
Planning and Development Committee

Date

2015/10/05

Time

7:00 PM

Location

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

Members

George Carlson	Councillor - Ward 11 (Chair)
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

Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5425 - mumtaz.alikhan@mississauga.ca

Find it online

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

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

Send written submissions or request notification of future meetings to:

Mississauga City Council

c/o Planning and Building Department – 6th Floor

Att: Development Assistant

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

Or Email: application.info@mississauga.ca

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING
4. MATTERS TO BE CONSIDERED
 - 4.1. **Public Meeting/Recommendation** (Page 3)
Application to permit an increase in the number of units within two apartment buildings and add fourteen townhouse horizontal multiple dwellings, 630 - 670 Courtney Valley Road, Southwest corner of Eglinton Avenue West and Mavis Road
Applicant: Southlawn Developments Inc. - File: OZ 013/001 W6
 - 4.2. **Public Meeting** (Page 29)
Information Report on Applications to Permit Retail Commercial Uses
5855 Terry Fox Way, 850 Matheson Boulevard West and 950 Plymouth Drive
Northeast corner of Matheson Boulevard West and Terry Fox Way
Applicant: Orlando Corporation and Stevron Holdings Limited
File: OZ 013/003 W6
 - 4.3. **Recommendation Report** (Page 45)
Application to permit a 25 storey apartment building and 3 storey horizontal multiple townhouse dwelling, 180 and 190 Webb Drive, South side of Webb Drive, east of the unopened Palgrave Road allowance and south of the proposed Main Street (now called The Exchange)
Applicant: Baif Development Limited - File: OZ 012/007 W7
5. ADJOURNMENT

City of Mississauga

Corporate Report



<p>Date: September 15, 2015</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's files:</p> <p>OZ 13/001 W6</p> <hr/> <p>Meeting date:</p> <p>2015/10/05</p>
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Subject

Applications to permit an increase in the number of units within two apartment buildings and to add fourteen horizontal multiple townhouse dwellings, 630 - 670 Courtney Valley Road, Southwest corner of Eglinton Avenue West and Mavis Road
Applicant: Southlawn Developments Inc.
Public Meeting/Recommendation Report Ward No. 6

Recommendation

That the Report dated September 15, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 13/001 W6, Southlawn Developments Inc., 630 – 670 Courtney Valley Road, be adopted in accordance with the following:

1. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants to attend the Ontario Municipal Board hearing on the subject applications in support of the recommendations outlined in the report dated September 15, 2015, that concludes that the proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved subject to the provisions outlined in Appendices 9 and 10.
2. That City Council provide the Planning and Building Department with the authority to instruct the City Solicitor on modifications to the position deemed necessary during or before the Ontario Municipal Board hearing process, and if necessary, enter into minutes of settlement related to the appeals on the subject lands in accordance with the recommendations of this report.

Report Highlights

- The applicant has appealed the applications for increased units and to permit horizontal multiple dwellings to the Ontario Municipal Board (OMB). The hearing is scheduled for November 30 to December 4, 2015;
- Comments were received from the public regarding traffic, height and tenure;
- Staff are seeking direction from Council to attend any OMB proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report.

Background

This property has been designated and zoned for apartments since 1993. The applicant is proposing a number of revisions to what was approved including:

- The introduction of townhouses (horizontal multiple dwelling units) fronting Courtney Valley Road in order to provide for an improved transition to the existing townhouses on the south side of the street;
- The size of the apartment units are generally smaller and the number of one and two bedroom units is greater, resulting in an increased number of overall units, however the height and massing of the apartments remain the same as currently permitted in the Bylaw;
- Reduced amount of amenity area to be in one continuous area;
- Minor setback changes; and,
- A reduced parking standard.

On November 12, 2014 the owner appealed the applications to the Ontario Municipal Board (OMB) due to the failure by Council to make a decision within the time periods prescribed under the Planning Act. Although initial comments were provided to the applicant in February 2014, the first resubmission/response was received from the applicant in July 2015. An OMB hearing is scheduled to commence on November 30, 2015 for 5 days.

Given that the applications have been appealed to the OMB and a hearing has been scheduled, a combined Information and Recommendation Report is being brought forward to Planning and Development Committee to allow for public input and to ensure sufficient time for Council to provide appropriate direction to Legal Services and staff prior to the hearing.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	± 122.7 m (402.56 ft.) on Eglinton Avenue West ± 109.5 m (359.25 ft.) on Mavis Road ± 200.4 m (657.48 ft.) on Courtney Valley Road
Depth:	irregular
Gross Lot Area:	1.25 ha (3.09 ac.)
Existing Uses:	vacant

The property is located at the southwest corner of Eglinton Avenue West and Mavis Road, within a largely residential neighbourhood in the East Credit Character Area. The subject lands are a vacant development block representing the last phase of the subdivision to the southwest which was approved in 2008. This block was designated and zoned for apartment buildings through that process.

The surrounding land uses are:

North: Eglinton Avenue West, convenience commercial plaza, condominium townhomes, Shell gas bar, 10 and 13 storey retirement apartment buildings on the west side Mavis Road, and a 19 storey apartment building at the northeast corner of Eglinton Avenue West and Mavis Road;

East: Mavis Road, Esso gas bar, McDonald's restaurant and a commercial plaza containing a No Frills grocery store;

South: Courtney Valley Road, street townhomes and semi-detached homes;

West: Street townhomes and semi-detached homes.

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

DETAILS OF THE PROJECT

The applications are to permit an increase in the Floor Space Index from 3.7 to 3.93 and allow the horizontal multiple dwellings (townhomes) in addition to the apartment dwellings, and increase the maximum number of units from 467 to 668 units. The proposed dwellings will be condominium units and there will be both interior and exterior amenity areas to serve the residents.

Development Proposal	
Applications submitted:	Received: January 4, 2013 Deemed complete: August 14, 2013
Developer Owner:	Southlawn Developments Inc.
Number of units:	654 apartment units

Development Proposal		
	14 horizontal multiple units (townhomes) (668 total units)	
Height:	Apartment Building A (Eglinton Ave. W.) 18 storeys stepping up to 24 storeys Apartment Building B (Mavis Road) 13 storeys stepping up to 19 storeys Horizontal Multiple Units (Townhomes) 3 storeys	
Lot Coverage:	41.04%	
Floor Space Index:	3.93	
Landscaped Area:	51%	
Gross Floor Area:	49,156 m ² (529,110 sq. ft.)	
Anticipated Population:	1,678* *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 877 102 978	Proposed 797 100 897
Green Initiatives	<ul style="list-style-type: none"> 65 resident bicycle spaces and 14 visitor bicycle spaces are being provided; bird friendly glazing is to be provided on the first 10 metres (32.8 ft.) above grade. 	

Additional information is provided in Appendices 1 to 11.

LAND USE CONTROLS

The subject lands are located within the East Credit Neighbourhood Character Area and are designated **Residential High Density, Special Site 8**, which permits apartment dwellings at a maximum Floor Space Index of 3.7. The applicant is proposing the same designation but has requested an amendment to the Special Site policy to permit a maximum Floor Space Index of 3.93 and to allow horizontal multiple dwellings (townhomes) in addition to apartment dwellings.

A Zoning By-law Amendment is proposed from **RA5-40 (Apartment Dwellings - Exception)** to RA5-40 (Apartment Dwellings - Exception), as amended, to permit the horizontal multiple dwellings (townhomes), an increase in the maximum number of units from 467 to 668, minor

Planning and Development Committee	4.1-5	September 15, 2015	5
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Originator's file: OZ 13/001 W6

changes to the setbacks, reduction in the parking standard, and a reduced amount of amenity space required to be in one area.

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

WHAT DID THE COMMUNITY SAY?

No community meetings were held; however, the following comments were received by the Planning and Building Department.

Comment

There was a concern with the amount of traffic that the proposal would generate, and concern with access coming from Courtney Valley Road. There was a desire that access only be from Eglinton Avenue West or Mavis Road.

Response

The applicant has submitted a Traffic Impact Study to assess the traffic impacts, including access locations. The study confirmed that the predicted future traffic volumes generated from the subject lands can be accommodated within the existing road network. As a result of the close proximity of this site to the signalized intersection at Eglinton Avenue West and Mavis Road, it was determined that an access onto Eglinton Avenue Road West would not be safe, as it would exit into a right turn lane to head south onto Mavis Road and drivers would have to cut across multiple lanes, and through traffic queueing at the intersection, to exit in other directions. There is a right-in/right-out access provided on Mavis Road for the proposed development to allow vehicles heading south on Mavis to enter the site, or for cars exiting the site to head south on Mavis Road. There is a centre median preventing northbound vehicles from using this access.

Comment

There was concern that the townhouses along Courtney Valley Road would cause congestion on Courtney Valley Road and reduce the amount of on-street parking and interfere with the sidewalk for pedestrians, which is only located along the north side of this street.

Response

There should not be significant traffic generated on Courtney Valley Road from the proposed development as all traffic must use the access to this development opposite Stargazer Drive, or the right-in/right-out access directly onto Mavis Road. The proposed townhouses do not have driveways and garages off Courtney Valley Road, but instead have their parking within the underground garage beneath the proposed development, and as a result will not interrupt the sidewalk for pedestrians or reduce the amount of on-street parking available.

Comment

There was a concern with the height and density of the apartment buildings being proposed.

Response

The previous application for the lands southwest of Eglinton Avenue West and Mavis Road, which approved the existing townhouses and semi-detached dwellings, also approved this future development block for 2 apartment buildings (maximum of 24 storeys and 19 storeys). The heights are not proposed to change, however an increased number of units are proposed as a result of market changes and there being less demand for larger units and 3 bedroom units. The townhouses along Courtney Valley Road are a new use proposed to better buffer the existing townhouses and semi-detached dwellings from the apartment buildings.

Comment

The tenure of the proposed development was questioned, specifically whether it would be subsidized housing.

Response

The Official Plan and Zoning By-law would allow for all tenure types, however, the proposed development is for condominium market dwellings.

Comment

There was a concern that the proposed development would have a negative impact on property values.

Response

The proposed apartments were approved at the same time as the existing townhouses and semi-detached dwellings. This application will provide a better transition between the new apartments and the existing townhomes and semis.

Comment

What is the length of time the project would take to construct from start to finish?

Response

Construction timing is difficult to predict, due to material and labour supply, contractor schedules, and weather, as well as sales for all units. The developer has indicated an intent to construct the project in two phases (the 24 storey apartment along Eglinton Avenue West and western block of townhomes in phase one; and then the 19 storey apartment building along Mavis Road and the east block of townhomes in phase two). A rough estimate of two years from start to finish of each phase would be considered reasonable.

AGENCY AND CITY DEPARTMENT COMMENTS

Comments from departments and agencies can be found within Appendix 7 of this report.

School Accommodation

In comments, dated September 1, 2015 and August 27, 2015, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to Bill 51 satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

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. 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". There are numerous policies that encourage intensification of land within urban areas, promote efficient use of infrastructure and public facilities, encouraging mixed use developments and the support of public transit.

The Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas" and states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". 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 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.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for Special Site 8 of the East Credit Neighbourhood Character Area to permit horizontal multiple dwellings (townhomes) in addition to apartments and increase the maximum Floor Space Index to 3.93. The **Residential High Density** Designation continues to apply. 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 entire subject lands are currently designated **Residential High Density** and permit the apartments. This proposal seeks to add townhouses within the southern limit of the apartment lands to provide a better transition to the existing townhouses on the neighbouring lands to the south which are designated **Residential Medium Density**. The proposal is located on two Corridors (Mavis Road and Eglinton Avenue West) and meets the intent, goals and objectives of the Official Plan which seeks higher densities on Corridors and to provide appropriate transitions in use, built form, density and scale to the interiors of Neighbourhoods and existing development. The proposed townhouses will mirror the existing townhouses on the opposite side of the street and provide a visual buffer to the parking and service functions of the apartments.

The proposed apartments and townhouses are compatible uses with the surrounding lands and will make efficient use of services. The applicant has provided a planning rationale report to assess the merits of the applications and staff concur with the justification that the applications represent good planning. An updated Functional Servicing Report is required by the Region of Peel and should the study determine any impacts upon capacity, the City and the Region will seek that the Ontario Municipal Board defer their order or place a holding symbol on the lands to defer any development until the issue is resolved.

Zoning

The proposed **RA5-40** amended Exception Zone is appropriate to accommodate the additional number of units within the existing height limits of the apartments and add horizontal multiple units (townhomes) as a permitted use in accordance with the requested exceptions identified in Appendix 10.

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.

The subject applications are not increasing the height from what the Zoning By-law currently permits. The Floor Space Index (FSI) is increasing as a result of the addition of horizontal multiple dwelling units along Courtney Valley Road which were not originally proposed by the applicant, but were requested by Planning staff to improve the transition between the apartments and the existing townhomes on the south side of the street, screen the parking and service functions for the buildings, and complete the public street. The additional units proposed for the site result in an increase in density. Therefore, staff will pursue the evaluation of Section 37 benefits through the OMB process for the increase in units from what was originally approved for the site. Staff are also pursuing the requirements for the applicant to pay for upgraded streetscape along both the

Eglinton Avenue West and Mavis Road frontages of the property through these applications and the Ontario Municipal Board Hearing.

Site Plan

Prior to development occurring on the lands the applicant will be required to obtain Site Plan approval. A site plan application has been submitted under File SP 13/002 W6 and has also been appealed to the Ontario Municipal Board.

Staff are generally satisfied with the site plan, save for finalization of details through the Ontario Municipal Board and any necessary agreements.

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

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 an increased number of units within the apartments, while maintaining the same height and massing as currently permitted, and providing townhouses along Courtney Valley Road, is compatible with the surrounding land uses as it provides a better transition of scale from the apartments to the existing townhouses on the south side of the street and will buffer and screen the parking and service functions of the buildings.
2. The proposed Official Plan provisions and zoning standards are appropriate to accommodate the requested uses as they meet the general intent, goals and objectives of the Official Plan and provide for improved compatibility and transition of scale for the site with the adjacent lands.

Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

Appendix 3: Excerpt of Official Plan (East Credit Neighbourhood) 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

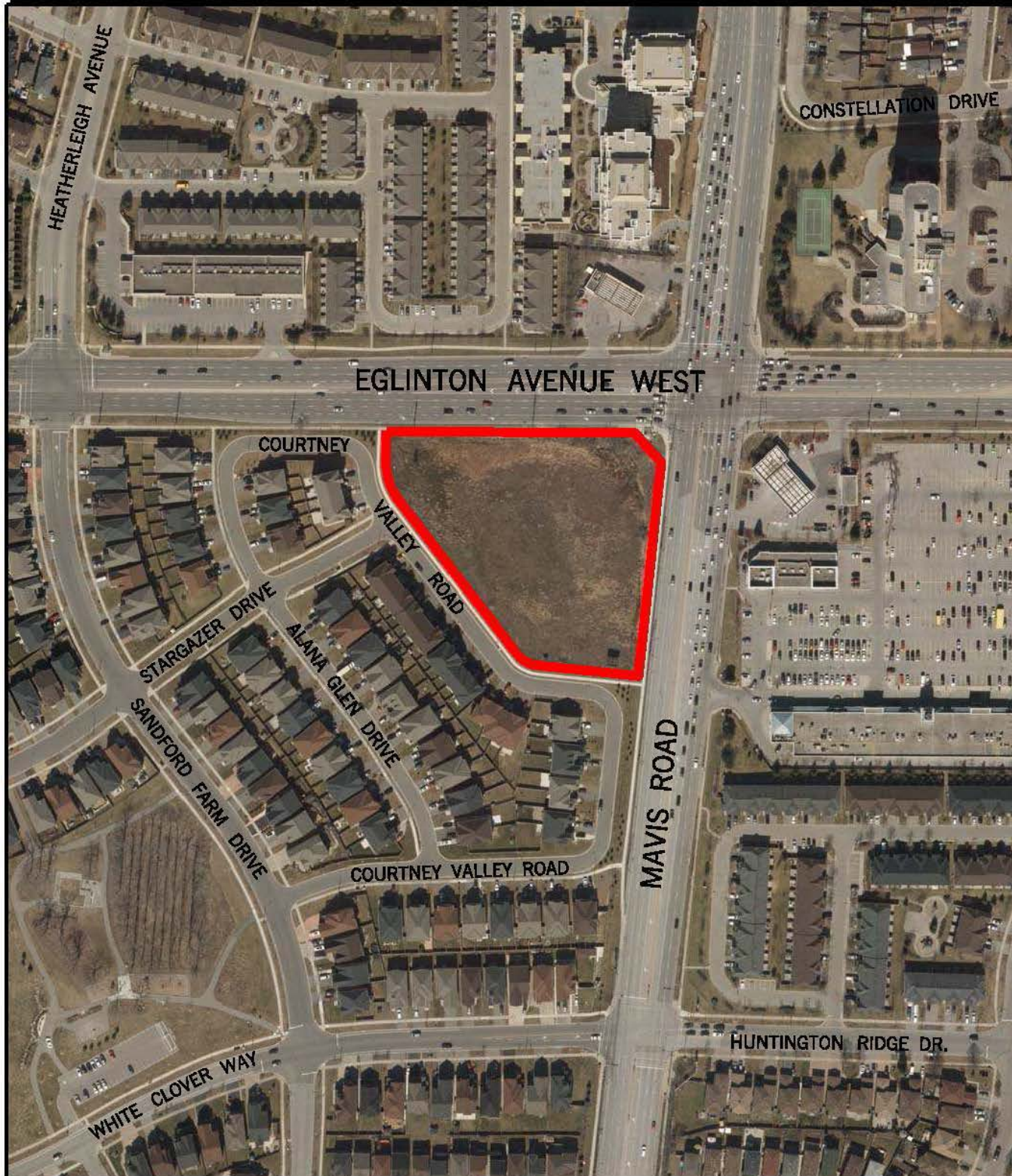
Prepared by: Jonathan Famme, Development Planner

Southlawn Developments Inc.

File: OZ 13/001 W6

Site History

- June 23, 1993 – Council approved rezoning application under File OZ 90/070 W6 to rezone the subject lands and adjoining lands to the south to implement a Draft Plan of Subdivision under File T-M90035 W6. This plan had a much larger block designated Residential High Density for apartments (3.71 ha/9.16 ac) than the current block subject to application under OZ 13/001 W6 (1.25 ha/ 3.09 ac) which extended from the intersection westward to Sandford Farm Drive.
- July 6, 1993 – The land uses for the Draft Plan of Subdivision were approved by the Region of Peel, subject to conditions, and included 33 detached dwellings, 16 semi-detached dwellings, 99 townhouse dwellings, and an apartment block with a maximum of 424 units (subject site).
- January 12, 2001 – The new owner of the Draft Plan of Subdivision appealed to the Ontario Municipal Board for approval of the zoning by-law for the entire subdivision.
- July 27, 2001 – The Ontario Municipal Board issued an order approving the zoning of all lands under the Draft Plan of Subdivision.
- August 15, 2001 – Council passed By-law 0410-2001 to incorporate the OMB's approval of the zoning related to the Draft Plan of Subdivision.
- August 1, 2007 – Council approved Official Plan Amendment, Rezoning, and Draft Plan of Subdivision applications under Files OZ 05/023 W6 and T-M05008 W6 for the larger plan area, but specifically for the subject lands amended the Official Plan from Residential High Density I – Special Site 13 to Residential High Density I – Special Site, as amended, and Rezoning from RM7D4-2537 (Apartments) to RM7D4 – Special Section to permit apartment buildings with a maximum height of 24 stories and 467 units at a Floor Space Index of 3.7.
- November 22, 2007 – OPA 75 approved by Council to implement OZ 05/023 W6, designating the subject lands Residential High Density – Special Site 13 (East Credit).
- December 21, 2007 – Draft Plan of Subdivision approved with 54 detached dwellings, 110 semi-detached dwellings, 21 townhouse dwellings, and 467 Apartment units within Block 5 (subject site).
- May 21, 2008 – Zoning By-law 0184-2008 enacted by Council to implement OZ 05/023 W6, zoning the subject lands RA5-40.
- 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 apply. The subject lands are designated **Residential High Density – Special Site 8** in the East Credit Neighbourhood Character Area.



LEGEND:



SUBJECT LANDS

4.1-12

DATE OF AERIAL: SPRING 2015



SUBJECT:

**SOUTHLAWN
DEVELOPMENTS INC.**



FILE NO:

OZ 13001 W6

DWG. NO:

13001A

SCALE:

1:3000

PDC DATE:

2015 10 06

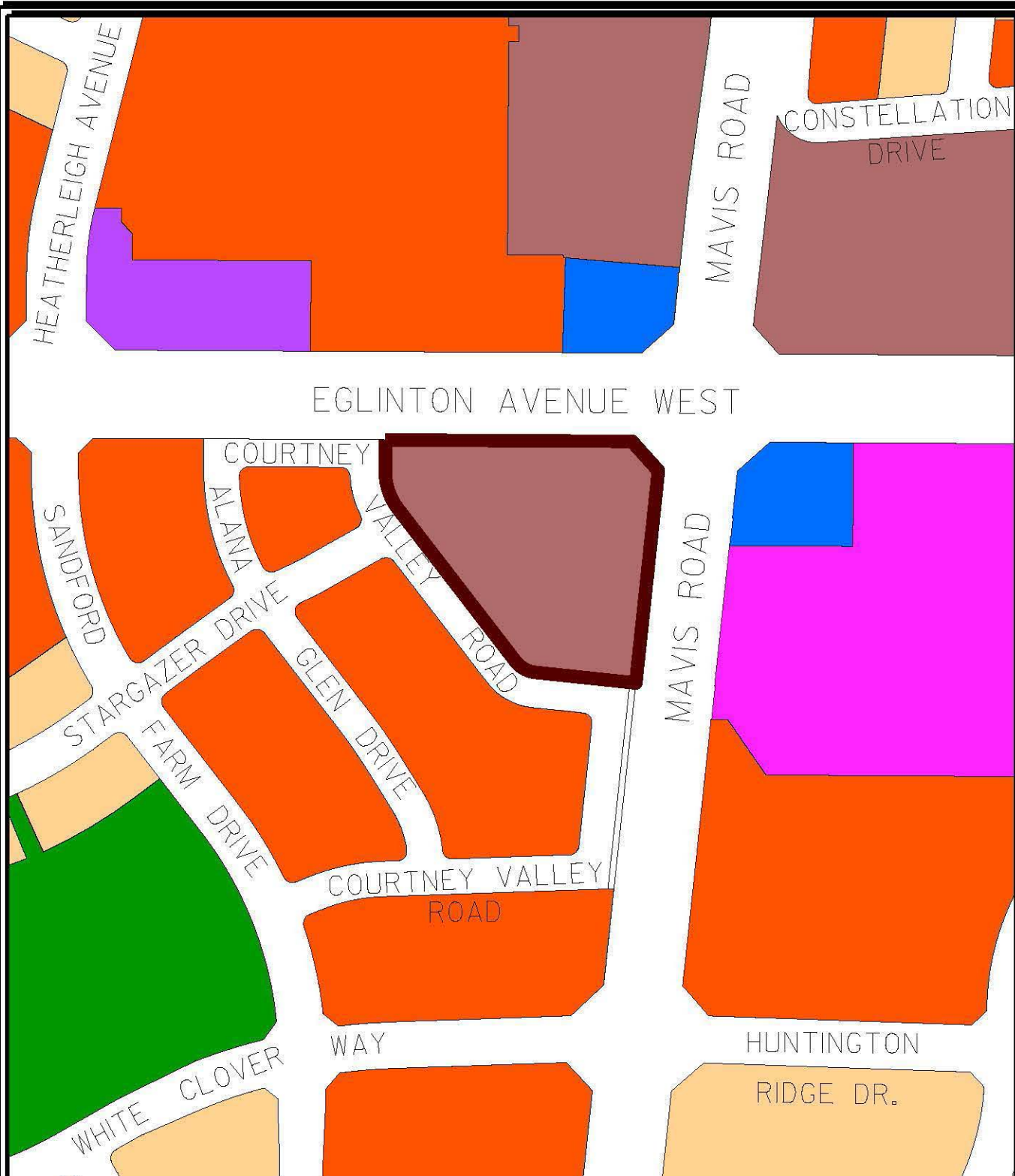
DRAWN BY:

B. KRUGER

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX 2



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

Residential Low Density I

Residential Low Density II

Residential Medium Density

Residential High Density

Downtown Mixed Use

Downtown Core Commercial

Mixed Use

Convenience Commercial

Motor Vehicle Commercial

Office

Business Employment

Industrial

Airport

Institutional

Public Open Space

Private Open Space

Greenbelt

Parkway Belt West

Utility

To Be Determined

4.1-13

LAND USE LEGEND

Heritage Conservation District

1998 NEP/2000 NEF Composite Noise Contours

LBPIA Operating Area Boundary See Aircraft Noise Policies

Area Exempt from LBPIA Operating Area

Natural Hazards

Civic Centre (City Hall)

City Centre Transit Terminal

GO Rail Transit Station

Public School

Catholic School

Hospital

Community Facilities

CITY STRUCTURE

Elements

Downtown

Major Node

Community Node

Neighbourhood

Corporate Centre

Employment Area

Special Purpose Area

ND2 Region of Peel Non-Decision

SUBJECT LANDS

SUBJECT:

SOUTHLAWN DEVELOPMENTS INC.

FILE NO:

OZ 13001 W6

DWG. NO:

13001L

SCALE:

1:3000

PDC DATE:

2015 10 05

DRAWN BY:

B. KRUGER

APPENDIX 3

MISSISSAUGA Planning and Building

Produced by T&W, Geomatics

LCADD\PROJECTS\REPORT MAPS\133358 OZ 13_001 W6_RPT\VECTOR\13001L.dwg

1 SITE PLAN

1:300



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, 2015)	<p>An FSR dated June 2015 for the proposed development was received and forwarded to Program Planning for their review and comment. The FSR proposes 668 units (including townhomes), with a total proposed population of 1,806. As the site does not front on regional roads, Development Engineering will not be commenting on the Storm Water component of the FSR.</p> <p>Waste management comments provided below are with reference to the revised Site Plan drawing submitted on July 9, 2015 for site plan application SP 13/002 W6:</p> <p>a) Condominium apartments: The Region of Peel will provide front-end collection of garbage and recyclable materials provided that the following requirements are satisfied:</p> <p>In the collection area an overhead clearance of 7.5 m (24.6 ft.) from obstructions such as sprinkler systems, ducts, balconies, wires and trees must be provided. Outside of the collection area an overhead clearance of 4.4 m (14.4 ft.) from obstructions such as sprinkler systems, ducts, balconies, wires and trees must be provided.</p> <p>b) Townhomes: All of the waste collection requirements have been satisfied in accordance with the Waste Collection Design Standards Manual. Therefore, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste.</p>
The Peel District School Board (September 1, 2015)	<p>The Peel District School Board indicated 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 the satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board also</p>

Southlawn Developments Inc.

File: OZ 13/001 W6

Agency / Comment Date	Comment
	requires that certain warning clauses regarding bussing of students, temporary accommodation and signage be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.
Dufferin-Peel Catholic District School Board (August 27, 2015)	<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> <p>In addition, if approved, the Dufferin-Peel Catholic District School Board also requires that certain warning clauses regarding bussing of students, temporary accommodation and signage be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (August 21, 2015)	<p>In comments dated August 21, 2015, this Department noted that future residents of the proposal will receive park service at Sandford Farm (P-322), which is approximately 200 m (656 ft.) from the development site and contains active recreational facilities, namely: two unlit soccer fields, a play site, a cricket pitch (minor), a basketball hoop, a multi pad and a natural ice rink.</p> <p>Through the registered plan of subdivision 43M-1786, parkland dedication was satisfied for 652 residential units, of which 467 units were projected for Block 114. With this development proposal, the number of proposed units for this block is 668. As such, prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required for the additional 201 units pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws</p>
City Community Services Department – Culture Division (August 25, 2015)	This property once made up the J. Sandford Farm land which was Designated under the Ontario Heritage Act in 1994. Since then, only the foundation of the house exists and is conserved at Sandford Farm Park on White Clover Way. Therefore, with this this rezoning application, the development site property has archaeological potential. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil

Southlawn Developments Inc.

File: OZ 13/001 W6

Agency / Comment Date	Comment
	<p>disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.</p> <p>Evidence is required that an Archaeological Assessment has been completed and that archaeological concerns have been addressed and Ministry of Tourism, Culture and Sport (MTCS) requirements have been met.</p>
City Transportation and Works Department (August 28, 2015)	<p>The applicant is required to provide an updated Phase One Environmental Site Assessment as the report received was not signed and sealed and was prepared more than 10 years ago. The findings of this assessment must be re-evaluated and resubmitted to the City for review.</p> <p>The Traffic Impact Study dated December 5, 2012 and the addendum dated October 9, 2013 have analysed the traffic impacts, including access locations and have confirmed that predicted future traffic volumes generated from the subject lands can be accommodated within the existing road network.</p> <p>This department also confirmed receipt of updated Site Plan, Context Plan, Storm Water Management Report, Site Grading Plan, Site Servicing Plan, and Noise Assessment submitted in support of the subject application.</p> <p>Notwithstanding the findings of these reports and drawings, prior to the enactment of the Zoning By-law, the applicant will be required to provide additional details/technical requirements.</p> <p>In the event this application is approved in principle by Council, prior to enactment of the Zoning By-law the applicant will also be required to enter into the appropriate Agreements with the City. Site specific details will be addressed through the processing of Site Plan application SP-13/002.</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>City Community Services Department – Fire and Emergency Services Division Canada Post Corporation Rogers Cable Bell Canada Enersource Hydro Mississauga</p>

Southlawn Developments Inc.

File: OZ 13/001 W6

Agency / Comment Date	Comment
	Hydro One Networks Greater Toronto Airport Authority Ministry of Transportation of Ontario
	The following City Departments and external agencies were circulated the applications but provided no comments: Corporate Services Department – Realty Services Conseil Scolaire de District Catholique Centre-Sud Conseil Scolaire de District Centre-Sud-Ouest The Trillium Health Centre Credit Valley Hospital

Southlawn Developments Inc.

File: OZ 13/001 W6

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>118</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>51</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>76</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Edenrose Public School</p> <table> <tr> <td>Enrolment:</td><td>904</td></tr> <tr> <td>Capacity:</td><td>775</td></tr> <tr> <td>Portables:</td><td>11</td></tr> </table> <p>Fallingbrook Middle School</p> <table> <tr> <td>Enrolment:</td><td>598</td></tr> <tr> <td>Capacity:</td><td>315</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Rick Hansen Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,735</td></tr> <tr> <td>Capacity:</td><td>1,725</td></tr> <tr> <td>Portables:</td><td>1</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> 	118	Kindergarten to Grade 6	51	Grade 7 to Grade 8	76	Grade 9 to Grade 12	Enrolment:	904	Capacity:	775	Portables:	11	Enrolment:	598	Capacity:	315	Portables:	0	Enrolment:	1,735	Capacity:	1,725	Portables:	1	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>14</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>7</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Bernadette</p> <table> <tr> <td>Enrolment:</td><td>289</td></tr> <tr> <td>Capacity:</td><td>460</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Joseph Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,628</td></tr> <tr> <td>Capacity:</td><td>1,269</td></tr> <tr> <td>Portables:</td><td>22</td></tr> </table> 	14	Junior Kindergarten to Grade 8	7	Grade 9 to Grade 12	Enrolment:	289	Capacity:	460	Portables:	0	Enrolment:	1,628	Capacity:	1,269	Portables:	22
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Southlawn Developments Inc.

File: OZ 13/001 W6

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

Current Mississauga Official Plan Designation and Policies for the East Credit Neighbourhood.

Residential High Density – Special Site 8 which permits apartment dwellings at a maximum Floor Space Index (FSI) of 3.7.

Proposed Official Plan Amendment Provisions

Site 8 (as amended)

Notwithstanding the provisions of the Residential High Density designation, apartment dwellings and horizontal multiple dwellings at a maximum Floor Space Index (FSI) of 3.93 will be permitted.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications. An overview of some of these policies is found below:

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.5 Section 5.4.7	<p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area plan, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>

Southlawn Developments Inc.

File: OZ 13/001 W6

	Specific Policies	General Intent
Section 5 - Direct Growth		<p>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>Land uses and building entrances will be oriented to the Corridor.</p>
Section 9 - Build a Desirable Urban Form	Section 9.1.9 Section 9.2.2.6 Section 9.3.1.8 Section 9.4.1.2 Section 9.4.1.3 Section 9.5.1.3 Section 9.5.1.14 Section 9.5.2.4 Section 9.5.2.5 Section 9.5.5.1 Section 9.5.5.4	<p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater use of transit, walking and cycling.</p> <p>Development on Corridors will be encouraged to face the street, not locate parking between the building and the street, site buildings to frame the street, provide entrances and transparent windows facing the street, and consolidate access points and encourage shared parking, service areas and driveway entrances.</p> <p>The design of developments at intersections and along major streets should be of a highly attractive urban quality.</p> <p>A transit and active transportation supportive urban form will be required along Corridors.</p> <p>Development will support transit and active transportation by locating buildings at the street edge, requiring front doors that open to the street, ensuring active/animated building facades, ensuring appropriate massing for the context, providing pedestrian safety and comfort, and providing bicycle parking.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Sites that have double exposure to public streets will be required to be designed with upgraded building elevations and landscaping facing all public streets.</p>

Southlawn Developments Inc.

File: OZ 13/001 W6

	Specific Policies	General Intent
Section 9 - Build a Desirable Urban Form	Section 9.1.9 Section 9.2.2.6 Section 9.3.1.8 Section 9.4.1.2 Section 9.4.1.3 Section 9.5.1.3 Section 9.5.1.14 Section 9.5.2.4 Section 9.5.2.5 Section 9.5.5.1 Section 9.5.5.4	<p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street.</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing street trees and landscaping, and relocating utilities if required, lighting, bicycle parking, public art, and street furniture.</p> <p>Parking should be located underground, internal to the building or to the rear of buildings.</p> <p>Shared parking between developments will be encouraged, where appropriate</p>
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.

Southlawn Developments Inc.

File: OZ 13/001 W6

Summary of Existing and Proposed Zoning Provisions

Existing Zoning By-law Provisions

RA5-40 (Apartment Dwellings), which permits **two apartment buildings, the first stepping from 18 to 21 to 24 storeys and the second stepping from 13 to 16 to 19 storeys in height with a maximum of 467 units and maximum Floor Space Index of 3.7.**

Proposed Zoning Standards

Standard	Required RA5-40 Zoning By-law Standards	Proposed RA5-40, as Amended Zoning By-law Standards
Permitted Uses	Apartment Dwellings	Apartment Dwellings and Horizontal Multiple Dwellings
Maximum number of units	467	668
Maximum Floor Space Index	3.7	3.93
Min. Parking Spaces	1.25 spaces/1 bedroom unit 1.40 spaces/2 bedroom unit 1.75 spaces/3 bedroom horizontal multiple unit 0.15 visitor spaces/apartment unit 0.20 visitor spaces/horizontal multiple unit	1.13 spaces/1 bedroom unit 1.27 spaces/2 bedroom unit 1.75 spaces/3 bedroom horizontal multiple unit 0.15 visitor spaces/all units
Min. setback of below grade parking structure	0.3 m (0.98 ft.)	0.3 m (0.98 ft.)
Min. % of required amenity area to be provided in one contiguous area	50%	22%
Building setbacks	As per diagram in Exception Schedule <ul style="list-style-type: none"> - Closest point to Eglinton Ave. W. = 7.5 m (24.6 ft.) - Closest point to Mavis Road = 4.0 m (13.1 ft.) - Closest point of east apartment to Courtney Valley Rd = 10.5 m (34.4 ft.) - Closest point of west apartment to Courtney Valley Rd = 14.1 m (46.2 ft.) 	As per amended diagram in Exception Schedule <ul style="list-style-type: none"> - Closest point to Eglinton Ave. W. = 4.5 m (14.8 ft.) - Closest point to Mavis Road = 4.5 m (14.8 ft.) - Closest point of east apartment to Courtney Valley Rd = 11 m (36 ft.) - Closest point of west apartment to Courtney Valley Rd = 15.1 m (49.5 ft.)



City of Mississauga

Corporate Report



Date: 2015/09/15	Originator's file: OZ 13/003 W6
To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki Commissioner of Planning and Building	Meeting date: 2015/10/05

Subject

Applications to Permit Retail Commercial Uses and the Existing Warehouse/Distribution Centres and Gas Recovery Building, 5855 Terry Fox Way, 950 Plymouth Drive and 850 Matheson Boulevard West, Northeast corner of Matheson Boulevard West and Terry Fox Way

Applicant: Orlando Corporation and Stevron Holdings Limited

Information Report Ward 6

Recommendation

That the report dated September 15, 2015 from the Commissioner of Planning and Building regarding the applications by Orlando Corporation and Stevron Holdings to permit retail commercial uses and the existing warehouse/distribution centres and gas recovery building under File OZ 13/003 W6, at 5855 Terry Fox Way, and 950 Plymouth Drive and 850 Matheson Boulevard West, 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 Business Employment land use designation and requires a rezoning;
- Community concerns identified to date relate to traffic and noise;
- Prior to the next report, matters to be addressed include the review of parking, traffic and environmental details.

Background

The applications have been circulated for technical comments. No community meetings have been held. 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:	319.6 m (1,048.6 ft.) Matheson Boulevard West 311.5 m (1,022 ft.) Plymouth Drive 377.3 m (1,237.9 ft.) Terry Fox Way
Gross Lot Area:	11 ha (27.2 ac.)
Existing Uses:	Warehouse/Distribution Centres (Electrolux Canada Corp, Husqvarna Canada Corp.) and gas recovery building (Integrated Gas Recovery Services)

The property is located at the west end of the Heartland Town Centre which primarily includes one storey retail commercial buildings and is in proximity to residential uses south of Matheson Boulevard West.

The surrounding land uses are:

North: Home Depot store across Plymouth Drive

East: Walmart store

South: Semi-detached homes, south of Matheson Boulevard West

West: Braeburn Golf Course, townhomes and detached homes, west of Terry Fox Way

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

DETAILS OF THE PROJECT

The applications are to permit retail commercial uses and to maintain permission for the existing warehouse/distribution centres and gas recovery building to remain. A concept plan was included in the most recent submission that shows a possible future layout if the site were to develop with retail commercial buildings (see Appendix 5). There are no new buildings proposed at this time.

Development Proposal	
Applications submitted:	Received: January 31, 2013 Deemed complete: March 1, 2013
Developer Owner:	Orlando Corporation and Stevron Holdings Limited
Applicant:	Glen Schnarr and Associates Inc.
Existing Gross Floor Area:	5855 Terry Fox Way: 33,267 m ² (358,083 f ²) 850 Matheson Boulevard: 17,403 m ² (187,324 f ²) 950 Plymouth: 970 m ² (10,441 f ²)
Proposed Gross Floor Area:	To be determined

Additional information is provided in Appendices 1 to 9.

LAND USE CONTROLS

Mississauga Official Plan came into force on November 14, 2012 except for those sites and policies which have been appealed. There are a number of outstanding appeals to Mississauga Official Plan including a site-specific appeal related to this site.

The subject lands are designated **Business Employment** in the Mississauga Plan policies for the East Credit District. Mississauga Plan is in effect for the site as a result of the outstanding appeal.

In Mississauga Official Plan, the subject lands are located within the East Credit Neighbourhood Character Area and are designated **Business Employment**. The applications are not in conformity with the Mississauga Official Plan land use designation.

The proposal requires an amendment to Mississauga Official Plan from **Business Employment** to **Mixed Use** to permit retail commercial uses and the existing warehouse/distribution centres and gas recovery building.

A rezoning is proposed from **E2-58 (Employment)** to **C3-Exception (General Commercial)** to permit employment and retail commercial uses in accordance with the proposed zone standards contained within Appendix 8.

Detailed information regarding the Official Plan and Zoning is in Appendices 7 and 8.

WHAT DID THE COMMUNITY SAY?

No community meetings were held; however, several written comments were received by the Planning and Building Department. Concerns to date are related to traffic and noise.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 6. 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 being maintained by the project?
- Is the proposal compatible with existing land uses?

- Are the proposed Official Plan special site policies and zoning (including parking) standards appropriate?
- Have all technical requirements and studies related to the project been submitted and found to be acceptable?

OTHER INFORMATION

The applicant has submitted the following information in support of the applications:

- Plan of Survey
- Concept Plan
- Tree Inventory Plan
- Planning Justification Report
- Phase 1 Environmental Site Assessment
- Ministry of Tourism, Culture and Recreation Approval Letter related to Archaeological Assessment completed on the property
- Draft Official Plan Amendment and Zoning By-law

Development Requirements

There are engineering matters including environmental considerations, noise control, and soil suitability which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

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 East Credit Neighbourhood Character Area Land Use Map

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Conceptual Plan

Appendix 6: Agency Comments

Appendix 7: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

Appendix 8: Summary of Existing and Proposed Zoning Provisions

Appendix 9: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

Orlando Corporation and Stevron Holdings Limited

File: OZ 13/003 W6

Site History

- May 15, 2001 – Rezoning under OZ 00/061 W6 was approved to change the zoning from **A (Agricultural)** to **M1-2528 (Industrial – Special Site)** to permit industrial, manufacturing, commercial uses and offices;
- May 5, 2003 – The Region of Peel approved the Mississauga Plan Policies for the East Credit District which designated the subject property **Business Employment**;
- September 23, 2004 – Site Plan was approved under SPR 04/176 for a gas recovery building at 950 Plymouth Drive;
- April 29, 2005 – Site Plan was approved under SP 03/399 for an industrial building (Electrolux) at 5855 Terry Fox Way;
- August 22 2007 – Site Plan Revision was approved under SP 06/212 to permit the relocation of a driveway from Matheson Boulevard West to Plymouth Drive;
- December 5, 2007 – Site Plan was approved under SP 07/065 for an industrial building (Husqvarna) at 850 Matheson Boulevard West;
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. Mississauga Official Plan policies for the East Credit Neighbourhood Character Area designated the property **Business Employment**, however since the property remains under appeal, the Mississauga Plan Policies apply.



LEGEND:



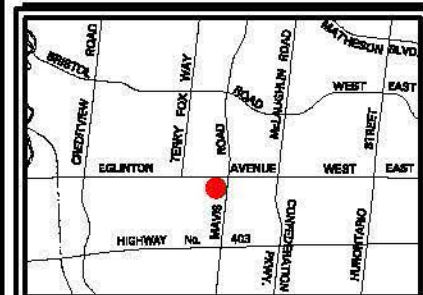
SUBJECT LANDS

4.2-7

DATE OF AERIAL: SPRING 2015



**SUBJECT: ORLANDO CORPORATION &
STEVON HOLDINGS LTD.**



FILE NO:
OZ 13 003 W8
DWG. NO:
13003A
SCALE:
1:6000
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DRAWN BY:
B. KRUGER

APPENDIX 2



MISSISSAUGA

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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

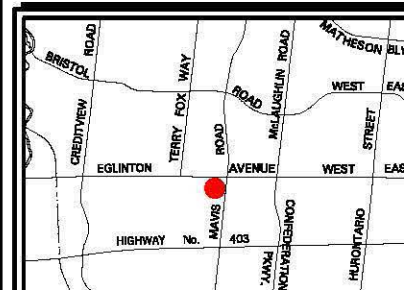
City Structure

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

SUBJECT LANDS



**SUBJECT: ORLANDO CORPORATION &
STEVON HOLDINGS LTD.**



FILE NO:
OZ 13 003 W6

DWG. NO:
13003L

SCALE:
1:6000

DATE:
2015 10 05

DRAWN BY:
B. KRUGER



MISSISSAUGA

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APPENDIX 3

LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'BUSINESS EMPLOYMENT' TO 'MIXED USE - SPECIAL SITE' AND PROPOSED REZONING FROM 'E2-58 (EMPLOYMENT)' TO 'C3 - EXCEPTION (GENERAL COMMERCIAL - EXCEPTION)' TO PERMIT COMMERCIAL LAND USE IN ADDITION TO THE EXISTING INDUSTRIAL USES CURRENTLY PERMITTED.



SUBJECT: ORLANDO CORPORATION & STEVRON HOLDINGS LTD.



FILE NO:
OZ 13 003 W6

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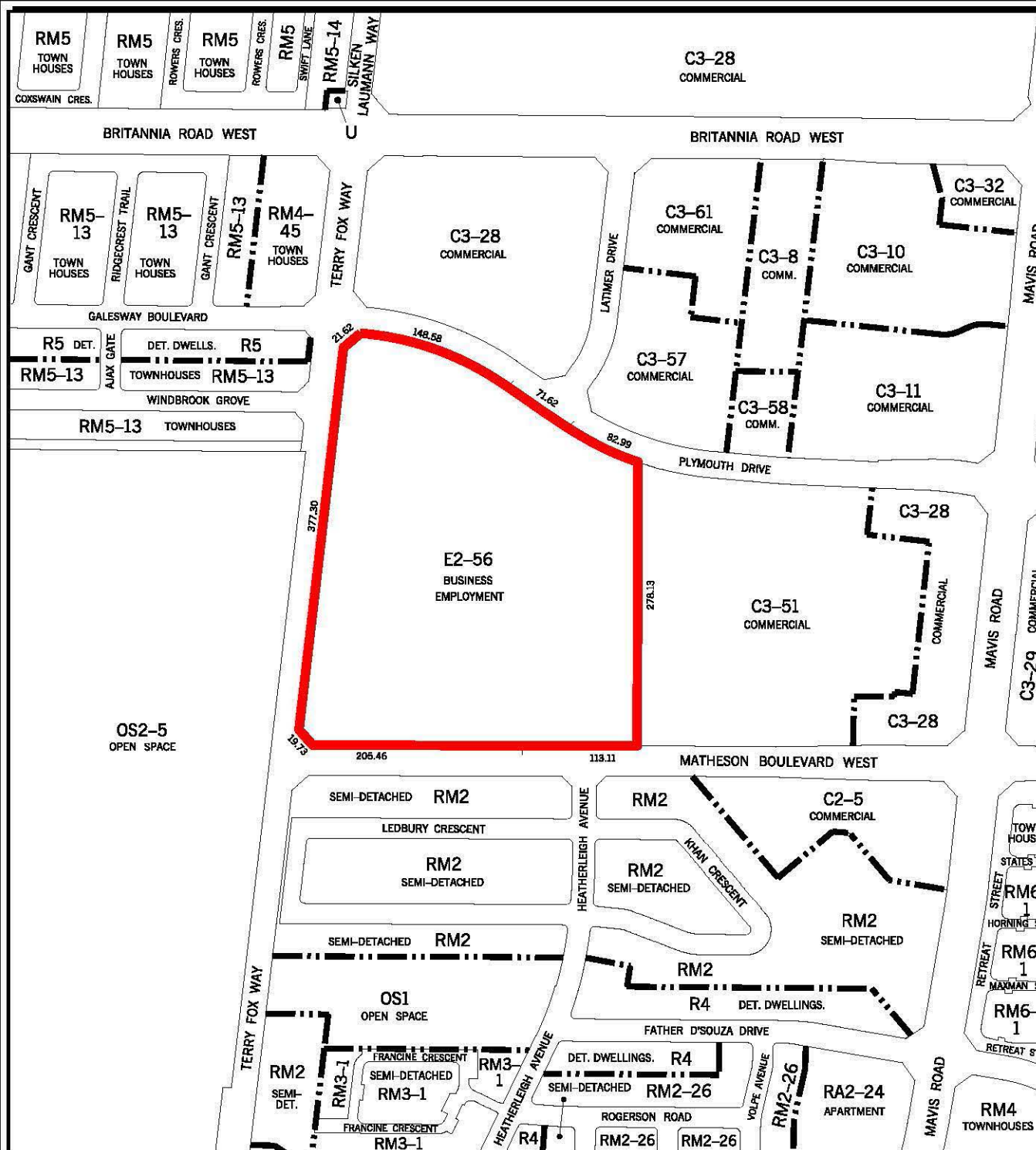
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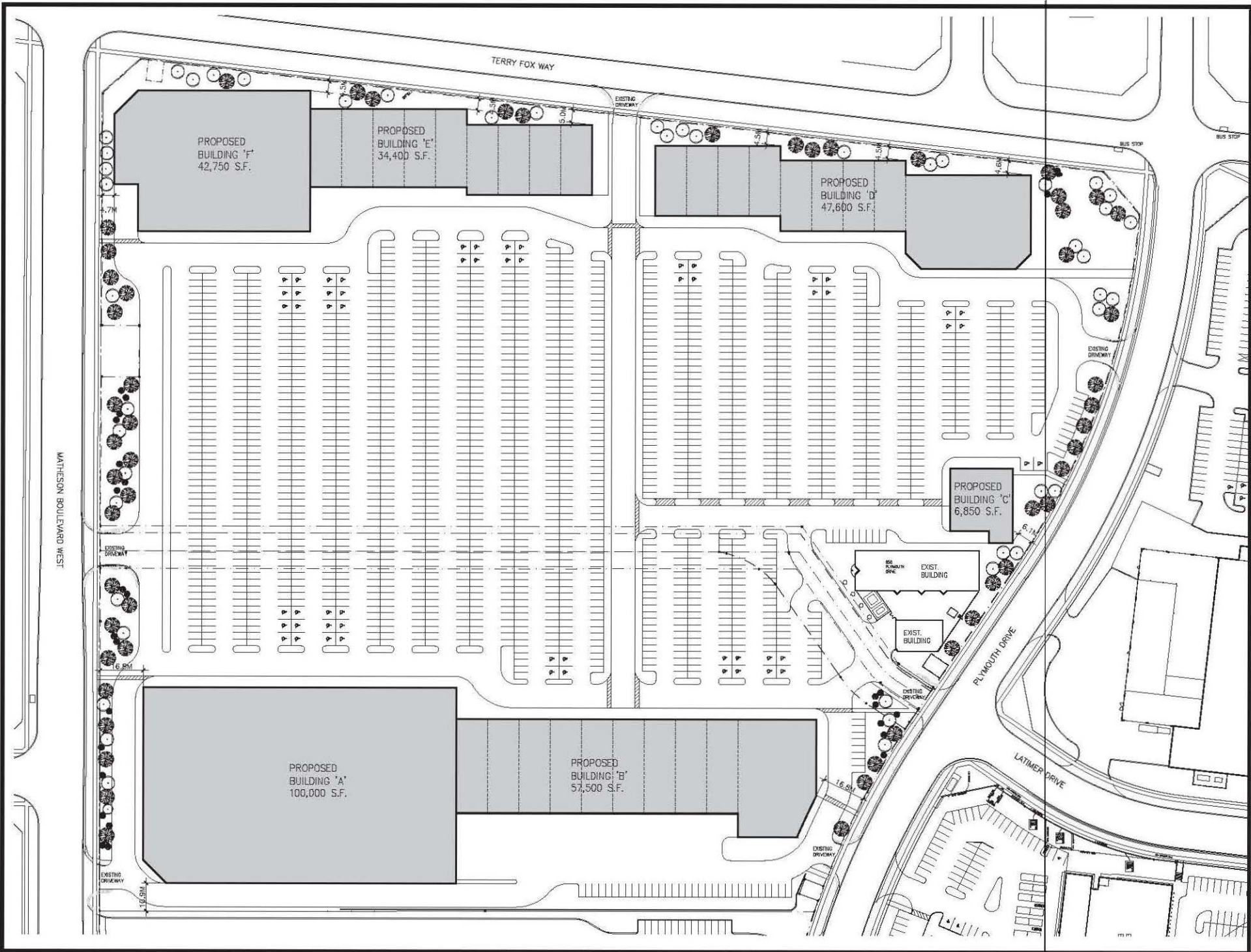
APPENDIX 4



MISSISSAUGA

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Orlando Corporation and Stevron Holdings Limited

File: OZ 13/003 W6

Agency Comments

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

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (August 25, 2015)	Prior to By-law enactment cash contribution for street tree planting will be required. Further, Cash-in-lieu of Parkland Dedication has been satisfied for the subject property.
City Transportation and Works Department (September 1, 2015)	<p>The applicant has also been requested to provide additional technical details, including a Noise Report for this department to complete their review. Other matters currently under review by the department include:</p> <ul style="list-style-type: none"> • Access and internal laneway configuration, • Traffic implications, and • Overland flow route <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> <p>Region of Peel City Community Services Department – Fire and Emergency Services City Community Services Department – Culture Division, Heritage Planning City Manager’s Department – Economic Development City Planning and Building Department – Development Services Rogers Cable Canada Post Corporation Bell Canada Enersource Hydro Mississauga</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>City Corporate Services Department – Realty Services</p>

Orlando Corporation and Stevron Holdings Limited

File: OZ 13/003 W6

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

Current Mississauga Plan Designation and Policies for the East Credit District

Mississauga Official Plan was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 29, 2011. The Plan was appealed in its entirety; however, on November 14, 2012 the Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals. The previous official plan (Mississauga Plan) is in effect for the subject lands.

The subject lands are designated **Business Employment** which permits an integrated mix of business activities that operate mainly within enclosed buildings. Uses permitted include: industrial, manufacturing, distributing, wholesaling, entertainment, recreation and sports facility, transportation facility, waste processing, trucking terminal, broadcast communication, hotel, motels and conference centre, financial institution and restaurant.

Mississauga Official Plan Designation and Policies for the East Credit Neighbourhood Character Area

Business Employment which permits the following uses: adult entertainment establishment, animal boarding, banquet hall, broadcast communication facility, cardlock fuel dispensing facility, commercial school, commercial parking, conference centre, entertainment, recreation and sports facility, financial institution, funeral establishment, manufacturing, vehicle repair, overnight accommodation, research and development, restaurant, and secondary offices.

Proposed Mississauga Official Plan Amendment Provisions

The lands are proposed to be designated **Mixed Use – Special Site**.

Notwithstanding the policies of the Plan, the existing warehouse/distribution centres and gas recovery building are permitted.

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. An overview of some of these policies is found below.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 7 – Complete Communities	Section 7.1	The City will encourage compact, mixed use development by integrating residential, commercial, employment, community and recreational uses.
Section 9 – Build a Desirable Urban Form	Section 9.1 Section 9.2 Section 9.5 Section 9.5.1	<p>Redevelopment within Neighbourhoods will respect the existing and planned character, must be sensitive to the existing urban context and minimize impacts on adjacent properties.</p> <p>Where employment and commercial uses are adjacent to noise sensitive uses, noise mitigation should be provided to ensure compatibility.</p>
Section 10 – Foster a Strong Economy	Section 10.1 Section 10.4	<p>The conversion of lands designated Business Employment within Corporate Centres and Employment Areas to non-employment uses areas is prohibited unless considered by a municipal comprehensive review.</p> <p>Within Neighbourhoods, further retail commercial will be directed to lands designated Mixed Use. Retail uses will be encouraged to develop in combination with residential and office uses.</p>
Section 16 – Neighbourhoods	Section 16.1	The Business Employment Designation is not permitted in Neighbourhoods except for lands already designated Business Employment.

	Specific Policies	General Intent
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.

Orlando Corporation and Stevron Holdings Limited

File: OZ 13/003 W6

Summary of Existing and Proposed Zoning Provisions

Existing Zoning By-law Provisions

E2-56 (Employment), which permits a variety of employment uses including office, manufacturing, transportation facility, warehouse/distribution centre, restaurant, overnight accommodation, conference centre, entertainment establishment and parking. The following uses are not permitted: truck terminal, waste processing, body-rub establishment, adult entertainment establishment, night club.

Proposed Zoning Standards

C3-Exception (General Commercial) to allow for commercial uses as permitted in the C3 (General Commercial) zone and the existing warehouse/distribution centers and existing gas recovery building.

Commercial uses in the C3 (General Commercial) zone include retail store, restaurant, recreational establishment, university/college and parking lot.

Parking is proposed to be provided in accordance with the rates specified in the zoning by-law for other sites in the Heartland Town Centre such as those zoned C3-11, C3-28, C3-29, C3-53, C3-57 and C3-61. These parking regulations and tables are provided below:

Motor vehicle parking and loading shall be provided in accordance with Table 1 of this Exception or Part 3 (general parking regulations) of Mississauga Zoning By-law for uses not contained in Table 1 of this Exception.

Mixed use development means a combination of any two or more uses contained in Tables 2 and 3 of this Exception, of which retail uses include: retail stores, financial institutions, motor vehicle retail stores and motor vehicle repair facilities – restricted accessory to a retail store or motor vehicle retail store.

Where the use is a mixed use development, motor vehicle parking may be calculated in accordance with Tables 2 and 3 of this Exception, and the following: The initial step in determining required parking for a mixed use development is to calculate the parking requirement for each use in the development as if these uses were free-standing buildings.

The required parking for each use is then multiplied by the percent of the peak period for each time period contained in Tables 2 and 3 of this Exception. Each column is totaled for weekday and weekend. The highest figure obtained from all time periods shall become the required parking for the mixed use development, and shall be applied to reduce the requirements of table 1 or the applicable parking section of the By-law.

Orlando Corporation and Stevron Holdings Limited

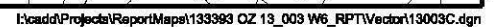
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Table 1	Column 1		Column 2			
	Land Use		Minimum Required Parking Standard			
	Retail-Warehouse		1.6 spaces per 100 m ² GFA - non-residential			
	Motor Vehicle Repair Facility - Restricted accessory to a retail store or motor vehicle retail store		5.5 spaces per 100 m ² GFA - non-residential of which 50% may be tandem parking spaces			
	Restaurant, Convenience Restaurant, Take-out Restaurant		5.4 spaces per 100 m ² GFA - restaurant			
Table 2	Percentage of Peak Period (Weekday)					
	Land Use		Morning	Noon	Afternoon	Evening
	Office/Medical Office		100	90	95	10
	Retail (includes retail-warehouse, garden centre, equipment rental, financial institution, motor vehicle retail store and motor vehicle repair facility - restricted accessory to a retail store or motor vehicle retail store)		80	65	100	100
	Restaurant (includes restaurant, convenience restaurant, take-out restaurant and banquet hall/conference centre/convention centre)		20	100	30	100
	Entertainment Establishment		0	100	100	100
	TOTAL					

Orlando Corporation and Stevron Holdings Limited

File: OZ 13/003 W6

Table 3	Percentage of Peak Period (Saturday)				
	Land Use	Morning	Noon	Afternoon	Evening
	Office/Medical Office	10	10	10	10
	Retail (includes retail-warehouse, garden centre , equipment rental, financial institution , motor vehicle retail store and motor vehicle repair facility - restricted accessory to a retail store or motor vehicle retail store)	80	100	100	30
	Restaurant (includes restaurant, convenience restaurant, take-out restaurant and banquet hall/conference centre/convention centre)	20	100	50	100
	Entertainment Establishment	0	100	100	100
	TOTAL				



City of Mississauga

Corporate Report



<p>Date: 2015/09/15</p>	<p>Originator's file:</p> <p>OZ 12/007 W7</p>
<p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date:</p> <p>2015/10/05</p>

Subject

Applications to permit a 25 storey apartment building and 3 storey horizontal multiple townhouse dwellings, 180 and 190 Webb Drive, South side of Webb Drive, east of the unopened Palgrave Road allowance and south of the proposed Main Street (now called The Exchange)
 Applicant: Baif Developments Limited
 Recommendation Report Ward No. 7

Recommendation

That the Report dated September 15, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 12/007 W7, Baif Developments Limited, 180 and 190 Webb Drive, be adopted in accordance with the following:

1. That the application to amend Mississauga Official Plan from **Residential High Density** to **Residential High Density – Special Site** to permit horizontal multiple townhouse dwellings in addition to apartments, be approved.
2. That the application to change the Zoning from **D (Development)** to **H-RA5-Exception (Apartment Dwellings – Exception)** to permit a 25 storey apartment building and 3 storey horizontal multiple townhouse dwellings 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 School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.
3. That the “H” Holding symbol is to be removed from the H-RA5-Exception (Apartment Dwellings-Exception) zoning applicable to the subject lands, by further amendment, upon confirmation that the applicant has:

- (a) Made satisfactory arrangements with Enersource for connection to a new proposed hydro substation on nearby lands;
 - (b) Delivered an executed development agreement and servicing agreement in a form satisfactory to the City of Mississauga including, but not limited to, the following:
 - (i) The design of Webb Drive abutting the property; and
 - (ii) Detailed landscape plans for the unopened Palgrave Road right-of-way.
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 36 months of the Council decision.

Report Highlights

- The applicant has made revisions to the proposal to address issues raised at the Public Meeting including revisions to built form, height, setbacks and on-site landscaping;
- 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; and
- An “H” Holding symbol has been placed on the subject property and will be removed once the applicant has entered into an executed servicing agreement and made satisfactory arrangements with Enersource and the City.

Background

A public meeting was held by the Planning and Development Committee on January 12, 2015, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-002-2015 which was adopted by Council and is attached as Appendix 2.

The revised site plan and elevation plans are attached as Appendices 3 and 4.

Comments

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

- The height of the apartment building has increased from 18 to 25 storeys
- The floor space index has increased from 2.48 to 2.56

Planning and Development Committee	4.3-3	2015/09/15	3
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Originator's file: OZ 12/007 W7

- The pedestrian access from this site to Fairview Public School was removed at the request of the School Board

As a result of these changes, full notice was provided to the community to inform them of the revisions.

COMMUNITY ISSUES

Issues identified by residents through written correspondence to the City and through verbal comments made at both the January 7, 2015 community meeting held by Ward 7 Councillor, Nando Iannicca, and the January 12, 2015 public meeting held by the Planning and Development Committee are as follows:

Comment

Concerns were raised regarding the volume of traffic, particularly on-site and on the Webb Drive extension.

Response

Comments from the Transportation and Works Department on the Traffic Impact Study advise that the proposed development will not have a detrimental impact within the site or along the Webb Drive extension.

Comment

Concerns were raised regarding the use of the Palgrave Road unopened road allowance and the retention of this right-of-way.

Response

The Transportation and Works Department has advised that the unopened Palgrave Road allowance will be retained and will not be opened to vehicles. The Fire Division will require the right-of-way for emergency access to the townhouses proposed at the rear of the property. The applicant has agreed to upgrade this road allowance as part of the servicing agreement and the City will take securities for the proposed upgrades.

Comment

Concerns were raised regarding the proposed minimum 7.05 (23.1 ft.) setback from the proposed townhouses to the existing rear yards of three detached dwellings abutting the proposal on the south side.

Response

The applicant has revised the plan to provide a rear yard setback of 7.5 m (24.6 ft.) which is a standard rear yard setback. The Planning and Building Department has also requested that windows on the top floors of the townhouses be tinted in order to reduce possible overlook from townhouses to these rear yards.

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 encourages intensification of land within urban areas, promotes efficient use of infrastructure and public facilities, encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas" and states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". 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.

Downtown Mississauga is identified as an *Urban Growth Centre* (UGC). The UGC is an area planned to accommodate and support major transit infrastructure and population growth. This area is to contain the highest densities and tallest buildings in the City.

The application conforms to the PPS and Growth Plan.

Official Plan Amendment 8

Official Plan Amendment No. 8 was adopted in March 2013 and contains new planning instruments requiring urban design controls that would affect the proposed development. The applicant appealed OPA 8 but will be withdrawing their appeal prior to the implementation of the official plan and zoning by-law amendments.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Downtown Core Character Area from **Residential High Density** to **Residential High Density – Special Site** to also permit three storey horizontal multiple townhouse dwellings. The proposed apartment building is permitted under the existing policies.

As outlined in the Information Report, Section 19.5.1 of Mississauga Official Plan provides criteria for evaluating site specific Official Plan Amendments. Each criterion is summarized below along with a discussion of how the proposed applications address the intent of the criteria.

- *Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan, and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?*
- *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, which is to locate higher density development in the Downtown Core and provide a transition to surrounding lower density residential neighbourhoods. The official plan amendment is to also allow horizontal multiple dwellings as a permitted use on this site and provide a transition in heights to the existing detached homes along Palgrave Road, which are located outside of the Downtown Core. Consideration was also given for the overall massing and scale of the proposed built form, to integrate and relate appropriately with surrounding development.

Subject to the provision of a new hydro substation and the extension of Webb Drive in front of the site there is adequate infrastructure available to service this site and the applicant has provided additional planning rationale to justify the change in designation. Appendix 6 contains the special site details.

Zoning

The proposed **H-RA5-Exception (Apartment Dwellings – Exception)** zone is appropriate to accommodate the proposed 25 storey apartment building and 3 storey horizontal multiple townhouse dwellings. Appendix 6 contains the general site specific provisions for the development. An exception schedule containing more detailed illustrated provisions may be provided with the implementing Zoning By-law.

The “H” Holding Symbol is to be lifted satisfactory to the following conditions:

- Satisfactory arrangements have been made with Enersource for a new proposed hydro substation on nearby lands
- A hydro connection to the new substation
- The design of Webb Drive abutting the property
- Detailed landscape plans for the unopened Palgrave Road right-of-way

Upon confirmation that the above-noted matters have been satisfactorily addressed, the “H” Holding provision would be removed by further amendment to the Zoning By-law.

Height

Since the original submission, the applicant has added 7 storeys to the height of the proposed residential tower from 18 storeys to 25 storeys. The residential tower portion of the subject property is located within the Downtown Core which permits unlimited height. Staff have evaluated the revised proposal and find the additional height of the proposed residential tower to be acceptable.

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.

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, streetscaping along the Webb Drive extension, tree preservation and on-site landscaping.

Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

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 permit a 25-storey apartment building and 3 storey horizontal multiple townhouse dwellings is compatible with the surrounding land uses, based on similar residential land uses in proximity to the site and the complementary nature of the design which achieves appropriate built form relationships with the surrounding context.
2. The proposed official plan provisions and zoning standards are appropriate to accommodate the requested uses based on the proposed height, massing, landscaping and general site design.
3. An "H" Holding Symbol will be applied to the lands until satisfactory arrangements have been made with Enersource with respect to the construction of the new substation to service the subject lands; approval of the design of Webb Drive abutting the property; and approval of the landscape plans for the unopened Palgrave Road right-of-way.

Attachments

Appendix 1: Information Report

Appendix 2: PDC Recommendation

Appendix 3: Site Plan

Appendix 4: Elevations

Appendix 5: Agency comments

Appendix 6: Proposed Official Plan Policies/Zoning Standards



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Michael Hynes, Development Planner



Corporate Report

Clerk's Files

Originator's

Files **OZ 12/007 W7****PDC** JAN 12 2015

DATE: December 2, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: January 12, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Information Report
Official Plan Amendment and Rezoning Applications
To permit an 18 storey apartment building and
3 storey townhouse horizontal multiplex
0 Webb Drive
South side of Webb Drive, east of the unopened Palgrave Road
allowance and south of the proposed Main Street
Owner: Baif Developments Limited
Applicant: MMM Group Limited
Bill 51

Public Meeting Ward 7

RECOMMENDATION: That the Report dated December 2, 2014, from the Commissioner of Planning and Building regarding the applications to amend the Mississauga Official Plan policies for the Downtown Core Character Area from "Residential High Density" to "Residential High Density – Special Site" and to change the Zoning from "D" (Development) to "H-RA5-Exception" (Apartment Dwellings – with a Holding Symbol) to permit an 18 storey apartment building and a 3 storey townhouse building under File OZ 12/007 W7, Baif Developments Limited, 0 Webb Drive be received for information.

**REPORT
HIGHLIGHTS:**

- The development site is located in the Downtown Core which permits a maximum height of 25 storeys for lands designated Residential High Density;
- The proposal is for an 18 storey, 424 unit apartment building with a 6 storey podium and a 3 storey, 31 unit townhouse building at the rear of the site (horizontal multiple dwelling), with a central courtyard and internal corridor;
- An "H" Holding symbol has been requested in order for the applicant to coordinate with the City the relocation of a storm sewer and the extension of Webb Drive prior to development proceeding on this site;
- Comments from the scheduled community meeting and the Planning and Development Committee meeting will be considered in the evaluation of the applications and will be addressed as part of the Recommendation Report; and
- Prior to the Recommendation Report, matters to be addressed include built form and massing; the number of on site and visitor parking spaces; separation between the proposed 3 storey building and the existing detached dwellings; and the construction, extension and streetscaping design of Webb Drive.

BACKGROUND:

The above-noted applications have been circulated for technical comments and a community meeting will be held on January 7, 2015.

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

COMMENTS:

Further details of the proposal are as follows:

Development Proposal	
Applications submitted:	Received: May 24, 2012 Deemed complete: May 31, 2012
Height:	18 storeys and 3 storeys
Lot Coverage:	43 %

Development Proposal	
Floor Space Index:	2.48
Landscaped Area:	49 %
Net Density:	325 units/ha 130 units/acre
Gross Floor Area:	27 393.65 m ² (294,863 sq. ft.)
Number of units:	338 units:
Anticipated Population:	845* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Parking Required:	530 338 spaces for apartment building 35 spaces for horizontal multiple 51 spaces for visitors
Parking Provided:	424 373 spaces for apartment building 51 spaces for visitors
Supporting Documents:	Survey, Site Plan Building Elevations Planning Justification Report Urban Design Study Sun Shadow Study and Analysis Pedestrian Wind Conditions Study Phase One Environmental Site Assessment Traffic Impact Study Functional Servicing Report Stormwater Management Report Noise Impact Assessment

Site Characteristics	
Frontage:	83.9 m (275.3 ft.)
Depth:	168.4 m (552.5 ft.)
Gross Lot Area:	
Net Lot Area:	1.04 ha (2.6 ac.)
Existing Use:	Vacant

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

Green Development Initiatives

The applicant has identified several green development initiatives that will be incorporated into the development, including: native plant material; a proposed green roof on the 6th floor podium; high reflective paving material and the provision of bicycle racks throughout the complex.

Neighbourhood Context

The subject property is located at the southern end of the Downtown Core (see Appendix I-3), and is being developed mainly for residential apartments. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: A vacant parcel of land and further north is Square One Shopping Centre;
- East: Fairview Public School;
- South: Detached dwellings;
- West: Unopened Palgrave Road road allowance and a 15 storey apartment building on Webb Drive.

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

The subject property is located in the Downtown Core Character Area and is designated "Residential High Density", which

permits apartment dwellings at a maximum height of 25 storeys but does not permit horizontal multiple dwellings (see Appendix I-4).

Official Plan Amendment No. 8

Official Plan Amendment No. 8 (OPA 8) was approved by City Council on March 6, 2013, and is based on the Downtown 21 Master Plan prepared in 2009 that proposes a new vision for Downtown Mississauga.

Portions of OPA 8 are under appeal, including the subject property.

The OPA 8 policies will be applied to this development proposal.

Urban Design Policies

The urban design policies of Mississauga Official Plan (MOP) require that building, landscaping and site design are compatible with site conditions and create appropriate transition, visual and functional relationships between individual buildings, groups of buildings and open spaces. These policies require the mitigation of negative impacts of development such as the effects of additional noise, unattractive views, other negative impacts and the buffering of adjacent land uses.

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

Proposed Official Plan Designation and Policies

To amend the existing "Residential High Density" designation by adding a special site policy to permit townhouses (horizontal multiple dwellings).

Existing Zoning

"D" (Development), which permits existing uses legally existing on the date of the passing of Zoning By-law 0225-2007 (see Appendix I-5).

Proposed Zoning By-law Amendment

"H-RA5-Exception" (Apartment Dwellings – with a Holding Symbol) to permit, in addition to the permitted uses:

- horizontal multiple dwellings

The "H" Holding symbol is proposed to ensure that the extension of the existing stormwater sewer and extension of Webb Drive to service this site are secured prior to approval.

A complete list of proposed zone standards are identified in Appendix I-10.

Lifting of "H" Holding Symbol

There are a number of technical requirements that would need to be completed prior to building on the site. The requirements include: confirmation of hydro supply; the extension of Webb Drive and the relocation of storm sewers. The applicant is proposing that the Zoning By-law contain provisions to ensure there will be no development until these technical matters have been addressed to the satisfaction of the City. This is done by placing an "H" Holding Symbol on the Zoning By-law and including detailed conditions in the by-law.

COMMUNITY ISSUES

A community meeting is scheduled to be held by the Ward 7 Councillor, Nando Iannicca, on January 7, 2015. The community concerns from this meeting and the comments raised during the Planning and Development Committee meeting will be considered

in the evaluation of the applications and will be addressed as part of the Recommendation Report.

DEVELOPMENT ISSUES

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

- built form and massing including the transition from the podium to tower to ensure the tower is stepped back from the podium;
- construction and design of extension of Webb Drive (including cross-sectional details) and related services to support this development;
- a streetscape design and on-street parking arrangement that complements the Downtown 21 Master Plan along the extension of Webb Drive;
- timing, servicing, easements and installation/location of enersource equipment;
- transition from the proposed development to the existing detached dwellings on Joan Drive;
- review of the use of the unopened Palgrave Road allowance abutting the subject property;
- provision for an on-site indoor bicycle storage room;
- overlook and privacy;
- pedestrian connections;
- preservation of existing trees;
- streetscaping and sidewalk widths; and
- fire access.

FINANCIAL IMPACT:

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

CONCLUSION:

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

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Downtown Core Character Area
Appendix I-4: Excerpt of Mississauga Official Plan
Appendix I-5: Existing Land Use and Proposed Zoning Map
Appendix I-6: Site Plan
Appendix I-7: Elevations
Appendix I-8: Agency Comments
Appendix I-9: School Accommodation
Appendix I-10: Proposed Zoning Standards
Appendix I-11: Relevant Mississauga Official Plan policies
Appendix I-12: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Michael Hynes, Development Planner

Baif Developments Limited

File: OZ 12/007 W7

Site History

- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for the Fairview District which designated the subject lands "Residential High Density I".
- June 20, 2007 – Zoning By-law 0225-2007 came into force, zoning the subject lands "D" (Development).
- April 28, 2010 - Downtown 21 Master Plan was received by Council.
- 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 apply. The subject lands are designated "Residential High Density" in the Downtown Core.
- March 6, 2013 – Mississauga Official Plan Amendment #8 and By-law 050-2013 implemented the Downtown Master 21 Master Plan. Official Plan Amendment #8 is currently under appeal by this applicant among others.



LEGEND:



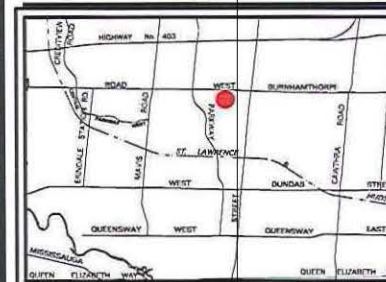
SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2014



SUBJECT:

BAIF DEVELOPMENTS LIMITED



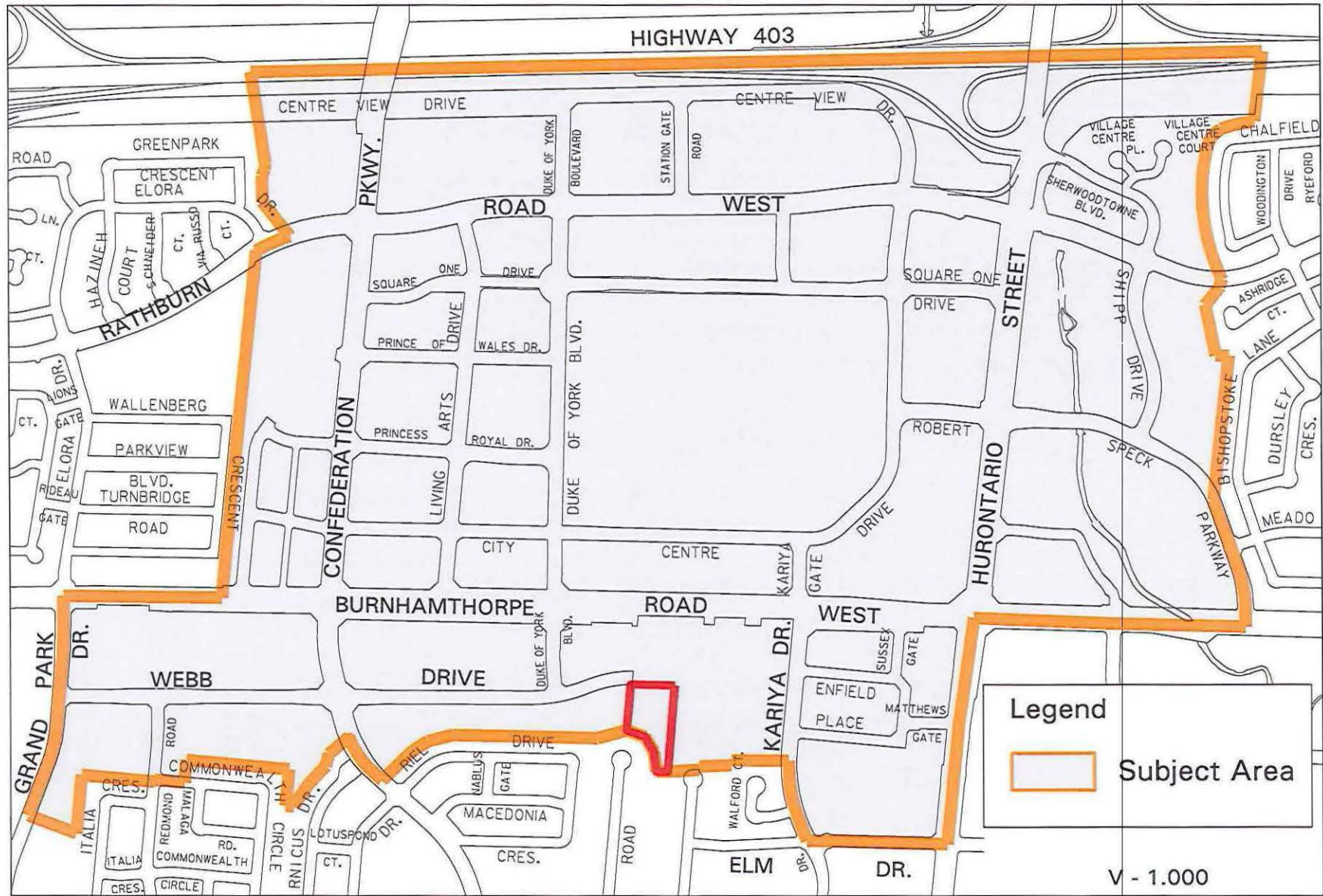
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2015/09/21
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MISSISSAUGA

Produced by
T&W, Geomatics

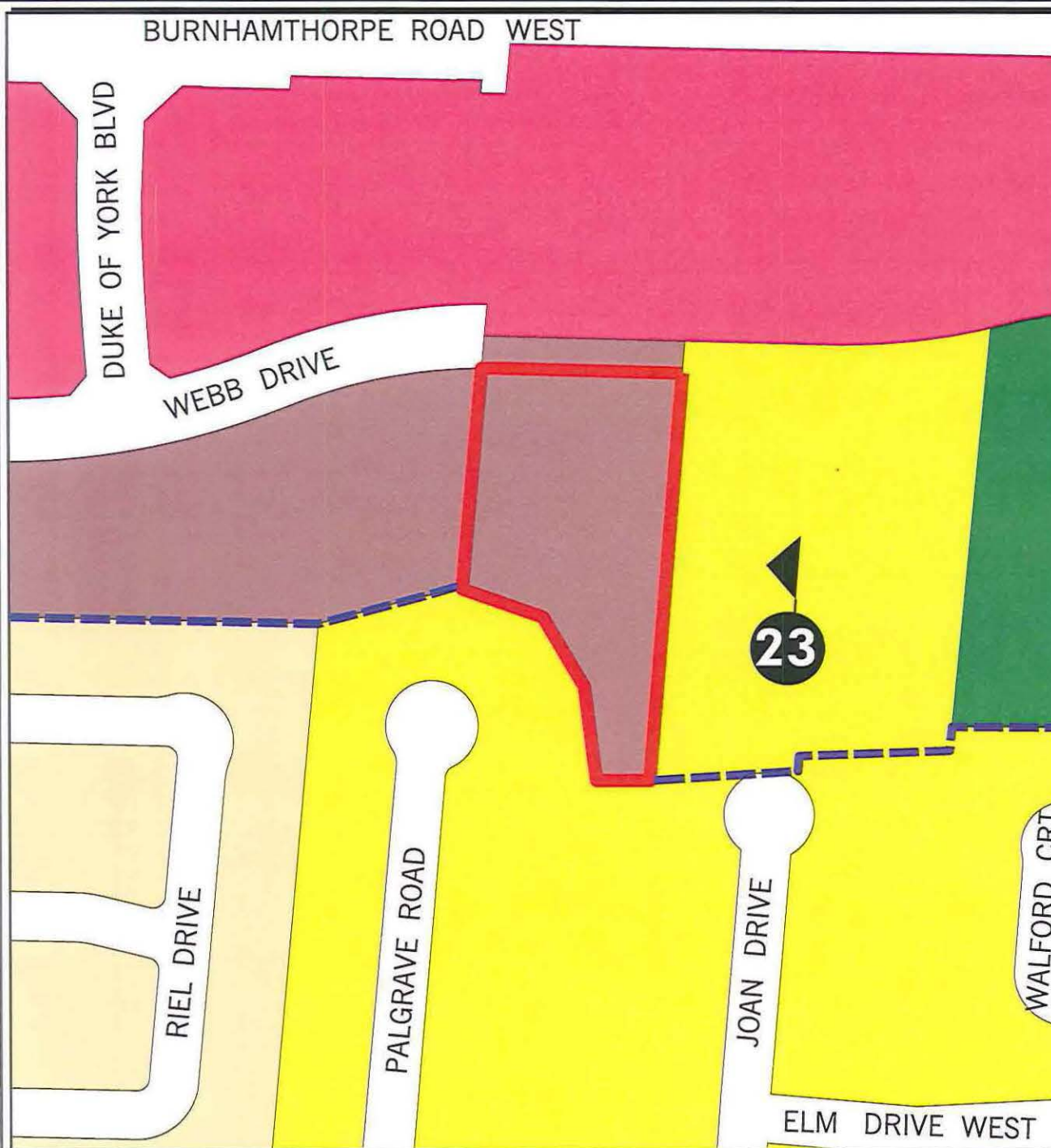
APPENDIX I-2



DOWNTOWN CORE CHARACTER AREA

 SUBJECT LANDS





PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

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

LAND USE LEGEND

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

CITY STRUCTURE

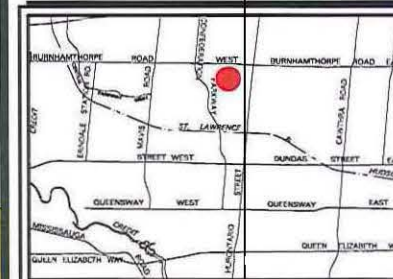
Downtown	Corporate Centre
Major Node	Employment Area
Community Node	
Neighbourhood	

SUBJECT LANDS



SUBJECT:

BAIF DEVELOPMENTS LIMITED



FILE NO:
OZ 12/007 W7

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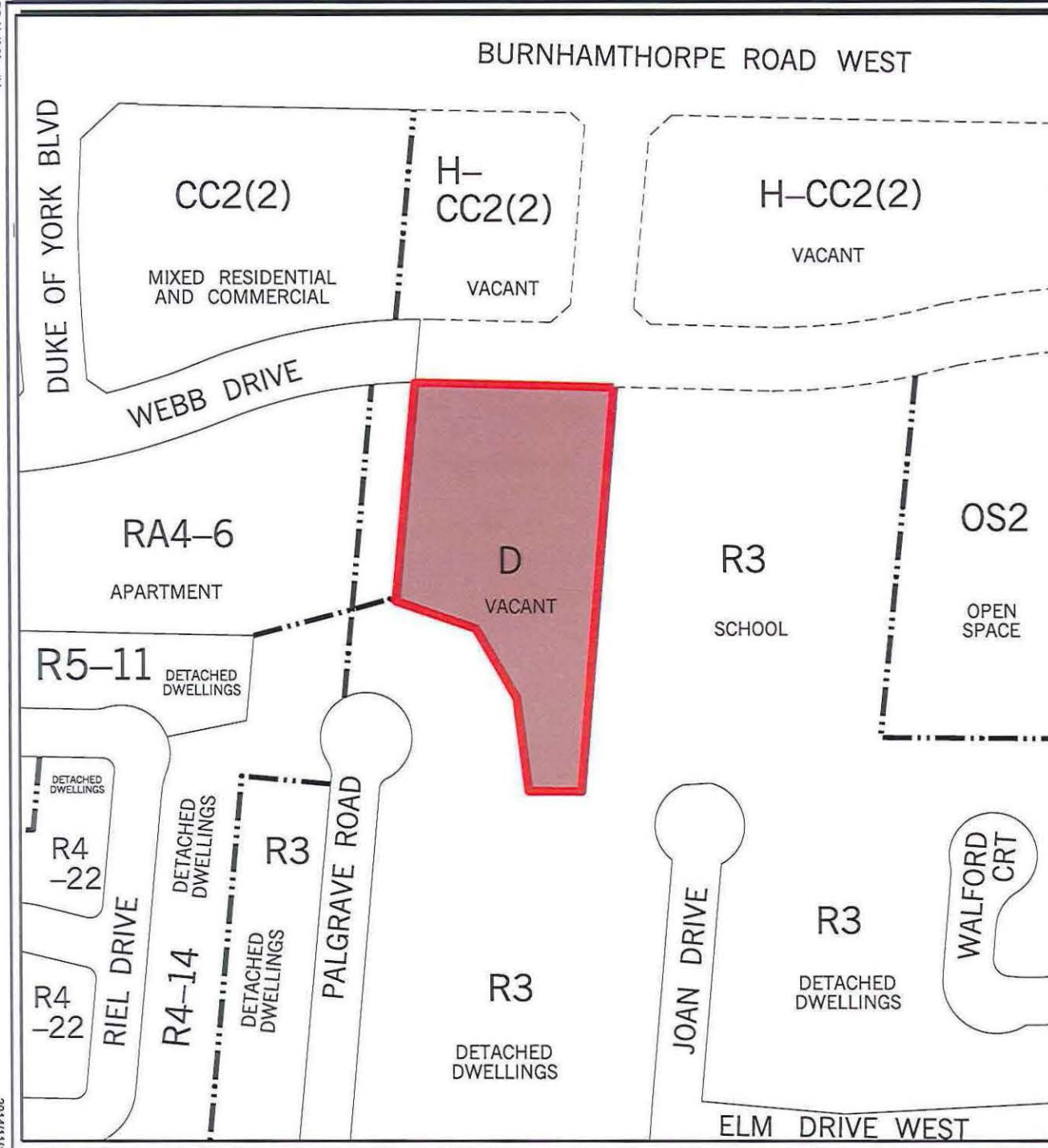
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2015/01/12

DRAWN BY:
A.SHAH

APPENDIX 1-4

MISSISSAUGA
Planning and Building

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T&W, Geomatics



LEGEND:



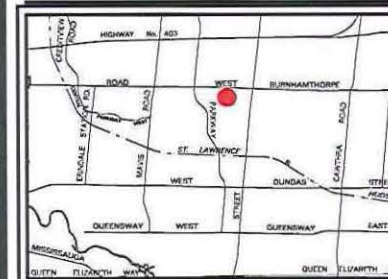
PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL HIGH DENSITY" TO "RESIDENTIAL HIGH DENSITY-SPECIAL SITE" AND PROPOSED REZONING FROM "D" (DEVELOPMENT) TO "H-RA5-EXCEPTION" (APARTMENT DWELLINGS-EXCEPTION WITH A HOLDING PROVISION) TO PERMIT AN 18 STOREY APARTMENT BUILDING AND A 3 STOREY HORIZONTAL MULTIPLE 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:

BAIF DEVELOPMENTS LIMITED



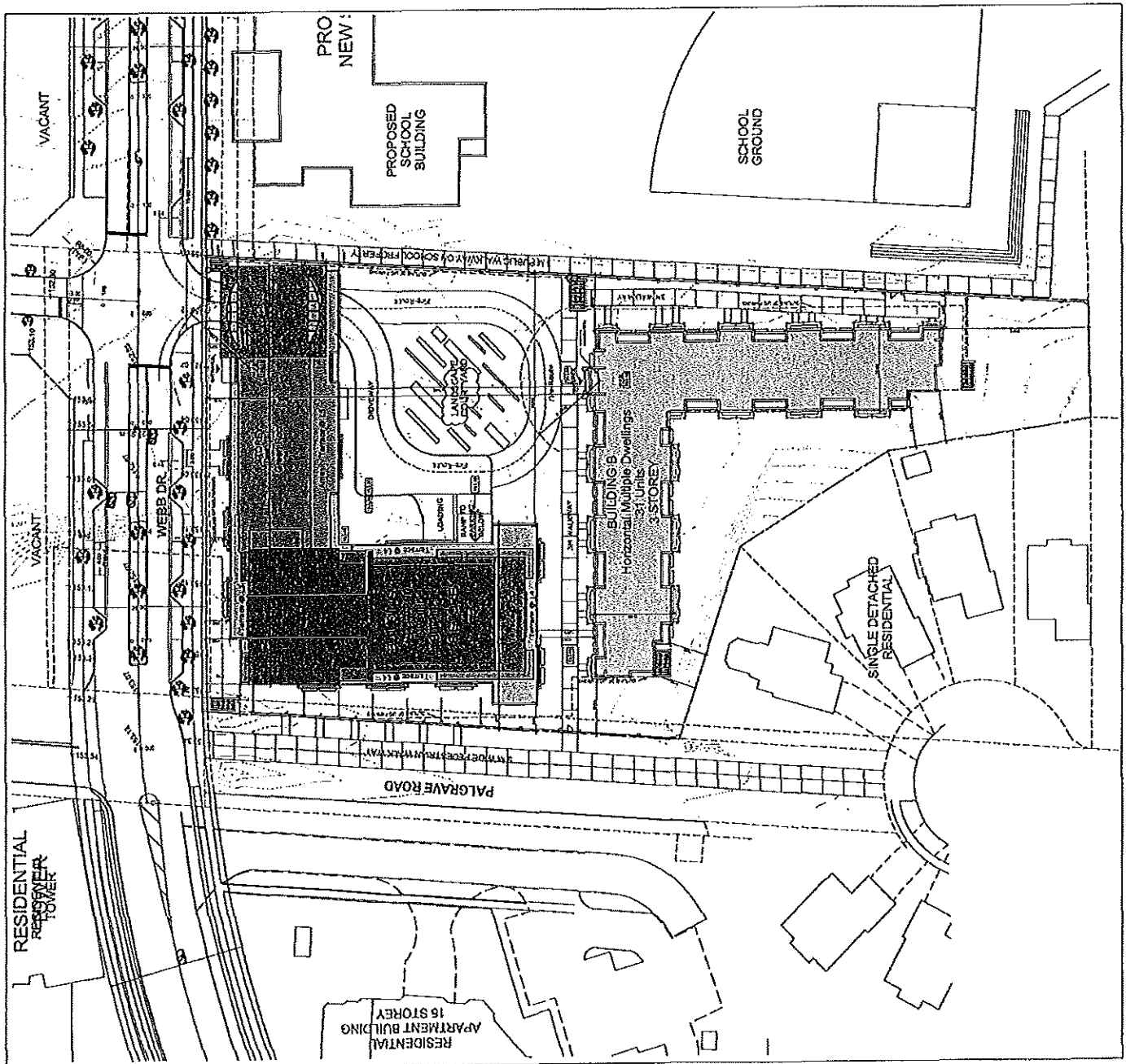
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APPENDIX 1-5

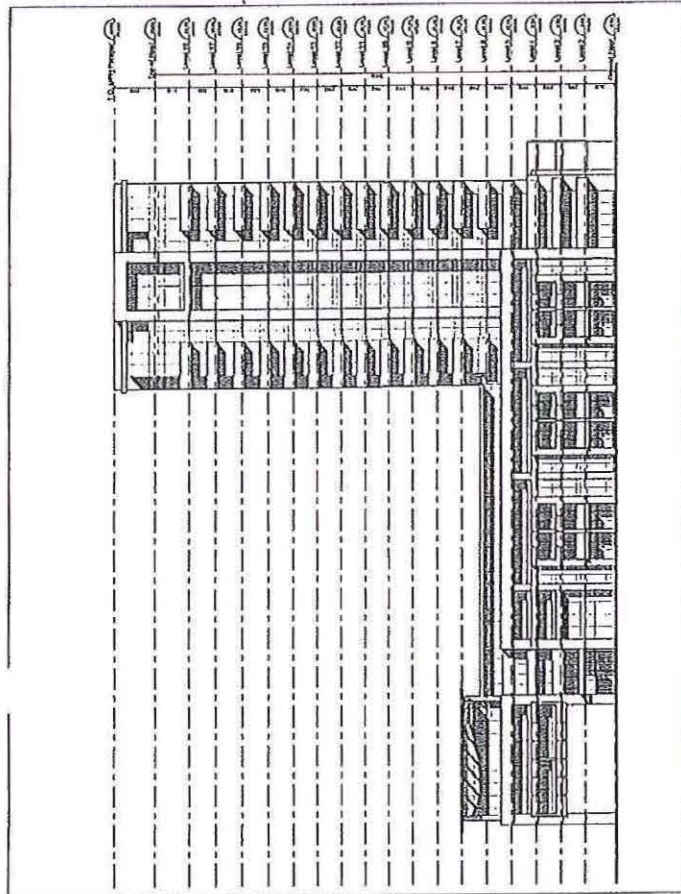
MISSISSAUGA
Planning and Building

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T&W, Geomatics

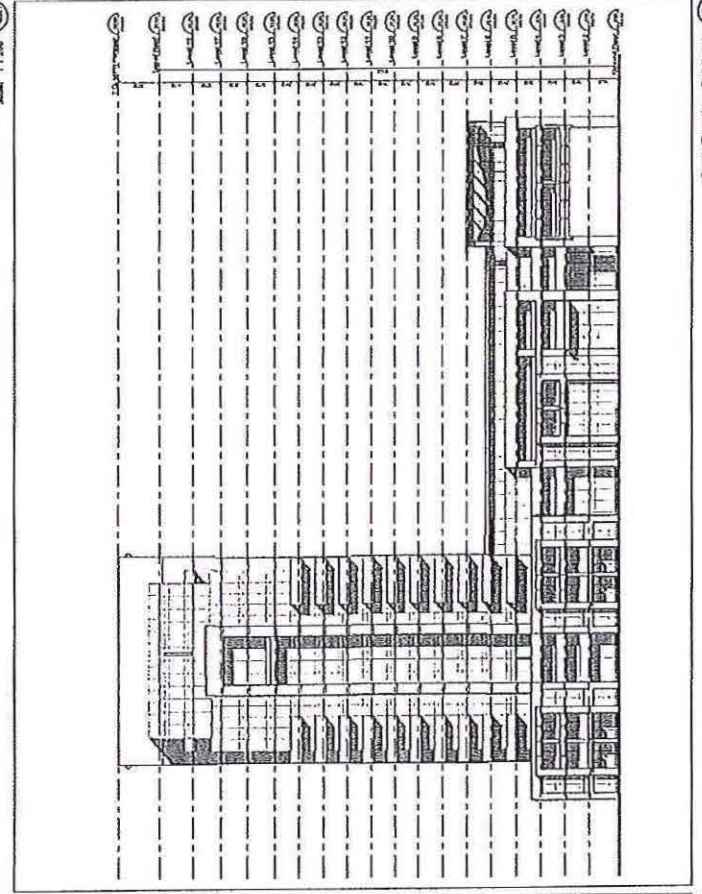
SITE PLAN



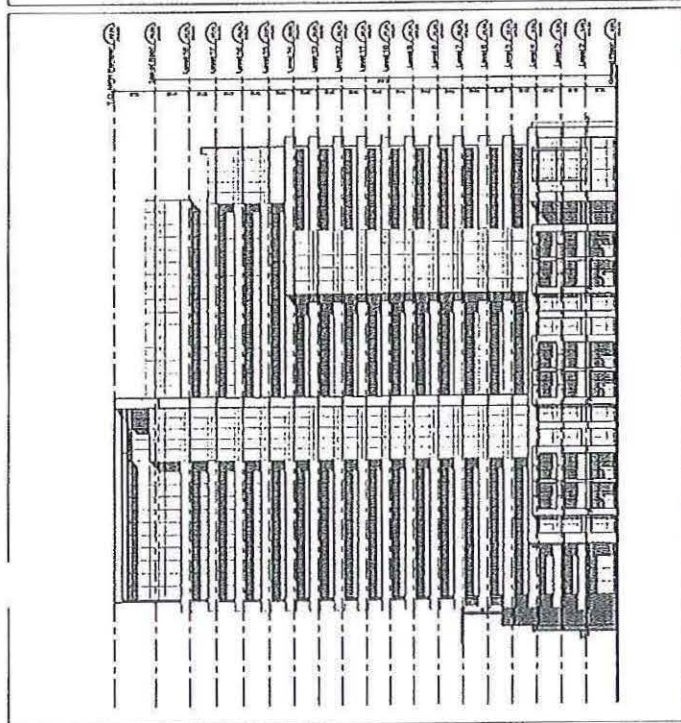
ELEVATIONS



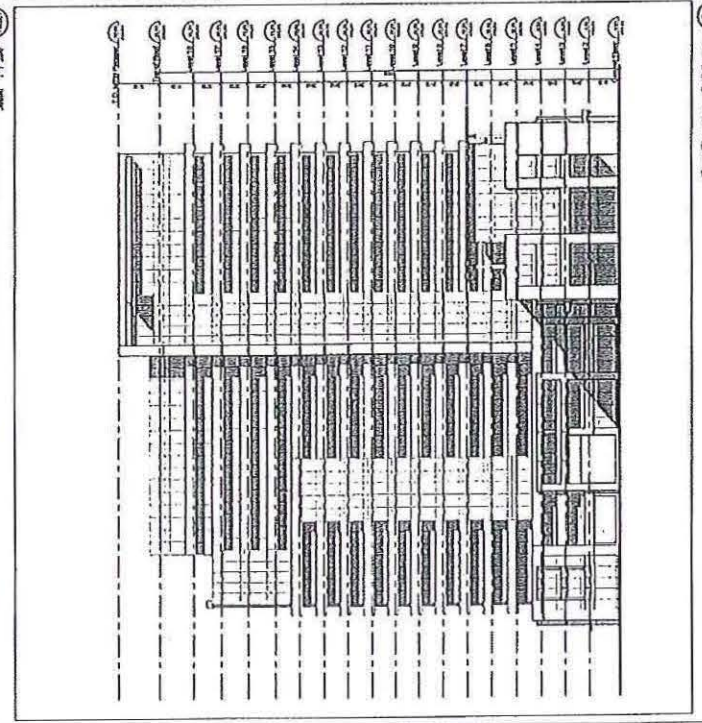
North Elevation - Building A
Scale: 1/2" = 1'-0"



South Elevation - Building A
Scale: 1/2" = 1'-0"

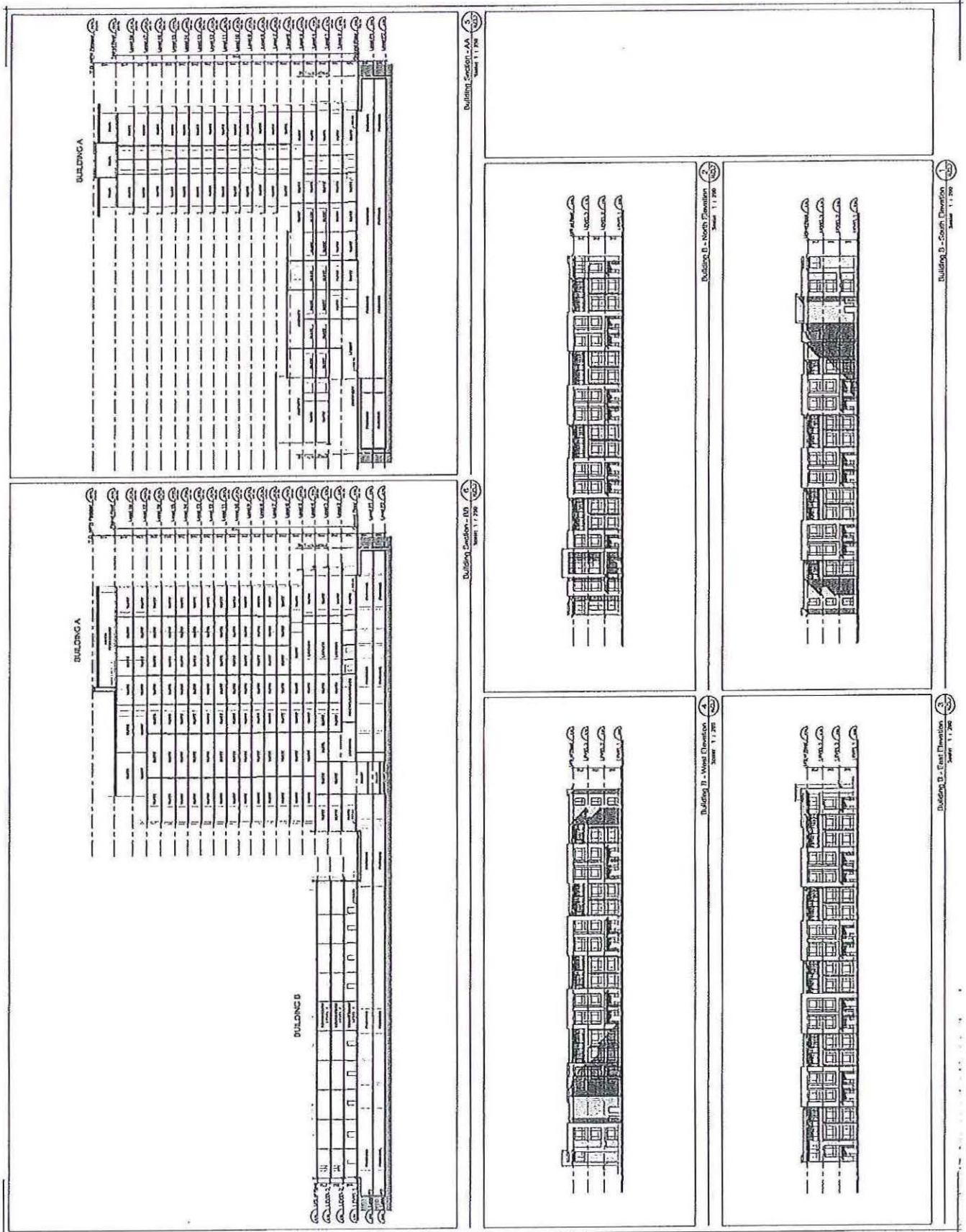


West Elevation - Building A
Scale: 1/2" = 1'-0"



East Elevation - Building A
Scale: 1/2" = 1'-0"

ELEVATIONS



Baif Developments Limited

File: OZ 12/007 W7

Agency Comments

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

Agency / Comment Date	Comment
<p>Region of Peel (October 21, 2014)</p>	<p>An existing 600 mm (24") diameter water main is located on Burnhamthorpe Road West and an existing 300 mm (12") diameter water main is located on Webb Drive. An existing 450 mm (18") diameter sanitary sewer is located on Webb Drive.</p> <p>The Region has reviewed the Functional Servicing Report (FSR) dated July 2014 and question the ownership of the proposed 300 mm diameter watermain adjacent to Burnhamthorpe Road West. The Region prefers to maintain all infrastructure on public lands, as such an alternative design scheme has been requested from the consultant.</p> <p>Connection approvals will not be issued until preliminary acceptance is granted for future municipal infrastructure. Site servicing approvals are required prior to issuance of a building permit and all properties must be serviced according to the Ontario Building Code and Region of Peel standards.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District /School Board (September 22, 2014)</p>	<p>Both School Boards have indicated that there is no available capacity to accommodate students generated by this application. Accordingly, the Boards have 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>

Baif Developments Limited

File: OZ 12/007 W7

Agency / Comment Date	Comment
	<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 summary, there is no available capacity within the Elementary and Secondary Service Areas to accommodate students, which would be generated by the proposed residential development application.</p> <p>In addition, if approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be included in the Development and Servicing Agreement.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (September 30, 2014)</p>	<p>The subject residential development will be serviced by John Cleary Park (P-308) which is approximately 700 m (2,296 sq.ft.) from the site and contains a play site and minor unlit soccer field.</p> <p>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 <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws. Furthermore, securities for streetscape works along Webb Drive extension will be secured through appropriate Servicing and/or Development Agreement.</p>
<p>City Community Services Department – Fire and Emergency Services Division (September 14, 2014)</p>	<p>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.</p>

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Agency / Comment Date	Comment
	<p>Please note that access for fire department vehicles and fire protection equipment is to be provided in conformance with the OBC and By-law 1036-81 for all structures. While this is typically assessed in detail through the Site Plan review process, our review of the initial application has raised some concerns. The use of adjacent to the City's unopened road allowance for fire access to the highrise structure, as well as the use of a covered vehicular passageway to access the townhouses, is of concern. A meeting with senior Fire Department staff representing the Prevention and Suppression Divisions to discuss emergency response, and this Department's needs and expectations, may be of benefit, to address these concerns early in the planning process.</p>
<p>City Transportation and Works Department (November 20, 2014)</p>	<p>In comments dated November 20, 2014 this department confirmed receipt of Site and Engineering Plans, a Functional Servicing Report, Noise Report, Traffic Study and a Phase 1 Environmental Assessment submitted in support of the multiple residential development proposal. The development will necessitate the extension of Webb Drive from its easterly terminus to the east limit of the development including a temporary vehicular turn around. The Class EA for the Webb Drive extension will be integrated into the planning process for these Official Plan Amendment and Rezoning Applications.</p> <p>Development matters currently under review and consideration by the department include:</p> <ol style="list-style-type: none"> 1) traffic implications; 2) the development of a road cross-section for Webb Drive that will address and accommodate the multi-modal transportation needs; 3) a streetscape design and on-street parking arrangement that compliments the Downtown 21 visions;

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File: OZ 12/007 W7

Agency / Comment Date	Comment
	<p>4) the transition from the existing right-of-way to the proposed road cross-section;</p> <p>5) a conflict with existing municipal storm sewer services;</p> <p>6) grading implications; and</p> <p>7) a record of site condition.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report</p>
Enersource (September 23, 2014)	Prior to approving these applications, the applicant must contact Enersource to resolve issues relating to: servicing, easements, utility corridor, landscaping on boulevard, timing and installation/location of Enersource equipment.
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>Peel District School Board Heritage Credit Valley Hospital Credit Valley Conservation Authority</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Trillium Health Centre Realty Services Hydro One Economic Development Office</p>

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File: OZ 12/007 W7

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>31</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>15</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>30</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Fairview Public School</p> <table> <tr> <td>Enrolment:</td><td>765</td></tr> <tr> <td>Capacity:</td><td>566</td></tr> <tr> <td>Portables:</td><td>7</td></tr> </table> <p>Camilla Road Senior</p> <table> <tr> <td>Enrolment:</td><td>668</td></tr> <tr> <td>Capacity:</td><td>683</td></tr> <tr> <td>Portables:</td><td>2</td></tr> </table> <p>TL Kennedy Secondary School</p> <table> <tr> <td>Enrolment:</td><td>728</td></tr> <tr> <td>Capacity:</td><td>1,332</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	31	Kindergarten to Grade 5	15	Grade 6 to Grade 8	30	Grade 9 to Grade 12	Enrolment:	765	Capacity:	566	Portables:	7	Enrolment:	668	Capacity:	683	Portables:	2	Enrolment:	728	Capacity:	1,332	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>8</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>4</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Bishop Scalabrini</p> <table> <tr> <td>Enrolment:</td><td>523</td></tr> <tr> <td>Capacity:</td><td>196</td></tr> <tr> <td>Portables:</td><td>6</td></tr> </table> <p>Father Michael Goetz</p> <table> <tr> <td>Enrolment:</td><td>1,558</td></tr> <tr> <td>Capacity:</td><td>1,593</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	8	Junior Kindergarten to Grade 8	4	Grade 9 to Grade 12	Enrolment:	523	Capacity:	196	Portables:	6	Enrolment:	1,558	Capacity:	1,593	Portables:	0
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Baif Developments Limited

File No.: OZ 12/007 W7

Proposed Zoning Regulations

	"D" Regulations	"RA5" Regulations	"H-RA5-Exception" Regulations
Minimum resident parking spaces per apartment dwelling unit	N/A	1.0 Bachelor 1.25 One-bedroom 1.40 Two-bedroom 1.75 Three-bedroom	1.00
Minimum visitor parking spaces per apartment dwelling unit	N/A	0.20	0.15
Minimum resident parking spaces per horizontal multiple dwelling unit	N/A	1.10 Bachelor/One-bedroom 1.25 Two-bedroom 1.75 Three-bedroom 2.00 Four-bedroom	2.00
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	N/A	3.00 m (9.8 ft.)	0.0 m
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	N/A	1.00 m (3.3 ft.)	1.2 m (3.9 ft.)

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Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Policy 5.14, Policy 5.1.6 Section 5.3 Policy 5.3.1.2, Policy 5.3.1.3 Policy 5.3.1.4, Policy 5.3.1.8 Policy 5.3.1.9, Policy 5.3.1.10 Policy 5.3.1.11, Policy 5.3.1.12 Policy 5.3.1.13, Policy 5.4.12 Policy 5.5.8, Policy 5.5.9 Policy 5.5.12, Policy 5.5.14 Policy 5.5.15	The Mississauga Official Plan (MOP) will ensure that most of Mississauga's future growth will be directed to Intensification Areas and that the Downtown is an Intensification Area.
Chapter 9 – Build a Desirable Urban Form	Policy 9.2.1.2, Policy 9.2.1.3 Policy 9.2.1.4, Policy 9.2.1.6 Policy 9.2.1.7, Policy 9.2.1.9 Policy 9.2.1.12, Policy 9.2.1.12 Policy 9.2.1.13, Policy 9.2.1.14 Policy 9.2.1.15, Policy 9.2.1.16 Policy 9.2.1.17, Policy 9.2.1.20 Policy 9.2.1.22, Policy 9.2.1.24 Policy 9.2.1.25, Policy 9.2.1.26 Policy 9.2.1.27, Policy 9.2.1.28 Policy 9.2.1.29, Policy 9.2.1.30 Policy 9.2.1.31, Policy 9.2.1.33 Policy 9.3.3.2	Tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions.
Chapter 9 (continued)	Policy 9.5.3 – Various policies	Tall buildings design and materials selected are fundamental to good urban form and are of the highest standards. Buildings will minimize undue physical and visual negative impacts relating to noise, sun, shadow, views, skyview and wind.

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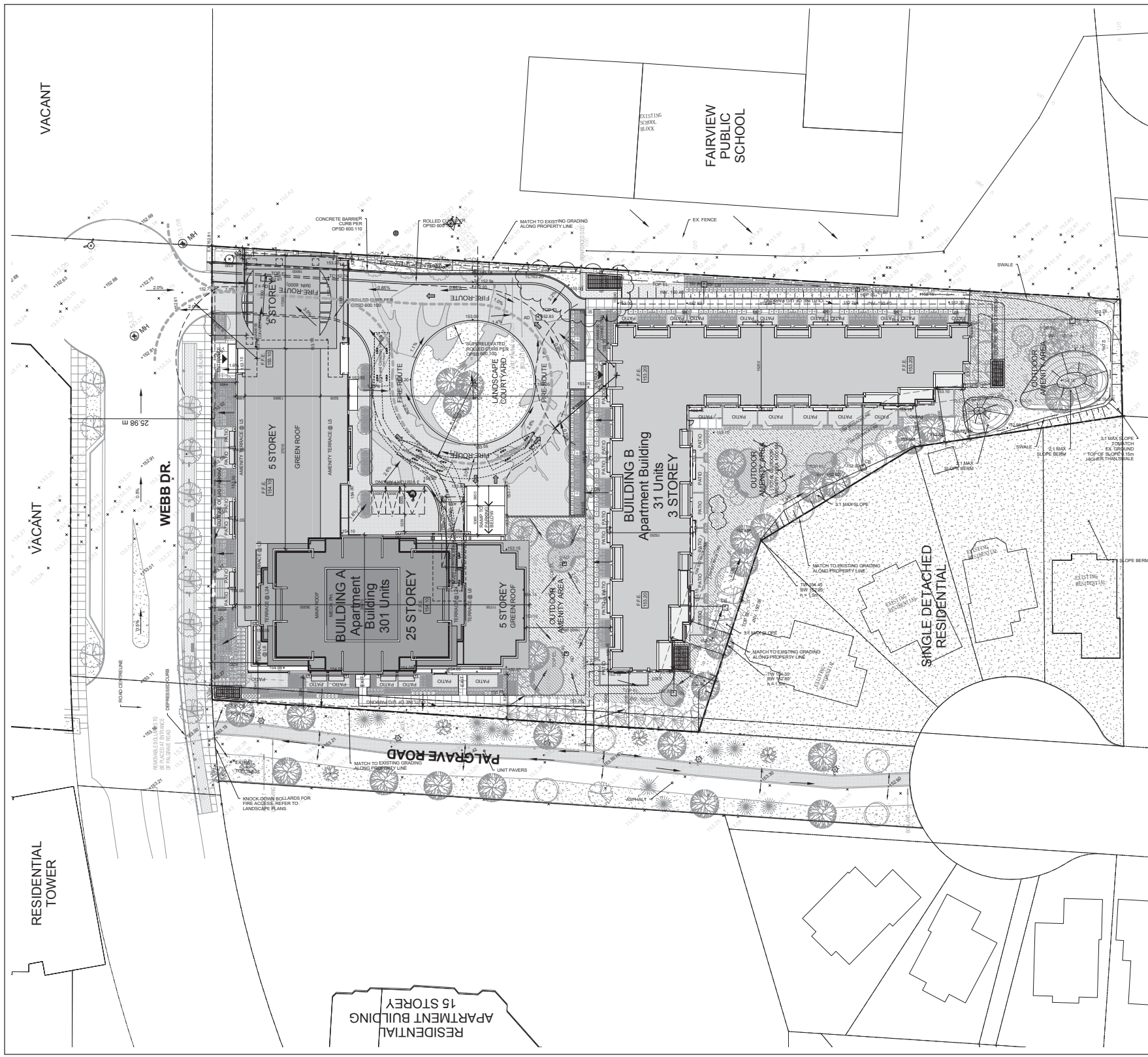
File No.: OZ 12/007 W

	Specific Policies	General Intent
Other related policies	<p>Policies 9.3.1.4, 9.3.1.7, 9.3.1.8, 9.3.1.9 – Public Realm</p> <p>Policies 9.5.1, 9.5.1.1, 9.5.1.2, 9.5.1.3, 9.5.1.11, 9.5.1.12, 9.5.1.14 – Site Development and Buildings</p> <p>Policy 8.2.3.4 – Create a Multi-Modal City</p> <p>Policies 9.5.2.1, 9.5.2.2, 9.5.2.3, 9.5.2.5, 9.5.2.6, 9.5.2.11 – Site Development</p>	<p>Built form policies with respect to the Public Realm, Site Development and Building provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.</p>
Section 19 Implementation	Policy 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.



Recommendation PDC-002-2015

That the Report dated December 2, 2014 That the Report dated December 2, 2014, from the Commissioner of Planning and Building regarding the applications to amend the Mississauga Official Plan policies for the Downtown Core Character Area from "Residential High Density" to "Residential High Density- Special Site" and to change the Zoning from "D" (Development) to "H-RA5-Exception" (Apartment Dwellings - with a Holding Symbol) to permit an 18 storey apartment building and a 3 storey townhouse building under File OZ 12/007 W7, Baif Developments Limited, 0 Webb Drive be received for information.



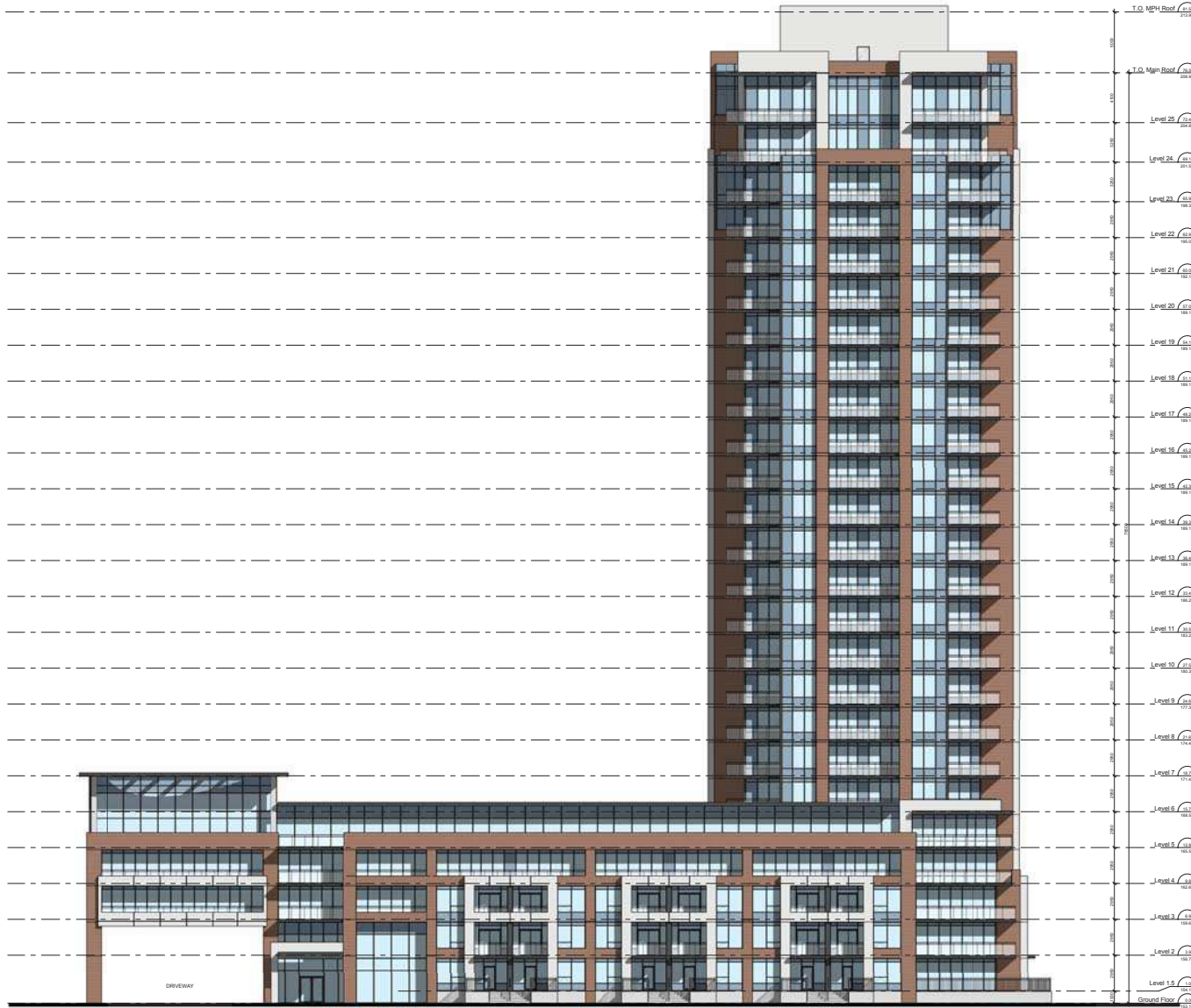
4.3-33

SITE PLAN

4.3-34



Building B - North Elevation (Webb Drive) 2
Scale: 1 : 125 R23.3



3D View

4.3-35



Residential Development 180/190 Webb Drive, Mississauga, ON | BAIF DEVELOPMENT LIMITED

11011

Aug.14, 2015

Agency Comments

The following is a summary of comments from agencies and departments regarding the application OZ 12/007 W7 – 180-190 Webb Drive.

Agency / Comment Date	Comment
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (July 24, 2015)</p>	<p>In the event that the application is approved, the Community Services Department - Park Planning - note the following conditions:</p> <p>"In light of the Fire Division's request for using the unopened Palgrave Road right of way as a secondary fire access route, the existing pathway is to be upgraded to meet Fire Division's requirement to accommodate a 6 m wide hard surface. The 6 m width of fire access route will be designed to incorporate a 3.5 m paved multi-use trail, and 2.5 m unit paver pedestrian walkway. Community Services Department intends to use the unopened road allowance for parkland purposes. The upgraded pathway will support the Fire Division's requirement to service and facilitate the proposed development. However, this will also result in the increased maintenance cost associated with keeping the fire route free and clear of snow and ice. The City will be responsible for the long term maintenance of the upgraded pathway, however, the Developer will be required to provide with a certified cheque in an amount of \$41,000 equivalent to the cost of snow and ice removal for the next 20 years prior to By-law enactment."</p>
<p>City Transportation and Works Department (July 30, 2015)</p>	<p>In comments updated July 30, 2015 this department confirmed the completion of their review of the Site Plan, Preliminary Grading and Servicing Plans, Noise Feasibility Study, Traffic Impact Study, Phase 1 Environmental Site Assessment, submitted in support of the subject application. This development cannot proceed until the Webb Drive municipal hydro substation is complete and operational. The applicant has requested that an "H" (holding provision) be applied to the Zoning By-law.</p> <p>The revised Traffic Impact Study of April, 2012 and addendum, of July 17, 2015 by the MMM Group has analyzed the traffic impacts as a result of the proposed Baif developments on the north and south sides of Webb Drive; and has confirmed that predicted future traffic volumes generated from the subject lands (south parcel) can be accommodated within the existing road network with the extension of Webb Drive to the east limit of development. The north parcel will be subject to an updated traffic assessment as and when the development application is</p>

Agency / Comment Date	Comment
	<p>made in the future.</p> <p>Plans and cross-sectional details for the Webb Drive right of way have been revised to depict the alignment and features preferred by City Staff. These concepts will be developed in detail through the servicing submission process to be completed prior to the passage of the zoning by-law and/or lifting of the "H" as the case may be.</p> <p>The Noise Study, dated July, 2014 by the MMM Group confirmed that subject to the installation of central air conditioning and special building measures, compliance with City/MOECC Guidelines will be achieved. Notwithstanding the foregoing, the report is to be revised to re-assess the mitigation requirements for the outdoor amenity areas and the underground garage exhaust ventilation system.</p> <p>In the event this application is approved by Council, the applicant will be required to enter into a Servicing Agreement for Municipal Works Only for the construction of Webb Drive a Development Agreement and an updated noise report.</p>
Enersource (September 3, 2015)	<p>In comments updated September 3, 2015.</p> <p>Please block the application with symbol "H". Our comments are as follows:</p> <ul style="list-style-type: none"> - Prior to approval of the application, the applicant must contact and meet with our Mr. Chris Kafel to resolve the issues regarding servicing, land for a new substation, easements, joint utility corridor, landscaping on boulevard, timing of installation and location of EHM distribution equipment. - Proposed substation land in the area must be secured by Enersource prior to approval of this by-law. - Once the substation land is secured, servicing to the proposed development can be made available through a pad-mounted transformer or vault type transformers. For supply form a pad-mounted transformer, the vault room is required at grade level. For a vault mounted installation, the vault room is required at the grade level.
Region of Peel (September 15, 2015)	<p>The Region finds the latest FSR, dated July 2015, satisfactory. If there are any changes to the proposal after this or changes to the FSR, the Region must be advised and a circulated the revised report to verify if additional modelling is once again required.</p>

Agency / Comment Date	Comment
	Development Engineering has no other requirements for the OZ as it is currently proposed.

APPENDIX 6

Proposed Official Plan Amendment

Proposed Official Plan Amendment from Residential High Density to Residential High Density – Special Site to permit a 25 storey apartment building and 3 storey horizontal multiple dwelling.

Proposed Zoning Standards

Regulations	“D” Development Zone	“RA5” Zone	Proposed “RA5-Exception Zone”
Minimum floor space index – apartment dwelling zone	No regulations	2.9	2.56
Permitted Uses	Use existing prior to the By-law	Apartment Dwelling Long-Term Care Dwelling Retirement Dwelling	Add townhouse horizontal multiplex
Permitted Height	No regulations	77 m (252.6 ft.) (25 storeys)	78 m (255.9 ft.) (25 storeys)
Minimum depth of a landscape buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenbelt and/or a Residential Zone with the exception of an Apartment Dwelling Zone .	No regulations	4.5 m (14.8 ft.)	0.5 m (1.6 ft.)
Minimum number of resident parking spaces per unit	No regulations	1.0 spaces per unit	1.0 spaces per unit
Minimum number of visitor parking spaces per unit	No regulations	0.15 spaces per unit	0.15 spaces per unit
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects.	No regulations	1.0 m (3.3 ft.)	1.2 m (3.9 ft.)