholic Secondary School <ul style="list-style-type: none"> Enrolment: 1,040 Capacity: 723 Portables: 17

F.S. 6810 Limited Partnership**File: OZ 14/007 W1**

Relevant Mississauga Official Plan Policies

Existing Official Plan Provisions

Mixed Use which permits a mix of commercial, personal service, office and residential uses. Residential uses are to be combined on the same lot or same building with another permitted use.

Proposed Official Plan Amendment Provisions

The applicant is proposing to designate the lands **Residential High Density** with the following Special Site policies for the site:

- a) semi-detached dwelling units shall be permitted
- b) a maximum FSI of 4.26

	Specific Policies	General Intent
Port Credit Local Area Plan	Section 6.1 Section 9.2.1 Section 10.2.1 Section 10.2.2	<p>Reduced parking requirements and maximum parking standards may be considered within the Community Node, particularly in proximity to the GO Station and future LRT stops.</p> <p>The overall development of the Node will be at a scale that reflects its role in the urban hierarchy. Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters, overall massing, visual impact of buildings and shadow impacts.</p> <p>Streetscape will address, among other matters, setbacks and side yards to reflect the planned function, minimize vehicular access points and create attractive public realm.</p> <p>Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition. Heights for this area are prescribed to be within a range of 2 and 15 storeys with buildings having an appropriate transition to the Lakeshore Road East – Mainstreet Precinct.</p> <p>To achieve the maximum heights, as outlined on Schedule 2B, on the lands designated Mixed Use or Utility in the vicinity of the GO station, a detailed land use and urban design study will be required to verify appropriate heights, design, transition to adjacent lands and mix of uses.</p>

F.S. 6810 Limited Partnership

File: OZ 14/007 W1

Section 5 – Direct Growth	Section 5.3	<p>Community Nodes are Intensification Area. Local area plans will determine how the density and population to employment targets will be achieved. They will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.</p> <p>Community Nodes will be developed to support and encourage <i>active transportation</i> as a mode of transportation.</p>
Section 7 – Complete Communities	Section 7.2 Section 7.2.1	<p>Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.</p>

F.S. 6810 Limited Partnership

File: OZ 14/007 W1

Section 9 – Building a Desirable Urban Form	<p>Section 9.1.2 Section 9.2.1</p>	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. Appropriate height and built form transitions will be required between sites and their surrounding areas. Tall buildings will address pedestrian scale through building articulation, massing and materials</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking.</p>
Section 14 – Community Nodes	Section 14.1.1	<p>For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p>

F.S. 6810 Limited Partnership**File: OZ 14/007 W1**

Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.
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F.S. 6810 Limited Partnership**File: OZ 13/005 W8**

Summary of Existing Zoning By-law Provisions

"C4" (Mainstreet Commercial), which permits a variety of commercial, office, residential and personal service uses with a maximum height of 3 storeys.

Summary of Proposed Zoning By-law Provisions

Zone Standards	Required "C4" Zoning By-law Standards	Proposed "RA5- Exception" Zoning By-law Standards
Use	Variety of uses. A dwelling unit must be located above the first storey of a commercial building	Apartment dwelling Semi-detached dwelling
Maximum Floor Space Index	nil	4.26
Maximum number of dwelling units	nil	68
Maximum height	3 storeys	15 storeys
Minimum front yard setback	0 m	4.5 m
Minimum exterior side yard	0 m	3.2
Minimum interior side yard for lot abutting a "D" zone	4.5 m	3.4 m
Minimum rear yard setback for lot abutting a "C4" zone	0 m	6.9 m
Minimum landscape area	nil	30%
Minimum number of parking spaces	Use dependent	1.0 per all residential units 0.15 visitor parking spaces per unit



Date: 2015/08/18 To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Originator's file: OZ 14/006 W7
	Meeting date: 2015/09/08

Subject

Applications to permit 4 three storey live/work townhomes

2560 and 2564 Confederation Parkway

West side of Confederation Parkway, south of Dundas Street West

Ahmed Al Sabbagh and Mohammed Albarrak

Information Report Ward 7

Recommendation

That the report dated August 18, 2015 from the Commissioner of Planning and Building regarding the applications by Ahmed Al Sabbagh and Mohammed Albarrak to permit 4 three storey live/work townhomes under File OZ 14/006 W7, at 2560 and 2564 Confederation Parkway, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community;
- The project does not conform with the Residential Low Density II designation and requires an official plan amendment and a rezoning;
- Prior to the next report, matters to be addressed include review of the site layout, landscaping details and the resolution of technical requirements.

Background

The applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	30.46 m (99.93 ft.) on Confederation Parkway
Depth:	39.4 m (129.27 ft.)
Gross Lot Area:	0.12 ha (0.30 ac.)
Existing Uses:	vacant

The property is located in a mixed use, transitional area southwest of the Cooksville commercial core. Many of the surrounding homes have been converted into commercial, office and personal service businesses. The area is well served by public transit. North of the site is Dundas Street, a main arterial road with commercial uses on both sides.

The surrounding land uses are:

North: Psychic service in a detached dwelling
 East: Vacant, recent approval of official plan amendment and rezoning applications for townhomes across Confederation Parkway
 South: Optometrist office in a detached dwelling
 West: Detached homes on Rugby Road

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

DETAILS OF THE PROJECT

The applications are to permit 4 three storey live/work townhomes. The townhomes are proposed to have retail stores, office or personal service shops such as hair salons and spas on the ground floor and residential units on the second and third floors.

Development Proposal	
Applications submitted:	Received: August 25, 2014 Deemed complete: September 26, 2014
Developer Owner:	Ahmed Al Sabbagh and Mohammed Albarrak
Applicant:	Glen Schnarr and Associates Inc.
Number of units:	4 residential units
Height:	3 storeys
Net Lot Coverage:	28%
Net Floor Space Index:	0.8
Landscaped Area:	29%
Total Gross Floor Area:	840.1 m ² (9,042.8 ft ²)
Anticipated Population:	12* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.

Development Proposal	
Parking Required	9 commercial spaces 5 residential spaces 14 spaces total
Parking Provided:	14 spaces

Additional information is provided in Appendices 1 to 11.

LAND USE CONTROLS

The subject lands are located within the Cooksville Neighbourhood Character Area and are designated **Residential Low Density I**. The applications are not in conformity with the land use designations. The applicant has requested that the land be redesignated to **Mixed Use** to allow the project to go forward.

A rezoning is proposed from **R-3 (Detached Dwellings – Typical Lots)** to **C4-Exception (Mainstreet Commercial – Exception)** to permit live/work units in accordance with the proposed zone standards contained within Appendix 10.

Detailed information regarding the official plan and zoning is found in Appendix 9 and 10.

WHAT DID THE COMMUNITY SAY?

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 7 and school accommodation information is contained in Appendix 8. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's uses, landscaping, building configuration and parking layout?
- Are the proposed design details and zoning standards appropriate?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?

OTHER INFORMATION

The owners have submitted the following information in support of the applications:

- Planning Justification Report
- Functional Servicing Report
- Phase I Environmental Site Assessment
- Noise Feasibility Study
- Tree Inventory and Preservation Plan
- Grading and Servicing Plans
- Elevations and Concept Plan
- Draft Official Plan Amendment
- Draft Zoning By-law
- Green Initiatives Letter

DEVELOPMENT REQUIREMENTS

There are engineering matters including: servicing, noise reduction, construction and stormwater management which will require the applicant to enter into agreements with the City. Prior to any development proceeding on the site, the City will require the submission and review of an application for site plan approval. The applicant will be required to dedicate a portion of the site to the City for a road widening along Confederation Parkway.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all the issues are resolved.

Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

Appendix 3: Excerpt of Cooksville Neighbourhood Character Area Land Use Map

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Concept Plan

Appendix 6: Elevations

Appendix 7: Agency Comments

Appendix 8: School Accommodation

Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

Appendix 10: Summary of Existing and Proposed Zoning Provisions

Appendix 11: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7

Site History

2560 Confederation Parkway

- March 12, 1987 – Committee of Adjustment approved a minor variance under File A□134/87 to permit the temporary use of the previous dwelling as a hairstyling salon for a period of five years.
- May 7, 1992 – Committee of Adjustment approved a minor variance under File A□321/92 to continue to permit the temporary use of the previous dwelling as a hairstyling salon for a period of five years.
- October 29, 2001 – Committee of Adjustment approved a minor variance under File A□791/01 to permit the temporary use of the previous dwelling as a hairstyling salon for a period of five years.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential Low Density II** in the Cooksville Neighbourhood Character Area.

2564 Confederation Parkway

- September 13, 1973– Committee of Adjustment approved a minor variance under File A□214/73 to permit the temporary use of the previous dwelling as a law office for a period of three years.
- March 12, 1981 – Committee of Adjustment approved minor variances under File A□122/81 to permit the temporary use of the previous dwelling as an administrative office for a period of three years and to recognize the location of the building as situated.
- March 26, 1984 – Committee of Adjustment approved a minor variance under File A□209/84 to permit the temporary use of the previous dwelling as an administrative office for a period of three years.
- May 21, 1987– Committee of Adjustment approved a minor variance under File A□308/87 to permit the temporary use of the previous dwelling as an administrative office for a period of four years.
- October 29, 2001– Committee of Adjustment approved a minor variance under File A□792/01 to permit the temporary use of the previous dwelling as a law office for a period of five years.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential Low Density II** in the Cooksville Neighbourhood Character Area.



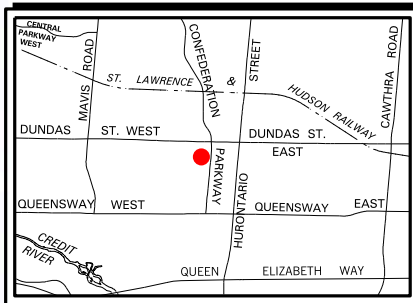
LEGEND:

 SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO IS SPRING 2015



SUBJECT: AHMED AL SABBAGH & MOHAMMED ALBARRAK



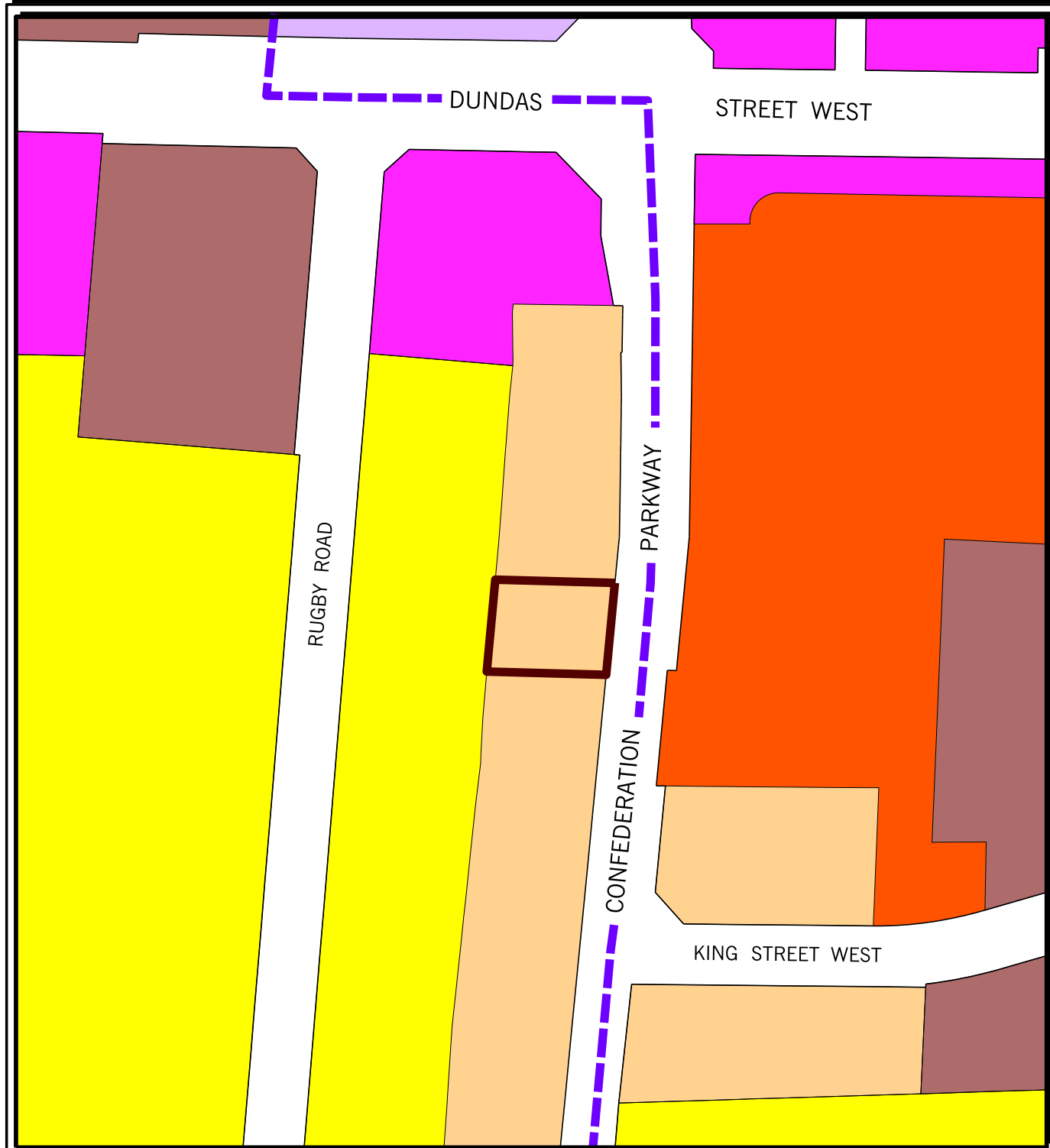
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DRAWN BY: B. KRUGER

APPENDIX 2



MISSISSAUGA

Produced by
T&W, Geomatics



**PART OF SCHEDULE 10 LAND USE DESIGNATIONS
OF MISSISSAUGA OFFICIAL PLAN**

LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|---|------------------------------|
| 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 |

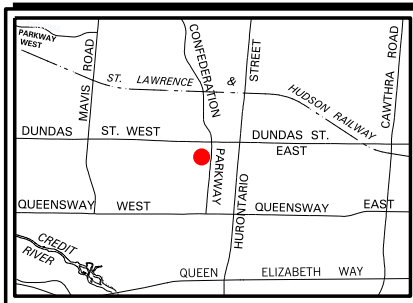
City Structure

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

SUBJECT LANDS



SUBJECT: AHMED AL SABBAGH & MOHAMMED ALBARRAK



FILE NO:
OZ 14006 W7

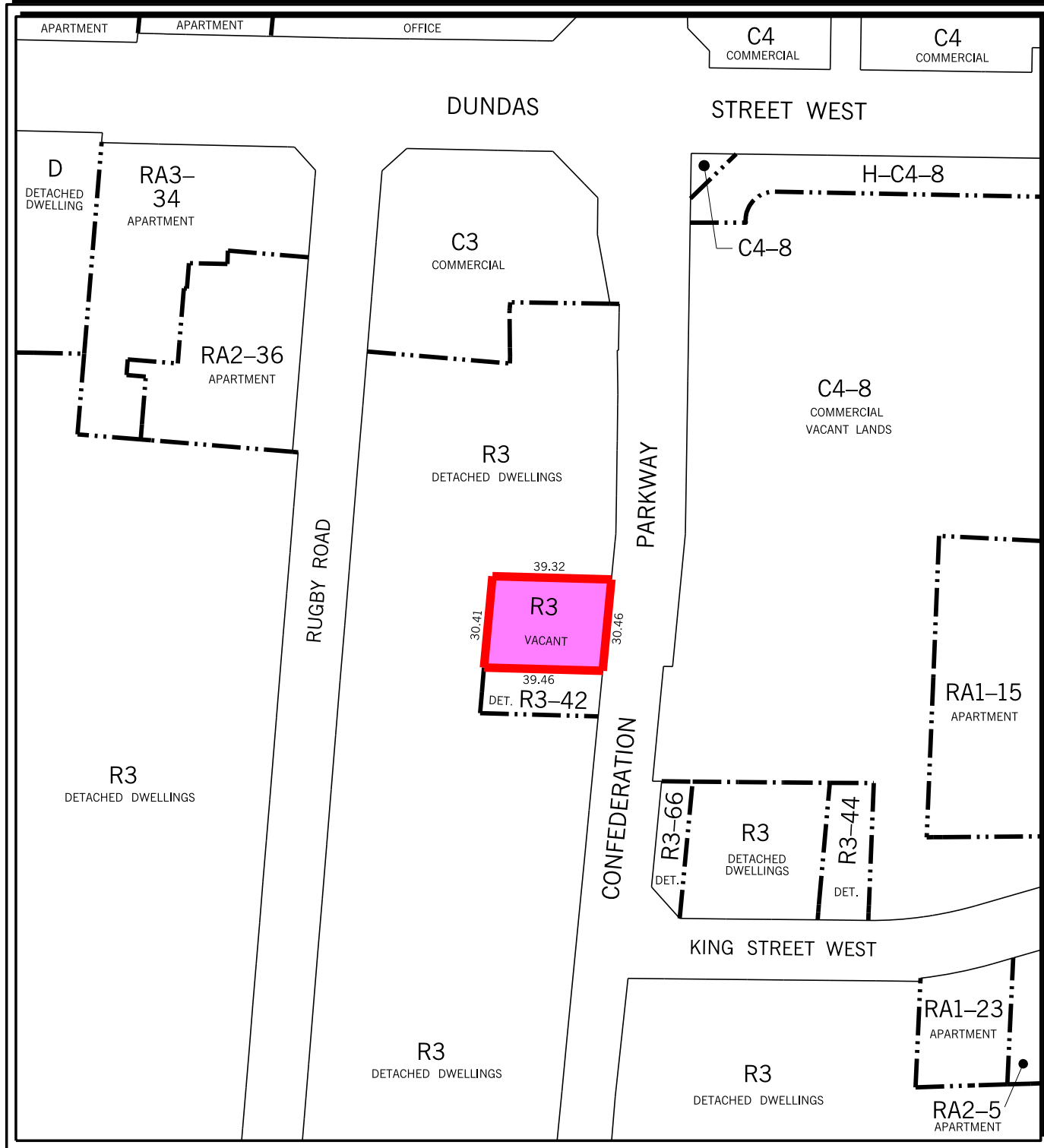
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PDC DATE:
2015 09 08

DRAWN BY:
B. KRUGER

APPENDIX 3



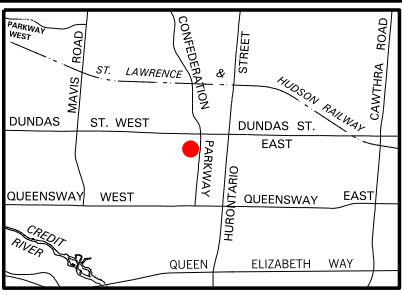
LEGEND:

 PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL LOW DENSITY II' TO 'MIXED USE' AND PROPOSED REZONING FROM 'R3 (DETACHED DWELLINGS - TYPICAL LOTS)' TO 'C4-EXCEPTION (MAINSTREET COMMERCIAL - EXCEPTION)' TO PERMIT 4 LIVE/WORK TOWNHOMES.

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



SUBJECT: AHMED AL SABBAGH & MOHAMMED ALBARRAK



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OZ 14006 W7

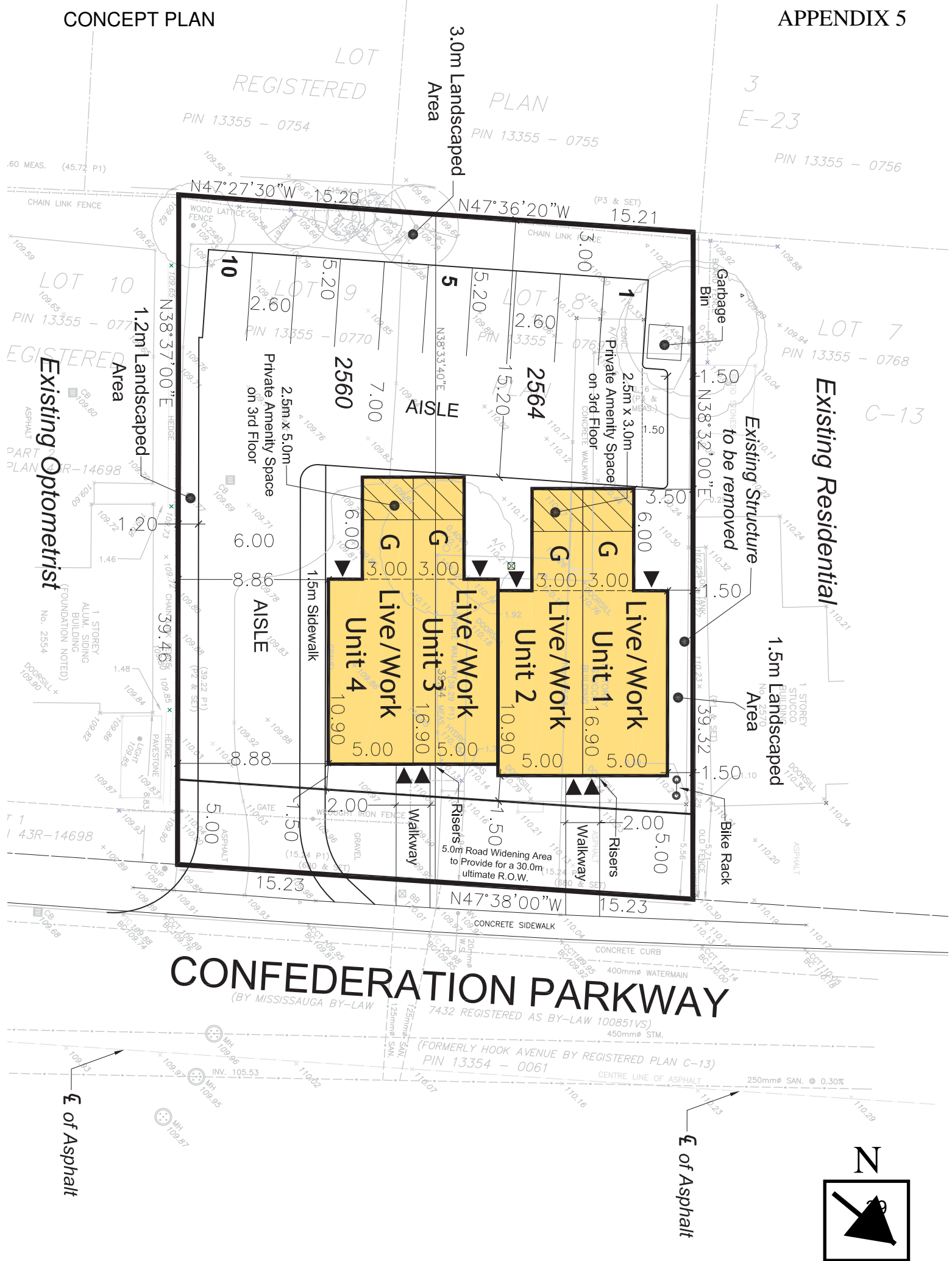
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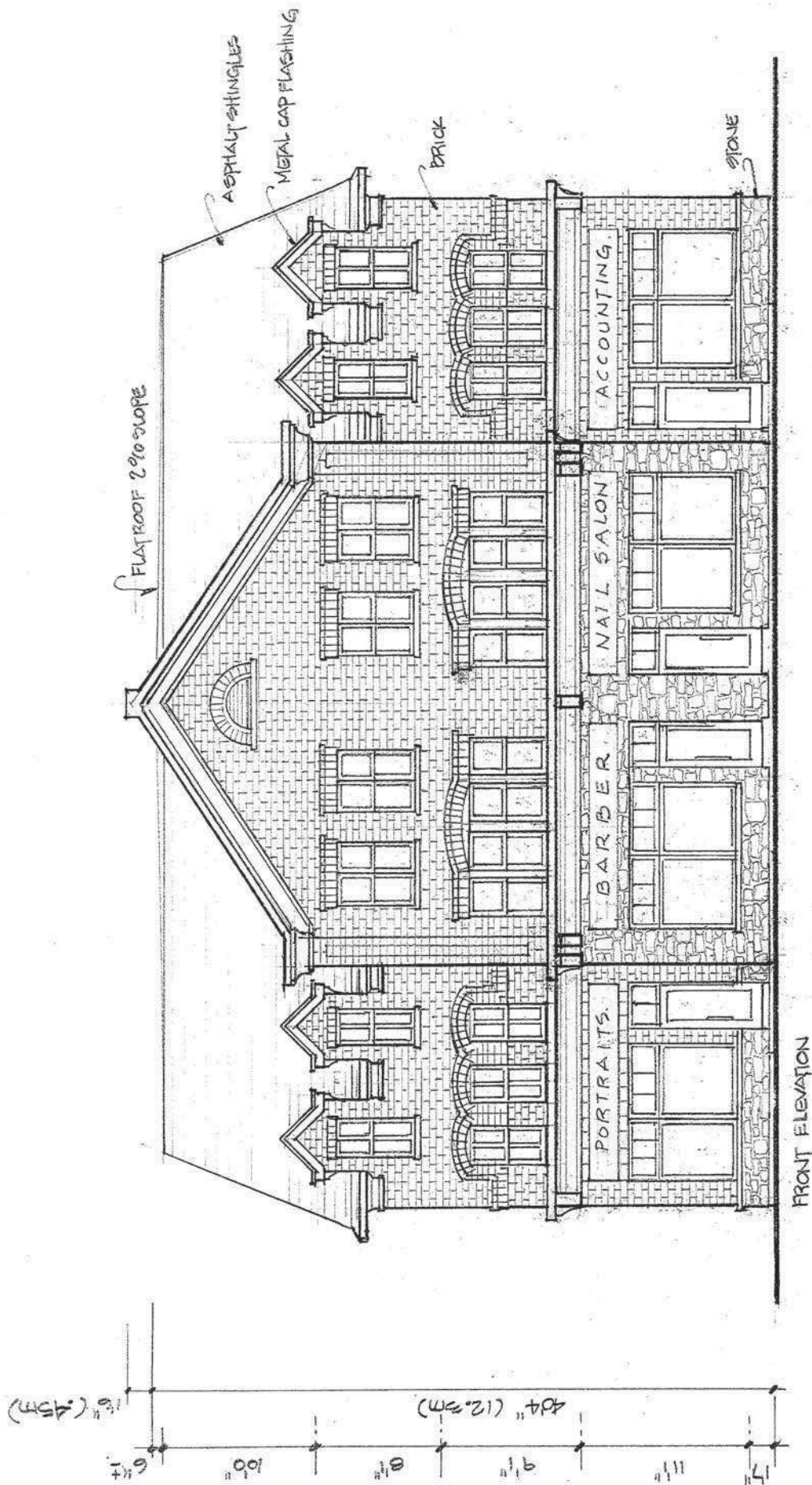
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B. KRUGER

APPENDIX 4



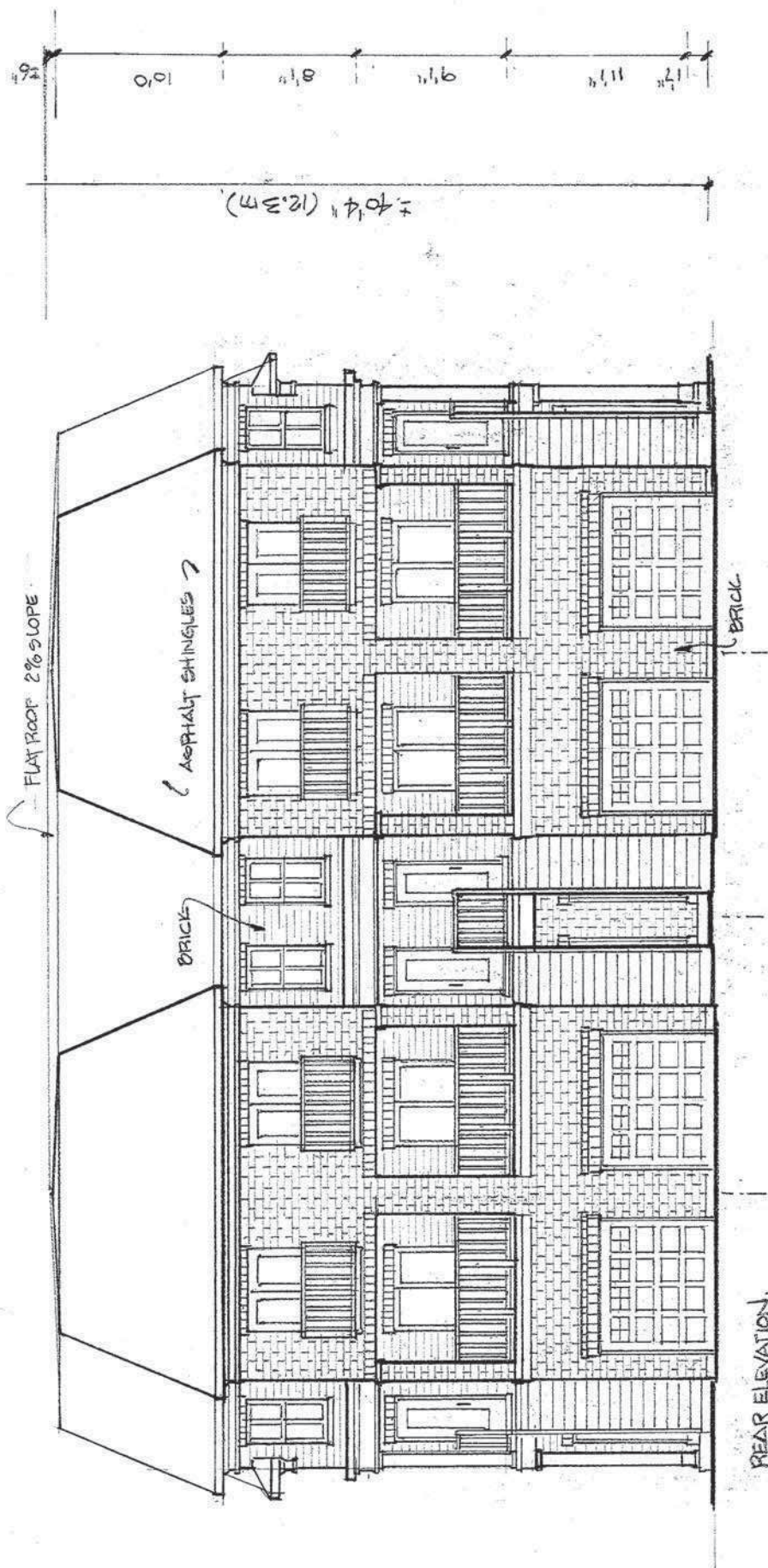


2560 & 2564 Confederation Parkway,

Mississauga

Proposed Live/Work Units

prepared by:
Flanagan Beresford & Patteson Architects



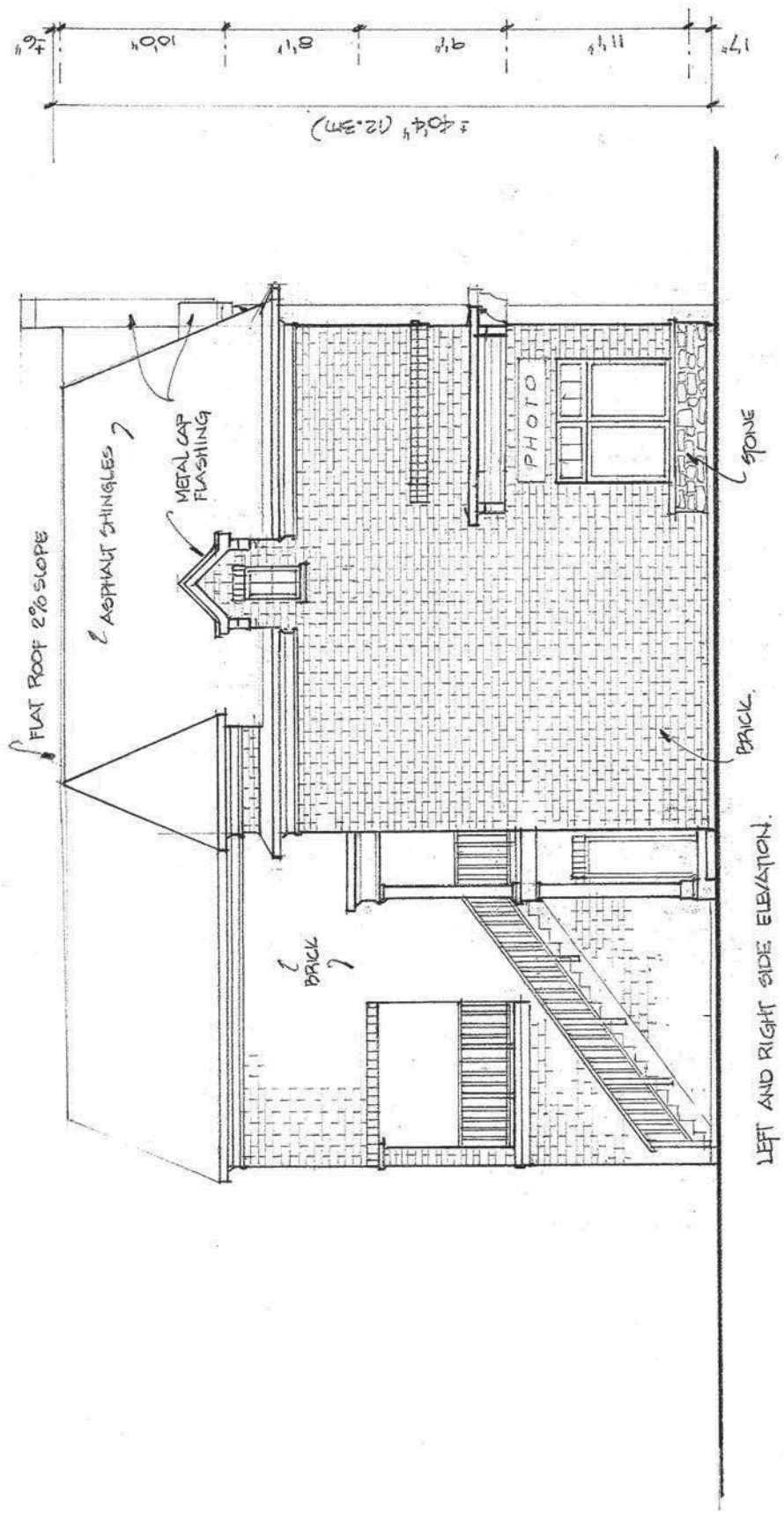
2560 & 2564 Confederation Parkway,

Mississauga

Proposed Live/Work Units

prepared by:

Flanagan Beresford & Patteson Architects



2560 & 2564 Confederation Parkway,
Mississauga
Proposed Live/Work Units

prepared by:
Flanagan Beresford & Patteson Architects

Ahmed Al Sabbagh and Mohammed Albarrack**File: OZ 14/006 W7**

Agency Comments

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

Agency / Comment Date	Comment
Peel District School Board (October 28, 2014)	<p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied.</p> <p>Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>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.</p> <p>In addition, if approved, the Board requires that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>
Dufferin-Peel Catholic District School Board (November 4, 2014)	<p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 27, 2014, updated July 29, 2015)	<p>The proposed development will be serviced by Floradale Park (P-022) which is approximately 315 m (1033.46 ft.) from the subject site and includes a play site, a spray pad and pathway. Prior to by-law enactment, a cash contribution for street planting will be required. Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City's</p>

Ahmed Al Sabbagh and Mohammed Albarrack

File: OZ 14/006 W7

Agency / Comment Date	Comment
<p>City Transportation and Works Department (May 27, 2015)</p>	<p>Policies and By-laws.</p> <p>This department confirmed receipt of the Concept Plan, Functional Servicing Report, Site Grading/Servicing Plans, Noise Feasibility Study and Phase 1 Environmental Site Assessment circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the department include:</p> <p>Grading details, Stormwater servicing design, Vehicle movements and loading, Pedestrian connections.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Region of Peel • City of Mississauga, Fire and Emergency Services Division • City of Mississauga, Development Services Division • Canada Post Corporation • Rogers Cable • Greater Toronto Airport Authority • Enersource Hydro Mississauga
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Bell Canada • Conseil Scolaire de Districte Centre-Sud • Conseil Scolaire Viamonde • City of Mississauga Realty Services, Corporate Services Department • City of Mississauga, Culture Division • City of Mississauga Economic Development Department

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Kindergarten to Grade 6 1 Grade 7 to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Floradale Public School <ul style="list-style-type: none"> Enrolment: 729 Capacity: 711 Portables: 2 Queen Elizabeth Middle School <ul style="list-style-type: none"> Enrolment: 337 Capacity: 262 Portables: 4 Port Credit Secondary School <ul style="list-style-type: none"> Enrolment: 1,191 Capacity: 1,203 Portables: 1 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Catherine of Siena <ul style="list-style-type: none"> Enrolment: 570 Capacity: 668 Portables: 0 St. Martin Secondary <ul style="list-style-type: none"> Enrolment: 1031 Capacity: 1026 Portables: 0

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7

Summary of Existing and Proposed Mississauga Official Plan Policies and
 Relevant Mississauga Official Plan Policies

Current Mississauga Official Plan Designation and Policies for the Cooksville Neighbourhood Character Area

Residential Low Density II which permits the following uses: detached dwelling, semi-detached dwelling, duplex dwelling, triplex, street townhouse, and other forms of low-rise dwellings. Residential designations also permit accessory offices for health professionals and home occupations.

Proposed Official Plan Amendment Provisions

The lands are proposed to be designated **Mixed Use**.

The Mixed Use designation permits the following uses: residential, retail store, commercial parking facility, conference centre, recreation facility, financial institution, funeral establishment, motor vehicle rental, overnight accommodation, personal service establishment, post-secondary educational facility, restaurant, and secondary office.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3 Section 5.4 Section 5.5	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensifications within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas. Where higher density uses within Neighbourhoods are proposed, development will be required to provide appropriate transitions in height, built form and density to the surrounding lands. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to the surrounding development.

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7

	Specific Policies	General Intent
Section 5 – Direct Growth		<p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. Future growth will primarily be directed to Intensification Areas such as Intensification Corridors and Major Transit Station Areas. Other areas of the city, such as Neighbourhoods, will receive modest additional growth in keeping with established land use patterns and their existing or planned character.</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.</p>
Section 7 – Complete Communities	<p>Section 7.1 Section 7.2</p>	<p>In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p>
Chapter 8 – Create a Multi-Modal City	Section 8.2	<p>Proponents of development applications will be required to demonstrate how pedestrian and cycling needs have been addressed.</p> <p>The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along Corridors.</p>
	Specific Policies	General Intent
Chapter 9– Build a Desirable Urban Form	<p>Section 9 Section 9.1 Section 9.3 Section 9.4 Section 9.5</p>	<p>Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill fits within the existing urban context and minimizes undue impacts on adjacent properties. Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>Development at intersections and on major streets should be of a highly attractive urban quality.</p>

Ahmed Al Sabbagh and Mohammed Albarrack
File: OZ 14/006 W7

	Specific Policies	General Intent
Section 16 – Neighbourhoods	Section 16.1 Section 16.6	A maximum building height of four storeys will apply to Neighbourhoods.
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Ahmed Al Sabbagh and Mohammed Albarrack

File: OZ 14/006 W7

Summary of Existing and Proposed Zoning Provisions

Existing Zoning By-law Provisions

R3 (Detached Dwellings – Typical Lots), which permits detached dwellings.

Proposed Zoning Standards

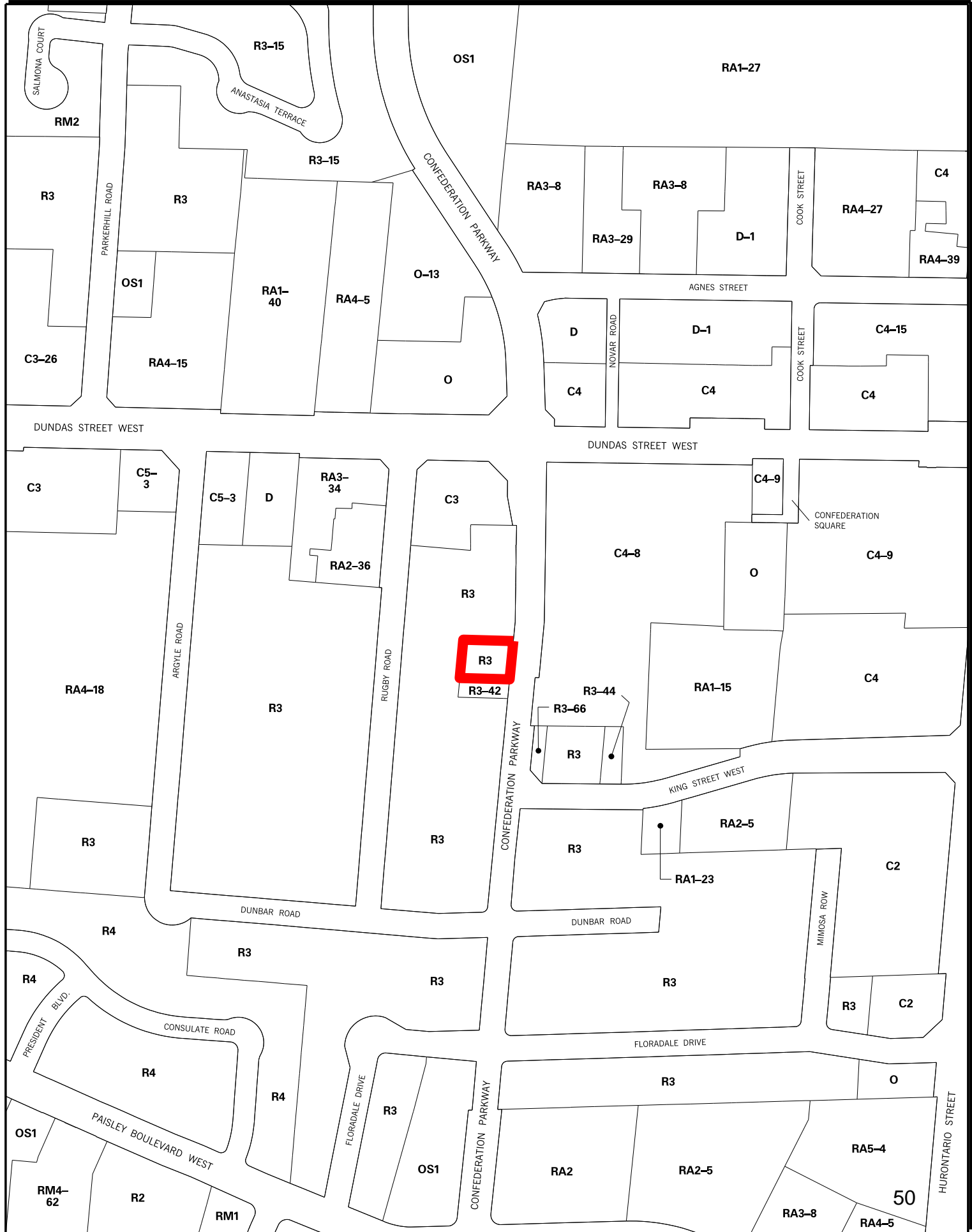
The lands are proposed to be zoned **C4-Exception (Mainstreet Commercial)** to permit live/work townhomes in accordance with the following regulations.

	Required C4 (Mainstreet Commercial) Zoning By-law Standards	Proposed C4-Exception (Mainstreet Commercial) Zoning By-law Standards
Permitted Uses	Retail store, office, apartment dwelling, dwelling unit located above the first storey of a commercial building, and other uses.	live/work unit
Minimum interior sideyard for a lot abutting a residential zone	4.5 m (14.76 ft.)	1.5 m (4.92 ft.)
Minimum depth of a landscaped buffer measured from lot line	4.5 m (14.76 ft.)	1.5 m (4.92 ft.)

GENERAL CONTEXT MAP

OZ 14006 W7

APPENDIX 11



City of Mississauga Corporate Report



Date: 2015/08/18 To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Originator's files: OZ 14/002 W9
	Meeting date: 2015/09/08

Subject

Applications to permit 83 condominium townhouse and stacked townhouse dwellings in addition to the existing 13 storey rental apartment building.

6719 Glen Erin Drive

Northeast corner of Glen Erin Drive and Aquitaine Avenue

Blackrock Aquitaine Limited

Recommendation Report Ward 9

Recommendation

That the Report dated August 18, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 14/002 W9, Blackrock Aquitaine Limited, 6719 Glen Erin Drive, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from Residential High Density to Residential High Density – Special Site to permit townhouse and stacked townhouse dwellings in addition to the existing apartment building and a maximum FSI of 1.4 be approved.
3. That the application to change the Zoning from **RA4-1 (Apartment Dwellings)** to **RA5-Exception (Apartment Dwellings)** to permit 83 condominium townhouse and stacked townhouse dwellings in addition to the existing 13 storey rental apartment building and a maximum FSI of 1.4 be approved.
4. That the Official Plan and Zoning By-law Amendments be subject to satisfying all the requirements of the City and any other official agency concerned with the development.
5. In the event these applications are approved by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act*

and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.

6. 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

- Since the Public Meeting revisions have been made to the development including the reduction of units, built form particularly along Glen Erin Drive, landscaping and internal site improvements;
- Staff are satisfied with the revisions and recommend approval of the development.

Background

A public meeting was held by the Planning and Development Committee on February 2, 2015, at which time a Planning and Building Department Information Report (Appendix R-1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0005-2015 which was adopted by Council and is attached as Appendix 2.

The revised site plan (Appendix 3) and elevation plans (Appendix 4) are attached.

Comments

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

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- The number of units was reduced from 93 to 83
- The density has been reduced from 151 units per hectare to 145 units per hectare (61 units per acre to 59 units acre)
- The FSI has been reduced from 1.45 to 1.4
- Increasing the setback for townhouse dwelling units along Glen Erin Drive to allow additional outdoor amenity area
- Redesign of townhouse dwelling units along Glen Erin Drive in an "L" shaped design to allow for additional light and amenity area
- Central courtyard is now a green area instead of asphalt pavers
- The setback to the greenbelt zone increased from 2.5 metres to 4.0 metres (8.2 ft. to 13.1 ft.)

COMMUNITY ISSUES

Issues were identified by residents through written correspondence to the City and through verbal comments made at both the February 2, 2015 public meeting, and the September 18, 2014 community meeting held by Ward Councillor Pat Saito. The following is a summary of issues raised by the community:

Comment

Concerns were raised regarding the amount of traffic, on-street parking and road safety in the area.

Response

An additional 83 townhouses is not expected to create a significant impact on the current traffic pattern in the area. On-street parking is currently permitted for 15 hours on Glen Erin Drive for all residents; however, residents may petition Council to add additional time to the on-street parking. With respect to safety, the existing driveway location has been reviewed and is considered to be operating in a satisfactory manner.

Comment

Concerns were raised regarding the maintenance of the existing apartment building.

Response

The existing apartment building is required to meet building code and property standards requirements. Staff have met with the owner regarding improvements to the existing apartment building and will be implemented through site plan control. The proposal also seeks to improve the outdoor spaces of the existing apartment site through landscaping and additional plantings.

Comment

Concern was raised regarding the proposed location of the townhouses along the Greenbelt zone and the proximity of the proposed buildings to the park.

Response

The applicant has provided a 4.0 metre (13.1 ft.) buffer (setback) from the proposed stacked townhouses to the greenbelt zone which is consistent with other buildings in the area.

Comment

Ward 9 Councillor Saito requested that the City undertake a capacity review to address servicing impacts from future development applications in and around the Meadowvale Community Node including the potential impact on existing community centres, traffic on abutting streets and infrastructure.

Response

The capacity review is ongoing. Preliminary findings have determined that there is sufficient capacity available for this project to proceed.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Updated comments from City Departments and Agencies are contained in Appendix 5.

PLANNING COMMENTS

Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe

The Provincial Policy Statement (PPS), contains the Province's policies concerning land use planning for Ontario and all planning decisions are required to be consistent with these policies. The PPS gives direction for supporting healthy active communities, strong economies and the responsible management of resources in a clean and healthy environment. It states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated" and "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding mitigating risks to public health and safety".

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan. The subject property is currently designated for High Density Residential development in the Mississauga Official Plan and the heights and form of the proposed townhouses are considered to be an appropriate form of intensification on the site. The proposed development adequately takes into account the existing context and provides an appropriate transition of built form to adjacent areas. The application conforms to the PPS and Growth Plan.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Meadowvale Neighbourhood Character Area. The following amendments to the Mississauga Official Plan are required to redesignate the lands from **Residential High Density** to **Residential High Density – Special Site** to permit:

- Townhouses and stacked townhouses
- FSI of 1.4

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments.

- **Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?**
- **Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?**
- **Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?**
- **Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?**

Planning staff have undertaken an evaluation of the criteria against this proposed development application. The proposal is consistent with the overall intent, goals and objectives of Mississauga Official Plan. The proposal will not adversely impact or destabilize the development or functioning of neighbouring residential lands as multiple unit housing in the form of townhouses already surround the site on the west and north sides.

Adequate infrastructure including access to public transit is available to service this site and the applicant has provided additional planning rationale to justify the change in designation.

Zoning

The proposed **RA5-Exception (Apartment Dwellings)** zone is appropriate to accommodate the 83 condominium townhouse and stacked townhouse dwellings. Appendix 6 contains the general site specific zoning provisions for the development. An exception schedule containing more detailed illustrated provisions may be provided with the implementing Zoning By-law.

Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the Planning Act and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

Should these applications be approved by Council, staff will report back to Council with a Section 37 report outlining the recommended community benefits as a condition of approval.

Site Plan

Prior to development occurring on the lands the applicant will be required to obtain Site Plan approval. A site plan application has not been submitted for the proposed development to date.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters related to architectural elements, site improvements, tree preservation and landscaping.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency review must be met.

Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the request by the applicant is to in keeping with the original submission it is recommended that no further public notice be required.

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

1. The proposal to add condominium townhouse/stacked townhouse dwellings to the site is compatible with the surrounding land uses as it provides for a completion of the built form along Glen Erin Drive.

2. The proposed Residential High Density – Special Site Official Plan designation and RA5-Exception (Apartment Dwellings) zoning standards are appropriate to accommodate the requested uses.

Attachments

Appendix 1: Information Report
Appendix 2: Recommendation PDC
Appendix 3: Site Plan
Appendix 4: Elevations
Appendix 5: Agency Comments
Appendix 6: Zoning Standards



Edward R. Sajecki,
Commissioner of Planning and Building

Prepared by: Michael Hynes



Corporate Report

Clerk's Files

Originator's

Files OZ 14/002 W9

PDC FEB 02 2015

DATE: January 13, 2015

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 2, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Information Report
Official Plan Amendment and Rezoning Applications
To permit 41 townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building
6719 Glen Erin Drive
Northeast corner of Glen Erin Drive and Aquitaine Avenue
Owner: Blackrock Aquitaine Limited
Applicant: Dentons Canada LLP
Bill 51

Public Meeting Ward 9

RECOMMENDATION: That the Report dated January 13, 2015, from the Commissioner of Planning and Building regarding the applications to amend the Mississauga Official Plan policies for the Meadowvale Neighbourhood Character Area from "Residential High Density" to "Residential High Density – Special Site" and to change the Zoning from "RA4-1" (Apartment Dwellings) to "RA4-Exception" (Apartment Dwellings) to permit 41 townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building under File OZ 14/002 W9, Blackrock Aquitaine Limited, 6719 Glen Erin Drive, be received for information.

REPORT**HIGHLIGHTS:**

- The project is to build 41 condominium townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building.
- Community concerns to date include replacing the existing berm along Glen Erin Drive with townhouse units; the size and number of townhouse units; the ability of neighbourhood schools and community facilities to serve new residents; proposed setbacks to existing residential buildings; on-site parking for the proposed townhouses and increased traffic on area streets.
- Prior to the Recommendation Report, matters to be addressed include appropriateness of the proposed development; compatibility with the existing parking garage; increased traffic; amount of on-site resident and visitor parking spaces; tree preservation; stormwater management; privacy and the reduction of outdoor and indoor amenity space; and proposed setbacks.

BACKGROUND:

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

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

The project is to build 41 condominium townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	Received: June 4, 2014 Deemed complete: June 4, 2014
Existing Gross Floor Area:	16 305 m ² (175,511 sq. ft.)
Height:	41 townhouses - three storeys 52 stacked townhouses – four storeys
Lot Coverage:	38.8%

Development Proposal			
Floor Space Index:	1.45		
Landscaped Area:	44%		
Net Density:	151 units/ha 61 units/acre		
Gross Floor Area:	26 066 m ² (280,581 sq. ft.)		
Number of units proposed:	41 townhouse dwellings <ul style="list-style-type: none"> • 21 - 2 bedroom units • 20 - 3 bedroom units 52 stacked townhouse dwellings <ul style="list-style-type: none"> • 52 - 2 bedroom units 		
Anticipated Population:	288* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.		
Existing Parking:	230 spaces for residents 36 spaces for visitors 1 accessible space		
Parking		Required	Proposed
Apartments	resident spaces	230	140
	visitor spaces	36	36
	accessible spaces	1	0
Townhouses	resident spaces	186	140
	visitor spaces	23	23
Total	resident spaces	416	280
	visitor spaces	59	59
	accessible space	1	1

Development Proposal	
Supporting Documents:	Building Elevations Landscape Plan Grading and Servicing Plans Construction Management Plan Planning Rationale Report Arborist Report Acoustics and Vibration Study Shadow Study Traffic Impact Study Functional Servicing and Stormwater Management Implementation Report Green Development Standards Easement Documents

Site Characteristics	
Frontage:	134.32 m (440.68 ft.)
Depth:	134.25 m (440.45 ft.)
Existing Use:	One 13 storey rental apartment building with a total of 267 parking spaces. The subject property has an existing FSI of 1.0 and a density of 99 units per hectare (40.1 units per acre)

Additional information is provided in Appendices I-1 to I-13.

Green Development Initiatives

The applicant has identified the following green development initiatives that will be included into the development: internal pedestrian walkways; bicycle racks throughout the complex; turning an asphalt parking lot into a recreational area including children's playground, benches and landscaping.

Neighbourhood Context

The property is located within the Meadowvale community, a mature, stable, mixed use community. The Meadowvale Town Centre, located to the west of the subject property provides a range of services for the community. The housing stock in the area is

varied and includes detached, semi-detached, townhouse, three storey apartments and high rise apartment buildings. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: 2 storey townhouses
East: Lake Aquitaine Trail
South: 9 storey residential rental apartment building
West: 11 storey residential rental apartment building

Mississauga Official Plan Designation and Policies for the Meadowvale Neighbourhood Character Area

The property is located in the Meadowvale Neighbourhood Character Area, across the street from the boundary of the Meadowvale Community Node (See Appendix I-3) and is designated "**Residential High Density**" (see Appendix I-6).

The permitted Floor Space Index (FSI) for this site is 0.5-1.0 times the lot area (See Appendix I-4).

Residential Policies

If certain requirements are met, residential intensification may be permitted within Neighbourhoods. These requirements include:

- compatibility with built form and scale with surrounding development
- enhancing the existing or planned community and consistency with the intent of the policies of Mississauga Official Plan

Design issues related to built form, height, massing, transition, coverage, setbacks, privacy, parking and the quantity and quality of open spaces will be priorities in assessing the project.

Urban Design Policies

The urban design policies of Mississauga Official Plan (MOP) require that building, landscaping and site design are compatible with site conditions. There is to be an appropriate transition between individual buildings, groups of buildings and open spaces. The project should also address the effects of noise from Glen Erin Drive and relationship of the proposed buildings to the street.

Other relevant policies of the MOP that apply to these applications are found in Appendix I-11.

Proposed Official Plan Designation and Policies

"Residential High Density – Special Site" to permit the existing 13 storey rental apartment building and 41 condominium townhouse dwellings and 52 stacked townhouse dwellings with an FSI of 1.45.

Existing Zoning

"RA4-1" (Apartment Dwellings) which permits apartment dwellings with a FSI of 0.5-1.0 (see Appendix I-5).

Proposed Zoning By-law Amendment

"RA4-Exception" (Apartment Dwellings), to permit 41 townhouse dwellings and 52 stacked townhouse dwellings with a maximum height of 3 and 4 storeys respectively, a reduced parking rate and an overall FSI of 1.45.

A complete list of proposed zoning standards are identified in Appendix I-12 attached to this report.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this allows the City to obtain community benefits

when the height and/or density are increased. These can only be applied after the City has decided if the application represents good planning and approves the project. If this project is approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

COMMUNITY ISSUES

A community meeting was held by Ward 9 Councillor, Pat Saito, on September 18, 2014.

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

- the use of the existing on-site landscape buffer for 22 townhouse dwellings;
- the size and depth of the proposed dwelling units;
- insufficient on-site parking for visitors and increased on-street parking;
- increased density on the site;
- traffic and access to the site;
- fire route access to the units abutting the green space;
- the proposed drop-off area for the existing 13 storey apartment building on Aquitaine Avenue may conflict with the existing access and turning movements for the development across the street;
- the removal of trees;
- the adequacy of schools to serve the new residents; and
- limitations of existing sanitary and water services.

The comments raised by the Community will be considered in the evaluation of the project and will be addressed in the Recommendation Report which will be presented at a future date.

DEVELOPMENT ISSUES

Agency comments are in Appendix I-9. School accommodation information is in Appendix I-10. Based on the comments received

and the applicable Mississauga Official Plan policies, the following will have to be addressed:

- the loss of the landscaped buffer along Glen Erin Drive;
- the requirement for a 5 metre (16.4 ft.) landscape buffer along the east property line to the "G1" Greenbelt Zone;
- the location of the proposed buildings;
- traffic impact on the neighbourhood and surrounding area;
- cumulative impact of this development on the community;
- urban design including massing and built form; and
- proposed setbacks from the existing parking garage and the abutting greenbelt zone.

FINANCIAL IMPACT: Development charges will be payable as required by the Development Charges By-law of the City. Also, the financial requirements of any other official commenting agency review must be met.

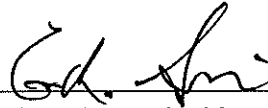
CONCLUSION: Most agency and City department comments have been received. After the public meeting has been held and all outstanding issues have been resolved, the Planning and Building Department will be in a position to make a recommendation on the project.

ATTACHMENTS:

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Meadowvale Community Node Character Area
- Appendix I-4: Excerpt of Meadowvale Neighbourhood Character Area
- Appendix I-5: Existing Land Use and Proposed Zoning Map
- Appendix I-6: Excerpt of Mississauga Official Plan
- Appendix I-7: Site Plan
- Appendix I-8: Elevations
- Appendix I-9: Agency Comments
- Appendix I-10: School Accommodation
- Appendix I-11: Relevant City of 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: Michael Hynes, Development Planner



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Blackrock Aquitaine Limited**File: OZ 14/002 W9****Site History**

- April 6, 1978 – The Committee of Adjustment application under File 'A'101/78 was approved by the City to permit the construction of a 13 storey 174 unit rental apartment building.
- January 13, 1983 – The Committee of Adjustment application under File 'A' 10/83 was approved by the City to permit the construction of 5 additional units within the existing 13 storey rental apartment building.
- June 20, 2007 – Zoning By-law 0225-2007 came into force, zoning the subject lands "RA4-1" (Apartment Dwellings).
- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for the Meadowvale District which designated the subject lands "Residential High Density I".
- November 14, 2012 – Mississauga Official Plan came into force except for those site policies which have been appealed. As no appeals have been filed, the policies of the new Mississauga Official Plan will apply. The subject lands are designated "Residential High Density" in the Meadowvale Neighbourhood Character Area.



LEGEND:



SUBJECT LANDS

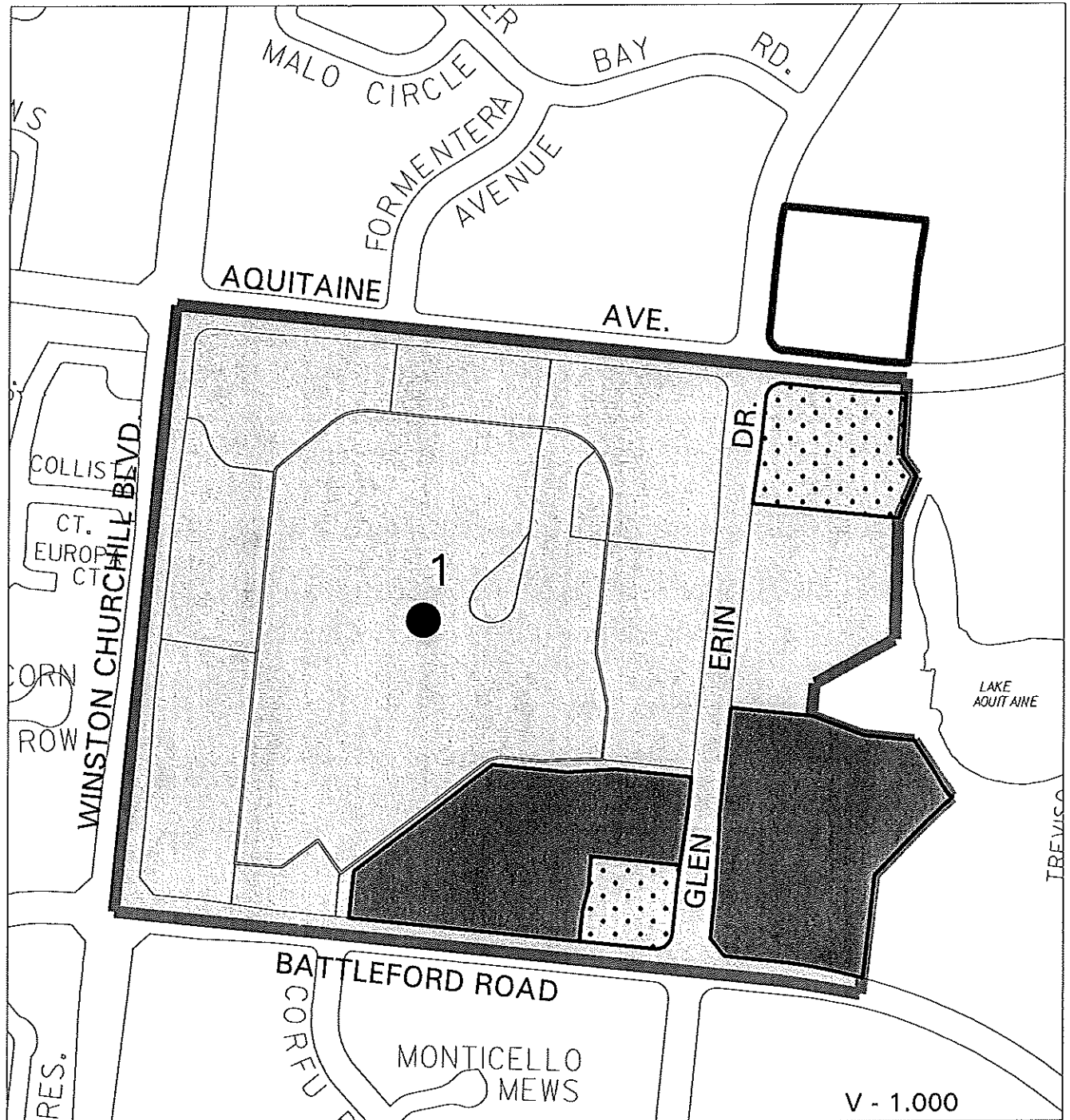
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SUBJECT:

BLACKROCK ACQUITAINE LIMITED

FILE NO: OZ 14/002 W9		APPENDIX I-2	
DWG NO: 14002A		DATE: 2015/02/02	
SCALE: 1:2500		DRAWN BY: A.SHAH	
		Produced by T&W Geomatics	
Planning and Building			



Legend



Subject Area



Special Site

FSI Ranges



0.5-1.0



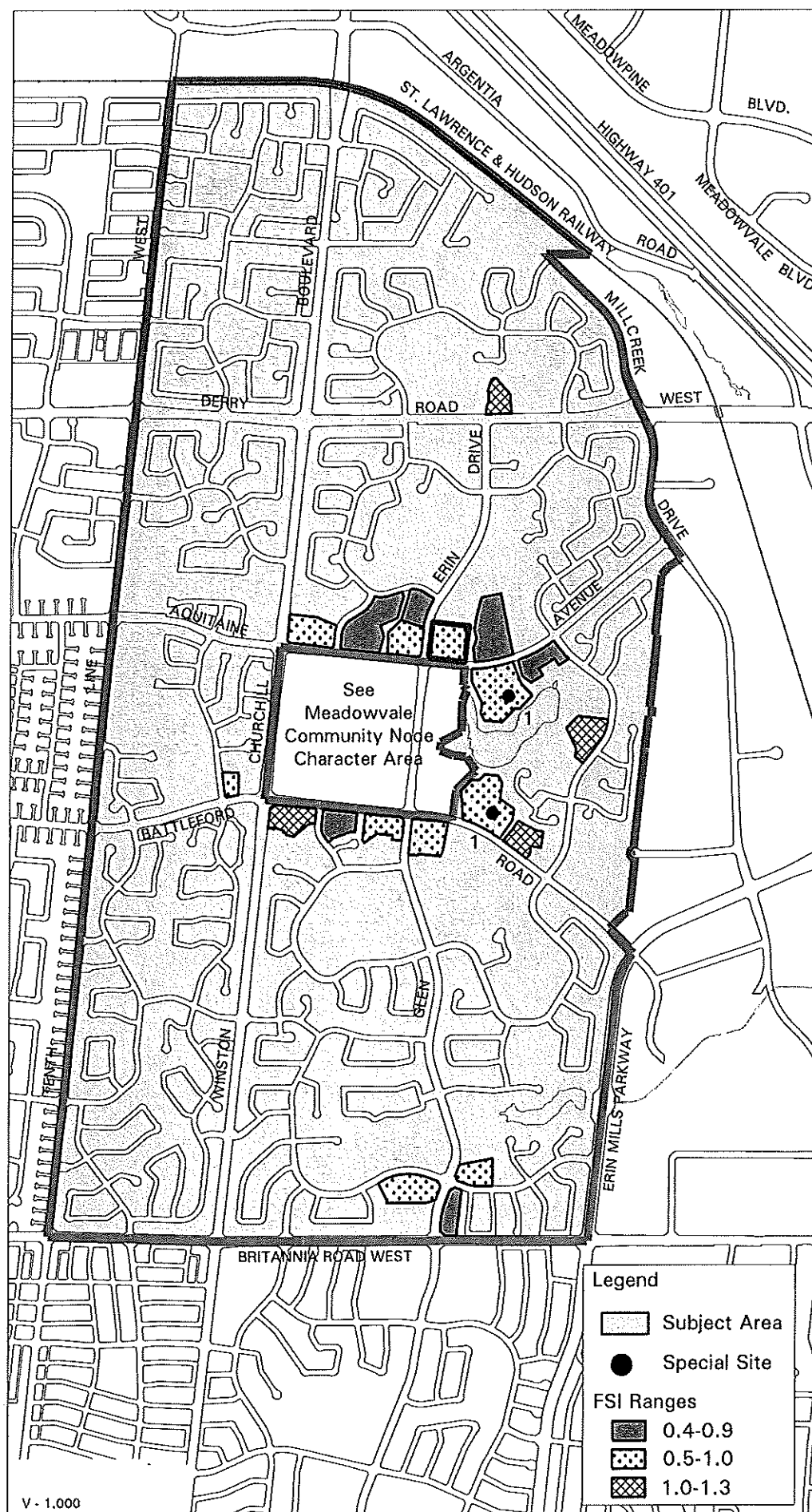
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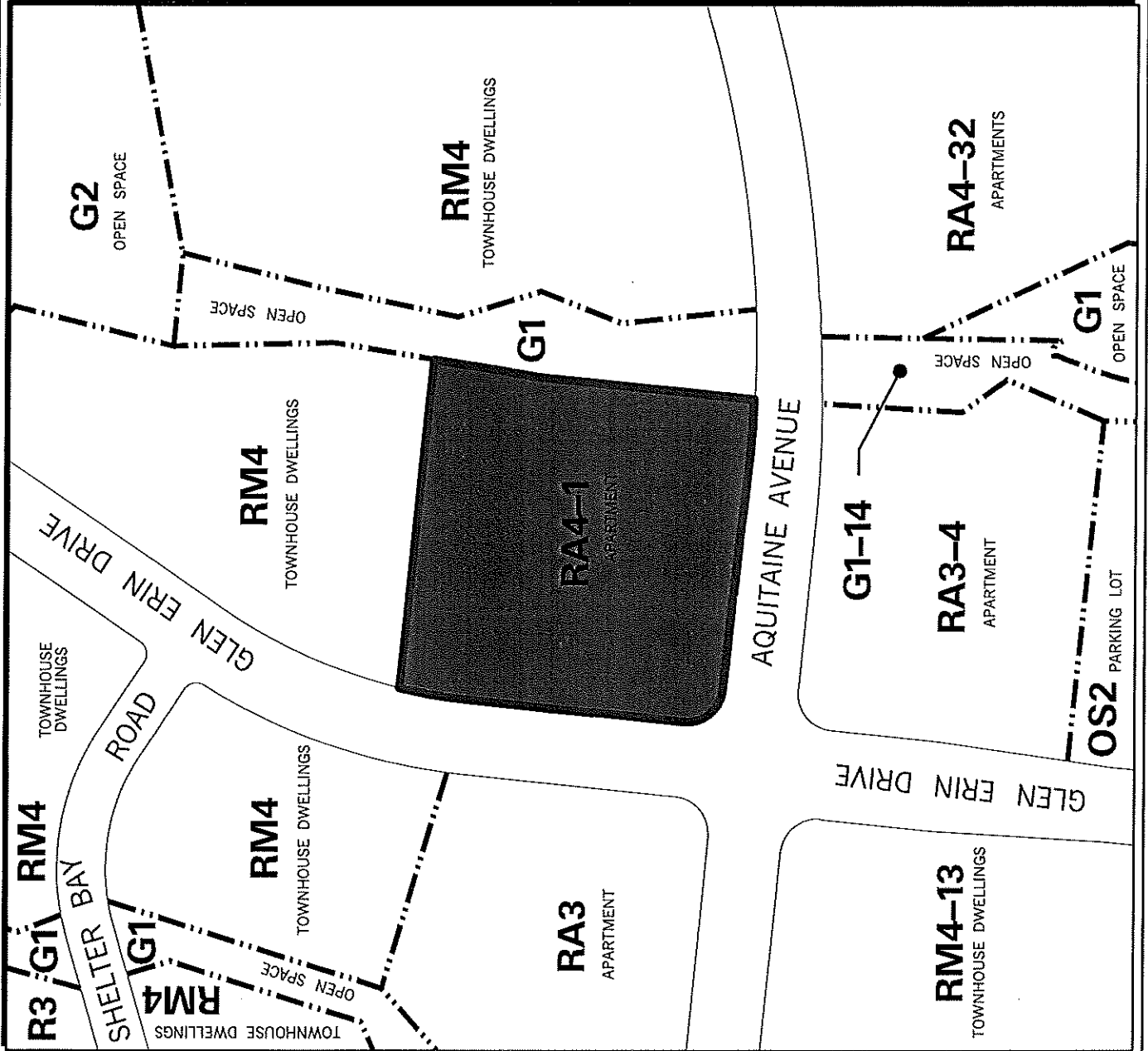


Subject Lands

MEADOWVALE COMMUNITY NODE CHARACTER AREA







LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL HIGH DENSITY" TO "RESIDENTIAL HIGH DENSITY-SPECIAL SITE" AND PROPOSED REZONING FROM "RA4-1" (APARTMENT DWELLINGS) TO "RA4-EXCEPTION" (APARTMENT DWELLINGS) TO PERMIT 41 TOWNHOUSE DWELLINGS AND 52 STACKED TOWNHOUSE DWELLINGS IN ADDITION TO THE EXISTING 13 STOREY RENTAL APARTMENT BUILDING.

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

SUBJECT:

BLACKROCK ACQUITAINE LIMITED

FILE NO: OZ 14/002 W9		DWG. NO: 14002R		SCALE: 1:2500		DATE: 2015/02/02		DRAWN BY: A.SHAH	
<p>MISSISSAUGA Planning and Building</p> <p>Produced by T&W, Geomatics</p>									

APPENDIX I-5

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		City Centre (City Hall)
	1998 WEP/2000 NEF		City Centre Transit Terminal
	Composite Noise Contours		GO Rail Transit Station
	LBPIA Operating Area Boundary		Public School
	See Aircraft Noise Polygon		Catholic School
	Area Exempt from LBPIA Operating Area		Hospital
	Natural Hazards		Community Facilities

CITY STRUCTURE

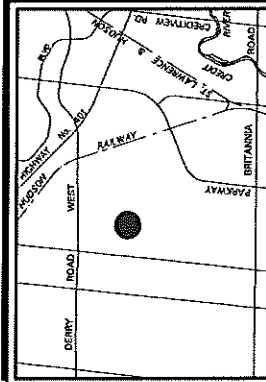
	Downtown		Corporate Centre
	Major Node		Employment Area
	Community Node		
	Neighbourhood		

SUBJECT LANDS



SUBJECT:

BLACKROCK ACQUITAINE LIMITED



FILE NO:	OZ 14/002 W9
DWG. NO:	14002L
SCALE:	1:2500

DATE:	2015/02/02
DRAWN BY:	A.SHAH

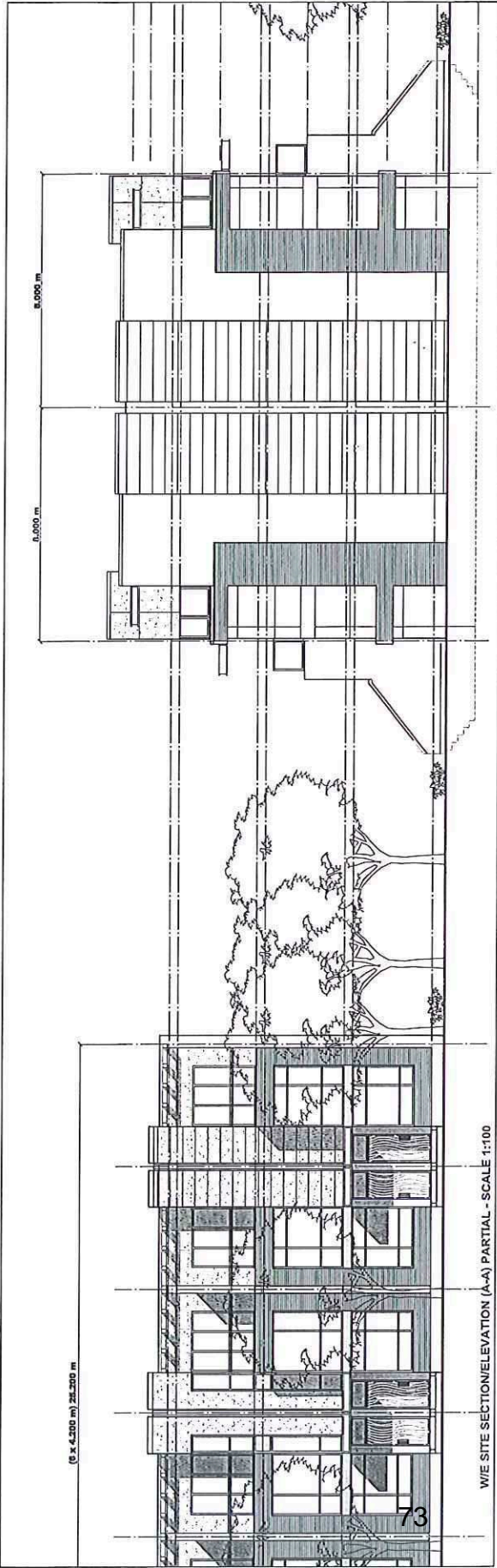
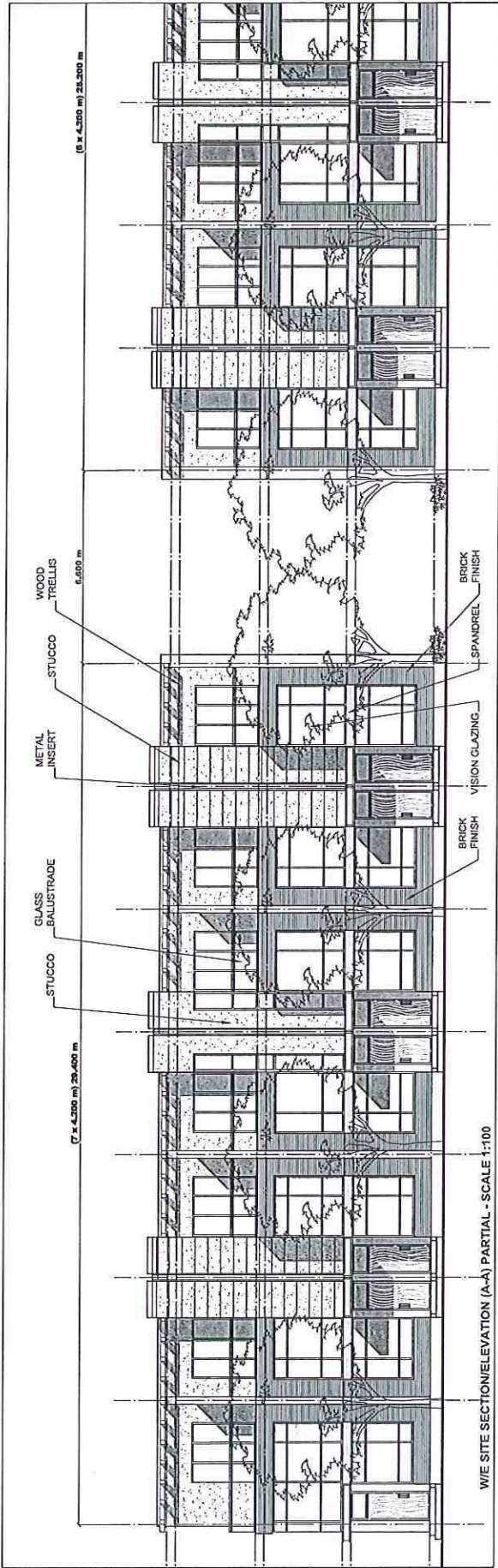
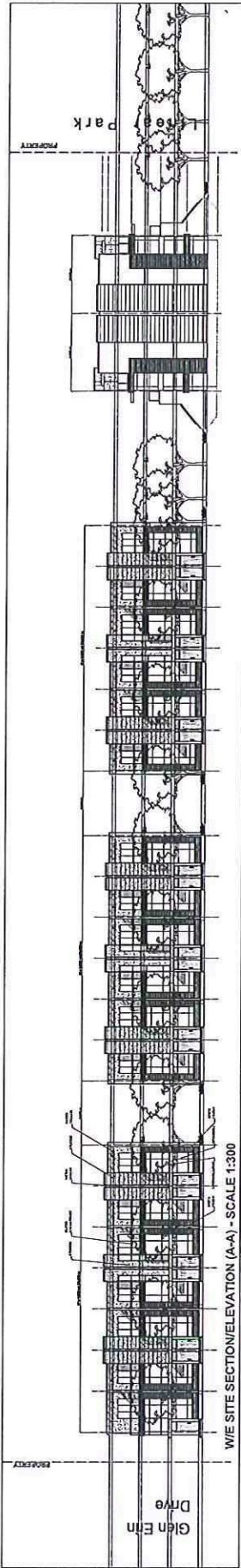
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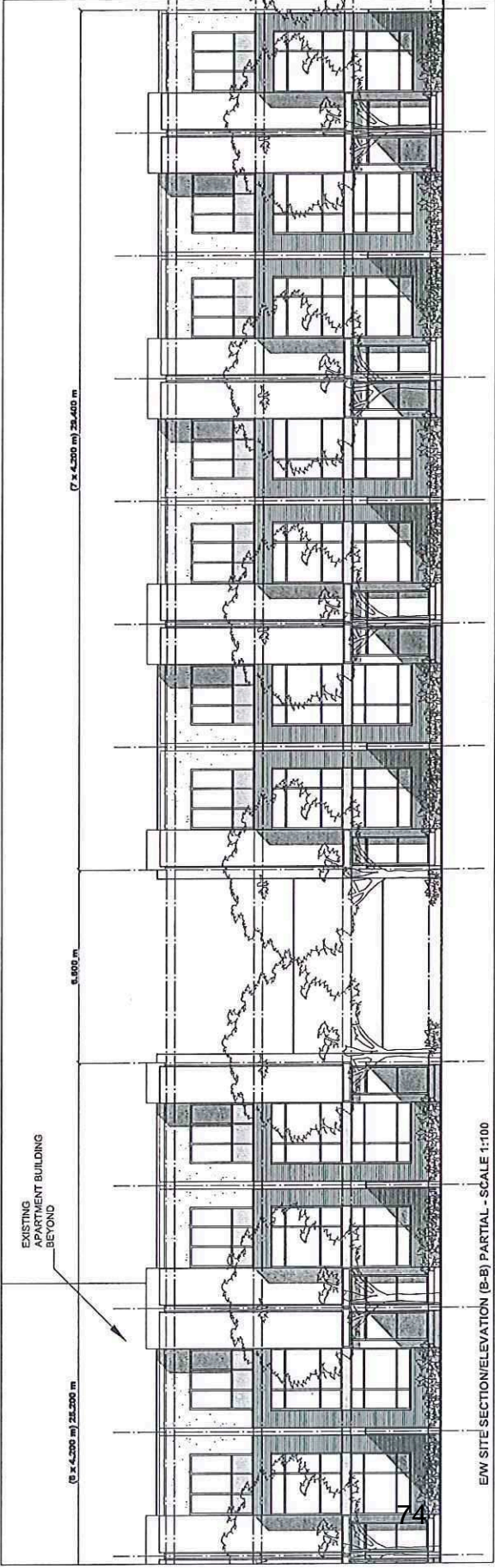
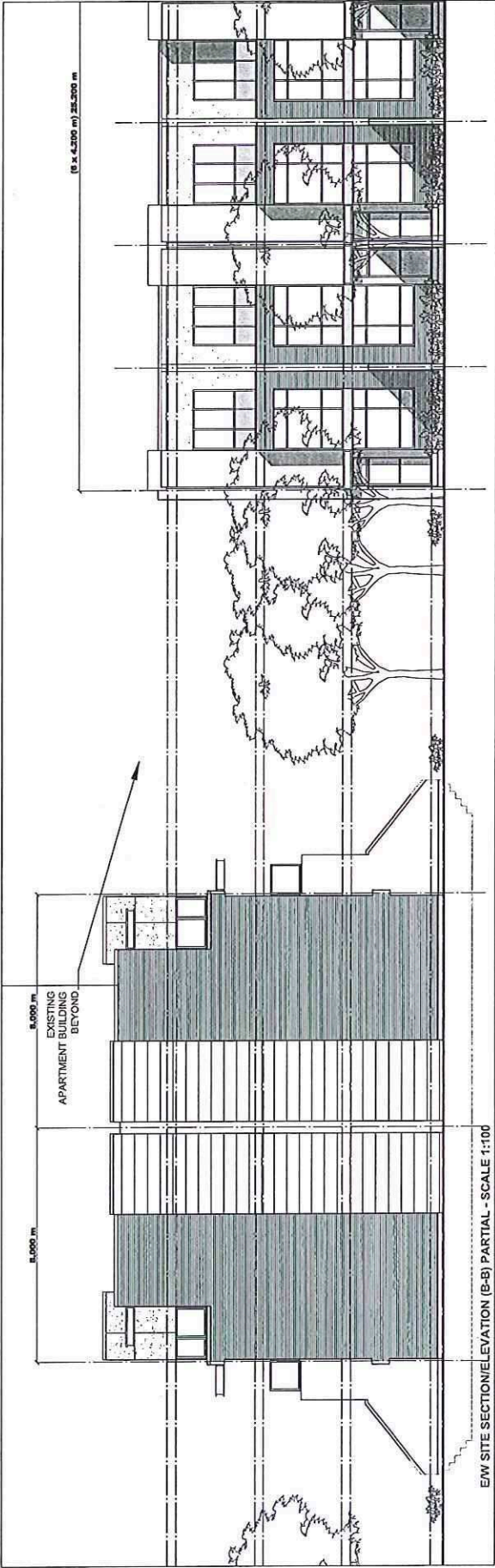
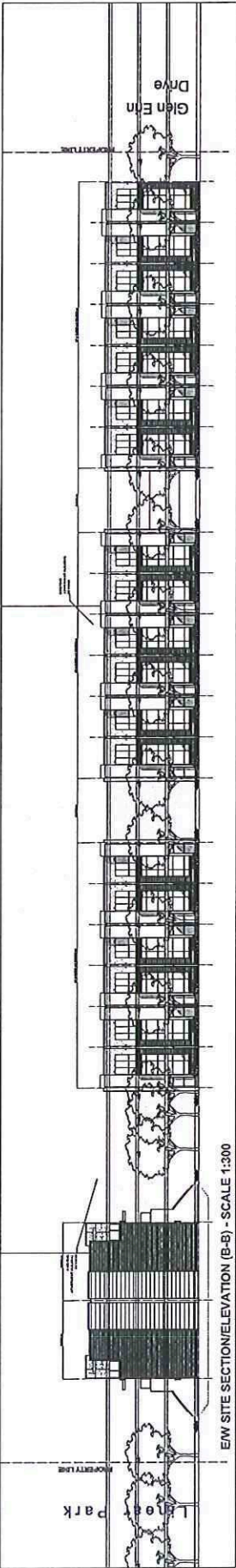
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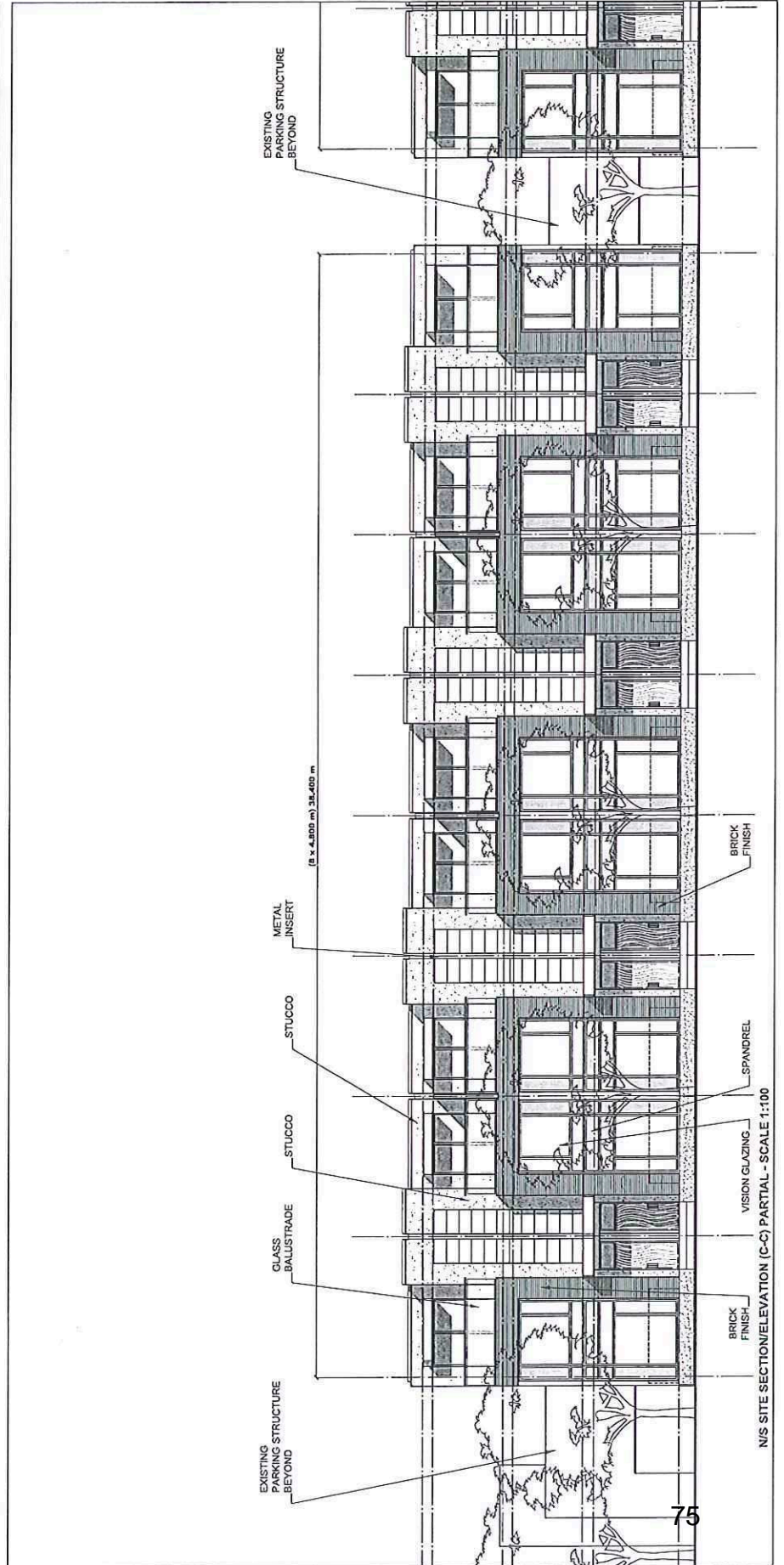
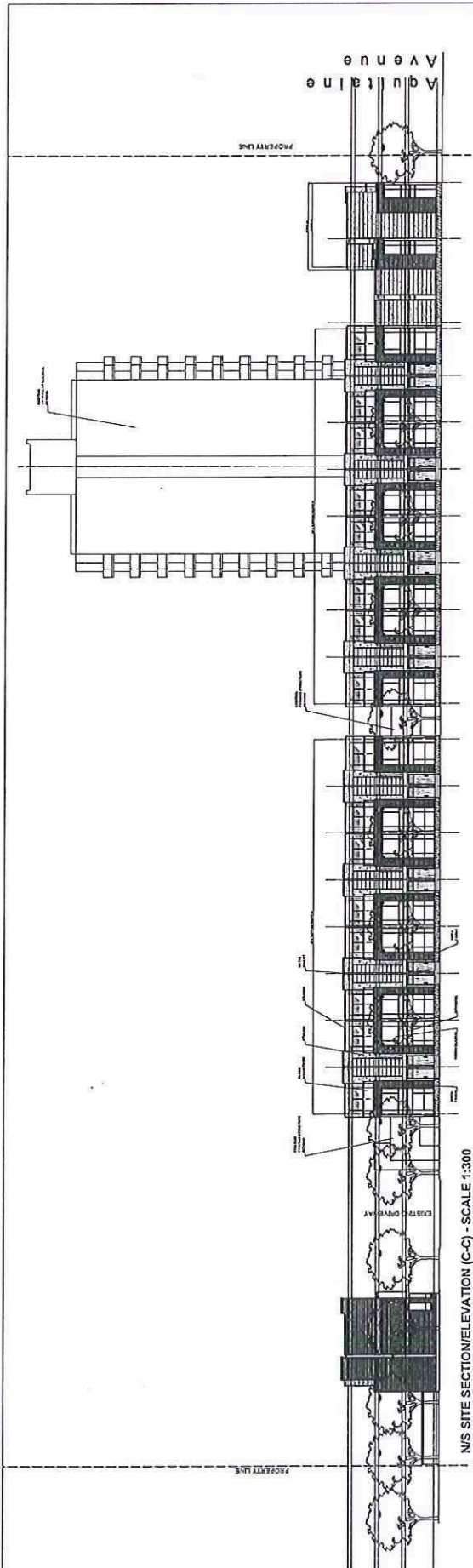
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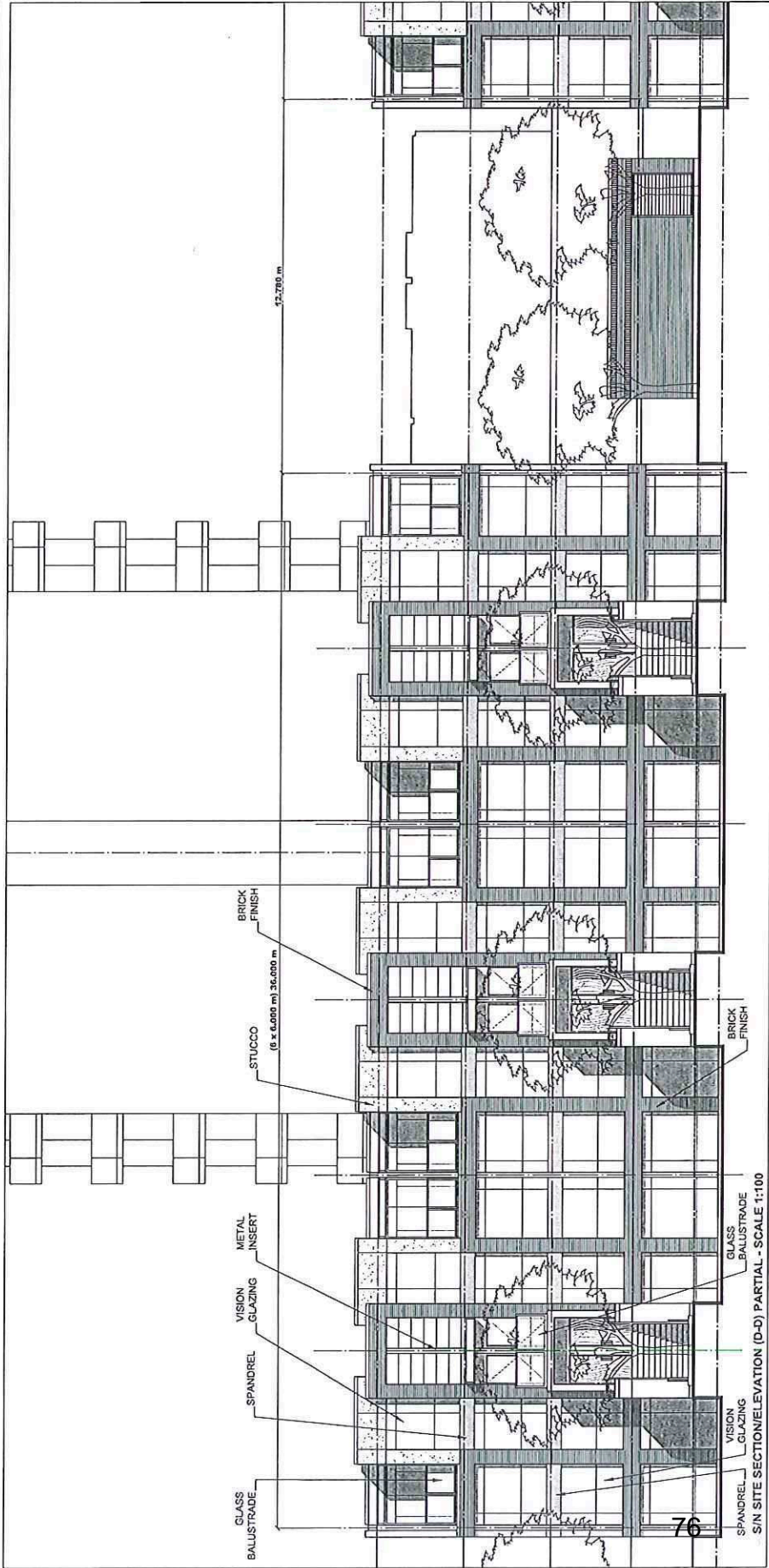
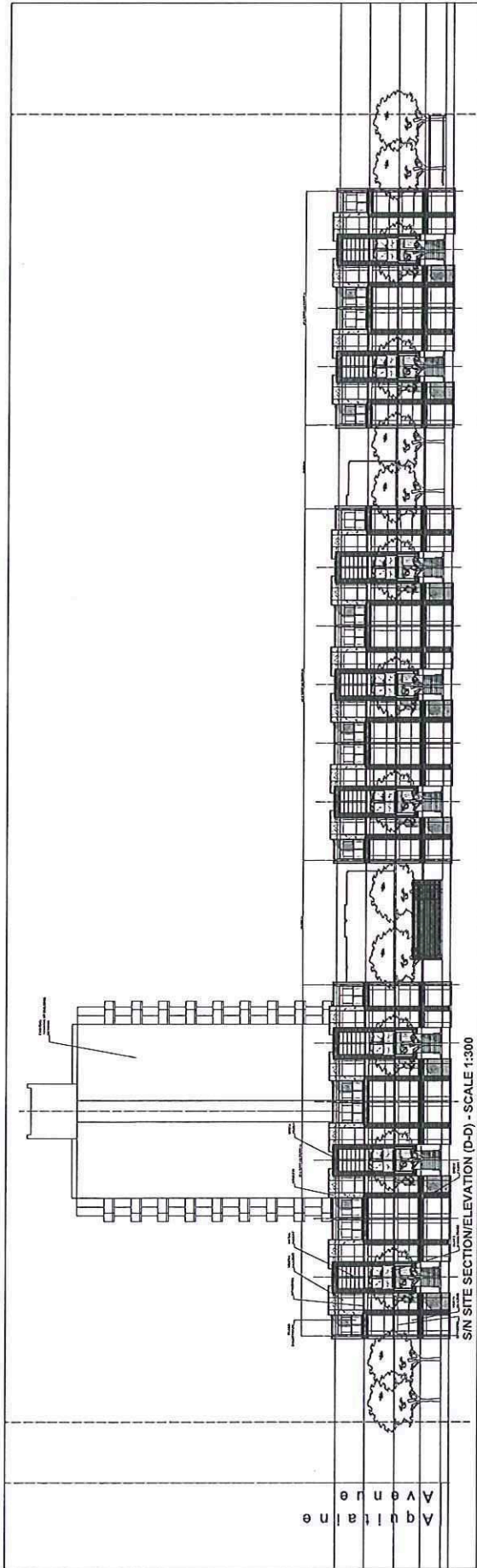
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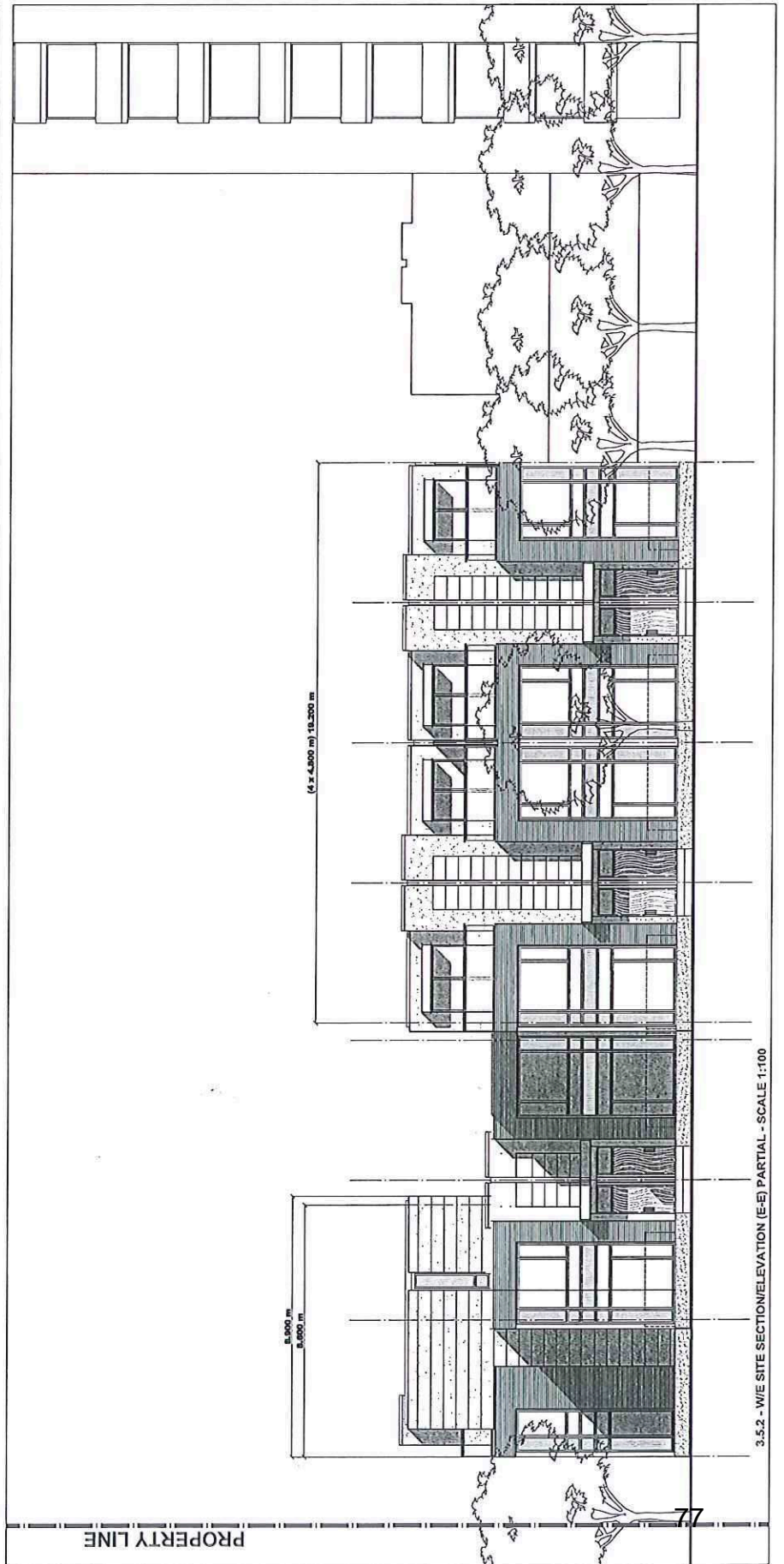
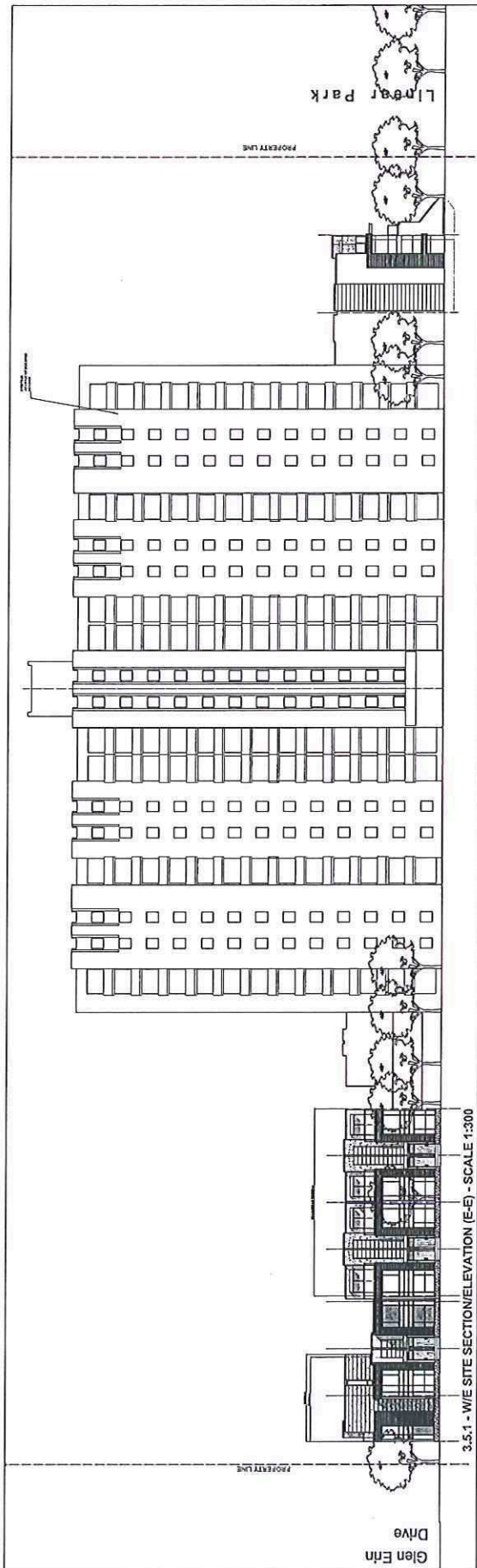


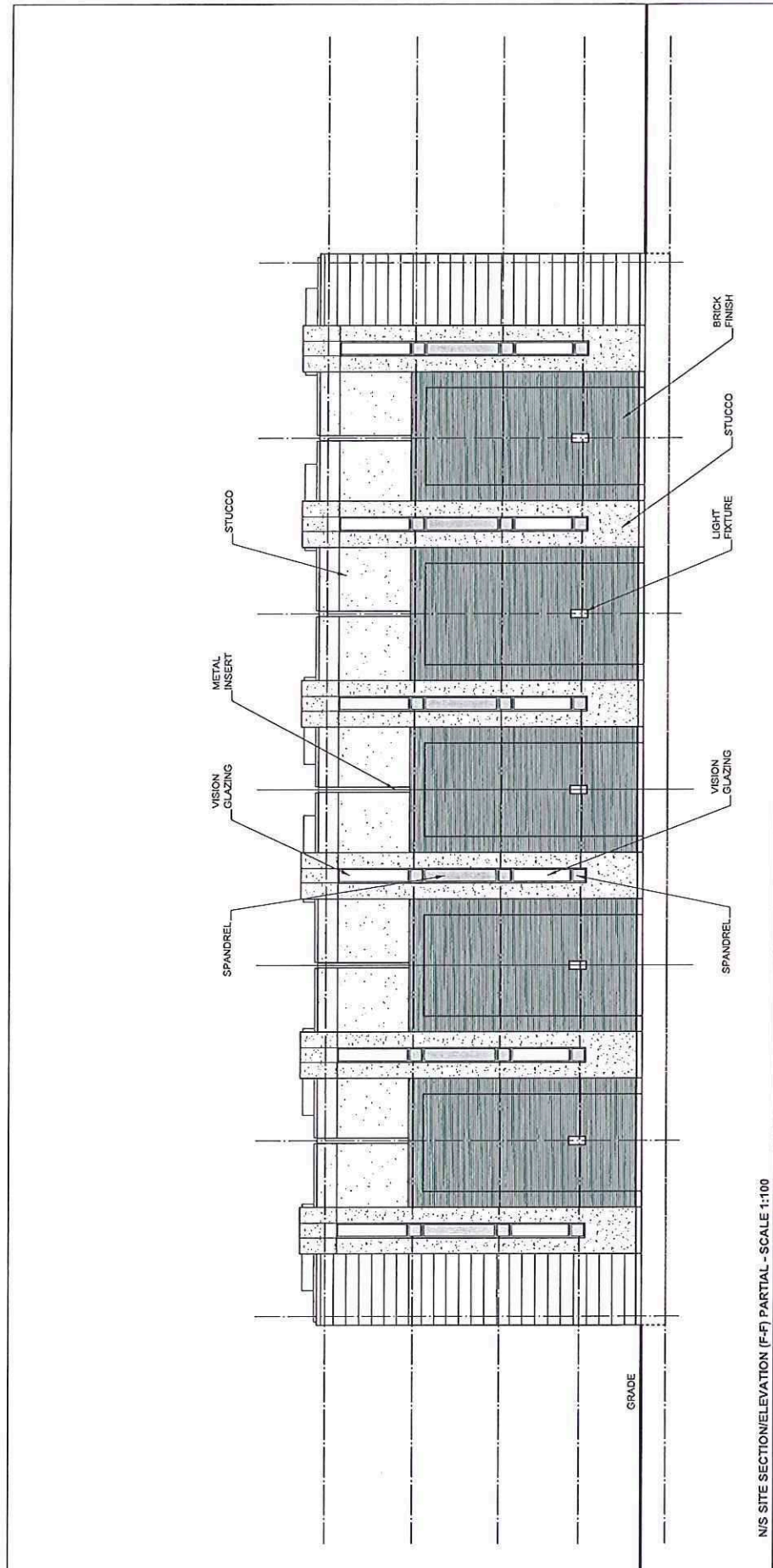












Blackrock Aquitaine Limited

File: OZ 14/002 W9

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (August 11, 2014)	The Functional Servicing Report (FSR) received as part of the initial submission was deemed unsatisfactory and needs to be corrected and revised.
Dufferin-Peel Catholic District School Board (July 7, 2014) Peel District School Board (August 5, 2014)	Both boards have indicated that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied to this development application. In addition, if approved, the Peel District and Dufferin-Peel Catholic District School Board also require certain conditions to be added to applicable Servicing and Development Agreements and to any purchase and sale agreements.
Greater Toronto Airports Authority (June 19, 2014)	Based on the information provided by Page and Steele IBI Group Architects Drawing Numbers A-1.1 and A-4.1 dated August 3, 2012, the proposed townhouse units would be within the allowable height limits associated with the Airport Regulations.
City Community Services Department – Parks and Forestry Division/Park Planning Section (November 20, 2014)	The subject property is located adjacent to Lake Aquitaine Trail (P-130) and is located 110 m (361 ft.) from Lake Aquitaine Park (P-102) which contains a play site, soccer fields, spray pad, multi-pad, basketball courts and outdoor fitness equipment. Meadowvale Community Centre is also located approximately 160 m (525 ft.) from the site and offers a wide range of additional indoor recreational activities and facilities, including a library, pool and gymnasium. Maplewood Park (P-100) is also 115 m (377 ft.) from the site.

Blackrock Aquitaine Limited

File: OZ 14/002 W9

Agency / Comment Date	Comment
	<p>Prior to the application proceeding to Council for Recommendation Report review, the applicant is to provide an updated tree preservation plan, an updated grading plan and a rehabilitation plan for Lake Aquitaine Trail (P-130).</p> <p>Should this application be approved, prior to the enactment of the implementing Zoning By-law, hoarding will be required along Lake Aquitaine Trail (P-130) and a cash contribution will be required for additional street trees along Aquitaine Avenue and Glen Erin Drive.</p> <p>Through the Servicing and/or the Development Agreement, the Community Services Department will require fencing along the property boundary of Lake Aquitaine Trail and securities will be required to ensure the protection and preservation of Lake Aquitaine Trail, including any required restoration works, fencing, and hoarding.</p> <p>Prior to the issuance of building permits for each additional unit above what is existing on site, cash-in-lieu for park 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) in accordance with the City's Policies and By-laws. The parkland dedication requirement for the existing apartment rental buildings was satisfied through the registration of M-21. However, payment of cash-in-lieu of parkland dedication will apply to the additional units being constructed as part of the proposed redevelopment for application OZ 14/002 W9.</p>
City Transportation and Works Department (September 11, 2014)	<p>This Department confirmed receipt of Concept Plan, Site Plan, Functional Servicing and Stormwater Management Implementation Report, Site Grading Plan, Construction Management Plan, Noise Feasibility Study and Traffic Impact Study circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings,</p>

Blackrock Aquitaine Limited

File: OZ 14/002 W9

Agency / Comment Date	Comment
	<p>the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the Department include:</p> <ul style="list-style-type: none"> • Traffic implications, • Access location, • Streetscape design, • Noise impact and mitigation measures, • Grading implications, • Storm sewer and stormwater management design, • Construction management details, and • Phase 1 Environmental Site Assessment. <p>The above noted issues will be addressed prior to the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Bell Canada Canada Post Enersource Fire</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Trillium Health Centre City Heritage</p>

Blackrock Aquitaine Limited

File: OZ 14/002 W9

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>19</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>5</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>8</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Shelter Bay Public School</p> <table> <tr> <td>Enrolment:</td><td>461</td></tr> <tr> <td>Capacity:</td><td>484</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>Edenwood Middle School</p> <table> <tr> <td>Enrolment:</td><td>515</td></tr> <tr> <td>Capacity:</td><td>504</td></tr> <tr> <td>Portables:</td><td>2</td></tr> </table> <p>Meadowvale Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1593</td></tr> <tr> <td>Capacity:</td><td>1554</td></tr> <tr> <td>Portables:</td><td>2</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	19	Kindergarten to Grade 6	5	Grade 7 to Grade 8	8	Grade 9 to Grade 12	Enrolment:	461	Capacity:	484	Portables:	1	Enrolment:	515	Capacity:	504	Portables:	2	Enrolment:	1593	Capacity:	1554	Portables:	2	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>6</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>3</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Teresa of Avila</p> <table> <tr> <td>Enrolment:</td><td>387</td></tr> <tr> <td>Capacity:</td><td>503</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Our Lady of Mount Carmel</p> <table> <tr> <td>Enrolment:</td><td>1756</td></tr> <tr> <td>Capacity:</td><td>1320</td></tr> <tr> <td>Portables:</td><td>16</td></tr> </table> 	6	Junior Kindergarten to Grade 8	3	Grade 9 to Grade 12	Enrolment:	387	Capacity:	503	Portables:	0	Enrolment:	1756	Capacity:	1320	Portables:	16
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Blackrock Aquitaine Limited

File: OZ 14/002 W9

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.1.7 Section 5.3.3.2 Section 5.3.3.3 Section 5.3.3.8 Section 5.3.3.11 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.5	The Mississauga Official Plan (MOP) will ensure that development in Community Nodes will be in a form and density that complements the existing character of historical Nodes. The MOP will protect and conserve the character of stable residential Neighbourhoods and will not be the focus of intensification.
Section 7 – Complete Communities	Section 7.2.2 Section 7.2.4 Section 7.2.7	The MOP will ensure housing choices in terms of tenure, type, quality and quantity.
Section 9 – Build a Desirable Urban Form	Section 9.1.3 Section 9.1.6 Section 9.1.10 Section 9.1.11 Section 9.2.1.11 Section 9.2.1.20 Section 9.2.1.22 Section 9.2.1.29 Section 9.2.1.30 Section 9.2.1.32	<p>The MOP will ensure that infill and redevelopment within Neighbourhoods will respect the existing and planned character. The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment.</p> <p>The built form will be supported by site development that demonstrated context sensitivity, including the public realm.</p>
Section 9.2 – Non-Intensification Area	Section 9.2.2.4	The MOP will ensure that non-intensification areas (Neighbourhoods) will experience limited growth and change. New development in Neighbourhoods respect existing lotting patterns, setbacks, minimize overshadowing and overlook on adjacent neighbours, incorporate stormwater best management practice, preserve existing tree canopy and design the building to respect the existing scale, massing, character and grades of the surrounding area.

Blackrock Aquitaine Limited

File: OZ 14/002 W9

	Specific Policies	General Intent
Section 14 – Community Nodes	Section 14.1.1.2 Section 14.1.1.3	The MOP will ensure that lands within a Community Node are required to have a maximum building height of four storeys. Proposed heights greater than 4 storeys must demonstrate appropriate transition, enhance the existing or planned development, ensure that the City structure is maintained and demonstrate that the proposal is consistent with the policies of this Plan.
Section 16 – Neighbourhoods	Section 16.1.2.5	Proposals for additional development on lands with existing apartment buildings will be subject to the following, in addition to other policies regarding medium and high density residential development in this Plan: <ul style="list-style-type: none"> a. on lands designated Residential High Density, development in addition to existing buildings will be restricted to uses permitted in the Residential Medium Density designation; and b. as a condition of development, the site in its entirety must meet current site plan and landscaping requirements, and existing buildings must meet current building code, fire code and property standards.
Other related policies	<i>Green System</i> Section 9.2.3.1 <i>Public Realm</i> Sections 9.3.1.4, 9.3.1.7 <i>Site Development and Building</i> Sections 9.5.1, 9.5.1.2, 9.5.1.3, 9.5.1.4, 9.5.1.11, 9.5.1.12	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. Proposed development will be sensitive to the site and ensure that Natural Areas Systems are protected, enhanced and restored.

Blackrock Aquitaine Limited

File: OZ 14/002 W9

Other related policies (continued)	<p><i>Site Development</i> Sections 9.5.2.1, 9.5.2.2, 9.5.2.5, 9.5.2.11</p> <p><i>Buildings</i> Sections 9.5.3.9</p> <p><i>Relationship to Public Realm</i> Section 9.5.4.1</p>	<p>Site development will be required to:</p> <ul style="list-style-type: none"> a) provide enhanced streetscape; b) provide landscaping that complements the public realm; c) preserve significant trees on public and private lands; d) incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and e) provide landscaping that beautifies the site and complements the building form.
Section 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Blackrock Aquitaine Limited

File: OZ 14/002 W9

Proposed Zoning Regulations

Insert applicable Zone Regulations	Existing "RA4-1" Zoning By-law Regulations	Proposed "RA4-Exception" Zoning By-law Regulations
Maximum FSI (apartment dwelling)	1.0	1.45
Minimum Number of Parking Spaces	1.0 spaces per bachelor unit 1.18 spaces per one bedroom unit 1.36 spaces per two bedroom unit 1.5 spaces per three bedroom unit 0.20 visitor parking spaces per unit	1.50 spaces per townhouse unit 0.78 spaces per existing apartment unit 0.25 visitor spaces per townhouse unit 0.20 visitor spaces per existing apartment unit
Minimum setback from building to "G1" Zone	5.0 m (16.4 ft.)	3.0 m (9.8 ft.)
Maximum Height	18 storeys *	4 storeys (stacked townhouse)
Townhouses	Not permitted	93 dwelling units

*for an apartment, long-term or retirement dwelling

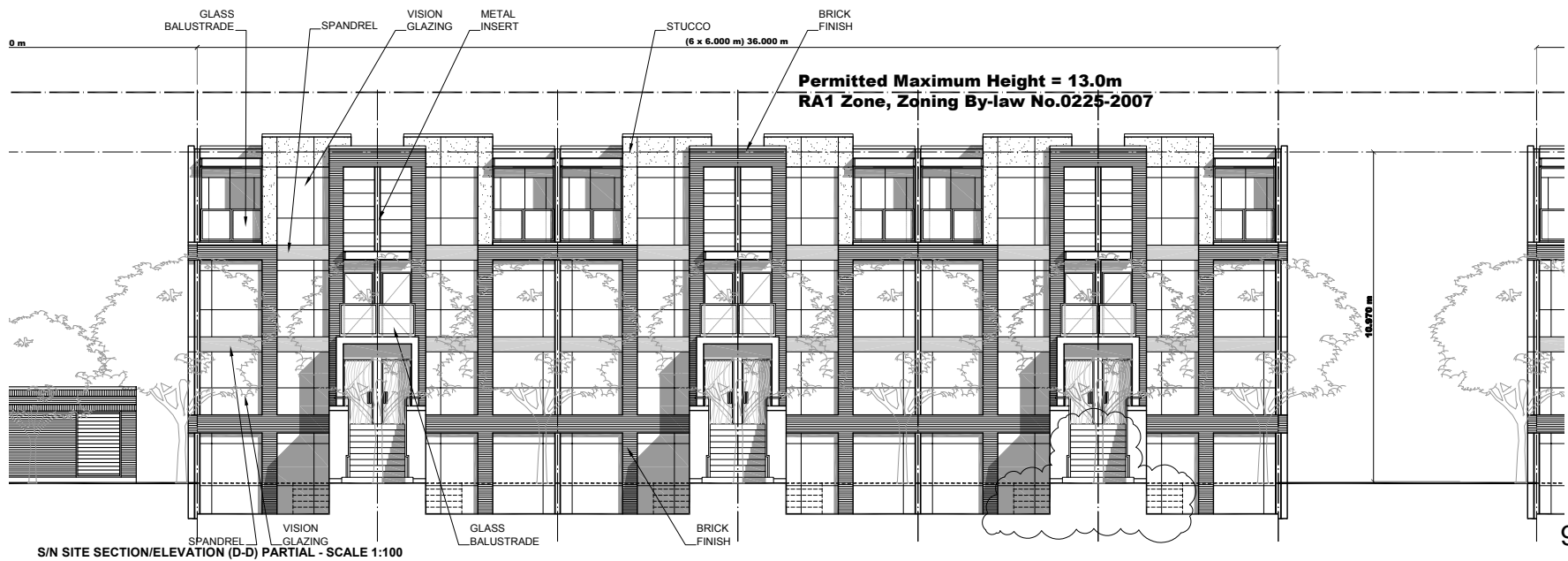
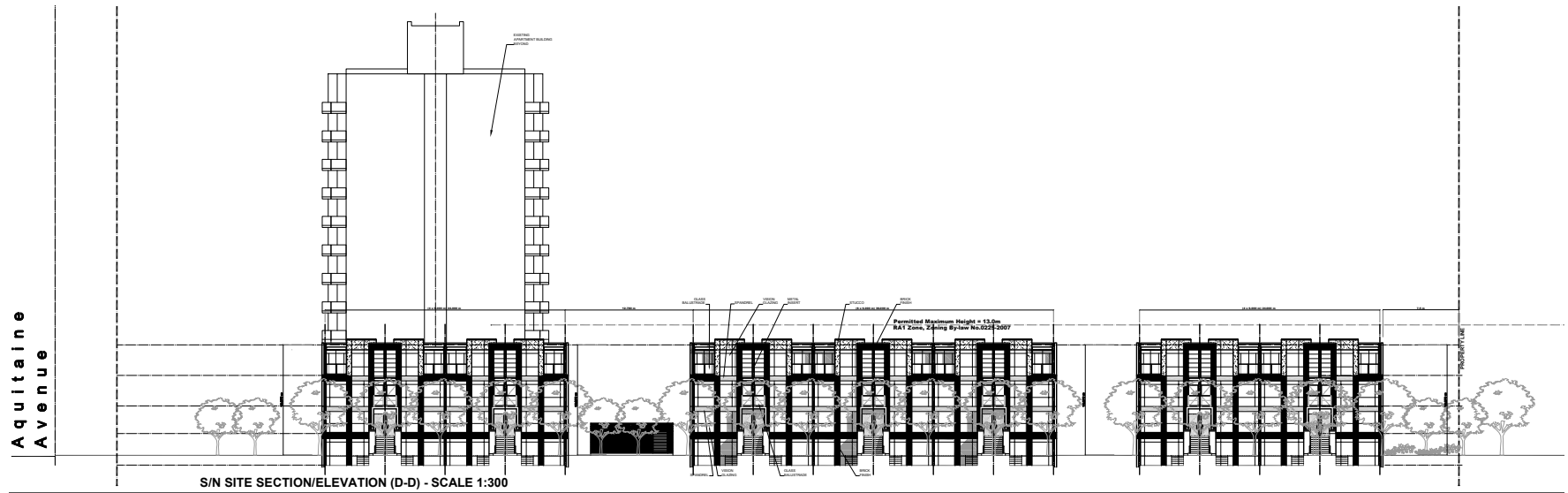
Blackrock Aquitaine Limited

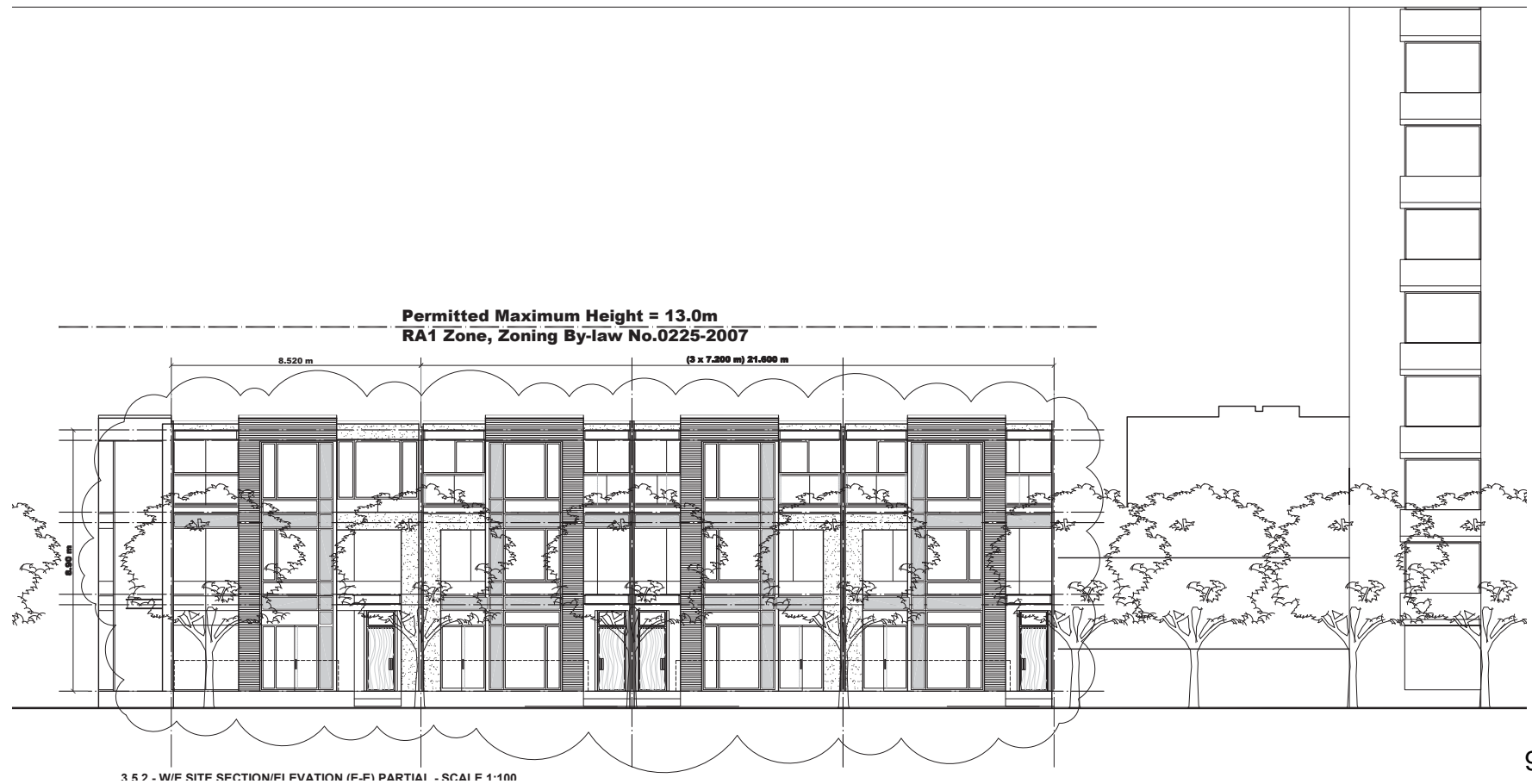
File: OZ 14/002 W9

Recommendation PDC-005-2015

1. That the Report dated January 13, 2015, from the Commissioner of Planning and Building regarding the applications to amend the Mississauga Official Plan policies for the Meadowvale Neighbourhood Character Area from "Residential High Density" to "Residential High Density-Special Site" and to change the Zoning from "RA4-1" (Apartment Dwellings) to "RA4-Exception" (Apartment Dwellings) to permit 41 townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building under File OZ 14/002 W9, Blackrock Aquitaine Limited, 6719 Glen Erin Drive, be received for information.
2. That the Addendum Information Report from the Commissioner of Planning and Building dated January 29, 2015, be received for information.









VIEW ALONG GLEN ERIN DRIVE - LOOKING SOUTH



VIEW ALONG MAPLEWOOD PARK - LOOKING SOUTH

6719 Glen Erin Drive Mississauga, Ontario



ELEVATION PLAN

APPENDIX 4

Blackrock Aquitaine Limited

File: OZ 14/002 W9

Agency Comments

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (August 10, 2015)	<p>In comments updated on August 10, 2015, there are no outstanding or new issues to be addressed for this application.</p> <p>An updated Arborist Report was received on June 15th, 2015 and previous concerns with regard to the proposed condition adjacent to Lake Aquitaine Trail (P-130) has been sufficiently addressed for rezoning purposes.</p>
City Transportation and Works Department (August 7, 2015)	<p>This department confirmed receipt of the updated Context Plan, Site Plan, Functional Servicing and Stormwater Management Implementation Report, Site Grading Plan, Site Servicing Plan, Preliminary Construction Plan, and memorandums to the Noise Feasibility Study and the Traffic Impact Study submitted in support of the subject application.</p> <p>The Traffic Impact Study dated December 2013 and the memorandum dated March 2015 by the Lea Consulting have analysed the traffic impacts as a result of the proposed development and has confirmed that predicted future traffic volumes generated from the subject lands can be accommodated within the existing road network. To ensure safe construction access movements, the applicant has been requested to confirm the details on the Preliminary Construction Plan.</p> <p>The Noise Impact Study, dated March 12, 2015 and a supplementary letter dated August 5, 2015 by J.E. Coulter Associates Limited confirmed that subject to the installation of central air conditioning and acoustical fences, compliance with the City/MOECC Guidelines will be achieved.</p> <p>In the event this application is approved by Council, the applicant will be required to provide an updated Preliminary Construction Plan, a Phase 1 Environmental Site Assessment, securities for the noise attenuation measures, bike lane sign fee, and enter in to a Development Agreement with the City.</p>

Proposed Zoning Standards

Regulations	"RA4" Zone	Proposed "RA5-Exception Zone"
Minimum floor space index – apartment dwelling zone	1.0	1.4
Permitted Uses	Apartment Dwelling Long-Term Care Dwelling Retirement Dwelling	Add townhouse dwellings
Minimum number of resident parking spaces per unit (apartment)	1.0 resident spaces per unit (apartment dwelling)	0.78 apartment spaces per unit (existing) 1.76 townhouse spaces per unit
Minimum number of resident parking spaces per unit (townhouse)	2.0 spaces per unit	1.5 spaces per unit
Minimum number of visitor parking spaces per unit (apartment)	0.15 spaces per unit	0.2 spaces per unit (existing)
Minimum number of resident parking spaces per unit (townhouse)	0.25 spaces per unit	0.25 spaces per unit
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenbelt and/or Residential Zone with the exception of an Apartment Dwelling Zone	4.5 metres	4.0 metres

Date: 2015/08/18 To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Originator's files: OZ 13/005 W8
	Meeting date: 2015/09/08

Subject

Applications to permit a 19 storey, 346 unit apartment building with retail commercial and office uses on the first 3 storeys

2550 and 2560 Eglinton Avenue West

Southwest corner of Eglinton Avenue West and Erin Mills Parkway

Daniels HR Corporation

Recommendation Report Ward 8

Recommendation

That the Report dated August 18, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 13/005 W8, Daniels HR Corporation, 2550 and 2560 Eglinton Avenue West, southwest quadrant of Eglinton Avenue West and Erin Mills Parkway, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from **Residential High Density** to **Residential High Density - Special Site** to permit a mixed use development with apartments, retail uses, offices and townhouses with an overall FSI of 3.15 for the site be approved.
3. That the application to change the Zoning from **RA5-34 (Apartment Dwellings)** to **RA5-Exception (Apartment Dwellings)** to permit a 19 storey apartment building and 19 townhouse dwellings and retail commercial and office uses in accordance with the proposed revised zoning standards described in Appendix 7 of this report, be approved subject to the following conditions:

- (a) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
 - (b) Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the Peel District School Board 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.
 - (c) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the Dufferin-Peel Catholic District School Board not apply to the subject lands.
4. In the event these applications are approved by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.
 5. 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 applicant has made minor revisions to the proposal including increasing the height by two storeys, while reducing the unit count and reconfiguring the townhouse layout;
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

Two twenty-five storey apartment buildings are currently being constructed on the west side of the site. The approval of these buildings only required a Site Plan application as the existing official plan and zoning permissions permit the use. The subject applications incorporate the whole site and the zoning standards requested apply to the development in its entirety.

A public meeting was held by the Planning and Development Committee on March 23, 2015, at which time a Planning and Building Department Information Report (Appendix R-1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0019-2015 which was adopted by Council and is attached as Appendix 2. .

Comments

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

REVISED DEVELOPMENT PROPOSAL

The applicant has made some modifications to the proposed concept plan including:

- increasing the height from 17 to 19 storeys
- decreasing the number of apartment units from 348 to 346
- replacing the two blocks of 22 townhouse units with one block of 19 units increasing the number of underground parking spaces by 26

Community Issues

Comment

The commercial and office uses proposed for the first three stories of the building are uncharacteristic of the southwest area of Eglinton Avenue West and Erin Mills Parkway and will generate traffic congestion and parking congestion.

Response

The site is located within a “Major Node”, an area intended for intensification and to be a prominent centre for a mix of uses. New developments are to contribute to achieving the resident and job density target and the population to employment ratio as identified in Mississauga Official Plan. Comments from the Transportation and Works Department regarding traffic volume are included in the next section of this Report.

Comment

Metcalf Avenue should be closed by way of cul-de-sac near Eglinton Avenue West in order to eliminate cut-through traffic within the existing community.

Response

The closure of a street is generally not a preferred option to alleviate traffic impacts within a community. While a closure would alleviate cut-through traffic on Metcalfe Avenue, vehicular traffic would be displaced to the surrounding streets. It is recognized that increasing connectivity through a finer-grained systems of roads is a more efficient means of vehicular movement and the closure of a Metcalfe Avenue, which is designated a minor collector road, would be contrary to the City's goal of creating a finer grained road pattern in Intensification Areas.

A series of meetings have taken place between staff, the former and current local Councillor and an advisory group of residents concerned about the traffic impacts generated along Metcalfe Avenue. A traffic infiltration study was completed in May 2014. The study monitored the inbound and outbound movements within the study area. It was determined that the majority of traffic travelling through the neighbourhood was through Glen Erin Drive and Credit Valley Road, however, Metcalfe Avenue was identified as having through traffic, particularly in the morning peak period.

Staff in conjunction with the area residents forming the advisory group have agreed that prior to any future consideration of a road closure a Monitoring Program will be implemented to evaluate the traffic generated and investigate any alternative mitigation measures. The Monitoring Program is to commence in the fall once the Region of Peel infrastructure construction is complete and traffic related to schooling commences. The Monitoring Program will include

infiltration studies once the buildings are occupied, on street parking reviews, school drop off management review and speed volume studies. The findings of the studies will be reviewed and mitigation measures will be identified as appropriate.

Comment

The proposal, particularly the commercial component, will result in an increased number of people parking on local streets.

Response

The applicant is providing all required parking for residents, visitors, and commercial uses in three levels of underground parking. They have submitted a parking study which adequately justifies a shared parking arrangement between visitor parking spaces and commercial parking.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**Region of Peel**

The conditions of the Region of Peel Development Services with regard to the Functional Servicing Report have been met, demonstrating that the servicing capacity is in place for the proposed development, as it relates to water and wastewater services.

Regional staff are supportive of the proposed property access arrangement as it relates to Erin Mills Parkway, where right-out/right and left-in access is proposed at the southeastern portion of the subject property. The Transportation Impact Study (TIS) prepared by BA Consulting Group Ltd., and last updated November 7, 2014 has been reviewed by Regional staff and is satisfactory. Prior to Site Plan Approval, a Development or Access Agreement will be required to be registered on title to ensure the long term transportation capacity and safety of Erin Mills Parkway. Further detailed comments will be provided by Regional staff on the TIS through a forthcoming application for Site Plan Approval.

Region of Peel Waste Management Requirements will continue to be pursued through Site Plan Approval. Region of Peel technical requirements and studies related to this application are acceptable and staff have no objections to the approval the applications.

Transportation and Works

A satisfactory updated Functional Servicing Report and a Phase 1 Environmental Site Assessment have been received. This department is in receipt of a Traffic Impact Study and addendum, prepared by BA Consulting Group Ltd., which has confirmed that the predicted future traffic volumes generated from the subject proposal can be accommodated within the existing surrounding road network.

Notwithstanding the findings of these reports and drawings, in the event this application is approved by Council, and prior to the enactment of the Zoning By-law, the applicant will be required to provide additional details/technical requirements with respect to:

- Traffic Demand Management measures
- Revised Site Plan
- Boulevard/streetscape details
- Soil Quality Investigation Report
- Public pedestrian easement
- Underground Phasing details, and
- Updated Noise Report

Additionally, the applicant will be required to enter into the appropriate Servicing/Development Agreements with the City.

PLANNING COMMENTS

PPS and Growth Plan

The Provincial Policy Statement (PPS) contains the Province's policies concerning land use planning for Ontario and all planning decisions are required to be consistent with these policies. The PPS gives direction for supporting healthy active communities, strong economies and the responsible management of resources in a clean and healthy environment. It states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated" and "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding mitigating risks to public health and safety".

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan. The subject property is currently designated for High Density Residential development in the Mississauga Official Plan and the townhouses, retail commercial and office uses and density are considered to be an appropriate form of development and intensification on the site. The proposed development adequately takes into account the existing context and provides an appropriate transition of built form to adjacent areas as referenced in the Official Plan section below. The application conforms to the Growth Plan.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Central Erin Mills Major Node. The following amendments to the Mississauga Official Plan are required to redesignate the lands from **Residential High Density** to **Residential High Density – Special Site** to permit:

- Townhouses
- Retail commercial and Office uses
- FSI of 3.15

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific official plan amendments:

- **Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?**
- **Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?**
- **Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?**
- **Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?**

The Central Erin Mills Node constitutes one of only two Major Nodes within the City. Second only to the City's downtown, the Major Nodes are intended to facilitate intensification through tall buildings, higher density and a mix of uses. They are planned to be prominent centers of mixed use activity with a variety of employment opportunities.

The first three storeys of the 19 storey tower are proposed to provide 6,546m² (70,463 sq.ft.) of retail commercial and office area which contributes to the City's goal of making Major Nodes a primary location for mixed use development. Additionally, this space will contribute to achieving the gross density target of between 200 and 300 residents and jobs combined per hectare (81 – 121 per acre) for a Major Node area.

Major Nodes, Intensification Areas and Major Transit Station Area are all areas which are defined and identified within the Plan as being the focus of intensification and each warrants intensification in and of themselves. The site is situated within all three of these classifications. The area has been planned for, and has the capacity to accommodate higher density built forms with a mix of uses.

The inclusion of the townhouse dwellings internal to the site provides an alternative housing choice and does not detract from the form and density provided by the apartment dwellings which support the policies and goals of the Node. The townhouse dwellings will not have any driveways or above ground parking spaces and will share their amenity space with the surrounding apartment building. They are well integrated into the development and contribute to the compact urban environment. The townhouse dwellings, being situated on the south end of the site, provide an ideal transition to the existing neighbourhood to the south which also consists of townhouse dwellings by providing a built form which is similar in scale.

In addition to the review carried out by staff, the applicant has provided planning rationale to justify the change in designation. Based on the comments received from the applicable City departments and agencies, the existing infrastructure is adequate to support the proposed development.

Zoning

The proposed **RA5-Exception (Apartment Dwellings)** zone is appropriate to accommodate the proposed 19 storey apartment building with the first three floors being retail commercial and office uses and the 19 townhouse units. Appendix S-7 contains the general site specific zoning provisions for the development. An exception schedule containing more detailed illustrated standards may be provided with the implementing Zoning By-law. The proposed provisions will be compatible with the surrounding lands for the reasons noted in the Official Plan section of this Report.

Bonus Zoning

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

Should these applications be approved by Council, the recommendations contained in this report request Council to direct staff to hold discussions with the applicant to secure community benefits and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.

By-law Implementation

Prior to by-law implementation the applicant will be required to enter into the necessary development/servicing agreements and address any remaining technical matters as well as secure payment for any outstanding fees. A quantitative wind analysis will also be required in order to identify any mitigating measure necessary resulting from unfavourable wind conditions.

Site Plan

Prior to development occurring on the lands the applicant will be required to obtain site plan approval in accordance with Section 41 of the *Planning Act*. No site plan application has been submitted for the proposed development to date.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address outstanding matters. These revisions will be related to streetscape design at the northeast corner and along Erin Mills parkway, landscaping throughout the site, particularly along the southerly property line and the west side of the townhouse and the treatment of the interface between the westerly townhouse units and the ramp to the underground garage.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. The proposed revisions to the application which consists an increase of height from 17 to 19 storeys and the reconfiguration and reduction of the townhouse dwellings internal to the site do not constitute a substantive change to the development. Therefore it is recommended that no further public notice be required.

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

1. The proposal for is in keeping with the intended character and built form of the major node, particularly along the south side of Eglinton Avenue West, and contributes to defining the intersection as the most prominent feature of the node.
2. The proposed uses are compatible with the surrounding land uses and are desirable in fulfilling the vision of the Central Erin Mills Node.
3. The proposed official plan provisions and zoning standards are appropriate to accommodate the requested uses based on the proposed heights, transitions and general site design.

Attachments

Appendix 1: Information Report

Appendix 2: Recommendation PDC 0019-2015

Appendix 3: Excerpt of Land Use Map

Appendix 4: Revised Concept Plan

Appendix 5: Revised Elevations

Appendix 6: Revised Renderings

Appendix 7: Revised Proposed Zoning Standards



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner



Corporate Report

Clerk's Files

Originator's

Files **OZ 13/005 W8**
PDC MAR 23 2015

DATE: March 3, 2015

TO: Chair and Members of Planning and Development Committee
Meeting Date: March 23, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Applications to permit 22 townhouses and a 17 storey mixed use building with 348 residential units and commercial uses on the first 3 storeys
2550 and 2560 Eglinton Avenue West
Owner: Daniels HR Corporation

Public Meeting/Information Report

Ward 8

RECOMMENDATION: That the Report dated March 3, 2015, from the Commissioner of Planning and Building regarding the applications by Daniels HR Corporation to permit 22 townhouses and a 17 storey mixed use building with 348 residential units and commercial uses on the first 3 storeys under File OZ 13/005 W8, at 2550 and 2560 Eglinton Avenue West, be received for information.

REPORT HIGHLIGHTS:

- This report has been prepared for the public meeting of March 23, 2015 to hear from the community;
- The project does not conform to the Residential High Density land use designation and requires a rezoning to accommodate the proposed commercial uses and townhouse component of the project and to allow an increase in the permitted floor space index (FSI);
- Community concerns include the overall height and massing of the project, the amount of density proposed and increased traffic in the area;

- Prior to the next report, staff must evaluate a number of the project's features including whether it is compatible with the character of the area, provides adequate building transition to the surrounding homes and meets all the City's technical requirements.

BACKGROUND:

The applications have been circulated for comments and a community meeting has been held. A second community meeting was scheduled on March 2, 2015. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

COMMENTS:**THE PROPERTY AND THE NEIGHBOURHOOD**

Size and Use	
Frontages:	175 m (574 ft.) – Eglinton Avenue West 137 m (449 ft.) – Erin Mills Parkway 31 m (102 ft.) – Bay Villa Avenue
Gross Lot Area:	2.5 ha (6.18 ac.)
Existing Uses:	Vacant land and two (2) apartment buildings under construction

The site comprises the east half of the block between Metcalfe Avenue and Erin Mills Parkway on the south side of Eglinton Avenue West (see Appendix I-2). In late 2014, construction began on two 25 storey apartment buildings on the westerly half of the site. These buildings are being processed under a separate Site Plan application. These buildings conform to the Official Plan and Zoning By-law.

The property is located in a node containing a mixture of commercial, institutional, office and residential uses.

The surrounding land uses are described as follows:

North: Erin Mills Town Centre
 East: Credit Valley Hospital and medical offices
 South: Townhouses
 West: Vacant land designated and zoned for apartments

DETAILS OF THE PROJECT

The proposal is for a 17 storey apartment building comprising a maximum of 6 500 m² (69,968 sq. ft.) of office, medical office and retail commercial uses located on the first 3 storeys of the building with the upper floors containing 348 condominium apartment units.

A total of 22 townhouses are also proposed internal to the site with a large outdoor amenity area that is intended to service the proposed apartment building, townhouses and the two 25-storey apartment buildings currently under construction.

Parking for all the uses is proposed to be underground with no surface parking being provided. Access to the site is to be provided by a signalized intersection on Eglinton Avenue West across from the Erin Mills Town Centre entrance beside Panera Bread restaurant; and by a right-out/right and left-in access point on Erin Mills Parkway at the southern end of the site (see Appendix I-5).

Development Proposal	
Applications Submitted	Received: April 2, 2014 Deemed complete: July 29, 2014 Revised: November 10, 2014
Developer/Owner/Applicant	Daniels HR Corporation
Number of units	348 apartment units – proposed apartment building 22 townhouse units 606 units – two 25 storey apartment buildings under construction
Height	17 storeys – apartments 3 storeys – townhouses
Lot Coverage	31%
Floor Space Index	3.25
Landscaped Area	53%
Density	395 units/ha 160 units/acre

Development Proposal		
Gross Floor Area	Phase 1 Residential – 45 700 m ² (491,926 sq. ft.) Phase 2 Residential – 28 810 m ² (310,118 sq. ft.) Non-Residential – 6 497 m ² (69,935 sq. ft.) Phase 2 Total – 35 307 m ² (380,053 sq. ft.)	
Anticipated Population	938 *Average household sizes for all units (by type) for the year 2011 based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking	Required	Proposed
Phase 1 (two 25-storey buildings)	689 *as per minor variance 'A' 351-352/13	689
Phase 2 - Residential	1 space per bachelor unit 1.25 spaces per one-bedroom unit 1.40 spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.05 spaces for all unit types
Office	3.2 spaces per 100 m ² (1,076 sq. ft.)	4.5 spaces per 100 m ²
Medical Office	6.5 spaces per 100 m ² (1,076 sq. ft.)	(1,076 sq. ft.) for all
Retail	5.4 spaces per 100 m ² (1,076 sq. ft.) *blended rate can be used as per Section 3.1.2.3 of Zoning By-law	uses including visitor
Total	Dependent on unit and office/commercial mix	1,378

Development Proposal	
Green Initiatives	<ul style="list-style-type: none"> • gardening plots and urban agriculture • underground bicycle storage • construction of multi-use trail • applicant is exploring storm water retention initiatives • applicant is exploring green roofs

Additional information is provided in Appendices I-1 to I-11.

LAND USE CONTROLS

The lands are located in the Central Erin Mills Major Node and are designated **Residential High Density** in the Mississauga Official Plan. The developer has requested to redesignate the lands to **Residential High Density - Special Site**.

A rezoning is proposed from **RA5-34 (Apartment Dwellings)** to **RA5 – Exception (Apartment Dwellings)**.

Detailed information regarding the Official Plan and Zoning is in Appendices I-9 and I-10.

Bonus Zoning

Section 37 of the *Planning Act* and policies in the Official Plan allow the City to seek community benefits when increases in permitted height and/or density are found to be good planning by Council. If these applications are approved, staff will report back to the Planning and Development Committee on the provision of community benefits as a condition of approval.

WHAT DID THE COMMUNITY SAY?

A community meeting was held by the former Ward 8 Councillor, Katie Mahoney, on September 18, 2013 during which the applicant's original proposal for a 42-storey, 370 unit condominium apartment building with ancillary commercial and

office uses and 28 condominium townhouse units was presented. A second community meeting was scheduled on March 2, 2015 by the Ward 8 Councillor, Matt Mahoney, to allow the applicant to present the revised proposal. Meetings have also taken place with a group of area residents concerned with the traffic impact along Metcalfe Avenue.

Issues raised by the community are summarized below. They will be addressed along with issues raised at the public meeting in the Recommendation Report, which will come at a later date.

- The proposed height, scale and density of the development does not fit in with the character of the area;
- The traffic along Metcalfe Avenue will significantly increase as people will use it as a cut through to Erin Mills Parkway;
- The City should consider closing Metcalfe Avenue just north of Bay Villa Avenue;
- The traffic in the area is already problematic and the proposed development will significantly worsen it.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-7 and school information is contained in Appendix I-8. Based on the comments received and the applicable Mississauga Official Plan policies, the following will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, uses, landscaping, building configuration and technical requirements?
- Are the access points adequate and safe for the existing traffic patterns and the projected additional traffic?
- Is the additional traffic generated acceptable given the existing traffic conditions?
- Has an appropriate building transition been provided between the existing surrounding homes to the south and the proposal?

- Is the proposed streetscape design along Eglinton Avenue West and Erin Mills Parkway satisfactory?
- Are the proposed design details and zoning standards appropriate, including the requested reduction in parking rates?
- Have all other technical requirements and studies related to the project been found to be acceptable?

OTHER INFORMATION

A number of studies and reports have been submitted by Daniels HR Corporation in support of the applications. The list is below and the studies are available for review.

- Context Plan, Concept Plan, Survey
- Elevations, Floor/Parking/Roof Plans
- Composite Utility Plan
- Planning Justification Report
- Parking Justification Study
- Pedestrian Wind Assessment
- Functional Servicing Report
- Traffic Impact Study
- Acoustical Feasibility Study
- Sun/Shadow Study
- Green Features List
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

Development Requirements

There are certain other engineering matters including storm drainage, noise reduction, sidewalks and utilities which will require the applicant to enter into appropriate agreements with the City.

FINANCIAL IMPACT:

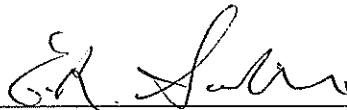
Development charges will be payable as required by the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

CONCLUSION:

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all issues are resolved.

ATTACHMENTS:

Appendix I-1: History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Mississauga Official Plan
Appendix I-4: Existing Land Use and Proposed Zoning Map
Appendix I-5: Concept Plan
Appendix I-6: Elevations
Appendix I-7: Agency Comments
Appendix I-8: School Accommodation
Appendix I-9: Relevant Mississauga Official Plan policies
Appendix I-10: Proposed Zoning Standards
Appendix I-11: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: David Breveglieri, Development Planner



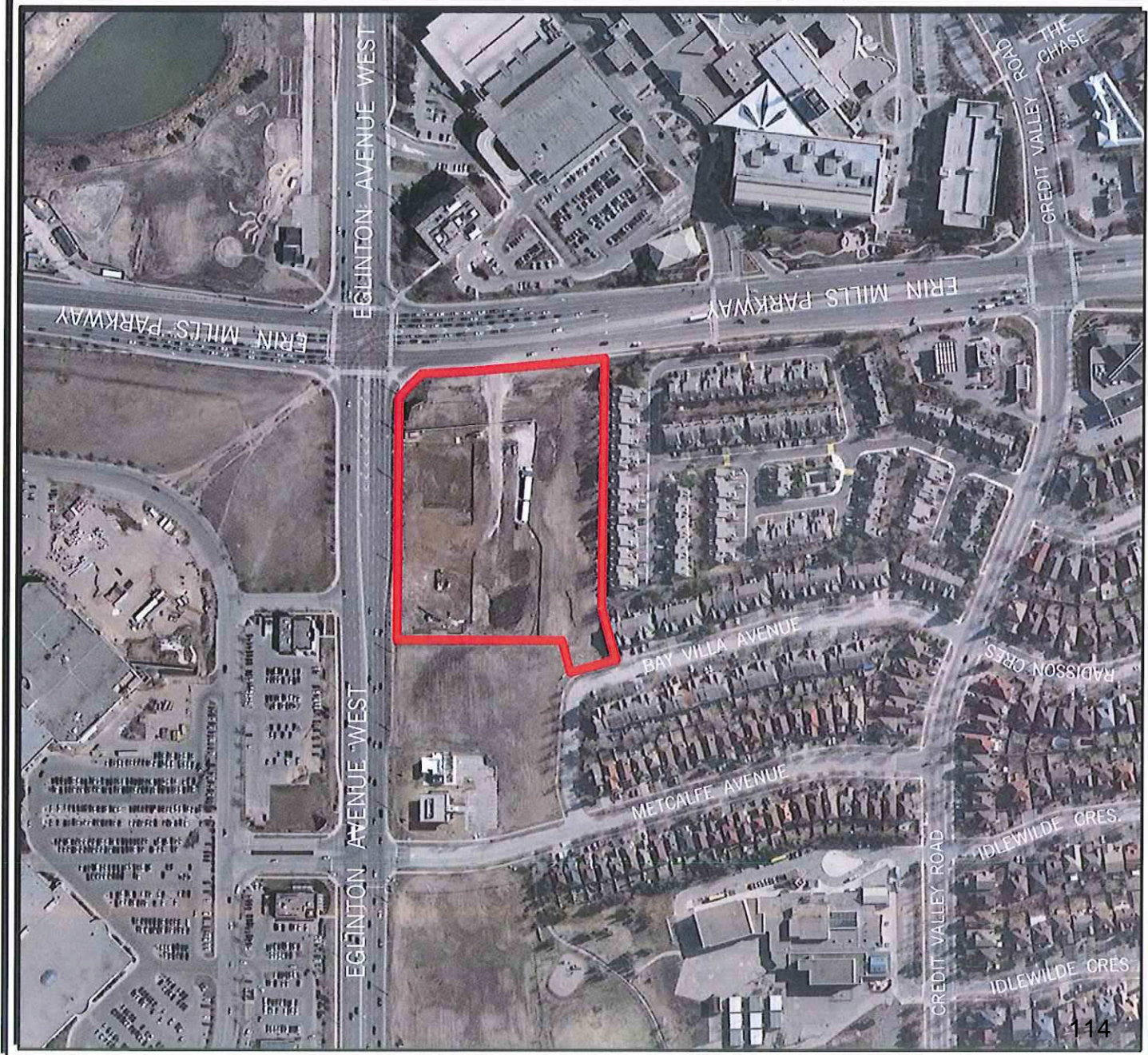
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Daniels HR Corporation

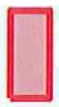
File: OZ 13/005 W8

Site History

- July 13, 1987 – Official Plan Amendment and Rezoning is approved to permit the development of residential apartment buildings to a maximum height of 25 storeys under file OZ 86/088 W8;
- August, 2008 – Committee of Adjustment approved a severance of the single lot of land on the south side of Eglinton Avenue West between Metcalfe Avenue and Erin Mills Parkway under file 'B' 041/08 W8. The severance created two lots within the block;
- September 19, 2013 – Committee of Adjustment approved a severance under file 'B' 057/13 W8 to create a new lot fronting onto Eglinton Avenue West to accommodate a 25 storey building with ownership separate from the balance of the lands;
- September 19, 2013 – Committee of Adjustment approved minor variances under file 'A' 150-153/13 W8 to permit a residential parking rate of 1.1 spaces per unit, a visitor parking space rate of 0.15 spaces per unit, to allow the interconnected parking area underground;
- April 17, 2014 – Committee of Adjustment approved minor variances under file 'A' 128/14 W8 to permit a contiguous amenity area of 29%, an underground parking structure with a setback of 0.75 m (2.46 ft.) to the interior, exterior and rear lot line, and balcony projections of 1.7 m (5.5 ft.).



LEGEND:



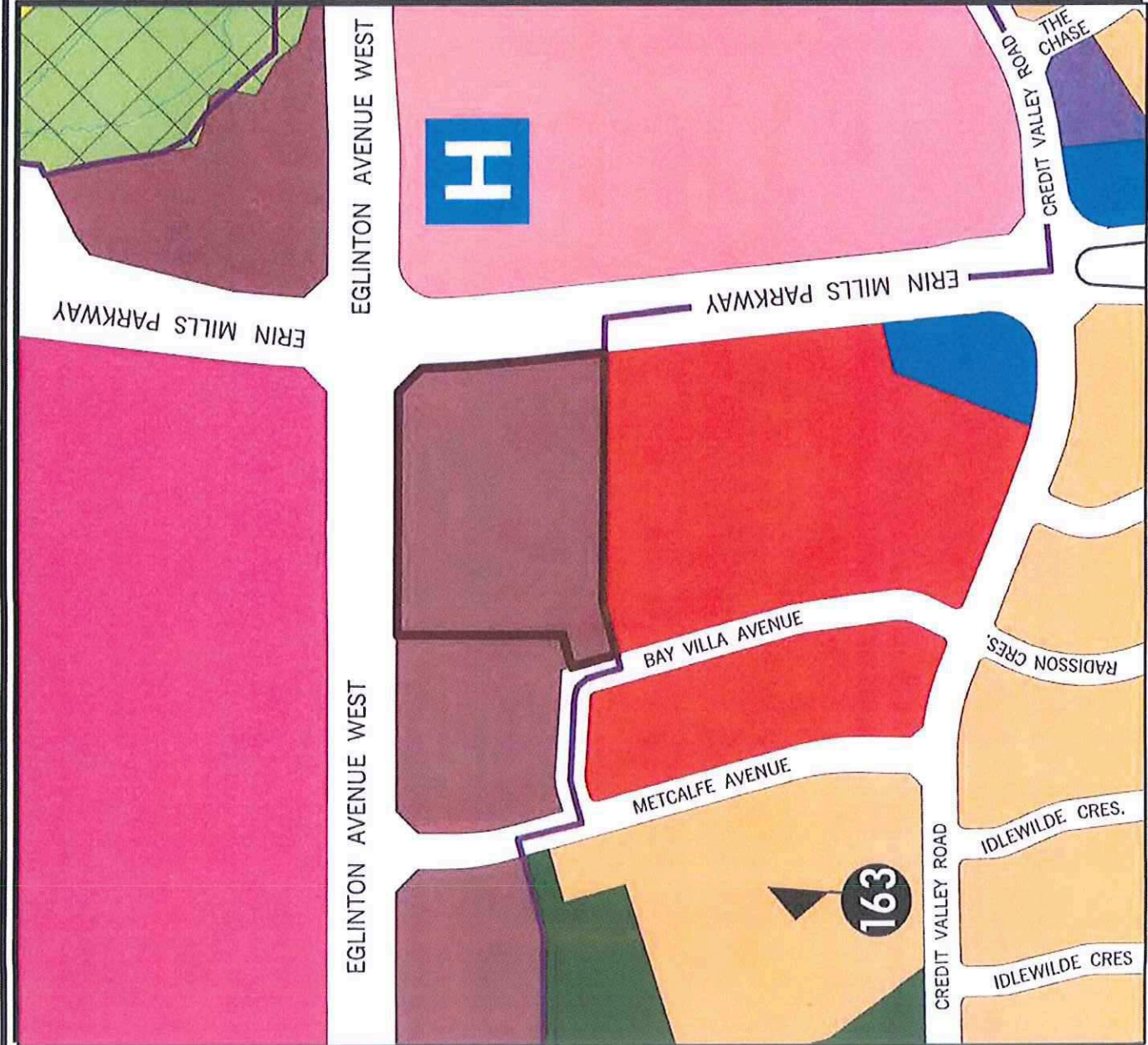
SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO SPRING 2014



SUBJECT: DANIELS HR CORPORATION

FILE NO: OZ 13005 W8		DWG. NO: 13005A		SCALE: 1:4000		PDC DATE: 2015 03 23		DRAWN BY: B. KRUGER		APPENDIX I-2	
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 Ball West
Motor Vehicle Commercial	Utility
Office	To Be Determined

LAND USE LEGEND

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

CITY STRUCTURE

Elements	Corporation Centre
Downtown	Employment Area
Major Node	
Community Node	
Neighbourhood	

SUBJECT LANDS

SUBJECT: DANIELS HR CORPORATION

FILE NO:	OZ 13005 W8
DWG. NO:	13005R
SCALE:	1:4000
PDC DATE:	2015 03 23
DRAWN BY:	B. KRUGER

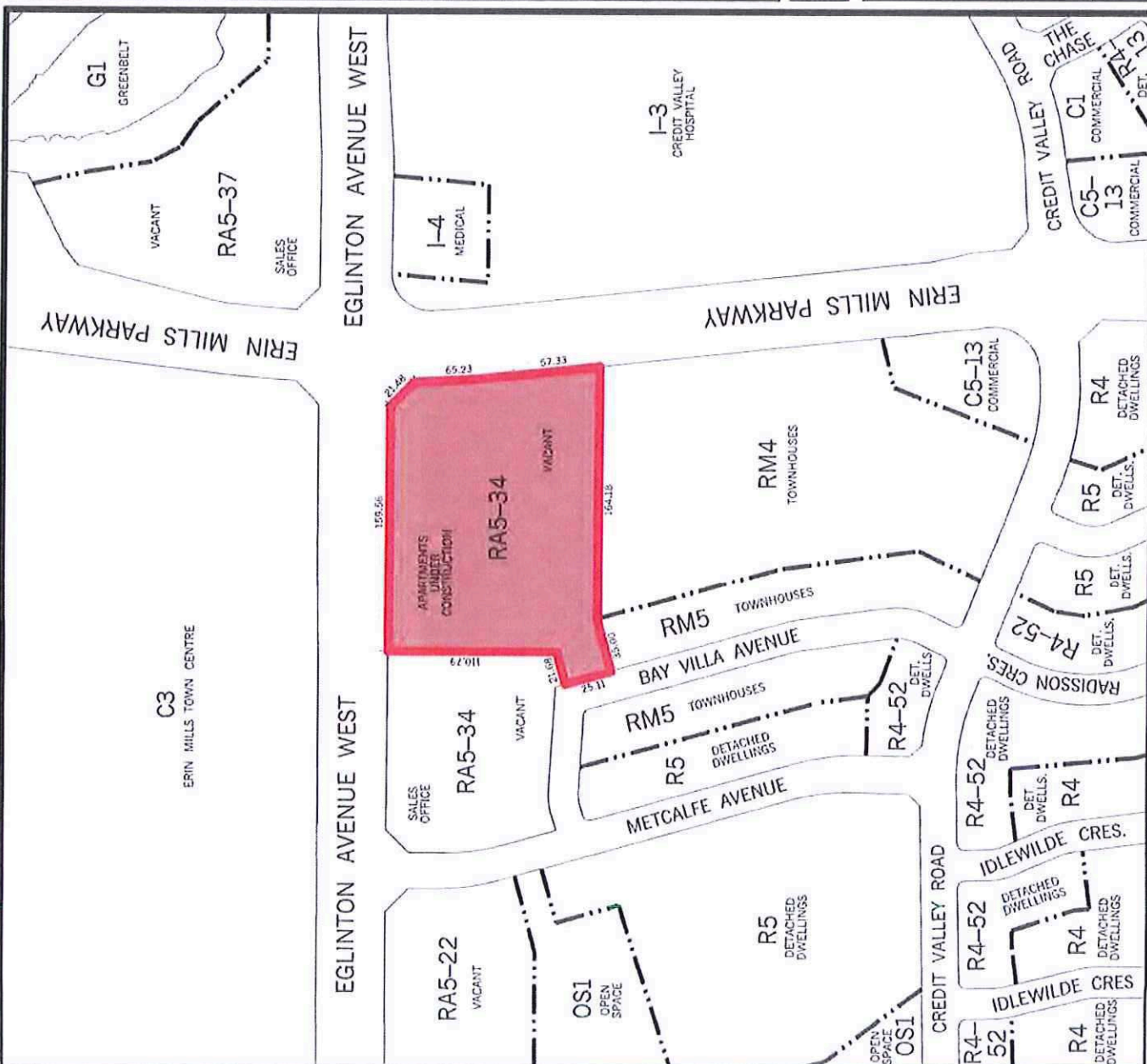
APPENDIX I-3

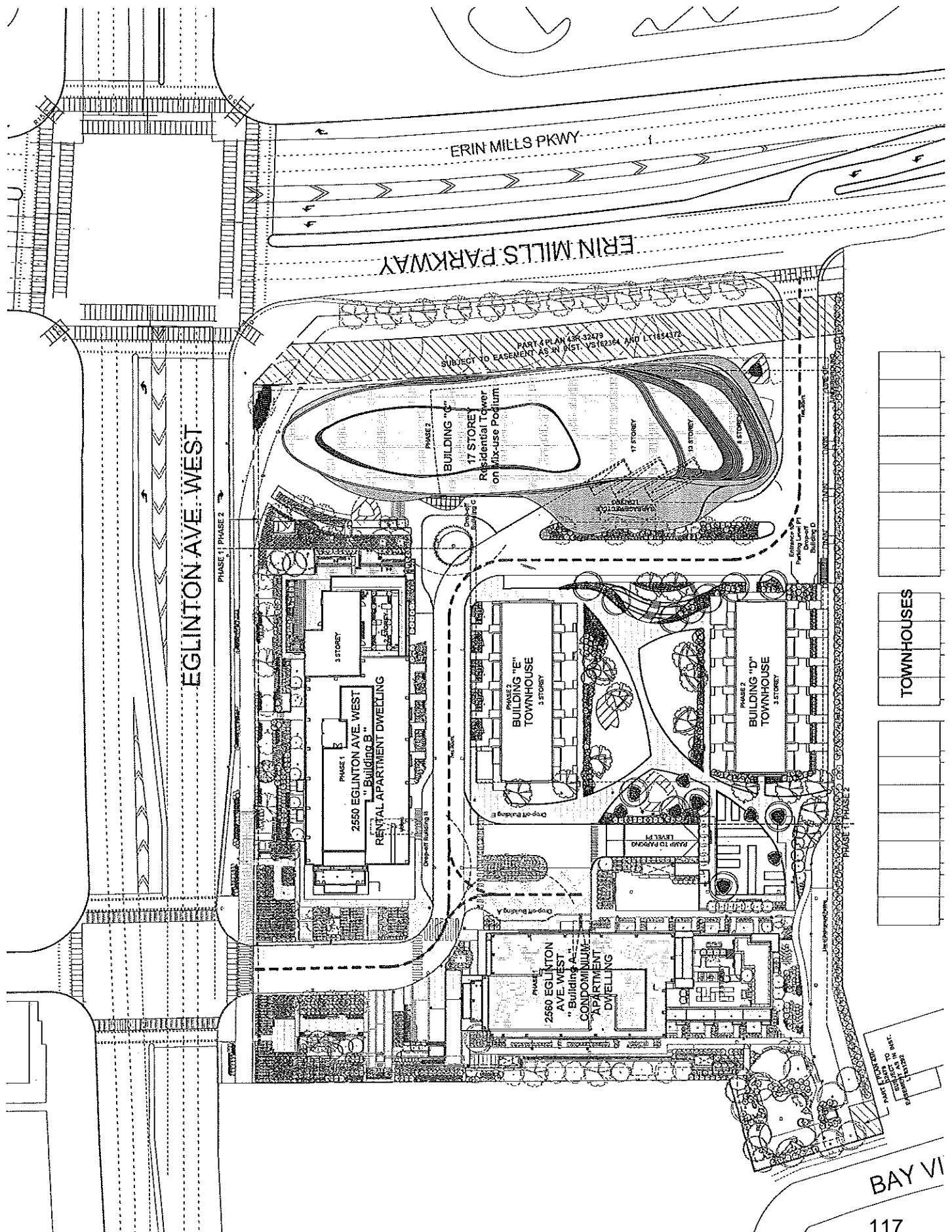
MISSISSAUGA
Produced by
T&W, Geomatics

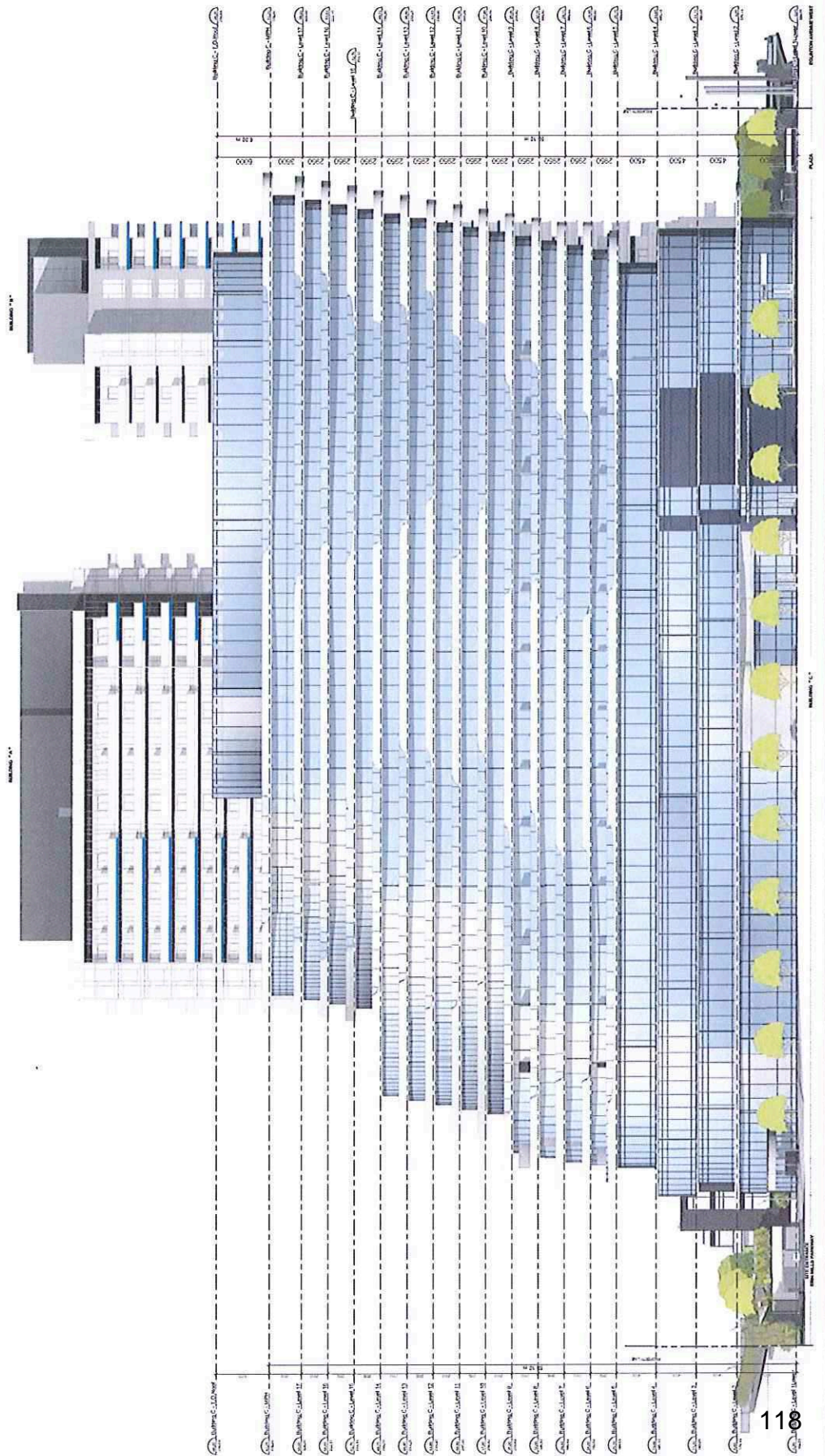


NOTE: EXISTING ZONING DELINEATED ON THE PLAN
PROPOSED ZONING INDICATED BY SHADING WITHIN
THE APPLICATION AREA.

SUBJECT: DANIELS HR CORPORATION







EAST ELEVATION 1
Scale: 1/8" = 1'-0"

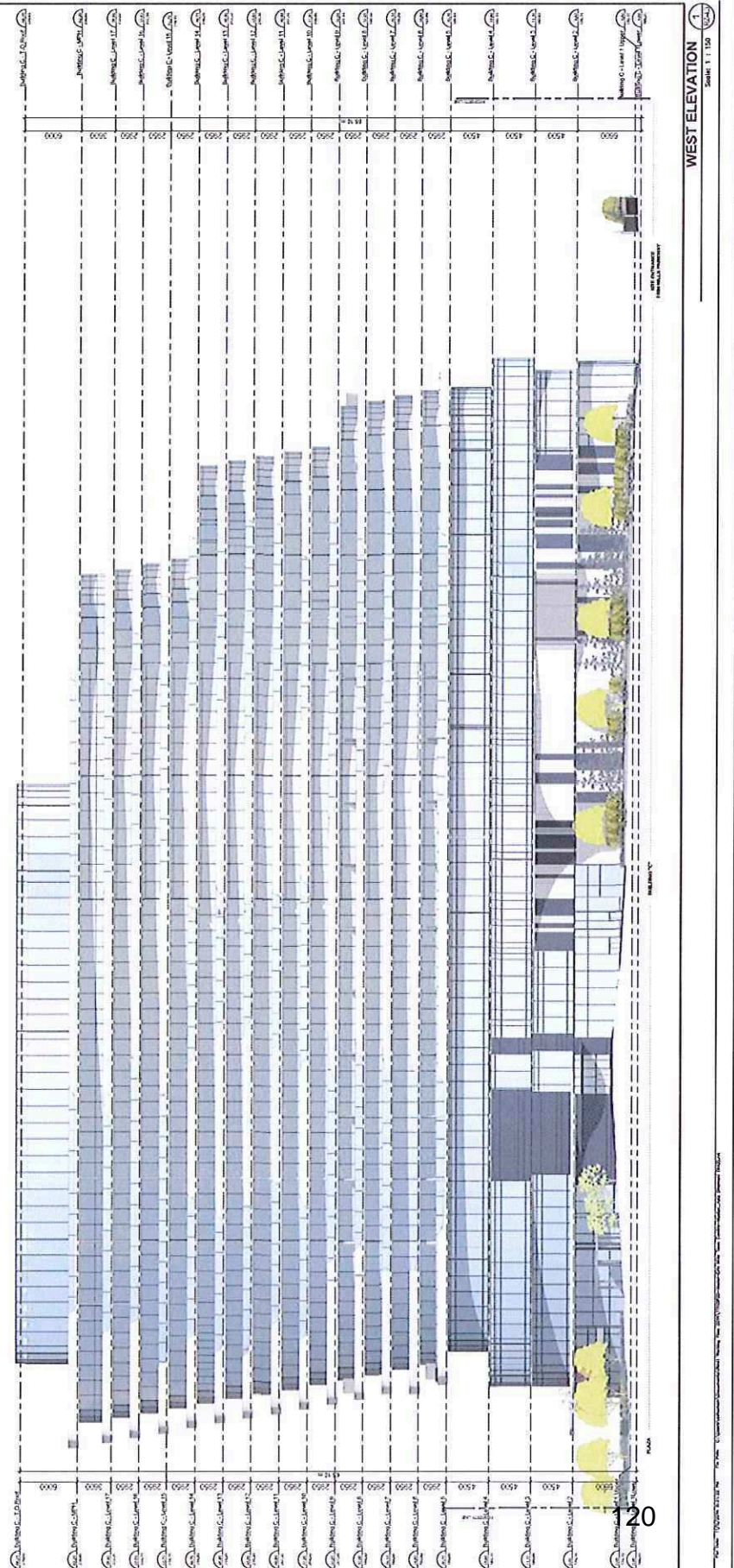


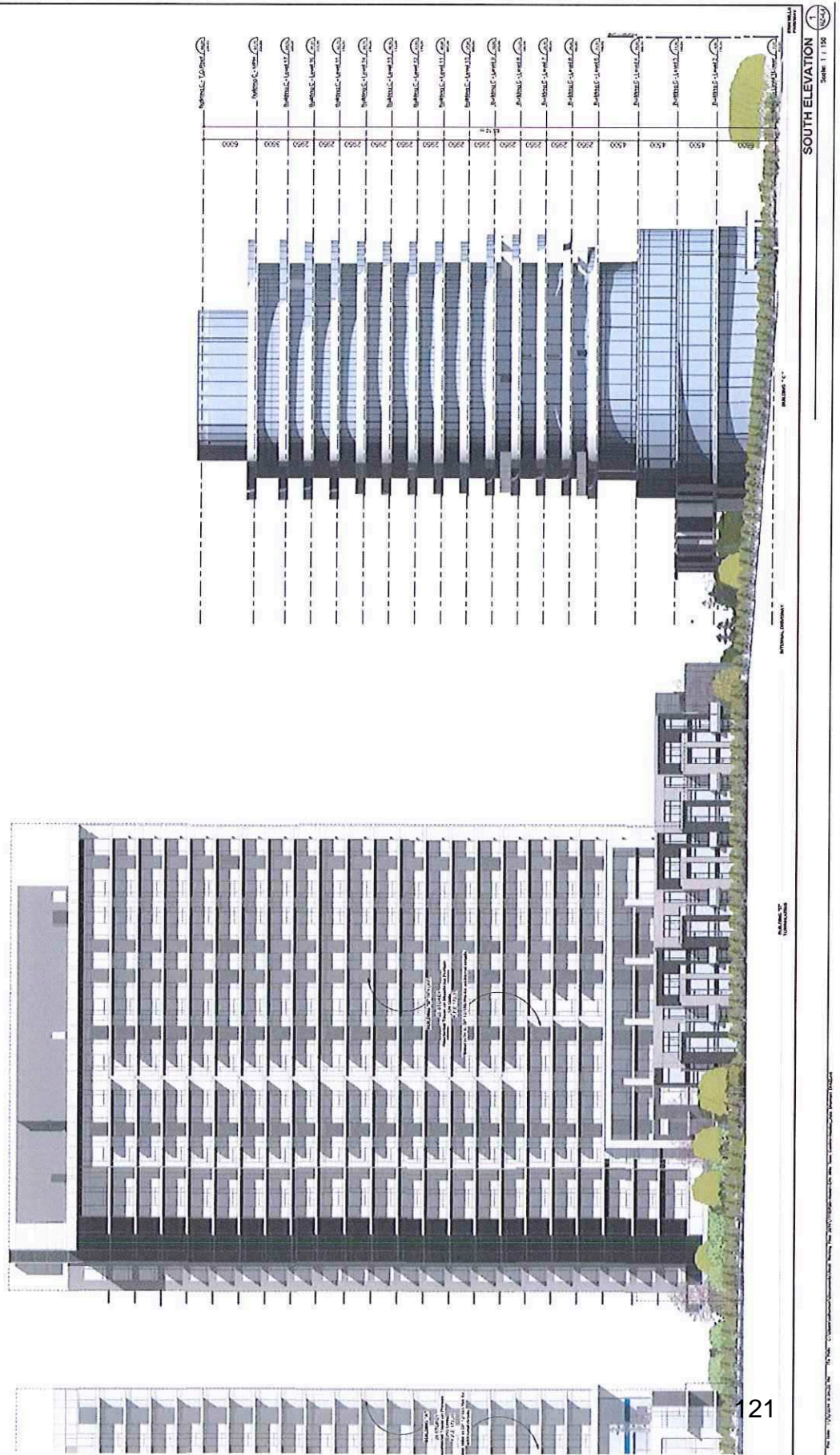
NORTH ELEVATION 119

Scale: 1/8" = 1'-0"

PLACEMENT OF VENTILATION

PLACEMENT OF VENTILATION





Daniels HR Corporation

File: OZ 13/005 W8

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (January 26, 2015)	<p>The Region will support in principle a left-in, right-in/right-out access to Erin Mills Parkway at the southerly limits of the subject property. The access shall be equipped with a northbound left turn lane with 30 m (98.4 ft.) of storage and 40 m (131.2 ft.) of taper, as well as a southbound right-turn lane with 30 m (98.4 ft.) of storage and 20 m (65.6 ft.) of reverse taper at the existing bus bay. To facilitate these requirements, the applicant shall also reconstruct the southbound left turn lane at the signalized access on Erin Mills Parkway to Credit Valley Hospital to maintain 40 m (131.2 ft.) of taper and reduce the storage length to 30 m (98.4 ft.). Requirements for accommodation of the existing northbound dual left turn lanes at the intersection of Erin Mills Parkway and Eglinton Avenue West will be dealt with at the transportation impact assessment stage. All costs associated with the road and access works is to be paid 100% by the applicant.</p> <p>A Development Agreement or Access Agreement registered on title on the property will be required reflecting the aforementioned and any future access requirements and restrictions in order to ensure the capacity and safety of Erin Mills Parkway can be monitored and maintained at all times by the Region.</p>
Dufferin-Peel Catholic District School Board (November 27, 2014)	<p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p>

Daniels HR Corporation

File: OZ 13/005 W8

Agency / Comment Date	Comment
	<p>If approved, the Board requires that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>
<p>Peel District School Board (December 2, 2014)</p>	<p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>"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."</p> <p>In addition, if approved, the Board requires that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (February 12, 2015)</p>	<p>Prior to issuance of building permits, cash-in-lieu for park or other public recreational purposes is required by the <i>Planning Act</i> and the City's Policies and By-laws for every residential unit constructed after the initial 849 units as per the Amending Agreement of the Parkland Conveyance Agreement between the City of Mississauga and the Erin Mills Development Corporation.</p> <p>The applicant shall submit a cash contribution for street tree planting on Erin Mills Parkway and Eglinton Avenue West.</p>

Daniels HR Corporation

File: OZ 13/005 W8

Agency / Comment Date	Comment
City Community Services Department – Fire and Emergency Services Division (December 1, 2014)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (T&W) (Feb 13, 2015)	<p>T&W confirmed receipt of Concept Plan, Proposed Master Plan, Functional Servicing Report Addendum, Site Servicing Plan, Composite Utility Plan, Acoustical Feasibility Study and Traffic Impact Study Addendum. Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration include:</p> <ul style="list-style-type: none"> • Traffic implications, • Boulevard/streetscape design, • Stormwater servicing design, • Phasing details, and • Compliance with City/Ministry of the Environment and Climate Change (MOECC) acoustic guidelines. <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Enersource Hydro Mississauga Inc. (December 9, 2014)	The existing underground high voltage cables servicing Credit Valley Hospital are in conflict with the proposing turning lane into the subject development. Prior to any approval of the applications, the applicant must contact Enersource to resolve the conflict. A guying easement will also be required.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Development Services, Planning and Building Department - Canada Post - Bell Canada - Enbridge Gas Distribution Inc. - Greater Toronto Airport Authority - Rogers Cable

Daniels HR Corporation

File: OZ 13/005 W8

Agency / Comment Date	Comment
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none">- Culture Division, Community Services Department- Realty Services, Corporate Services Department- Conseil Scolaire de Distrique Centre-Sud- Conseil Scolaire Viamonde- Trillium Health Partners

Daniels HR Corporation

File: OZ 13/005 W8

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 61 Kindergarten to Grade 5 27 Grade 6 to Grade 8 59 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Credit Valley Public School <ul style="list-style-type: none"> Enrolment: 687 Capacity: 655 Portables: 4 Thomas Street Middle School <ul style="list-style-type: none"> Enrolment: 785 Capacity: 755 Portables: 3 John Fraser Secondary School <ul style="list-style-type: none"> Enrolment: 1,366 Capacity: 1,236 Portables: 3 <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 8 Junior Kindergarten to Grade 8 6 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Rose of Lima Elementary School <ul style="list-style-type: none"> Enrolment: 405 Capacity: 248 Portables: 4 St. Aloysius Gonzaga Secondary School <ul style="list-style-type: none"> Enrolment: 1,798 Capacity: 1,656 Portables: 0

Daniels HR Corporation

File: OZ 13/005 W8

Existing Official Plan Provisions

"Residential High Density" which permits the following uses: apartment buildings with a maximum height of 25 storeys and a Floor Space Index (FSI) range of 1 – 2.5 within the Central Erin Mills Major Node Character Area.

Proposed Official Plan Amendment Provisions

The applicant is proposing to retain the **"Residential High Density"** designation while adding the following new Special Site policies for the site:

- a) a maximum of 6 500 m² (69,968 sq. ft.) of non-residential GFA shall be permitted
- b) townhouses shall be permitted
- c) a maximum FSI of 3.25

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	<p>Section 5.3.2 Section 5.4 Section 5.5</p>	<p>Major Nodes will be planned as prominent centres of mixed use activity with a variety of employment opportunities and will provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups. Major Nodes will develop as city and regional centres and be a primary location for mixed use development. The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare. Development in Major Nodes will be in a form and density that achieves a high quality urban environment. Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. 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.</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. Intensification Areas will be planned to maximize the use of existing and planned infrastructure.</p>
Section 7 – Complete Communities	<p>Section 7.2 Section 7.2.1 Section 7.2.2</p>	<p>Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.</p>

Section 9 – Building a Desirable Urban Form	Section 9.1.2 Section 9.1.5 Section 9.2.1	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. 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.</p> <p>Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.</p>
Section 13 – Major Nodes	Section 13.1.1	Proponents of development applications within a Major Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.
Section 19 – Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Daniels HR Corporation

File: OZ 13/005 W8

Summary of Existing Zoning By-law Provisions

"RA5-34" (Apartment Dwellings), which permits apartment buildings with a maximum height of 25 storeys, an FSI range of 1- 2.5, minimum number of dwelling units per hectare of 114 and a maximum number of dwelling units per hectare of 247.

Summary of Proposed Zoning By-law Provisions

Zone Standards	Required "RA5-34" Zoning By-law Standards	Proposed "RA5- Exception" Zoning By-law Standards
Use	Apartment dwelling Long-term care dwelling Retirement dwelling	Apartment dwelling Townhouse dwelling Commercial, Office, and Medical Office uses
Maximum Floor Space Index	2.5	3.25
Maximum gross floor area – non-residential	n/a	6 500 m ² (69,965 sq. ft.)
Maximum number of dwelling units per hectare	247	395
Minimum number of resident parking spaces	1 per bachelor unit 1.25 per one-bedroom unit 1.40 per two-bedroom unit 1.75 resident per three-bedroom unit 0.20 visitor spaces per unit	1.05 per all units
Minimum number of non-residential parking spaces.	3.2 spaces per 100 m ² (1,076 sq. ft.) office 6.5 spaces per 100 m ² (1,076 sq. ft.) medical office 5.4 spaces per 100 m ² (1,076 sq. ft.) retail *blended rate can be used as per Section 3.1.2.3 of Zoning By-law	4.5 spaces per 100 m ² (1,076 sq. ft.) blended rate for all uses including visitor parking

APPENDIX I-11

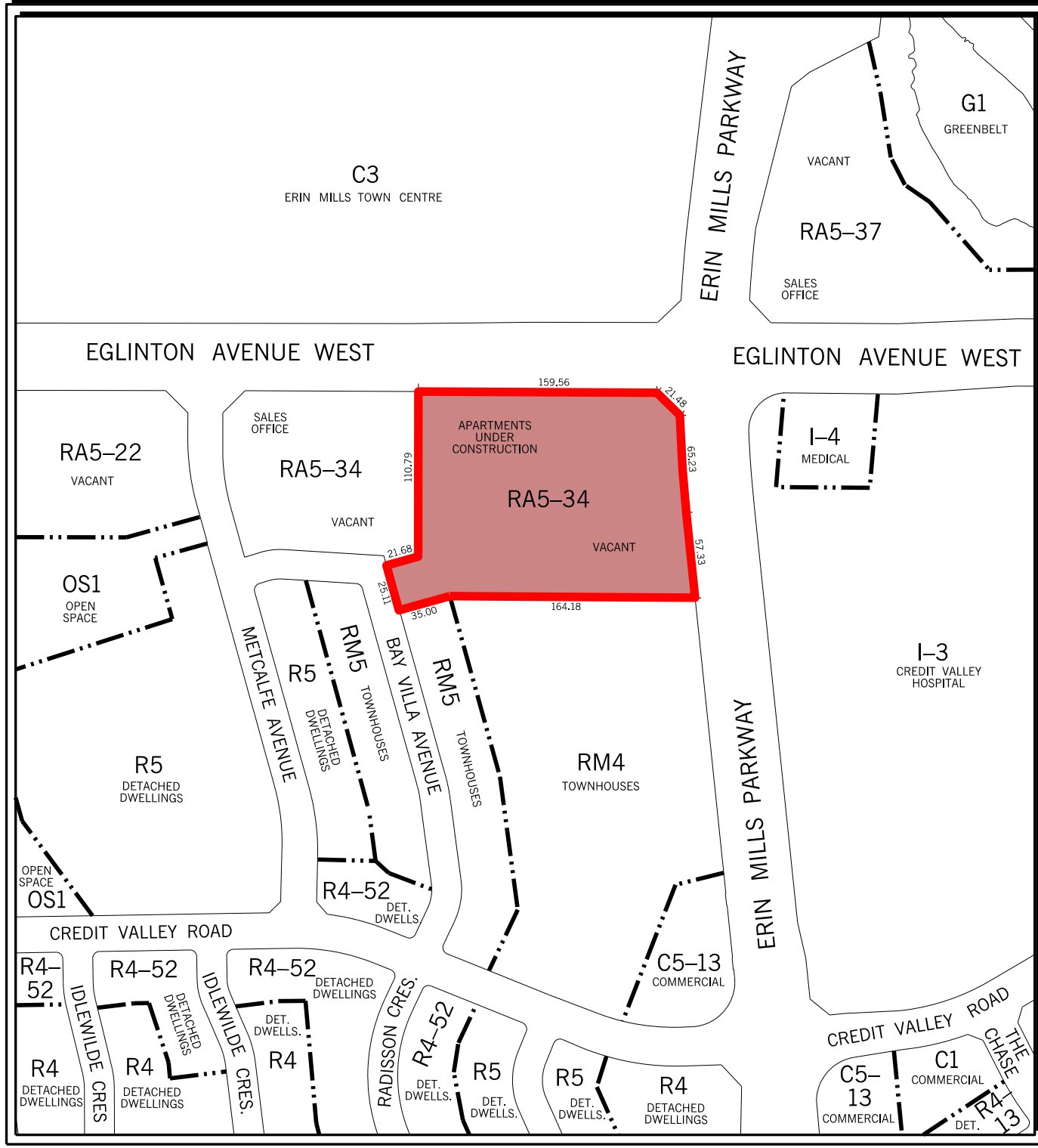


Daniels HR Corporation

File: OZ 13/005 W8

Recommendation PDC-0019-2015

"That the Report dated March 3, 2015, from the Commissioner of Planning and Building regarding the applications by Daniels HR Corporation to permit 22 townhouses and a 17 storey mixed use building with 348 residential units and commercial uses on the first 3 storeys under File OZ 13/005 W8, at 2550 and 2560 Eglinton Avenue West, be received for information."



LEGEND:

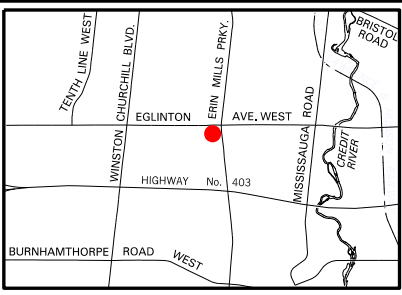


PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL HIGH DENSITY' TO 'RESIDENTIAL HIGH DENSITY - SPECIAL SITE' AND PROPOSED ZONING FROM 'RA5-34' (APARTMENT DWELLINGS) TO 'RA5-EXCEPTION' (APARTMENT DWELLINGS) TO PERMIT A 19 STOREY, 346 UNIT CONDOMINIUM APARTMENT BUILDING WITH OFFICE AND RETAIL COMMERCIAL USES IN THE FIRST THREE STORIES AND 19 TOWNHOUSES.

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

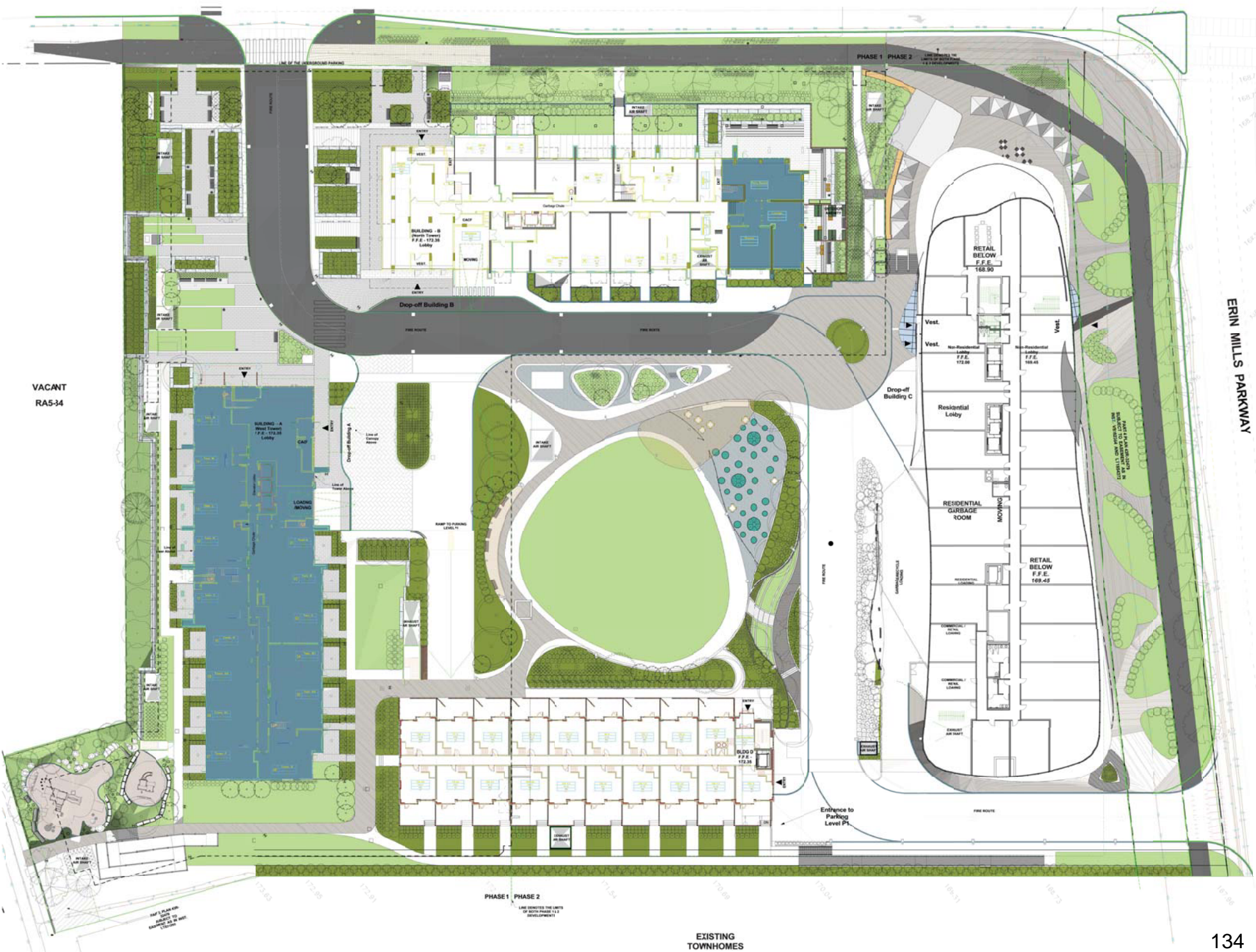


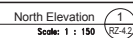
SUBJECT: DANIELS HR CORPORATION



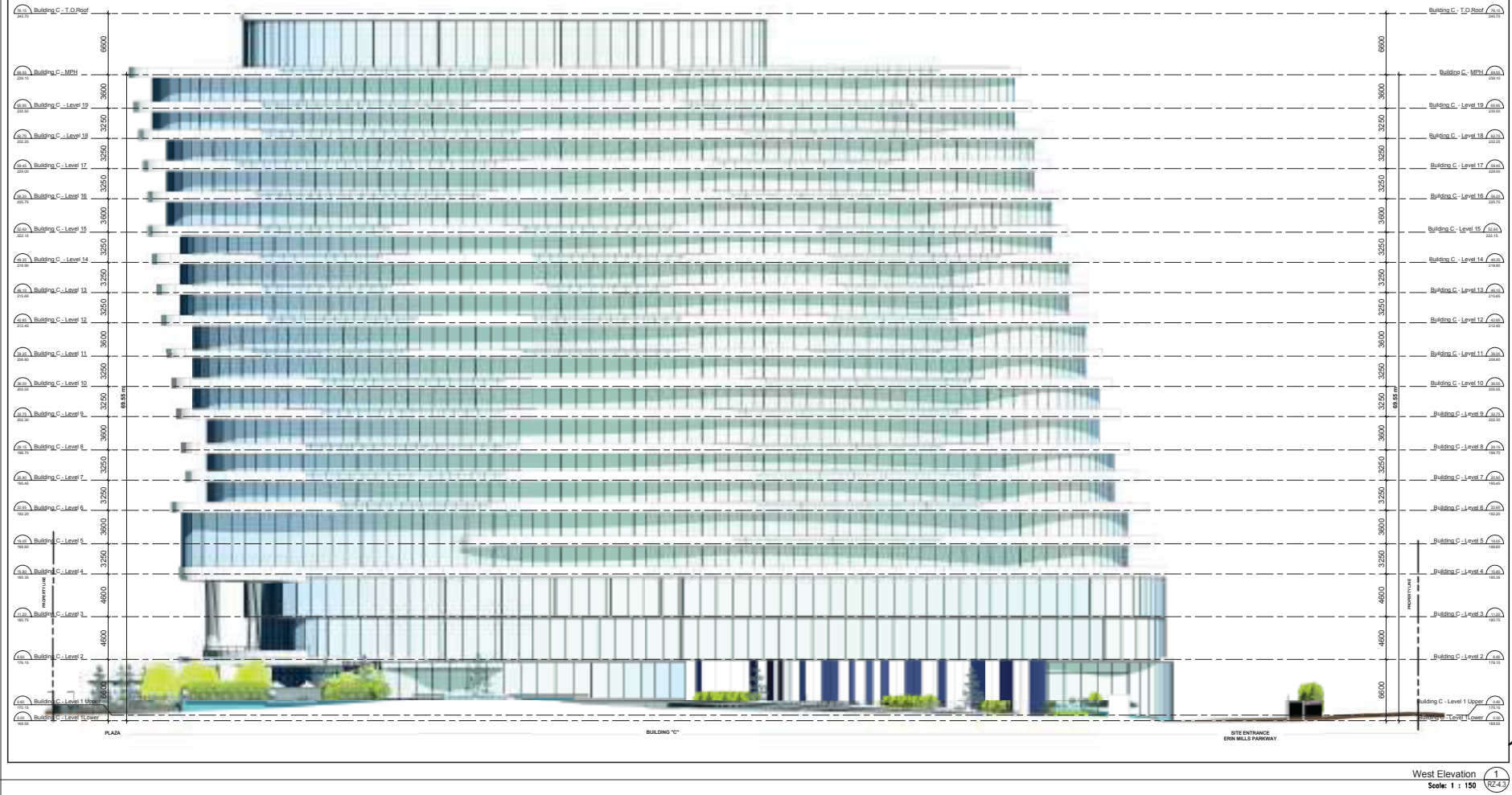
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OZ 13005 W8
DWG. NO:
13005R
SCALE:
1:4000
PDC DATE:
2015 09 08
DRAWN BY:
B. KRUGER

APPENDIX 3

















Daniels HR Corporation

File: OZ 13/005 W8

Summary of Existing Zoning By-law Provisions

"RA5-34" (**Apartment Dwellings**), which permits apartment buildings with a maximum height of 25 storeys, an FSI range of 1-2.5, minimum number of dwelling units per hectare of 114 and a maximum number of dwelling units per hectare of 247.

Summary of Proposed Zoning By-law Provisions

Zone Standards	Required "RA5-34" Zoning By-law Standards	Proposed "RA5- Exception" Zoning By-law Standards
Use	Apartment dwelling Long-term care dwelling Retirement dwelling	Apartment dwelling Townhouse dwelling Commercial, Office, and Medical Office uses
Maximum Floor Space Index	2.5	3.15
Maximum gross floor area – non-residential	n/a	6 546 m ² (70,463 sq. ft.)
Maximum number of dwelling units per hectare	247	393
Minimum side and rear lot line setbacks of a below grade parking structure	3.0 m (9.8 ft.)	0.75 m (2.46 ft.)
Maximum projection of balcony above the first storey	1.0 m (3.3 ft.)	1.7 m (5.6 ft.)
Minimum number of resident parking spaces	1 per bachelor unit 1.25 per one-bedroom unit 1.40 per two-bedroom unit 1.75 resident per three-bedroom unit 2 per townhouse unit 0.20 visitor spaces per unit	1.1 per bachelor, one and two bedroom apartment units 1.2 per three bedroom apartment units 1.4 per three bedroom townhouse unit 0.15 visitor spaces per unit
Minimum number of non-residential parking spaces.	3.2 spaces per 100 m ² (1,076 sq. ft.) office 6.5 spaces per 100 m ² (1,076 sq. ft.) medical office 5.4 spaces per 100 m ² (1,076 sq. ft.) retail *blended rate can be used as per Section 3.1.2.3 of Zoning By-law	4.3 spaces per 100 m ² (1,076 sq. ft.) for retail uses Parking standard for all other uses will be unchanged A shared parking arrangement may be used to calculate the residential visitor and non-residential parking

Date: 2015/08/18 To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Originator's files: CD21-MS
	Meeting date: 2015/09/08

Subject

Mississauga Road Scenic Route Policies Review

Recommendation

1. That the Report dated August 18, 2015, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review" be received for information; and,
2. That a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting.

Report Highlights

- This report provides the results of a recent review of policies related to the Mississauga Road Scenic Route consistent with Council Resolution 0222-2012;
- Several revised and new Mississauga Official Plan policies are recommended in order to strengthen the existing policies, particularly given redevelopment interest along this Scenic Route;
- Community consultation is proposed to obtain feedback from area residents and ratepayer groups.

Background

Council passed Resolution 0222-2012, (see Appendix 1), directing staff to undertake a review of policies associated with the 1997 Mississauga Road Scenic Route Study Report and related policies that were subsequently incorporated into the City's Official Plan (see Appendix 3 for current policies). The resolution dealt with three major issues:

- Council's concern that increasing redevelopment pressures on lands adjacent to the Mississauga Road Scenic Route may undermine the key features that contribute to its scenic value;
- The outcome of this review should strengthen the Mississauga Road Scenic Route policies;
- The need to examine the cumulative traffic impacts of potential future development along the Scenic Route corridor.

Consistent with Resolution 0222-2012 and the 1997 Mississauga Road Scenic Route Study, the study area does not include the Scenic Route as it passes through Streetsville (between the CP Railway tracks located just south of Reid Drive and Britannia Road), where the road is known as Queen Street South. The portion of the Scenic Route for which policy changes are being recommended in this report is illustrated in Appendix 2.

The purpose of this report is to provide an overview of the findings of the study and to seek permission to circulate this report to affected ratepayer groups and to hold a future public meeting on proposed changes to the policies that apply to the Mississauga Road Scenic Route.

Comments

The 1997 Mississauga Road Scenic Route Study was prepared to establish criteria by which development applications along this corridor could be evaluated. The criteria and related policies were created to help preserve Mississauga Road's unique qualities in the face of increasing development pressures.

1. Key Features and Issues

Staff have reviewed the 1997 Study and have found that many of its findings on the corridor's key features and issues of concern are still valid today. Key features and current issues are summarized below:

Key Feature	Summary of Issues
Existing Street Trees and Greenbelt Vegetation – the quality of the existing street trees within the boulevard and on private property, and the bordering greenbelt vegetation	The loss of existing trees from road upgrades, utility construction, and the action of private landowners is negatively impacting the Scenic Route.
Road Type – the winding, undulating road alignment and narrow pavement width	Increases to the Mississauga Road pavement width (e.g. adding general purpose lanes, turning lanes and slip-off lanes) are having a cumulative negative impact on the quality of the Scenic Route.
Residential Character – the larger lots and house sizes with generous front and side yard setbacks which is the primary land use	Intensification along the Scenic Route is changing the visual character through new built form and lot patterns such as townhouses. New homes need to maintain the existing residential character.
Heritage Quality – the heritage components of the Scenic Route	Historic buildings, community linkages (primarily between Streetsville and Port Credit) and their relationship to the Credit River valley as an historic natural route need to be preserved.

Key Feature	Summary of Issues
	Existing landscape features, including fences, stone walls and hedgerows link the present with the past and should be maintained.

These key features make the Scenic Route special and worthy of preservation. Infill development has the potential to erode these characteristics (e.g. tree removal, smaller lots, introduction of more intense housing forms than detached homes, reduced building setbacks and increased road pavement widths), resulting in changes to the look and feel of the Scenic Route.

2. Traffic Impacts

As part of the review, the Transportation and Works Department with the assistance of the Planning and Building Department performed a modelling exercise to assess the cumulative traffic impact on Mississauga Road of possible future infill development along the Scenic Route. A fairly intense residential infill density was applied to several vacant and/or large properties along the Scenic Route as part of this evaluation. The density assumption used was taken from the Dunpar Developments Inc. residential development that was approved by the Ontario Municipal Board (OMB) on April 10, 2013. The development, located at 4390 Mississauga Road (west side of Mississauga Road, north of Highway 403), consists of 57 townhouses and 8 semi-detached homes on a private condominium road. The project is currently under construction.

Active and recently approved development applications were also incorporated into the modelling. While this analysis concluded that additional traffic lanes would not be warranted for Mississauga Road in this “worse case” intensification scenario, improvements at some intersections and new turn lanes would likely be required. This could result in increased pavement widths at certain locations, which would conflict with efforts to keep the width of Mississauga Road the same.

3. Proposed Policy Changes

Although the current land use permissions and Mississauga Official Plan policies generally support the retention of the key Scenic Route features, the policies could be strengthened given intensification pressures. Staff from the Planning and Building Department, Transportation and Works Department, and the Community Services Department jointly reviewed these Official Plan policies with respect to their clarity, strength and relevance. Staff also identified gaps where new policies should be introduced to further protect the key features of the Scenic Route. Certain themes, principles and priorities evolved during this evaluation, which include:

- Detached homes are the only form of new residential development that should have frontage on the Scenic Route;
- Even small pavement widenings will cumulatively erode the scenic quality of Mississauga Road over time and should be restricted as much as possible;
- Minor text changes will strengthen and clarify the policies (e.g. from “should be” to “will be”);
- Preservation of the tree canopy closest to the road needs to be prioritized;
- The “Corridor” status of the Scenic Route between Eglinton Avenue West and Dundas Street, as outlined in Mississauga Official Plan, needs to be re-evaluated;
- Changes to the City’s Zoning By-law are not required to implement the recommended Official Plan changes.

Appendix 3 outlines the current policies and proposed changes to Mississauga Official Plan, including a specific rationale for each change.

4. Public Engagement

Staff recommend that this report be circulated to ratepayer groups adjacent to the Scenic Route to obtain their comments and that an open house meeting be held to explain the recommended Official Plan changes and receive further input from the community. A formal Public Meeting, as required under the *Planning Act*, will be held at a future Planning and Development Committee meeting.

Financial Impact

There is no financial impact.

Conclusion

Existing Mississauga Official Plan policies associated with the Mississauga Road Scenic Route need to be strengthened to enhance their effectiveness, particularly given intensification pressures along this corridor. Staff recommend that a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting.

Attachments

Appendix 1: Council Resolution 0222-2012

Appendix 2: Map and Air Photos of Mississauga Road Scenic Route Study Area

Appendix 3: Current Policies and Proposed Changes to Mississauga Official Plan

Appendix 4: Key Features



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner

Council Resolution 0222-2012

WHEREAS on April 26, 1996, City Council passed Resolution 131-96 which stated in part: 'That no approvals be given to new rezoning, committee of adjustment and/or land division applications received after April 24, 1996, for lands fronting on both sides of Mississauga Road from the CPR tracks to the Queen Elizabeth Way until a study which establishes the criteria for a 'Scenic Route' and determines the impact of the existing and proposed development on Mississauga Road has been carried out.'

AND WHEREAS on October 15, 1997, City Council passed Resolution 286-97, which adopted the Mississauga Road Scenic Route Study Report dated September 4, 1997 from the Commissioner of Planning and Building that required amendment to Official Plan policies to identify lands abutting Mississauga Road as a Special Site Area with related urban design guidelines in recognition of Mississauga Road from Lakeshore Road to the St. Lawrence and Hudson Railway as a Scenic Route;

AND WHEREAS the primary function of the term 'Scenic Route' as defined by the Mississauga Road Scenic Route Study is to preserve or enhance the aesthetic quality of Mississauga Road and the existing man-made and natural features that border the street;

AND WHEREAS the four key features of the Special Site Area of Mississauga Road that contribute to its scenic value as defined in the Mississauga Road Scenic Route Study are: the existing street trees and greenbelt vegetation; the winding road alignment and narrow width; the larger lot and house sizes with generous front and side yard setbacks; and the heritage components of the route;

AND WHEREAS in recent years there has been increasing redevelopment pressure on lands adjacent to the Mississauga Road Scenic Route in the form of development proposals, applications and approvals for residential intensification, particularly between Eglinton Avenue West and lands south of Dundas Street West;

AND WHEREAS the qualitative and quantitative cumulative impacts of residential intensification pressure along the Mississauga Road Scenic Route corridor may undermine the identified four key features that contribute to its scenic value and the associated Official Plan policies;

NOW THEREFORE LET IT BE RESOLVED THAT:

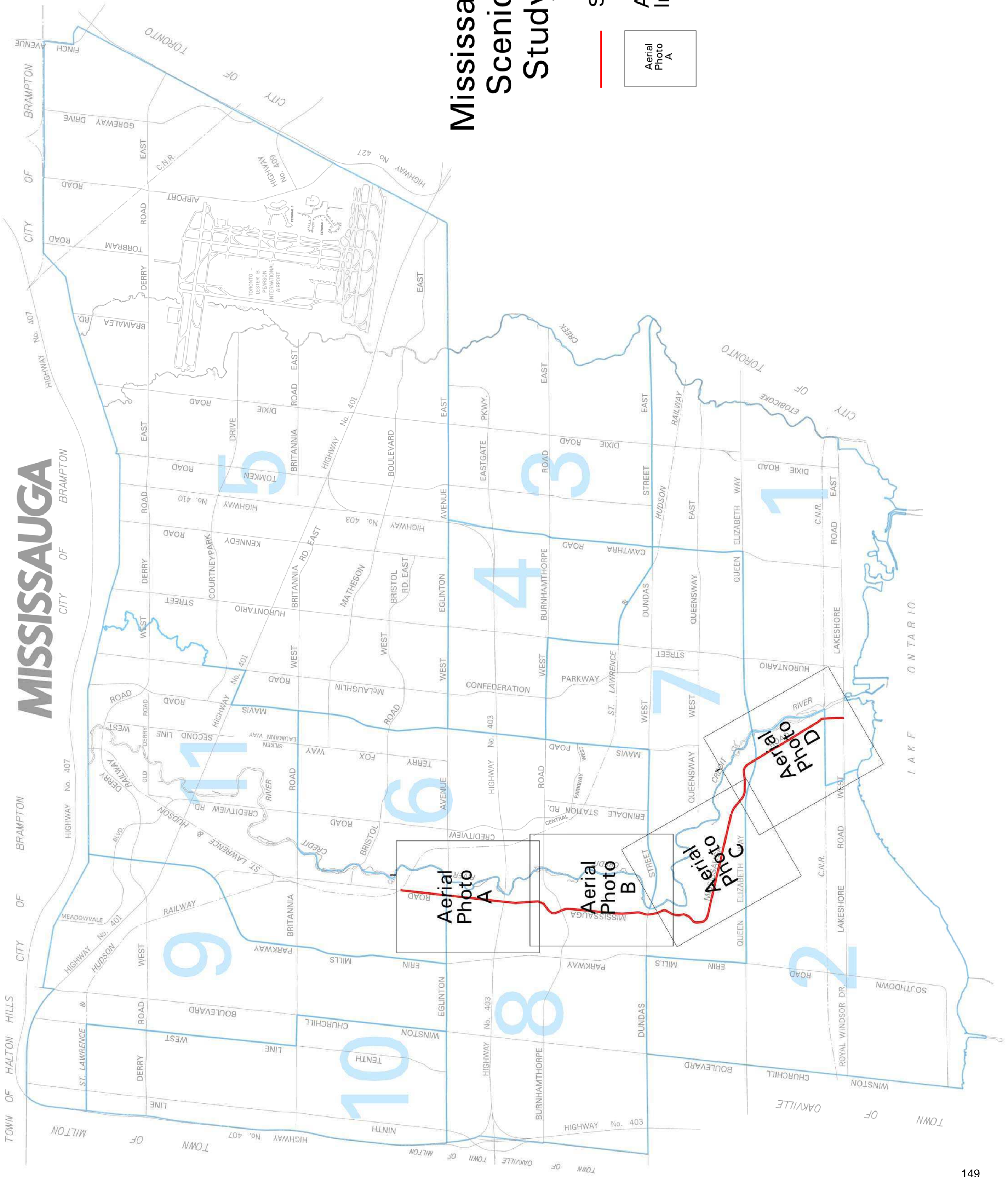
1. The Planning and Building Department, in consultation with the Transportation and Works and Community Services Departments be directed to undertake a review of policies within the Mississauga Road Scenic Route Study and associated Official Plan policies with the intent of strengthening the policies in the context of increasing residential intensification pressures along the Mississauga Road corridor.
2. As part of this review, the Planning and Building Department identify the location and nature of potential residential development sites and their potential impact on the character of the Scenic Route. As part of the impact analysis, the Transportation and Works Department is to examine future cumulative traffic impacts, including approved

and potential residential development scenarios adjacent to Mississauga Road between Eglinton Avenue West and the Queen Elizabeth Way, in the context of current policies that preclude major road upgrades such as new general purpose lanes.

3. No planning approvals for residential development applications received by the City after the passing of this Resolution, on lands with any frontage or potential vehicular access to Mississauga Road from the CPP tracks in Streetsville to the CN Rail tracks, be granted until City Council has made a decision on the outcomes of a review, report and recommendations of the Mississauga Road Scenic Route Study policies. Site Plan applications for detached dwellings (new homes, replacement housing and additions), as well as related minor variance applications shall be exempt from these provisions.
4. Appropriate staff resources be allocated for this review in the 2013 Work Programs for the Planning and Building Department and the Transportation and Works Department.

Study Area

Aerial Photo Index











Current Policies and Proposed Changes to Mississauga Official Plan

Current Policy	Proposed Policy	Comment
9.3.3.10 Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street.	9.3.3.10 Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street.	No change proposed.
9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated scenic route , will be subject to the following:	9.3.3.11 Lands abutting the Mississauga Road right-of-way (i.e. frontage, flankage and rear yards) between the St. Lawrence and Hudson Railway Canadian Pacific Railway (located just south of Reid Drive) and Lakeshore Road West (frontage, flankage and rear yards) which is are part of a designated scenic route . These lands will be subject to the following:	Wording changed. The St. Lawrence and Hudson Railway no longer exists (former subsidiary of CPR) but was changed back to CPR ownership in 2001. As such, all references to the St. Lawrence and Hudson Railway throughout Mississauga Official Plan will be changed. Wording has also been modified to improve readability. The Scenic Route goes up to Britannia Road but these policies only apply to this specified portion of the Scenic Route.
n/a	a. in order to preserve its historic streetscape character, residential development of the portion of lands with frontage along Mississauga Road will be in the form of detached dwellings. Other forms of residential development will not be permitted abutting Mississauga Road.	New policy. This change would affect the north portion of the corridor between CPR tracks to Dundas Street (Erin Mills and Central Erin Mills Neighbourhood Character Areas). The predominant "Residential Low Density I" designation allows for singles and semis between this stretch (but further south, Sheridan and Clarkson-Lorne Park Neighbourhood Character Areas already prohibit semis or denser housing in "Residential Low Density I"); this policy will prohibit semis or other more intense forms of housing abutting Mississauga Road. It will help ensure that the appearance of the corridor

Current Policy	Proposed Policy	Comment
		<p>maintains its current built form character. Would require revising Erin Mills and Central Erin Mills Neighbourhood Character Area policies as well to permit only detached dwellings in the “Residential Low Density I” designation where abutting Mississauga Road (see below). Other existing official plan policies (including 16.1.2) and new Policy f. below address the importance of maintaining consistency in lot frontages.</p>
<p>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</p>	<p>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</p> <p>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</p> <p>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and windows) facing Mississauga Road;</p>	<p>Policies strengthened. Wording clarified by creating two separate policies. Upgraded building elevations facing the street required on all lots abutting Mississauga Road, but only encourage direct vehicular access.</p>
<p>b. service road and reverse frontage lot development will be discouraged;</p>	<p>d. service road and reverse frontage lot development will be discouraged; will not be permitted on lots abutting Mississauga Road.</p>	<p>Policy strengthened. “Will not be permitted” instead of “will be discouraged”. This type of development erodes the scenic character. Also, revised policy c) requires abutting lots to have homes facing Mississauga Road.</p>
<p>c. existing residential lot frontages will be retained;</p>	<p>Deleted.</p>	<p>The existing wording is unclear. If taken literally, no severances or other redevelopment of even the largest residential lots are permitted, which conflicts with</p>

Current Policy	Proposed Policy	Comment
		other official plan policies permitting infill development and limited intensification, as well as permissions under the zoning by-law. This is now addressed by adding “lot frontages” to new policy f).
n/a	e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;	New policy. This restrictive policy has the potential to limit denser forms of development behind lots that front onto Mississauga Road. Incremental changes in the paved portion (e.g. left turn lanes and slip off lanes) even for safety reasons have a cumulative impact on the overall corridor character. This new policy would not prohibit safety improvements warranted by a general increase in background traffic volumes from existing and proposed development that is not abutting Mississauga Road.
d. building massing, design and setback should be consistent with buildings on surrounding lots;	f. building massing, design, and setbacks and lot frontages should will be consistent with buildings on surrounding lots; surrounding buildings and lots;	Policy strengthened. “Will be” instead of “should be”. Lot frontages added to prevent lot frontages that are not in keeping with those in the surrounding area (see other official plan policies, including 16.1.2).
e. projecting garages will be discouraged;	g. projecting garages will be discouraged;	No wording change proposed.
f. tree preservation, enhancement and replacement on private lands will be required;	h. tree preservation and enhancement and replacement on private lands will be required in order to maintain the tree canopy.	Policy strengthened. Broadened to apply to both public and private lands. The expectation is that tree preservation and enhancement will be achieved. Tree replacement will be considered as a last resort.
g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce	i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to	Policy strengthened. Circular driveways now discouraged. The words “in order” have been added for clarity.

Current Policy	Proposed Policy	Comment
reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis;	reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis discouraged ;	
h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and	j. preservation removal of existing landscape features (including but not limited to stone retaining walls, fences and hedgerows) will be encouraged discouraged ;	Policy strengthened by rewording.
i. the location of utilities should minimize the impact on existing vegetation.	k. the location of utilities should will be situated to minimize the impact on existing vegetation;	Policy strengthened. "Will be" instead of "should".
n/a	l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged; and	New Policy. Maintaining grading as much as possible will help preserve the scenic route corridor.
n/a	m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.	New Policy. Protecting the scenic route corridor should not prevent the enhancement of trail connections.
n/a	16.3.1 Notwithstanding the policies of this Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.	Modification to Central Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.
n/a	16.10.1.2 Notwithstanding the policies of the Plan, the Residential Low Density I designation permits only detached dwellings for lots	Modification to Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.

Current Policy	Proposed Policy	Comment
	<i>that about Mississauga Road.</i>	
n/a	Schedules 1 (Urban System) and 1c (Urban System – Corridors) – re-evaluate the “Corridor” identification of Mississauga Road between Dundas Street West and Eglinton Avenue West.	Several Mississauga Official Plan policies encourage increased density and a mixture of uses along Corridors (e.g. Section 5.4 and 9.2.2). This is not consistent with efforts to preserve the existing scenic route character and as such, the Corridor identification should be re-evaluated. One option is to add clarification to Section 5.4 that would prioritize the scenic route policies if they conflict with Corridor policies. Schedules 1 and 1c could also be amended to delete the Corridor identification of Mississauga Road between Dundas Street West and Eglinton Avenue West.

Appendix 4: Photos of Key Features

Existing Street Trees and Greenbelt Vegetation



Road Type



Residential Character



Heritage Quality



City of Mississauga Corporate Report



Date: 2015/08/18 To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Originator's files: LA.07.FRO
	Meeting date: 2015/09/08

Subject

Mississauga Official Plan Conformity to the Provincial Policy Statement (PPS) 2014

Recommendation

That a public meeting be held to consider the amendments to Mississauga Official Plan as recommended in the report titled "Mississauga Official Plan Conformity to the Provincial Policy Statement (PPS) 2014" dated August 18, 2015, from the Commissioner of Planning and Building.

Report Highlights

- The Provincial Policy Statement (PPS) is issued under the authority of the Planning Act and provides policy direction of provincial interest related to land use planning and development. Municipal land use decisions are required to be consistent with policy statements.
- The PPS underwent a review and a revised version was released and came into effect on April 30, 2014.
- This report identifies the gaps between the PPS and Mississauga Official Plan (MOP) and proposes amendments to MOP policies in order to conform to the PPS. The policy amendments relate to healthy communities, infrastructure, climate change, aboriginal consultation and other minor changes.
- The purpose of this report is to request permission to hold a public meeting to obtain comments on the proposed policy changes.

Background

The *Planning Act* establishes the legislative framework which guides land use planning matters for all Ontario municipalities. The Act requires that an Official Plan be prepared to provide a long-term comprehensive framework for land use decision-making in the city. Additionally, under the authority of the

Planning Act, the City is required to ensure its Official Plan policies are consistent with the Provincial Policy Statement (PPS) which provides direction on land use planning and development matters of provincial interest.

The 2005 PPS recently underwent a review. An amended PPS came into effect on April 30, 2014. The City of Mississauga provided comments on the revised PPS identifying a number of revisions to strengthen the policy framework. The revised PPS incorporated some of these comments with enhanced and new policies related to:

- healthy and active communities;
- protection for corridors and employment areas for goods movement;
- planning and protection for infrastructure;
- consideration for the impacts of climate change; and
- Aboriginal consultation, among other matters.

On September 10, 2014 City Council passed by-law 0235-2014 which implemented Mississauga Official Plan Amendment (MOPA) 27. While the MOP incorporates environmental policies related to the revised PPS, there remain several other amendments needed in order to conform to the PPS. This report deals with the latter.

Comments

The Mississauga Official Plan affects almost every aspect of everyday life. Therefore, it is critical that the Official Plan be kept up-to-date.

The Official Plan determines where new houses, stores, industries, schools, cultural facilities, social services, parks, trails, and other land uses will be built; it protects our natural environment; and it directs the construction of new infrastructure such as sewers, water mains, transit and roads. It sets out the community's vision for its future. It affects the lives of all residents through policies about where and how housing, employment and other land uses will be developed. It shapes how the city's neighbourhoods will look and feel in 20 years.

The proposed amendments (Appendix 1) to the Official Plan will serve to ensure the plan is in conformity with the Provincial PPS and up-to-date.

The proposed amendments to Mississauga Official Plan (MOP) will ensure greater certainty, and clarity. This will make it easier for planners, decision makers and residents to evaluate proposals and to make appropriate land use planning decisions.

The following provides highlights on the proposed plan amendments to Mississauga's Official Plan:

Healthy and Active Communities

- Policy which supports the establishment of healthy communities through emphasis on planning the public realm for social interaction and natural recreational settings.

Infrastructure

- Increased clarity of the definition of “infrastructure”.
- Policy which requires consideration of the financial viability of infrastructure over time.
- Policy which requires consideration for the re-use and re-purposing of pre-existing buildings, infrastructure and utilities.
- Policy which emphasizes the importance of protecting planned corridors and transportation facilities.

Climate Change

- A guiding principle on “resiliency” to ensure consideration is given to the stresses new growth place on natural and built environments.

Note: The City is currently undertaking a number of studies which will inform land use policy on climate change. Interim policies identified in Appendix 1 are proposed to conform to the PPS, until further study is completed.

Aboriginal Communities

- Develop a consultation protocol for planning matters which affect the interests of the City's local Aboriginal peoples.
- New policies requiring archaeological management plans to ensure appropriate consideration to the conservation of cultural heritage and archeological resources.

Note: The PPS includes a new policy that encourages planning authorities to coordinate planning matters with Aboriginal communities. The City will be conducting a corporate strategy on public engagement and as part of this exercise will examine what this policy means for Mississauga and address how we coordinate with Aboriginal groups.

Implementation

- Change the PPS in effect date to April 30, 2014.
- Amend PPS definitions in Appendix A of MOP for “cultural heritage landscape” and “special needs” (no OPA is required for changes to the appendix).

Next Steps:

Pending Council approval, a public meeting will be held to obtain comments from the public on the proposed changes. After the public meeting a report on comments and final amendment will be prepared for Committee and Council approval.

It should be noted, that the proposed MOP changes identified in Appendix 1 have been reviewed by City staff for concurrence. Additionally, as the approval authority for amendments to the MOP, the Region of

Peel has reviewed the proposals and confirmed they meet the Provincial and Regional requirements for conformity.

Financial Impact

Not applicable.

Conclusion

This report presents proposed amendments to Mississauga Official Plan policies in order to conform to the Provincial Policy Statement, 2014 that came into effect April 30, 2014. The purpose of this report is to request permission to hold a public meeting to provide members of the public with an opportunity to comment on the proposed amendments.

Attachments

Appendix 1: Mississauga Official Plan (MOP) Conformity to the Provincial Policy Statement (PPS) 2014



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Shahada Khan, Policy Planner

MISSISSAUGA OFFICIAL PLAN (MOP) CONFORMITY TO THE PROVINCIAL POLICY STATEMENT (PPS) 2014

POLICY AREA	PPS SECTION/ POLICY #	PPS SECTION/POLICY (Additions are shown in grey highlighting and deletions are shown in strikethrough)	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)* (Additions to existing policy are shown underlined and deletions from existing policy are shown in strikethrough)
Healthy/Active Communities	1.5.1	<p>Healthy, active communities should be promoted by:</p> <p>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, <u>foster social interaction and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling</u> <u>active transportation and community connectivity</u>;</p> <p>b) <u>planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources</u>;</p>	<p>Add to Section 9.3 Public Realm: The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation.</p>
Infrastructure	1.6.1	<p><u>Infrastructure</u>, electricity generation facilities and transmission and distribution systems, and <u>public service facilities</u> shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodateing projected needs.</p> <p>Planning for <u>infrastructure</u>, electricity generation facilities and transmission and distribution systems, and <u>public service facilities</u> shall be coordinated and integrated with <u>land use planning for growth</u> so that these they are:</p> <p>a) financially viable over their life cycle, which may be demonstrated through asset management planning; and</p> <p>b) available to meet current and projected needs.</p>	<p>Add policy to Section 7.3 Community Infrastructure: Community infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.</p> <p>Add policy to Section 10.1 Introduction, Foster a Strong Economy: Infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.</p> <p>Amend Section 10.6 Infrastructure and Utilities: Delete first sentence of second paragraph in Section 10.6:</p> <p>For the purposes of this Plan, infrastructure and utilities includes sanitary sewer and water supply, stormwater management facilities and systems, gas and oil transmission pipelines, electric power distribution and transmission facilities,</p>

POLICY AREA	PPS SECTION/ POLICY #	PPS SECTION/POLICY (Additions are shown in grey highlighting and deletions are shown in strikethrough)	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)* (Additions to existing policy are shown underlined and deletions from existing policy are shown in strikethrough)
		<p>PPS Definition for “infrastructure”: Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. <i>Infrastructure</i> includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, <u>electric power generation and transmission</u>, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.</p>	<p>telecommunications and other cabled services.</p> <p>Add PPS definition for “Infrastructure” to Appendix A: Terms Defined in the Provincial Policy Statement (2014) and the Growth Plan for the Greater Golden Horseshoe (2006). This item does not require an amendment, but has been included for information.</p> <p>Amend policy 1.1.4mm to add “infrastructure” to the list of Provincial Policy Statement terms.</p>
	1.6.3	<p>Before consideration is given to developing new <i>infrastructure</i> and <i>public service facilities</i>:</p> <p>a) The use of existing <i>infrastructure</i> and <i>public service facilities</i> should be optimized; and</p> <p>b) opportunities for adaptive re-use should be considered, wherever feasible before consideration is given to developing new infrastructure and public service facilities.</p>	<p>Add new policy to Section 7.3 Community Infrastructure: Mississauga will maintain and establish programs for renewal of community infrastructure. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized. Opportunities for reusing pre-existing buildings for new purposes will be encouraged.</p> <p>Amend existing 10.6.8: 10.6.8 Mississauga will maintain and establish programs for renewal of infrastructure and utilities. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized. <u>Opportunities for reusing pre-existing infrastructure and utilities for new purposes will be encouraged.</u></p>
	1.6.8.3	<p>Planning authorities shall not permit <i>development in planned corridors</i> that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.</p> <p><u>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or</u></p>	<p>Add new policy to Section 9.1 Introduction, Build a Desirable Urban Form: New development proposed on adjacent lands to existing or planned <i>corridors</i> and transportation facilities should be compatible with, and supportive of, the long-term purposes of the <i>corridor</i> and should be designed to avoid, mitigate or minimize adverse impacts on and from the <i>corridor</i> and transportation facilities.</p>

POLICY AREA	PPS SECTION/ POLICY #	PPS SECTION/POLICY (Additions are shown in grey highlighting and deletions are shown in strikethrough)	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)* (Additions to existing policy are shown underlined and deletions from existing policy are shown in strikethrough)
		minimize negative impacts on and from the corridor and transportation facilities.	
Climate Change	1.0	Building Strong Healthy Communities Ontario is a vast province with urban, rural, and northern communities with diversity in population, economic activities, pace of growth, service levels and physical and natural conditions. Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, and healthy and resilient communities, protecting the environment and public health and safety, and facilitate facilitating economic growth.	4.4 Guiding Principles, add the following after the first paragraph: Mississauga will become a resilient city that proactively plans for and has the capacity to respond to challenges and stresses to its natural and built environment. Amend existing 6.1.7: Mississauga will work with other jurisdictions and levels of government, industries, businesses and the community to address climate change mitigation and adaptation, and <u>to build a resilient city.</u> Amend existing 6.2.1: Mississauga will strive to be a leader in sustainable development to mitigate, manage and adapt to the impacts of climate change.
	1.1.1.h	Healthy, liveable and safe communities are sustained by: h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.	Add a new policy to Section 6.1 Introduction, Value the Environment: Mississauga will consider the impacts of climate change that may increase risks to the city. Mississauga will develop policies on climate change that will: <ul style="list-style-type: none"> • promote development and land use patterns that conserve and enhance biodiversity and consider the impacts of a changing climate; • promote and protect green infrastructure; and • minimize adverse impacts from a changing climate and consider the ecological benefits provided by nature.
	1.6.2	Planning authorities should promote <i>green infrastructure</i> to complement <i>infrastructure</i> .	
	1.7.1.j	Long-term economic prosperity should be supported by: j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;	

POLICY AREA	PPS SECTION/ POLICY #	PPS SECTION/POLICY (Additions are shown in grey highlighting and deletions are shown in strikethrough)	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)* (Additions to existing policy are shown underlined and deletions from existing policy are shown in strikethrough)
	3.1.3	Planning authorities shall consider the potential impacts of climate change that may increase the risk associated with natural hazards.	Add a new policy to Section 6.1 Introduction, Value the Environment: Mississauga will consider the potential impacts of climate change that may increase the risk associated with <i>natural hazard lands</i> .
Aboriginal	1.2.2	Planning authorities are encouraged to coordinate planning matters with Aboriginal communities.	Add new policy to Section 3.1 Introduction, Promote Collaboration: Mississauga will develop a consultation protocol with members of Aboriginal communities on planning matters that affect their interests.
	4.3	This Provincial Policy Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the <i>Constitution Act, 1982</i> .	
	2.6.4	Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.	Add new policy to Section 7.4.1 Heritage Planning: Mississauga will consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.
	2.6.5	Planning authorities shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.	Add new policy to Section 7.4.1 Heritage Planning: Mississauga will consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.
Implementation	4.1	This Provincial Policy Statement applies to all applications, matters or proceedings commenced on or after March 1, 2005. decisions in respect of the exercise of any authority that affects a planning matter made on or after April 30, 2014.	Amend Section 2.1.2 Provincial Policy Statement: First sentence, delete date “March 1, 2005” and replace with new date “April 30, 2014”

*Noted policies are based on Mississauga Official Plan office consolidation dated July 30, 2014.