



## AGENDA

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### PLANNING & DEVELOPMENT COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

**MONDAY, MAY 27, 2013 - 7:00 P.M.**

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

#### Members

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

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



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

## PLANNING & DEVELOPMENT COMMITTEE – MAY 27, 2013

### CALL TO ORDER

### DECLARATIONS OF (DIRECT OR INDIRECT) PECUNIARY INTEREST

### MATTERS TO BE CONSIDERED

1. Sign Variance Applications – Sign By-law 0054-2002, as amended  
File: BL.03-SIG (2011)
2. PUBLIC MEETING  
Information report on Official Plan Amendment and Rezoning Applications to permit a 324 unit condominium apartment building ranging in height from 4 to 6 storeys with limited ground floor commercial uses and to complete the partially constructed 3-storey building at the southwest corner of the site for commercial/office uses at 1571, 1575 and 1601 Lakeshore Road West, north side of Lakeshore Road West, east of Clarkson Road North  
Owner: 2286974 Ontario Inc.  
Applicant: Bousfields Inc., **Bill 51** (Ward 2)  
File: OZ 12 010 W2
3. Appeals to Region of Peel Official Plan Amendment (ROPA) 26  
File: LA.09 REG
4. PUBLIC MEETING  
Information report on Official Plan Amendment, Rezoning and Draft Plan of Subdivision Applications to permit 5 commercial buildings and 11 detached dwellings on 5267 Mississauga Road, East side of Mississauga Road, north of Melody Drive and south of the CPR rail corridor  
Owner: 1731860 Ontario Limited  
Applicant: John D. Rogers & Associates Inc., **Bill 51**, (Ward 11)  
File: OZ 11/019 W11 & T-M11006 W11

### ADJOURNMENT





# Corporate Report

Clerk's Files

Originator's  
Files

BL.03-SIG (2011)

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**DATE:** May 7, 2013

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: May 27, 2013

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

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

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**RECOMMENDATION:** That the report dated May 7, 2013 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, and the requested three (3) Sign Variance Applications described in the Appendices of the report, be adopted in accordance with the following:

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

- (a) Sign Variance Application 13-03750  
Ward 5  
Walmart  
7333 Goreway Drive

To permit the following:

- (i) One (1) fascia sign attached to a building elevation which does not face a street or contains the main entrance for the public.

- (b) Sign Variance Application 13-03647  
Ward 6  
A & W  
5880 Mavis Rd.

To permit the following:

- (i) One (1) fascia sign on the east (front) elevation with a sign area equal to 20.3% of the building façade and which projects above the parapet of the building.
- (ii) One (1) fascia sign on the north (side) elevation with a sign area equal to 26.9% of building façade.
- (iii) One (1) fascia sign on the south (side) elevation with a sign area equal to 26.9% of the building façade.

- (c) Sign Variance Application 12-03104  
Ward 9  
First Gulf Corporation  
2476 Argentia Rd.

To permit the following:

- (i) A real estate sign with a sign area of 5.9 sq. m. (64 sq. ft.).

**BACKGROUND:**

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

**COMMENTS:**

The Planning and Building Department has received three (3) Sign Variance Applications (see Appendices 1 to 3) for approval by Council. The applications are each accompanied by a summary page prepared by the Planning and Building Department which includes

information pertaining to the site location; the applicant's proposal; the variance required; an assessment of the merits (or otherwise) of the application; and a recommendation on whether the variance should or should not be granted.

**FINANCIAL IMPACT:** Not applicable.

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

**ATTACHMENTS:**

APPENDIX 1:	Walmart Appendix 1-1 to 1-9
APPENDIX 2:	A&W Appendix 2-1 to 2-6
APPENDIX 3:	First Gulf Corporation Appendix 3-1 to 3-5



Edward R. Sajecki  
Commissioner of Planning and Building

Prepared By: Darren Bryan, Supervisor, Sign Unit





**SIGN VARIANCE APPLICATION REPORT**  
**Planning and Building Department**

April 23, 2013

**FILE:** 13-03750

**RE:** Walmart  
7333 Goreway Drive - Ward 5

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

<b>Section 17</b>	<b>Proposed</b>
A fascia sign must be attached to a building elevation which faces a street or contains the main entrance for the public.	One (1) fascia sign attached to a building elevation which does not face a street or contains the main entrance for the public.

**COMMENTS:**

The proposed fascia sign is to be placed on the northern elevation of the store facing the bus terminal situated between the Wal-Mart store and Morning Star Drive. The sign is to be installed in this location to provide exposure to southbound traffic on Goreway Drive. The scale and design of the sign is appropriate to the building it is to be placed on.

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

## Permit World inc.

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

January 22, 2013

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

**Re: Sign variance application for Walmart at 7333 Goreway Drive, Mississauga**

Dear Sir:

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

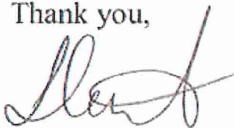
A variance is required as the sign is located on the façade facing a landscaped area and a parking lot which does not belong to the Walmart store.

This is a new Walmart store, built beside an existing retail mall on Goreway Drive. The northern elevation of the store faces directly onto the bus terminal and parking lot, and faces Morning Star Drive. The signage has been placed on this side of the building in such a manner as to be viewed directly by the bus terminal and some of the southbound traffic on Goreway Drive.

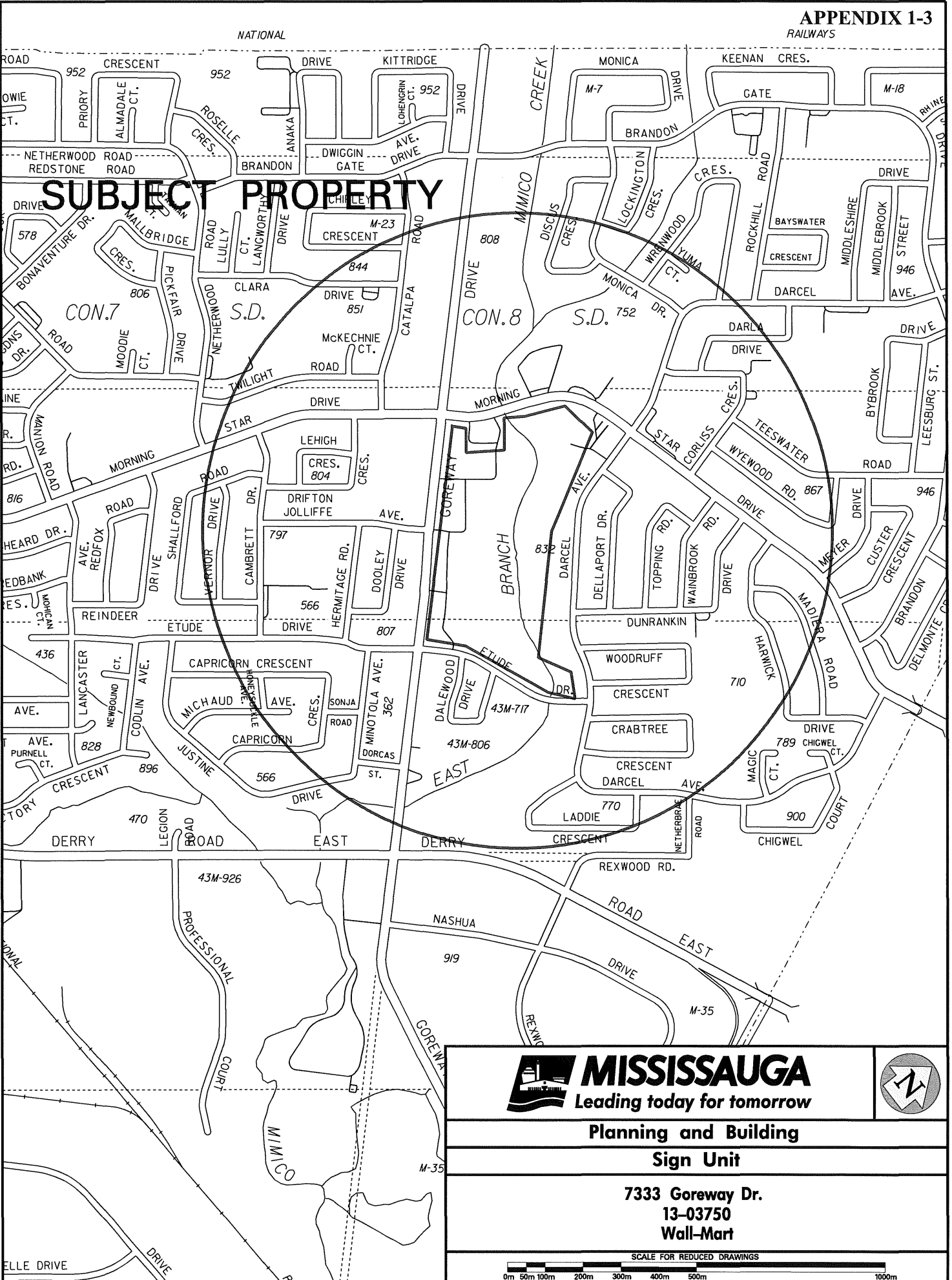
The signage will not alter the character of the area and will not negatively impact the existing conditions as the building is set back from the both bus terminal on Morning Star Drive and Goreway Drive, and will have landscaping lining the area between the parking lot and the store façade.

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

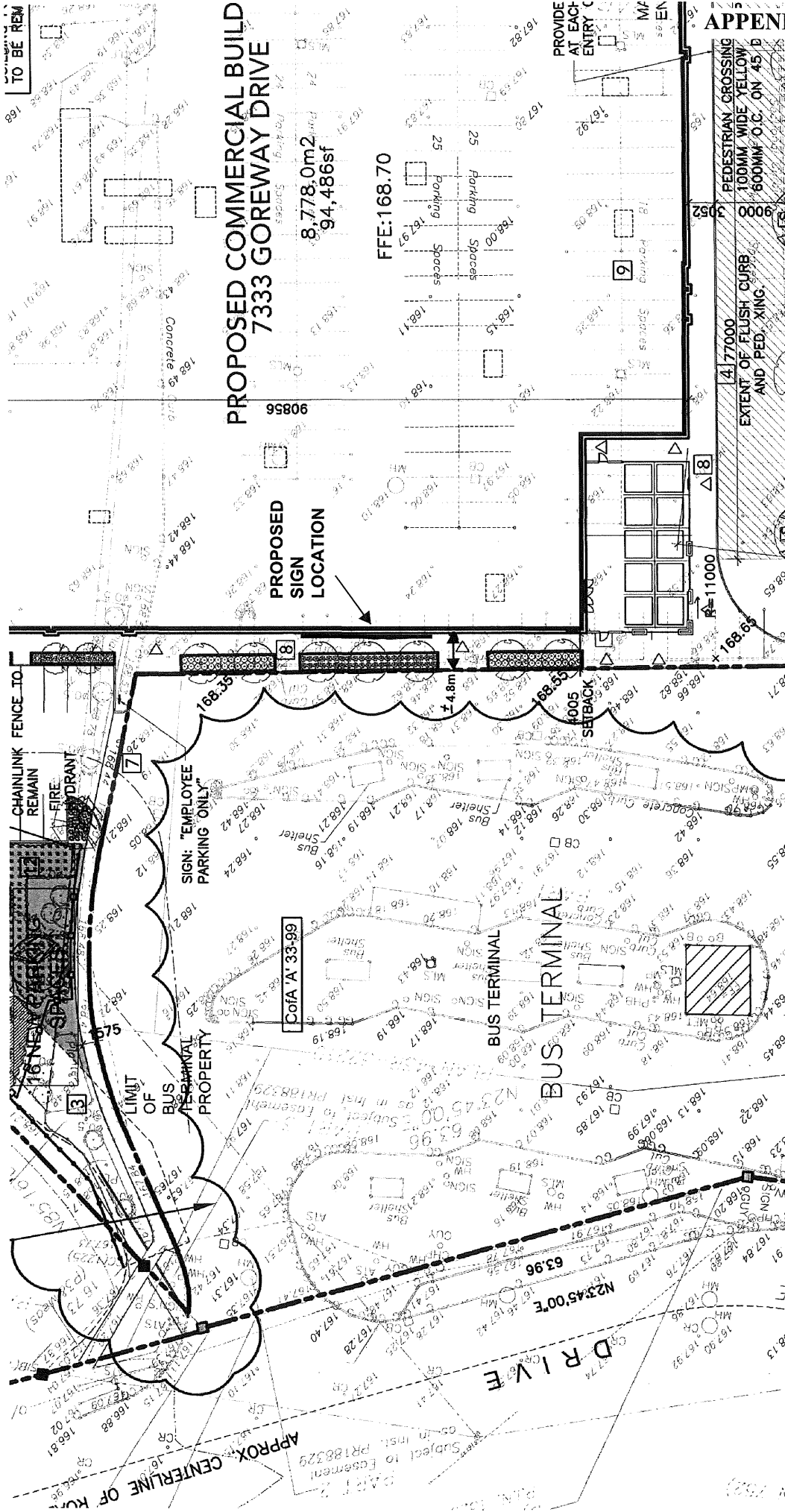
Thank you,



Svetlana Levant  
permits@permitworld.ca









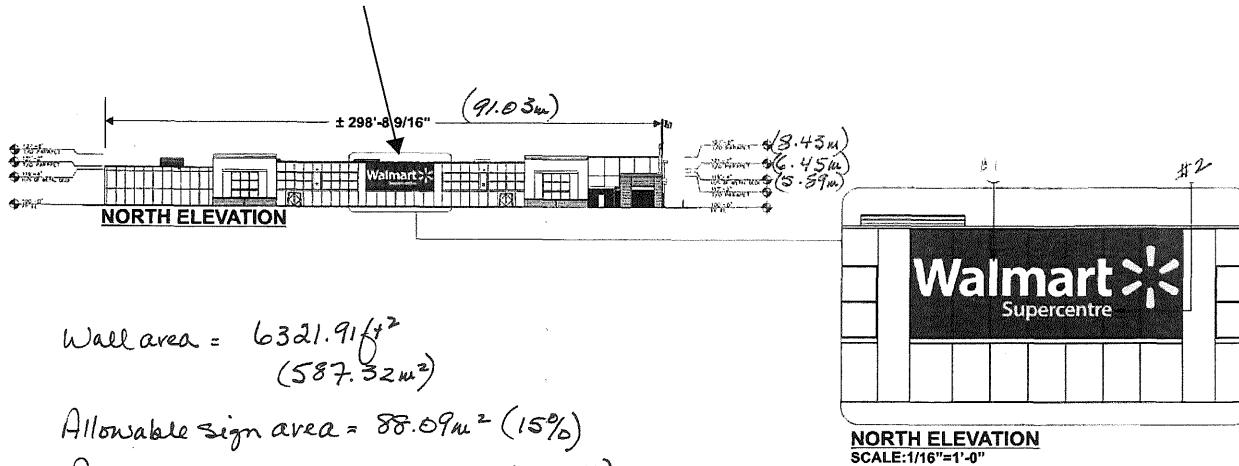
**FJ-23082**

**ELEVATION DRAWING**

Installation: ☐ Interior ☒ Exterior:

#	Descriptions:
1	5' WM ILLUMINATED CHANNEL LETTERS SEE DRAWING #WAL1C9E7049 SIGNAGE AREA 301.81 SQ. FT.
2	NON-ILLUMINATED CUT-OUT LETTERS (SC) SEE DRAWING #WAL1L7EX410 SIGNAGE AREA 37.94 SQ. FT.

**PROPOSED SIGN**



$$\text{Wall area} = 6321.91 \text{ ft}^2$$

$$(587.32 \text{ m}^2)$$

$$\text{Allowable sign area} = 88.09 \text{ m}^2 (15\%)$$

$$\text{Proposed sign area} = 30.6 \text{ m}^2 (5.21\%)$$

**Customer Approval:**

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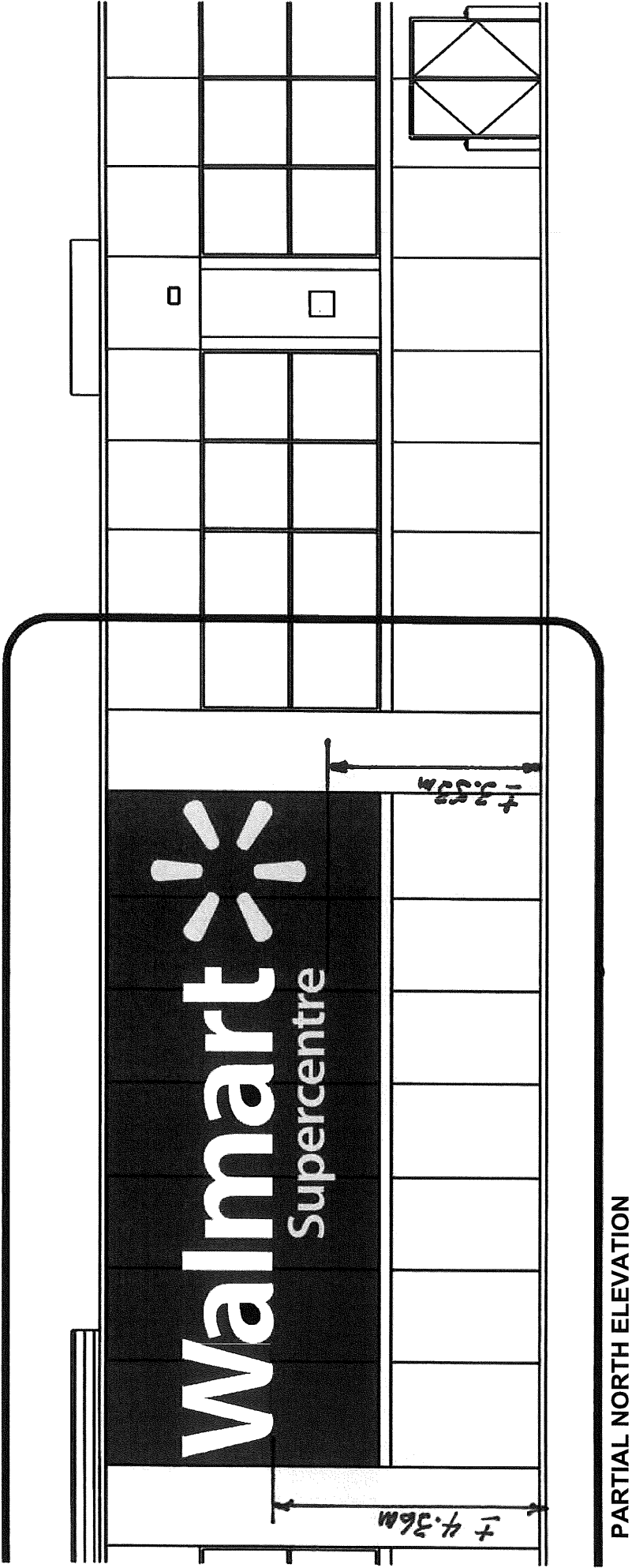
ISO 9001:2008 Certified Enterprise

**ENSEIGNES**  
**PATTISON**  
SIGN GROUP

Tel (506) 735-5506 Fax (877) 737-1734 Toll Free 1-800-561-971

Client:	WALMART S/S 1137
Site:	MISSISSAUGA, ON
Consultant:	F. JOLICOEUR
Draftsman:	AMY THERIAULT
Date:	11.16.201
Page:	1/1
Scale:	1/64" = 1'-0"

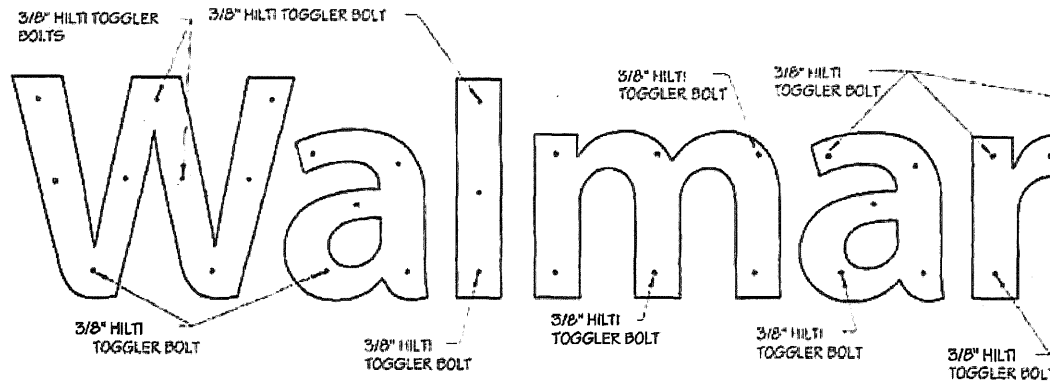
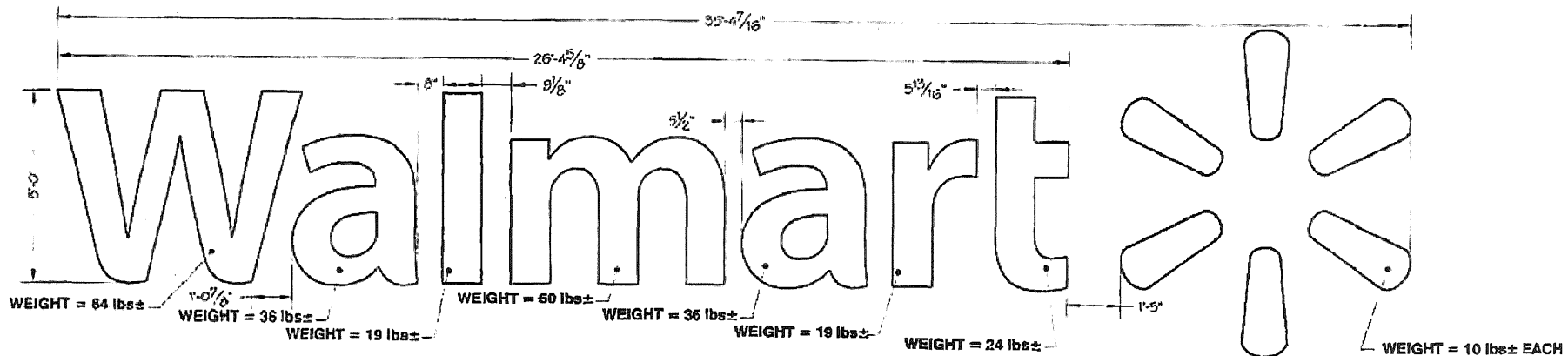




PARTIAL NORTH ELEVATION

# ATTACHMENT DETAILS

VOLTS AMPS CIRC.



## ATTACHMENT DETAIL

ISO 9001:2000 Certified Enterprise

Ensignes Pattison Sign Group

It is agreed that the client is entirely responsible for the accuracy of the information provided to the client and that the client is responsible for the accuracy of the information provided to the client.

3/8" HILTI TOGGLE BOLT  
PAR/RY:  
DATE:  
CONTRACT/CONTRACT:

**ENSEIGNES PATTISON SIGN GROUP**

• Tel (508) 735-5600 • Fax (508) 737-1740 • Toll Free 1-800-581-9790

CLIENT:	WAL MART 3084		
SITE:	234 Hays Blvd, Oakville, ON		
DRAFTSMAN:	S. BOUCHER	DATE:	09/17/08
CHECK BY:	S. LULL	DATE:	09/17/08
PAGE:	2/4	SCALE/ECH:	3/16" = 1'-0"
PROJECT:	LCB-2008-2		

ISO 9001:2000 Certified Enterprise

www.ensignespattison.ca



**SIGN VARIANCE APPLICATION REPORT**  
**Planning and Building Department**

April 23, 2013

**FILE:** 13-03647

**RE:** A&W  
5880 Mavis Rd. - Ward 6

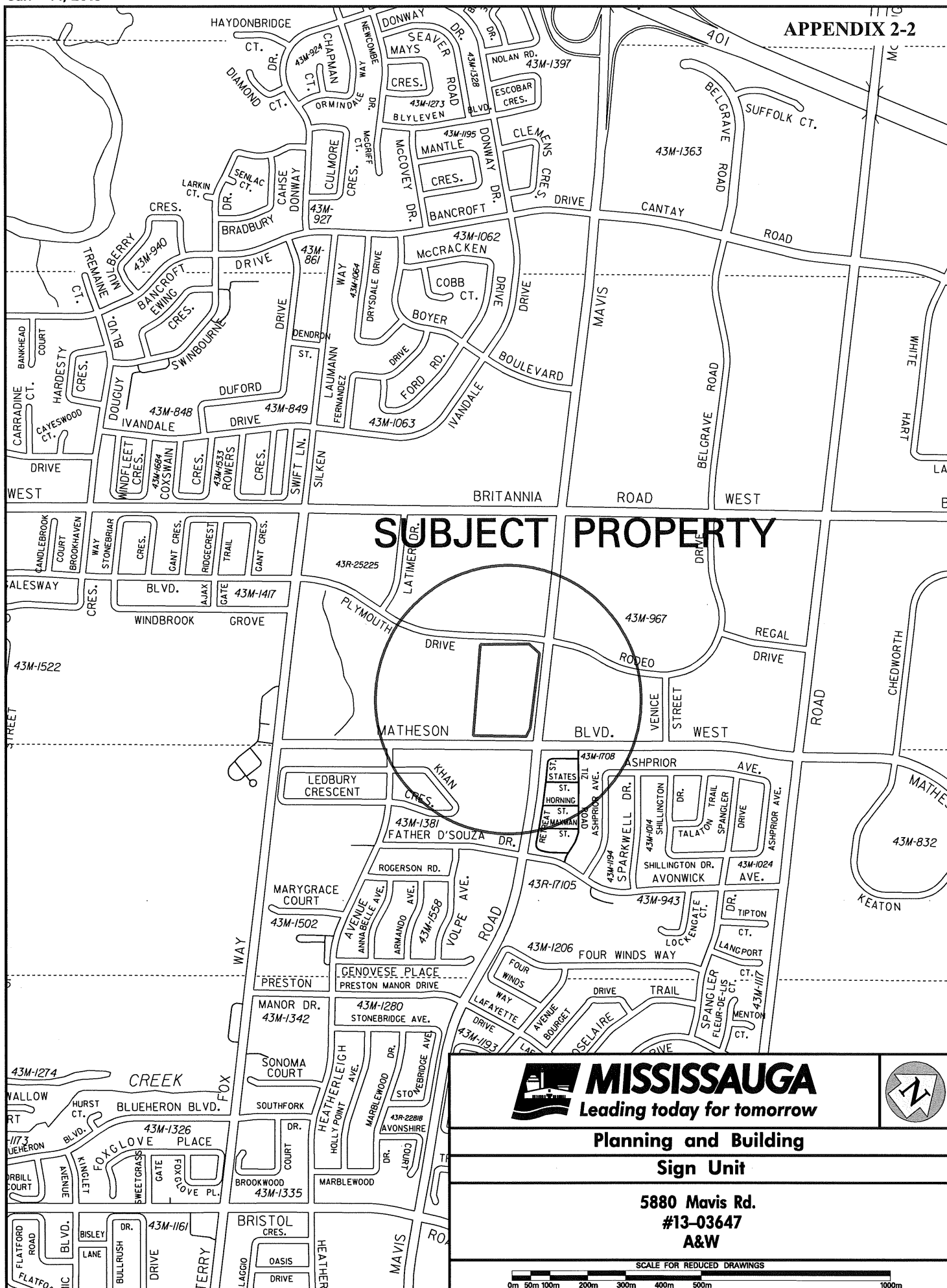
**The applicant requests the following variances to Sections 13 and 17 of Sign By-law 0054-2002, as amended.**

<b>Section 13</b>	<b>Proposed</b>
Fascia signs are permitted a maximum sign area equal to 20% of building façade.	One (1) fascia sign on the east (front) elevation with a sign area equal to 20.3% of the building façade. One (1) fascia sign on the north (side) elevation with a sign area equal to 26.9% of the building façade. One (1) fascia sign on the south (side) elevation with a sign area equal to 26.9% of the building façade.
<b>Section 17</b>	<b>Proposed</b>
Fascia signs must not project above the top of the parapet of the building.	One (1) fascia sign on the east (front) elevation which projects above the parapet of the building.

**COMMENTS:**

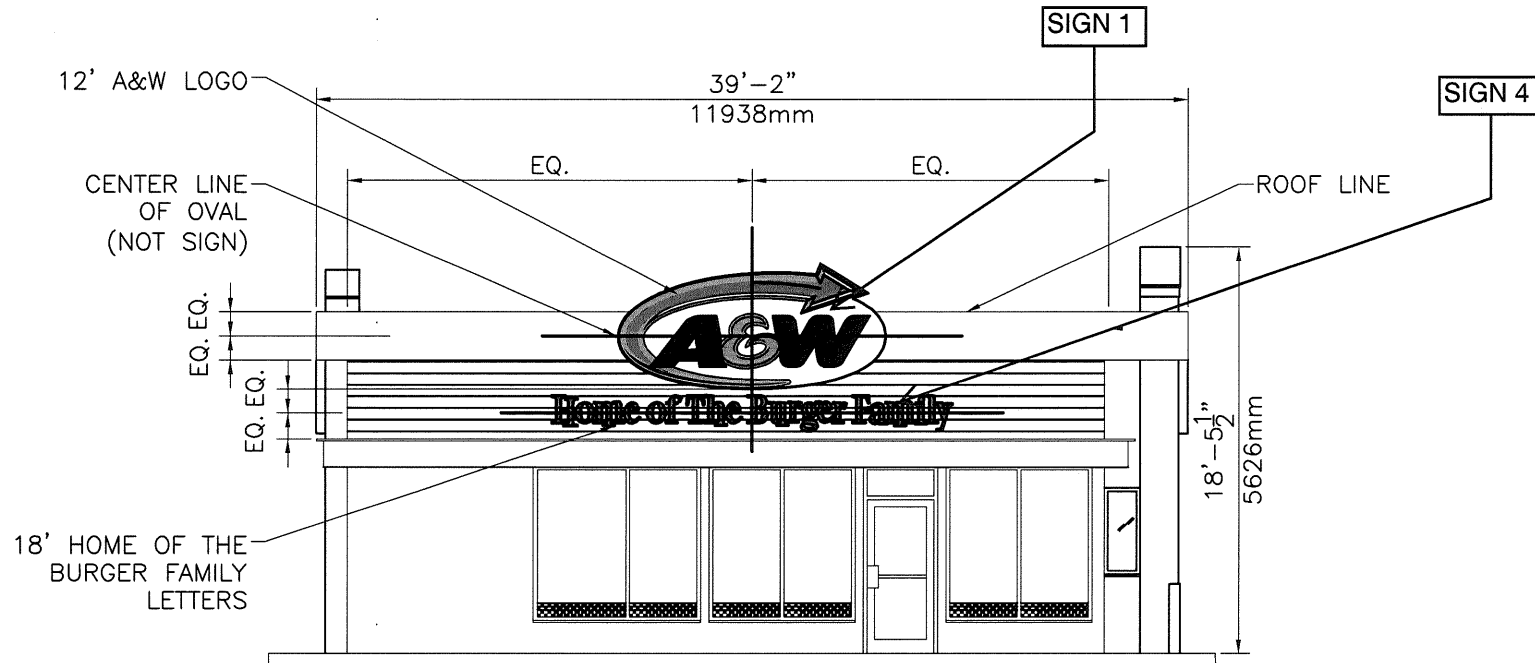
The increased sign area on all three elevations is as a result of an illuminated band running around the front and sides of the building. The increased area is minor and the proposal has design merit. The Planning and Building Department therefore finds the variances acceptable from a design perspective.

The proposed fascia sign on the east (front) elevation projects above the fascia element on the building. The sign is not higher than the rooftop mechanical screen or the architectural elements on the side elevations.





## SIGNAGE ELEVATIONS



**NOTE:**  
THESE ARE GENERIC ELEVATIONS  
OF A STANDARD "R" STYLE  
BUILDING. THE SIGNAGE AND  
DIMENSIONS ARE ACCURATE TO  
YOUR BUILDING

REV.	DESCRIPTION:	DATE:
-	-	-
1.	ADDED EXTERIOR DIMENSIONS	09/10/2012

BOOMERANG  
RE-IMAGE  
PROGRAM



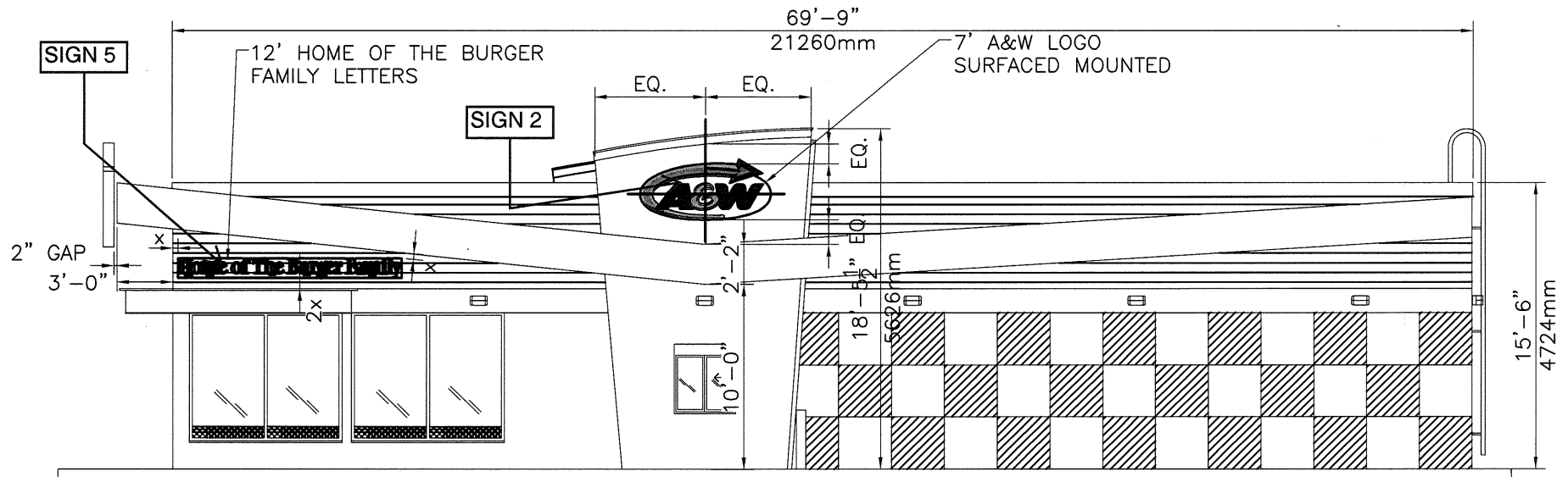
DATE:  
NOV. 22, 2011

BUILDING STYLE:  
STYLE "R" - 2400R

LOCATION:  
4297 MAVIS ROAD



## SIGNAGE ELEVATIONS



**NORTH ELEVATION**

**NOTE:**  
THESE ARE GENERIC ELEVATIONS  
OF A STANDARD "R" STYLE  
BUILDING. THE SIGNAGE AND  
DIMENSIONS ARE ACCURATE TO  
YOUR BUILDING

REV.	DESCRIPTION:	DATE:
-	-	-
1.	ADDED EXTERIOR DIMENSIONS	09/10/2012

BOOMERANG  
RE-IMAGE  
PROGRAM

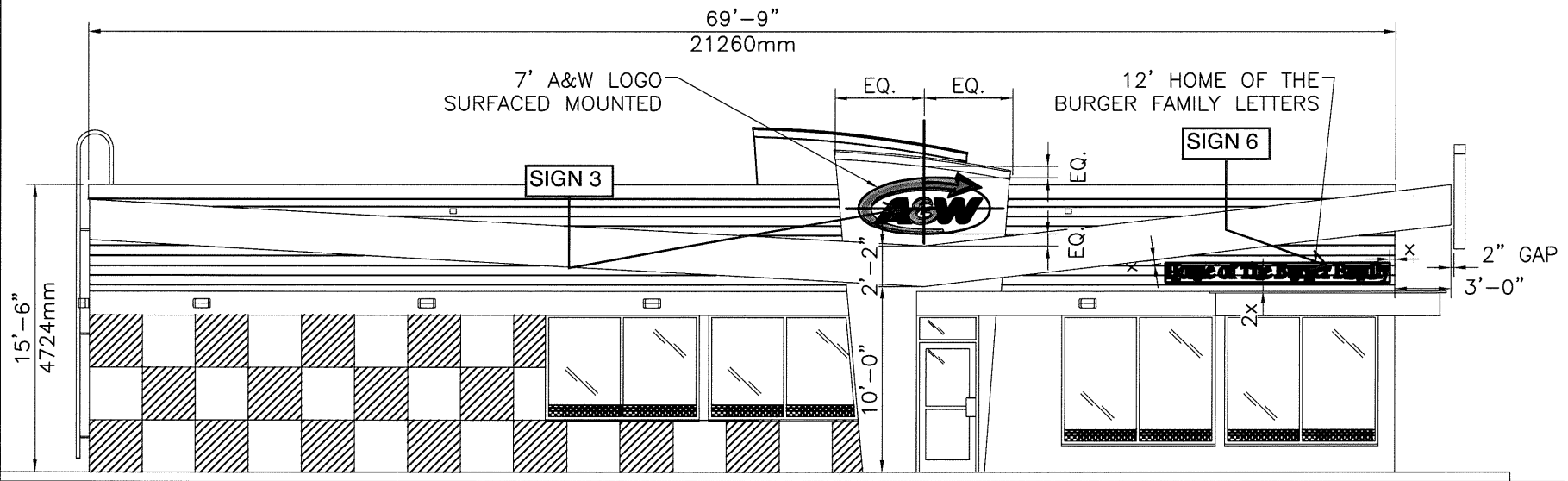


DATE:  
NOV. 22, 2011

BUILDING STYLE:  
STYLE "R" - 2400R

LOCATION:  
4297 MAVIS ROAD

# SIGNAGE ELEVATIONS



**SOUTH ELEVATION**

**NOTE:**  
THESE ARE GENERIC ELEVATIONS  
OF A STANDARD "R" STYLE  
BUILDING. THE SIGNAGE AND  
DIMENSIONS ARE ACCURATE TO  
YOUR BUILDING

REV.	DESCRIPTION:	DATE:
-	-	-
1.	ADDED EXTERIOR DIMENSIONS	09/10/2012

BOOMERANG  
RE-IMAGE  
PROGRAM



DATE:  
NOV. 22, 2011

BUILDING STYLE:  
STYLE "R" - 2400R

LOCATION:  
4297 MAVIS ROAD



**SIGN VARIANCE APPLICATION REPORT**  
**Planning and Building Department**

April 23, 2013

**FILE:** 12-03104

**RE:** First Gulf Corporation  
2476 Argentia Rd. – Ward 9

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The applicant requests the following variance to Section 26 of Sign By-law 0054-2002, as amended.

Section 26	Proposed
A real estate sign shall have a sign area that does not exceed 4.0 sq. m. (43 sq. ft.).	A real estate sign with a sign area of 5.9 sq. m. (64 sq. ft.).

**COMMENTS:**

The sign promotes future development of the property and is proportionate to the 1.7 ha (4.23 ac) site. The additional area also increases visibility from a major arterial road. Since the sign is temporary in nature, the Planning and Building Department recommends approval of the variance for a period of one (1) year.



December 18, 2012

City of Mississauga, Sign Unit  
Planning and Building Department  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

**Re: Variance from Sign By-Law 54-02 to erect a Real Estate Sign at 2476 Argentia Road**

To Whom This May Concern,

This is to confirm that First Gulf FMC 3 Limited is the registered owner of the property located at the above address and has assigned First Gulf Corporation as agent obtain a sign permit and variance to permit an existing real estate sign as identified in the enclosed drawings.

The proposed sign is v-shaped with two faces and located on the Owner's property, which is zoned E2 Employment Area. The sign is set back approximately 3 metres from the northern property line and fronts onto the intersection of Derry Road West and Argentia Road. In our opinion, the signage is most accurately defined by the "real estate sign" definition in By-Law 54-02 as the sign is temporary, the content is non-illuminated, and advertises the rent or lease of First Gulf Corporation's upcoming development project. As per By-Law 54-02, the maximum sign area permitted for a real estate sign is 4m<sup>2</sup>. Each sign face of our proposed sign measures 2.43 m by 2.43 m, resulting in a total surface area of 5.90 m<sup>2</sup>. We request a variance from the By-Law to permit the difference in signage area of 1.9m<sup>2</sup>.

First Gulf has been diligently working with the City on this project for the last 8 months and aims to develop the Meadowvale Business Park that will continue to attract prominent employers to the neighbourhood.

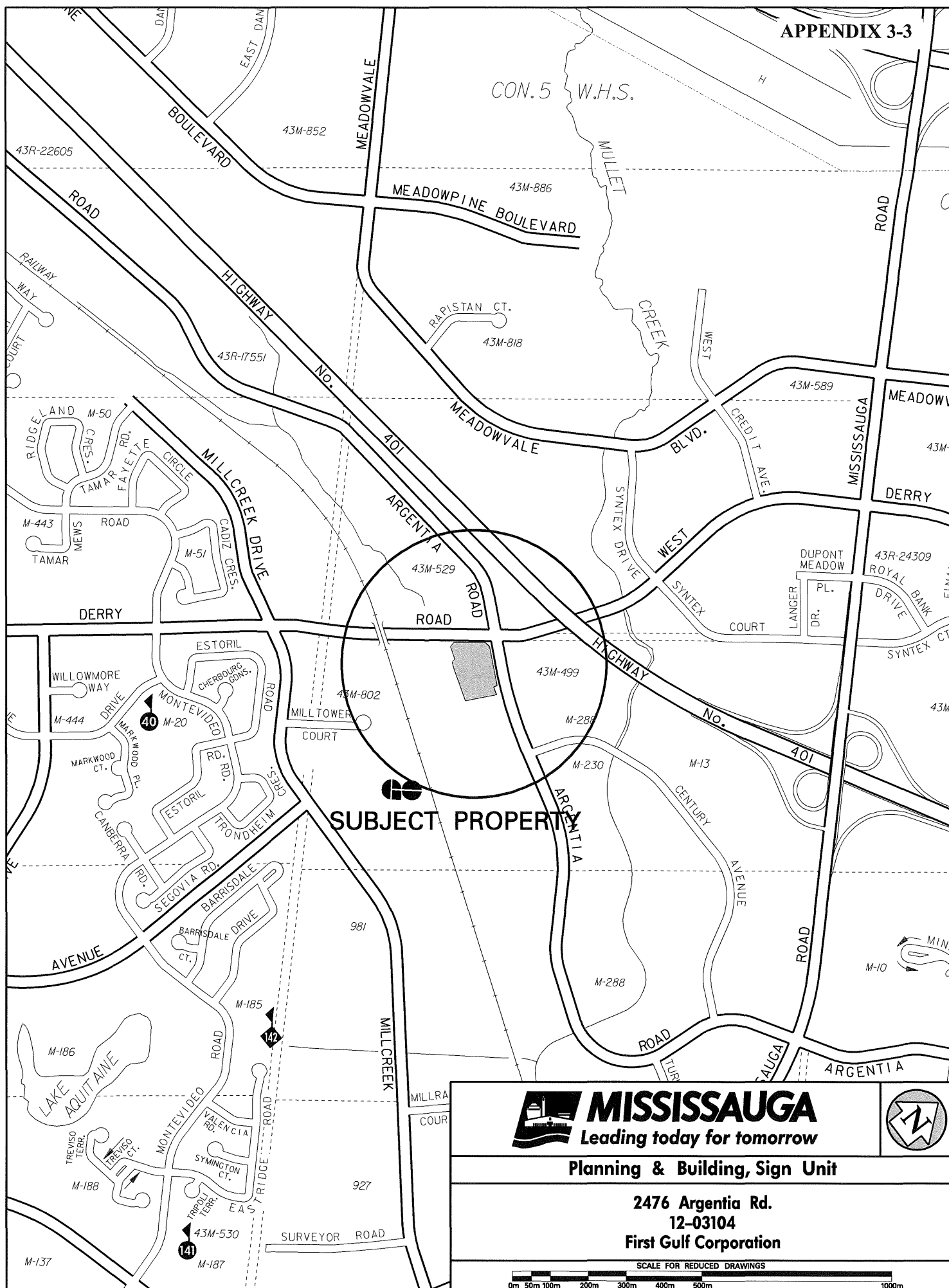
Any efforts on your part to expedite this process would be greatly appreciated.

Best Regards,

FIRST GULF CORPORATION

A handwritten signature in black ink, appearing to read 'Don Manlapaz', is written over the printed name.

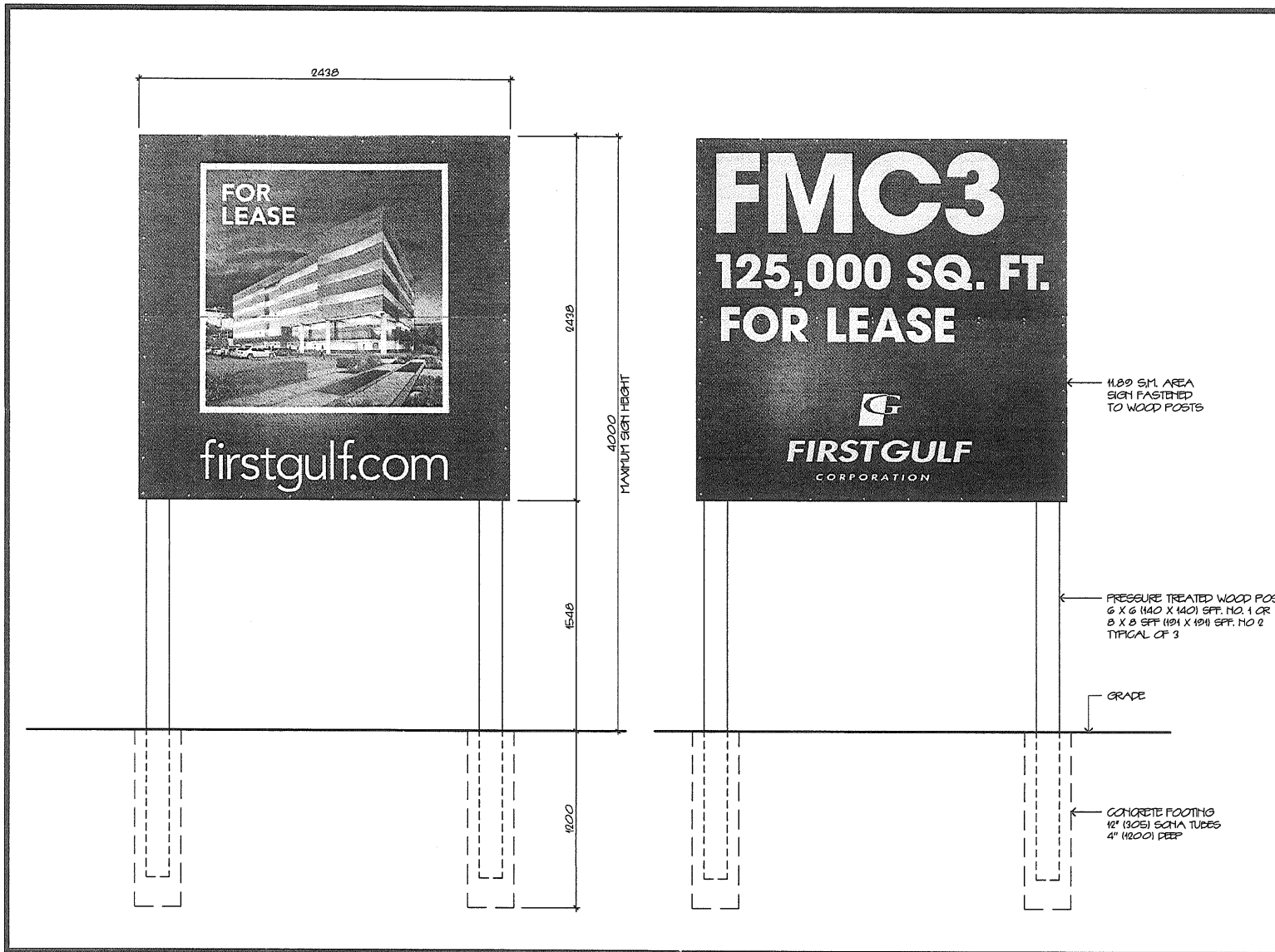
Don Manlapaz, MCIP, RPP  
Director of Planning & Development



PH 14089-0219 (L R)

PN 14089-0219 (LT)





Pearce McCluskey Architects  
 2203 Durwin Drive • Mississauga, Ontario • L5L 1X2 • T905.807.2444  
 www.pmarchitects.ca



First Gulf Corporation  
 Signage at 6925 Century Avenue

PROJECT ADDRESS  
 Mississauga

### Real Estate Sign Elevation



Project Number:

12007

Drawn By: AS

Checked By:

Date: 13/12/2012

Scale: 1:25

Sheet Number:

sk-02



# Corporate Report

Clerk's Files

Originator's  
Files OZ 12/010 W2

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**DATE:** May 7, 2013

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: May 27, 2013

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

**SUBJECT:** **Information Report**  
**Official Plan Amendment and Rezoning Applications**  
**To permit a 324 unit condominium apartment building ranging**  
**in height from 4 to 6 storeys with limited ground floor**  
**commercial uses and to complete the partially constructed**  
**3-storey building at the southwest corner of the site for**  
**commercial/office uses**  
**1571, 1575 and 1601 Lakeshore Road West**  
**North side of Lakeshore Road West, east of**  
**Clarkson Road North**  
**Owner: 2286974 Ontario Inc.**  
**Applicant: Bousfields Inc.**  
**Bill 51**

**Public Meeting** **Ward 2**

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**RECOMMENDATION:** That the Report dated May 7, 2013, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan for a portion of the subject lands from "Residential High Density – Special Site 6" to "Residential High Density - Special Site" and to change the Zoning from "H-RA2-46" (Apartment Dwellings), "H-C4-45" (Mainstreet Commercial) and "G1" (Greenbelt-Natural Hazards) to "H-RA2-Exception" (Apartment Dwellings), "H-C4-Exception" (Mainstreet Commercial) and "G1" (Greenbelt-Natural Hazards) to permit a 324 unit condominium apartment building ranging in height from 4 to 6 storeys with limited ground floor commercial uses and to



complete the partially constructed 3-storey building at the southwest corner of the site for commercial/office uses under file OZ 12/010 W2, 2286974 Ontario Inc., 1571, 1575 and 1601 Lakeshore Road West, north side of Lakeshore Road West, east of Clarkson Road North, be received for information.

**REPORT  
HIGHLIGHTS:**

- Community concerns identified to date relate to the generation of traffic, accessibility to the site and the need for the proposed type of development;
- Prior to the Supplementary Report, matters to be addressed include the appropriateness of the proposed Official Plan and Zoning By-law amendment, resolution of design and grading details, and submission and review of revised plans and technical materials relating to engineering and conservation matters.

**BACKGROUND:**

The above-noted applications have been circulated for technical comments and 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:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications submitted:	August 10, 2012 (Received) September 25, 2012 (Deemed Complete)
Existing Gross Floor Area:	1 015 m <sup>2</sup> (10,925 sq. ft.)
Height:	4 to 6 storeys
Lot Coverage:	43.1%
Floor Space Index:	1.88 (Overall) 1.80 (Excluding commercially zoned lands)
Landscaped Area:	47%
Net Density:	184 units/ha 75 units/acre

Development Proposal	
Gross Floor Area:	Apartment: 27 600 m <sup>2</sup> (297,085 sq. ft.) Commercial: 870 m <sup>2</sup> (9,365 sq. ft.) Commercial (partially constructed building): 1 015 m <sup>2</sup> (10,925 sq. ft.) Total Commercial: 1 885 m <sup>2</sup> (20,290 sq. ft.) Total Overall: 33 150 m <sup>2</sup> (356,825 sq. ft.)
Number of units:	324 apartment units
Anticipated Population:	790* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2008 Growth Forecasts for the City of Mississauga.
Parking Required:	Residential 178 1-bedroom x 1.25 = 223 spaces 146 2-bedroom x 1.40 = 204 spaces Total: 427 spaces 324 x 0.20 visitor spaces = 65 spaces* Non-Residential: 70 spaces* *Application of Shared Parking Formula for residential visitor and non-residential = 110 spaces Grand Total: 537 spaces
Parking Provided:	435 underground spaces 45 surface spaces Total: 480 spaces
Supporting Documents:	- Planning and Urban Design Rationale - Shadow Study - Traffic Impact Study and Parking Utilization Study - Environmental Noise Assessment - Functional Servicing and Stormwater Management Report - Phase 1 Environmental Site Assessment - Geotechnical Soil Investigation Report

<b>Development Proposal</b>	
	<ul style="list-style-type: none"> <li>- Slope Stability Analysis</li> <li>- Turtle Creek Geomorphic and Erosion Assessment</li> <li>- Plan of Survey</li> <li>- Site Plan, Floor Plans, Roof Plan, Elevations and Sections</li> <li>- Engineering Drawings</li> <li>- Composite Utility Plan</li> <li>- Landscape and Streetscape Plan</li> <li>- Tree Inventory/Protection Plan</li> <li>- Valley Edge Restoration Planting Plan</li> <li>- Parcel Registry, Easement and Restriction Documents</li> <li>- Archaeological Satisfaction Letter</li> </ul>

<b>Site Characteristics</b>	
Frontage:	177 m (581 ft.) – Lakeshore Road West
Depth:	115 m (377 ft.)
Net Lot Area:	1.76 ha (4.35 ac.)
Existing Use:	A partially constructed 3-storey building at the southwest corner of the site. The remainder of the site is vacant.

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

### **Green Development Initiatives**

The applicant has proposed that the site could accommodate rainwater harvesting, on-site bicycle parking and storage, high efficiency lighting and windows, low flow fixtures and the inclusion of green "living walls".

### **Neighbourhood Context**

The subject property is located in the Clarkson-Lorne Park Neighbourhood Character Area and the eastern edge of the Clarkson Village Community Node. The property slopes down

significantly from west to east. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Birchwood Park  
East: Parking lot for Birchwood Park  
West: One and two-storey retail, office and service commercial buildings along Lakeshore Road West, detached dwellings and Turtle Creek greenbelt area  
South: Detached dwellings

**Current Mississauga Official Plan Designation and Policies for the Clarkson Village Community Node and the Clarkson-Lorne Park Neighbourhood Character Area (November 14, 2012)**

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Plan was appealed in its entirety, however, on November 14, 2012; the Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals, including a City wide appeal of the "Mixed Use" designation.

The subject lands are located within the Clarkson Village Community Node and the Clarkson-Lorne Park Neighbourhood Character Area and are part of the Lakeshore Road Corridor. The lands are designated "**Residential High Density – Special Site 6**", "**Mixed Use**" and "**Greenbelt**".

"**Residential High Density - Special Site 6**" permits a maximum Floor Space Index (FSI) of 1.5, a maximum of 210 apartment dwelling units, and 32 townhouse dwellings, and a maximum apartment building height of six (6) storeys.

"**Mixed Use**" permits a variety of uses including, but not limited to commercial, personal service, institutional, residential and secondary office uses, which is defined as business, professional,

and administrative offices less than 10 000 m<sup>2</sup> (107,643 sq. ft.) or accommodating less than 500 jobs. A self-storage facility, detached and semi-detached dwellings and motor vehicle sales and rentals are not permitted.

**"Greenbelt"** which permits uses generally associated with natural hazards or significant natural areas where development is restricted to protect people and property from damage and to provide for the conservation of natural heritage features and areas.

The applications are not in conformity with the portion of the subject lands designated "Residential High Density - Special Site 6".

There are other policies in the Official Plan which also are applicable in the review of these applications which have been outlined within Appendix I-9.

### **Clarkson Village Study**

On September 20, 2010, Planning and Development Committee (PDC) considered a report on the Clarkson Village Study and recommended that a public meeting be held on the proposed amendments to the City's Official Plan and Zoning By-law 0225-2007. A Public Meeting was held on February 13, 2012, at which time Planning staff presented a report outlining the proposed amendments and heard feedback from persons in attendance at the meeting. It is expected that a final report on comments on the Clarkson Village Study will be scheduled for an upcoming Planning and Development Committee meeting prior to the summer.

Notwithstanding the foregoing, the subject applications will be evaluated on their own merits having regard to relevant work that will have been undertaken through the study by the time the Supplementary Report is prepared on these applications.

### **Proposed Official Plan Designation and Policies**

**"Residential High Density – Special Site"** to permit a maximum Floor Space Index (FSI) of 1.8, a maximum of 324 apartment dwelling units in a building ranging in height from 4 to 6 storeys and ground floor commercial uses up to a maximum gross floor area of 900 m<sup>2</sup> (9,688 sq. ft.).

The **"Mixed Use"** and **"Greenbelt"** designations will continue to apply to the areas currently designated as such.

### **Existing Zoning**

**"H-RA2-46" (Apartment Dwellings)**, which permits 32 townhouse units in addition to a maximum 210 unit apartment building subject to site specific regulations. All site development plans shall comply with Schedule RA2-46 of this Exception. The "H" Holding Symbol is to be removed from the whole or any part of the lands upon satisfaction of the requirements listed in Appendix I-10.

**"H-C4-45" (Mainstreet Commercial)**, which permits townhouse dwellings, office, retail store, personal service establishment and repair service uses. All site development plans shall comply with Schedule C4-45 of this Exception. The "H" Holding Symbol is to be removed from the whole or any part of the lands upon satisfaction of the requirements listed in Appendix I-10.

**"G1" (Greenbelt - Natural Hazards)**, which permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

### **Proposed Zoning By-law Amendment**

**"H-RA2-Exception" (Apartment Dwellings)**, to permit apartment dwellings as well as limited ground floor commercial uses in accordance with standards contained in Appendix I-11. The current requirements for removing the "H" Holding Symbol listed in Appendix I-10 will continue to apply.

**"H-C4-Exception" (Mainstreet Commercial)**, to permit the commercial uses in accordance with standards contained in Appendix I-11. The current requirements for removing the "H" Holding Symbol listed in Appendix I-10 will continue to apply.

**"G1" (Greenbelt - Natural Hazards)**, which permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

### **BONUS ZONING**

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

### **COMMUNITY ISSUES**

A community meeting was held by Ward 2 Councillor, Pat Mullin on February 26, 2013 and a subsequent focus group meeting was held on March 26, 2013. The applicant also hosted their own public open house on January 15, 2013.

Issues raised by the community at the community and focus group meetings are summarized below and will be addressed in the Supplementary Report:

- impacts on traffic along Lakeshore Road West and the movement of vehicles into and out of the site, including the implications of queuing both internally and on Lakeshore Road West;
- Concerns regarding the fly ash contained beneath Birchwood Park;

- the adequacy of on-site visitor and commercial parking spaces; and
- the necessity of more condominium apartment units.

## **DEVELOPMENT ISSUES**

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

- revision to the parking layout in order to remove parking spaces from the floodplain;
- consideration of further refinement of the architectural features including entrances and the buildings relationship to the street;
- the location and design of the Village Gateway feature;
- the streetscape treatment along Lakeshore Road West; and
- the resolution of grading concerns adjacent to Birchwood Park.

## **OTHER INFORMATION**

### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to storm drainage, noise attenuation, boulevard improvements and streetscape requirements which will require the applicant to enter into appropriate agreements with the City.

### **FINANCIAL IMPACT:**

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

### **CONCLUSION:**

Most agency and City department comments have been received and after the public meeting has been held and all issues are



resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

**ATTACHMENTS:**

Appendix I-1: Site History  
Appendix I-2: Aerial Photograph  
Appendix I-3: Excerpt of Clarkson-Lorne Park Neighbourhood  
Character Area/Land Use Map  
Appendix I-4: Excerpt of Existing Land Use Map  
Appendix I-5: Concept Plan  
Appendix I-6: Elevations  
Appendix I-7: Agency Comments  
Appendix I-8: School Accommodation  
Appendix I-9: Relevant Mississauga Official Plan Policies  
Appendix I-10: Removal of "H" Holding Symbol Requirements  
Appendix I-11: Proposed Zoning Standards  
Appendix I-12: General Context Map



Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: David Breveglieri, Development Planner*

2286974 Ontario Inc.

File: OZ 12/010 W2

### Site History

- May 5, 2003 - Region of Peel approved the Clarkson-Lorne Park District Policies of Mississauga Plan which continued to designate the subject lands "Residential Low Density II";
- June 20, 2003 – Official Plan Amendment and Rezoning applications submitted under file OZ 03/022 W2 to develop the lands for 50 townhouse dwellings;
- August 17, 2004 – Applications amended to propose 78 townhouse dwelling units, 24 of which front onto Lakeshore Road West in a mixed commercial/residential configuration;
- March 23, 2005 – Applications further revised to propose 248 units, including a maximum of 210 apartment units in a 6 storey apartment building, 34 row dwelling units, and 4 mixed commercial/residential row dwelling units fronting Lakeshore Road West;
- December 12, 2005 – Applications were adopted by Council including provision for an "H" Holding Symbol;
- July 5, 2006 – Council adopted implementing Official Plan and Zoning By-law amendments;
- November 16, 2006 – Minor variance application under file 'A' 492/06 was granted for parking, front and side yard setbacks, lot area and to permit a sales pavilion on the ground floor with model suites on upper floors of the 3 storey building fronting Lakeshore Road West. The Committee granted approval of the use of the building for a temporary period of five (5) years expiring on December 31, 2011;
- May 16, 2007 – Site plan application under file SP 07/132 W2 submitted for a temporary sales office. Application cancelled on October 3, 2012;
- June 20, 2007 - Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals were filed the provisions of the new By-law apply. The subject lands are zoned "H-RA2-46" (Apartment Dwellings), "H-C4-45" (Mainstreet Commercial) and "G1" (Greenbelt-Natural Hazards);

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**File: OZ 12/010 W2**

- June 29, 2007 – Application for Removal of H Holding provision under file H-OZ 07/002 W2 submitted for subject lands. Application cancelled on May 16, 2011;
- July 11, 2007 - Site plan application SP 07/184 W2 submitted to permit 32 townhouse dwelling units. File cancelled on May 16, 2011;
- June 27, 2008 – Conditional building permit issued for temporary sales office;
- November 14, 2012 - The Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan (2011), as modified, save and except certain appeals which have no effect on the subject applications. The subject lands are designated "Residential High Density – Special Site 6", "Mixed Use" and "Greenbelt".



**LEGEND:**



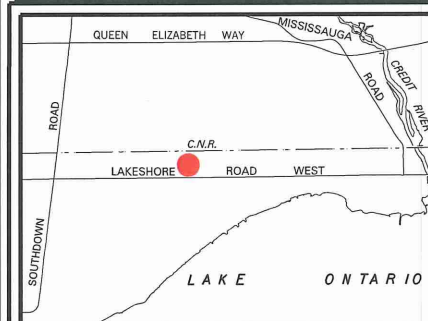
**SUBJECT LANDS**

DATE OF AERIAL PHOTO : MARCH 2012  
THIS IS NOT A PLAN OF SURVEY.



**SUBJECT:**

**2286974 ONTARIO INC.**



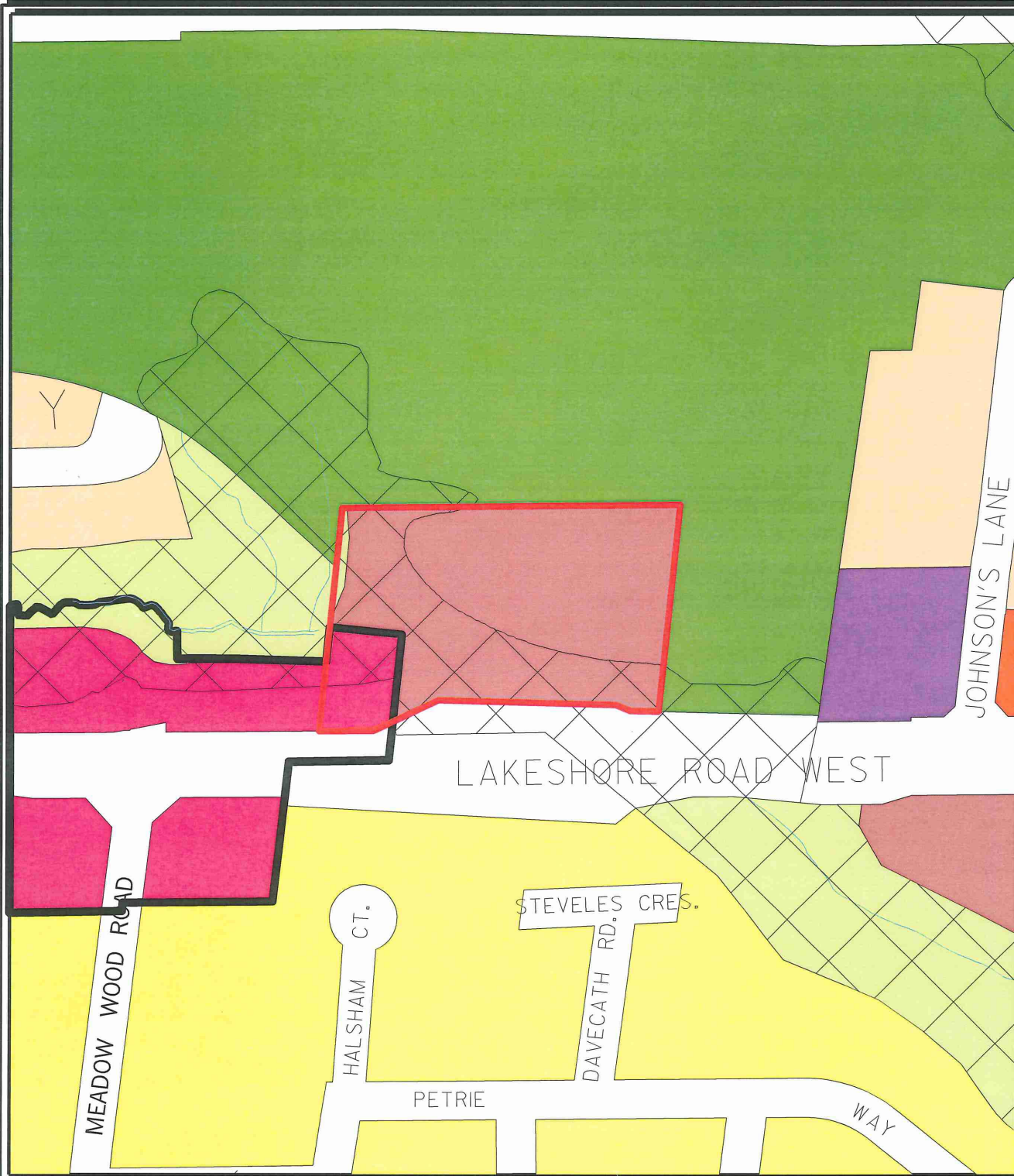
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OZ 12010 W2  
DWG. NO:  
12010A  
SCALE:  
1:3000  
PDC DATE:  
2013 05 27  
DRAWN BY:  
K. PROKOP

APPENDIX I-2

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

### LAND USE DESIGNATIONS

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

### LAND USE LEGEND

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

### CITY STRUCTURE

#### Elements

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

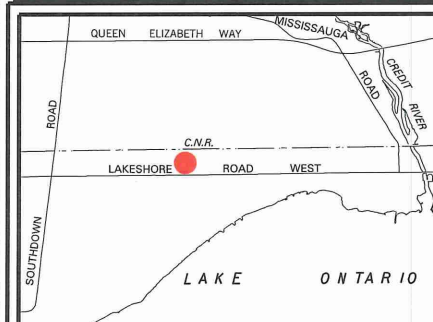
ND2 Region of Peel Non-Decision

**SUBJECT LANDS**



**SUBJECT:**

**2286974 ONTARIO INC.**



**FILE NO:**  
**OZ 12010 W2**

**DWG. NO:**  
**12010L**

**SCALE:**  
**1:3000**

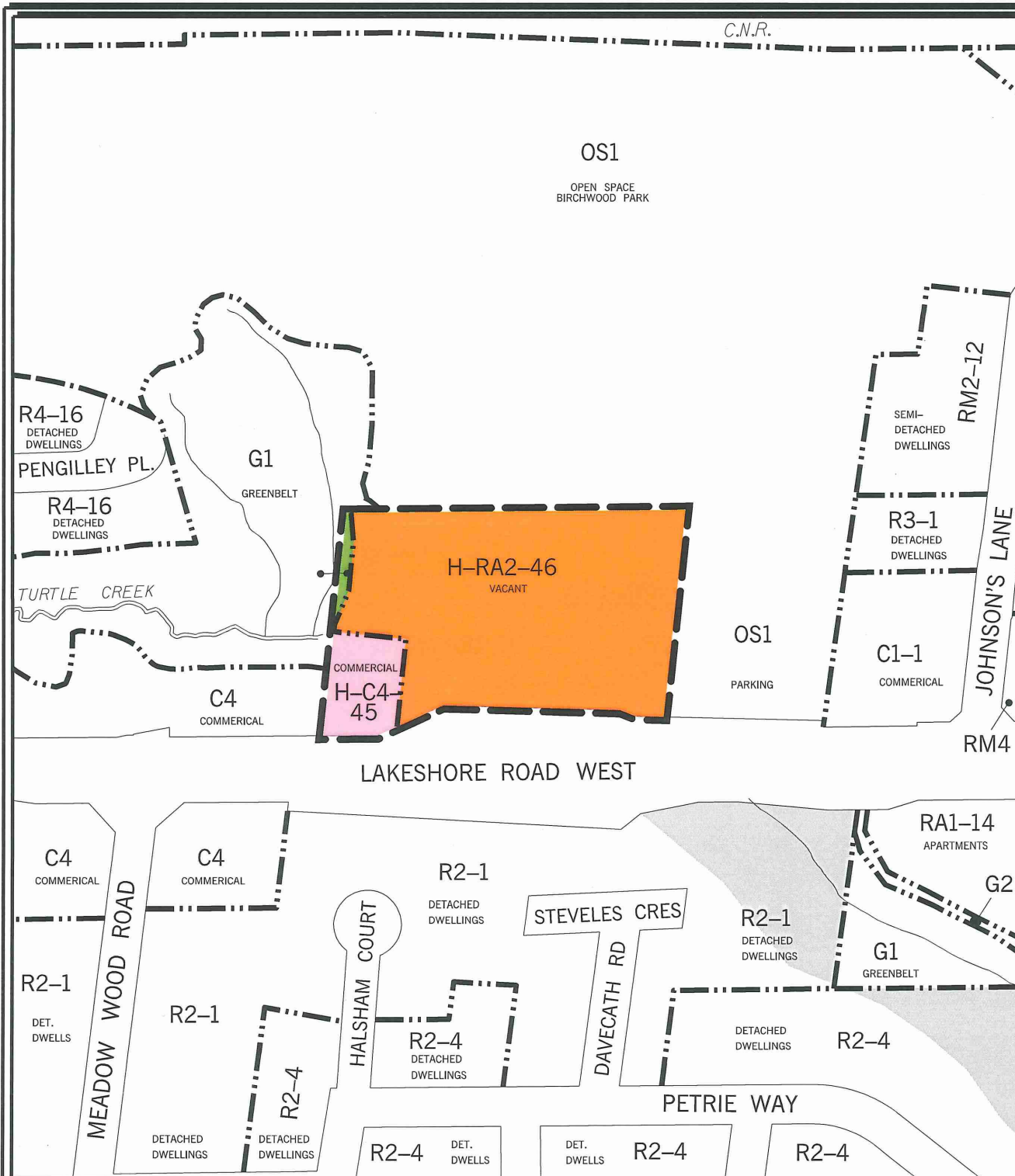
**DATE:**  
**2013 05 27**

**DRAWN BY:**  
**K. PROKOP**

**APPENDIX I-3**

**MISSISSAUGA**  
Planning and Building

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# LEGEND:



SUBJECT LANDS

**PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL HIGH DENSITY-SPECIAL SITE 6' TO 'RESIDENTIAL HIGH DENSITY-SPECIAL SITE' AND PROPOSED REZONING FROM 'H-RA2-46' (APARTMENT DWELLINGS) TO 'H-RA2-EXCEPTION' (APARTMENT DWELLINGS) TO PERMIT A 324 UNIT CONDOMINIUM APARTMENT BUILDING RANGING IN HEIGHT FROM 4 TO 6 STOREYS WITH LIMITED GROUND FLOOR COMMERCIAL USES.**

**PROPOSED REZONING FROM 'H-C4-45' (MAINSTREET COMMERCIAL) TO 'H-C4-EXCEPTION' (MAINSTREET COMMERCIAL) TO PERMIT COMMERCIAL/OFFICE USES IN THE PARTIALLY CONSTRUCTED BUILDING.**

**TO REMAIN 'GREENBELT' AND 'G1' (GREENBELT-NATURAL HAZARDS).**

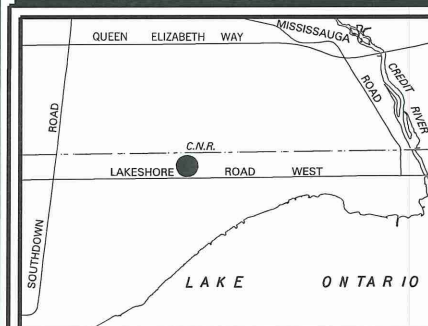
**NOTE: THE "MIXED USE" POLICIES UNDER MISSISSAUGA OFFICIAL PLAN ARE CURRENTLY UNDER CITY-WIDE APPEAL.**

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



## SUBJECT:

**2286974 ONTARIO INC.**



**FILE NO:**  
OZ 12010 W2  
**DWG. NO:**  
12010R  
**SCALE:**  
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**PDC DATE:**  
2013 05 27  
**DRAWN BY:**  
K. PROKOP

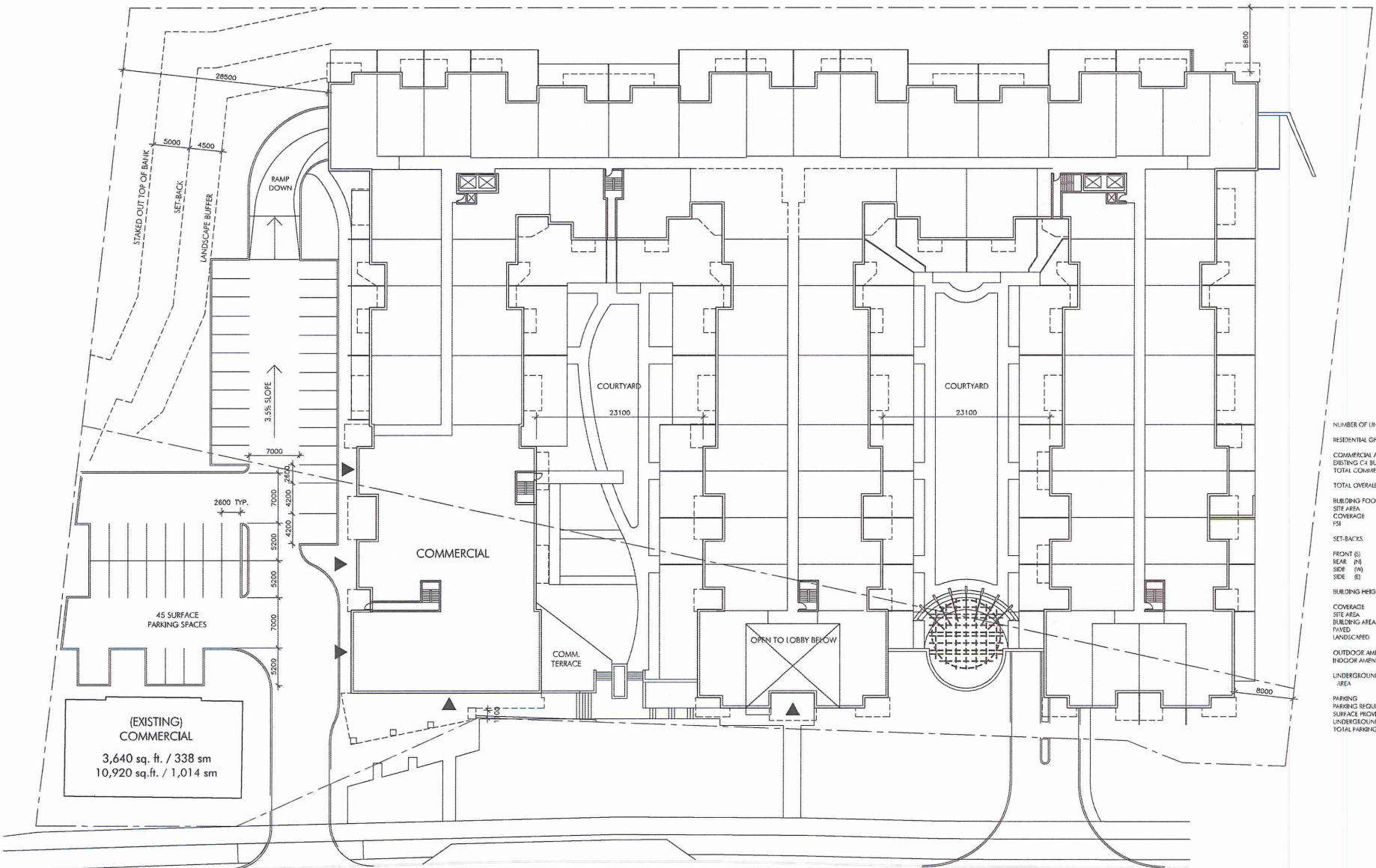
APPENDIX 1-4

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# CONCEPT PLAN



NUMBER OF UNITS	334
RESIDENTIAL GFA	297,085 sq. ft. / 27,600 sm
COMMERCIAL AREA	9,365 sq. ft. / 870 sm
EXISTING C1 BUILDING	10,920 sq. ft. / 1,015 sm
TOTAL COMMERCIAL	20,285 sq. ft. / 1,885 sm
TOTAL OVERALL GFA	356,825 sq. ft. / 33,150 sm
BUILDING FOOTPRINT	7,754 sm
SITE AREA	17,977 sm
COVERAGE	43.1%
FSI	1.64
SET-BACKS	
FRONT (ft)	REQUIRED 7.5 m / PROVIDED 1.1 m
REAR (ft)	7.5 m / 8.8 m
SIDE (ft)	4.5 m / 28.5 m
SIDE (ft)	4.5 m / 8.0 m
BUILDING HEIGHT	18.0 m (MAXIMUM HEIGHT OF 18.0 m)
COVERAGE	
SITE AREA	17,977 sm
BUILDING AREA	7,754 sm / 43%
PAVED	1,852 sm / 10%
LANDSCAPED	6,271 sm / 47%
OUTDOOR AMENITY AREA	34,875 sq. ft. / 3,240 sm
INDOOR AMENITY AREA	9,945 sq. ft. / 920 sm
UNDERGROUND PARKING / AREA	167,230 sq. ft. / 15,536 sm
PARKING	
PARKING REQUIRED	480
SURFACE PROVIDED	45
UNDERGROUND PROVIDED	635
TOTAL PARKING PROVIDED	480

ELEVATIONS



REAR (NORTH) ELEVATION



FRONT (SOUTH) ELEVATION



EAST ELEVATION

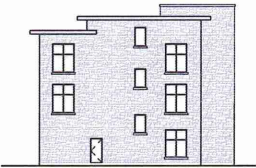


WEST ELEVATION

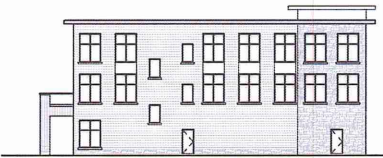


# ELEVATIONS

## EXISTING COMMERCIAL BUILDING



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



TYPICAL COURTYARD ELEVATION

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File: OZ 12/010 W2

### Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (November 5, 2012)	<p>This property is within the vicinity of Birchwood Park. This site was used for the disposal of flyash and bottom ash from the Lakeview Generating Station. Leachate has been detected. A park is located on the site and is catalogued by the MOE as A220105.</p> <p>Comments from the Region outline necessary revisions to the Functional Servicing Report (FSR) as well as waste collection requirements prior to the preparation of a Supplementary Report.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 25, 2012 and October 9, 2012)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, both School Boards also require that warning clauses with respect to temporary school and transportation arrangements be included in any Agreements of Purchase and Sale and the Development and/or Servicing Agreements.</p>
Credit Valley Conservation (CVC) (February 22, 2013)	<p>The Functional Servicing Report is required to be updated. Also the Concept Plan must be updated with the following:</p> <ul style="list-style-type: none"> <li>• Topographic surveyed elevations (contours) including Creek with Tributary (from Topographic Surveyed Map by Rady Pentek)</li> <li>• Staked and approved Top of Bank by CVC</li> <li>• Long Term Stable Slope Line along with sections from Geotechnical Report by Soil engineers, dated July 11, 2012 <u>for both slopes</u></li> <li>• Existing and Proposed floodlines</li> </ul>

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File: OZ 12/010 W2

Agency / Comment Date	Comment
	<ul style="list-style-type: none"> <li>• Appropriate setbacks based on CVC policy</li> </ul> <p>CVC staff recommends that the applicant consider, if feasible, incorporating Low Impact Development (LID) Best Management Practices (BMP) as part of the SWM measures to be employed through the proposed development.</p> <p>Over time, the slope may recede to the area of the hazard limit. It is recommended that the distance between any proposed structures and the hazard limit should be maximized to the extent feasible. It has been CVC's experience that when hazard lands are lost due to slope failures, there is some urgency for an engineered solution by the residents. These engineered solutions are usually not supported by CVC.</p> <p>CVC have the following recommendations for developments near the crest of slope:</p> <ul style="list-style-type: none"> <li>• Provide an access point along the crest of the slope.</li> <li>• Keep heavy equipment and loads away from the slope.</li> <li>• Allow for the re-direction of surface flows away from the slope hazard areas.</li> <li>• Provide tableland areas for potential future re-vegetation and/or re-forestation.</li> <li>• Maintain healthy trees and vegetation in the hazard and slope areas.</li> <li>• Allow for the placement of sediment controls measure and limit of working easement.</li> <li>• Do not dispose of garden waste in the hazard or slope areas.</li> <li>• Where applicable, the above recommendation should be followed to minimize potential slope hazards.</li> </ul>
City Community Services Department – Parks and Forestry Division/Park Planning Section (April 15, 2013)	Future residents of the proposal will receive park service at Birchwood Park (P-137), which is located adjacent to the development site and contains active recreational facilities, namely: lit and unlit ball diamonds, a soccer field, play sites, basketball hoops, a toboggan hill, a public washroom, parking lots and a park pathway which may, at some point in the future be lit.



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File: OZ 12/010 W2

Agency / Comment Date	Comment
	<p>Permission for construction access through the adjacent park (P-137 Birchwood Park) or proposed greenbelt property will not be granted. Excavation onto City owned lands will not be permitted and an undisturbed condition at the shared property line is to be maintained and controlled throughout the entire construction process.</p> <p>Prior to the Supplementary Report proceeding, resolution of issues pertaining to the interface between the at-grade parking lot on the west side of the site and the lands to be dedicated to the City as Greenbelt will be required. A Greenbelt Restoration Plan and Tree Preservation Plan shall be submitted to the satisfaction of Community Services.</p> <p>As part of the Servicing and Development Agreements, a detailed cost estimate for works relating to the approved Greenbelt Restoration Plan will be required, as well as further provisions to secure for items such as but not limited to greenbelt and parkland protection and reinstatement, tree protection, and 1.5 m (4.9 ft.) high black vinyl chainlink fencing along the mutual property line shared with Birchwood Park (P-137). Further provisions will prohibit stockpiling of material on City lands.</p> <p>Prior to enactment of the implementing Zoning By-law, the applicant shall gratuitously dedicate all greenbelt lands in a condition acceptable to the City, as well as submit a cash contribution for securities to ensure greenbelt and parkland protection and reinstatement, tree protection, removal of existing street trees on Lakeshore Road West, parkland fencing, and a processing fee for streetscape review.</p> <p>Detailed design of items related to the interface between Birchwood Park (P-137) and the proposed development such as fencing, upgraded streetscape works, and grading along the mutual property line of Birchwood Park and the development site will be finalized as part of the Site Plan Approval process.</p> <p>Community Services is collaborating with other City Departments, external stakeholders and the applicant to appropriately locate new Clarkson Village Gateway Signage as part of this development.</p>

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File: OZ 12/010 W2

Agency / Comment Date	Comment
	Prior to 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 the City's Policies and By-laws.
City Community Services Department – Culture Division (October 12, 2012)	Archaeological concerns have been addressed.
City Community Services Department – Fire and Emergency Services Division (January 28, 2013)	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. However, based on the limited information contained in these applications, it is unclear as to how compliance with both the OBC and By-law 1036-81 will be achieved with respect to street frontages, fire access and exterior fire protection such as hydrants. This will be assessed through the site plan and building permit review processes.
City Transportation and Works Department (April 24, 2013)	<p>A Noise Report, Functional Servicing Report and Traffic Impact Study have been received and are currently under review. Detailed comments/conditions will be provided prior the Supplementary Report pending the review of the foregoing.</p> <p>Prior to a Supplementary Report proceeding to Council, the applicant will be required to revise the grading and site plans and provide the appropriate details and cross sections to address grading concerns along the perimeter of the site adjacent to Birchwood Park and Turtle Creek. In addition, confirmation will be required regarding the proposed tenure and the sequencing of any future phases.</p> <p>Furthermore, a Phase 2 Environmental Site Assessment, including a Letter of Reliance, has been requested to address the possibility of contamination and remediation on the subject lands in accordance with City Policy.</p> <p>Approval will be required from the CVC regarding changes to the grading and floodplain, design of the culvert and on-site stormwater management requirements.</p>

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File: OZ 12/010 W2

Agency / Comment Date	Comment
	Further detailed comments/conditions will be provided prior the Supplementary Report pending the review of the revised material.
Bell Canada (October 17, 2012)	A detailed review of the applications has been completed and an easement may be required to service the subject property depending on a review of more detailed applications under the <i>Planning Act</i> .
Canada Post (October 10, 2012)	<p>As this project is a multi-unit residential and commercial/retail development, a centralized mail receiving area must be provided in order for Canada Post to provide mail service to the residents. When there are more than 100 units, a secure rear loading mail room must be provided. Refer to the National Postal Delivery Standards Manual for detailed specifications for construction that must be adhered to.</p> <p>If mailboxes are placed indoors it is required that arrangements are to be made by the developer for an electronic mechanism override for the main door so that the mail delivery person may access the mailbox panel inside the building.</p> <p>As per revised National Delivery Policy, in most cases, street level residences and businesses will receive mail delivery at centralized locations, not directly to their door. For example, extra mail compartments can be provided to sufficiently accommodate these.</p> <p>It is also requested that the developer contact Canada Post for a postal code. Existing postal coding will be revised. New postal codes will be issued in the future.</p>
GO Transit (Metrolinx) (October 31, 2012)	<p>A specific warning clause is required to be included in any Development Agreements, Offers to Purchase or Agreements of Purchase and Sale or Lease for all residential units within 300 m (984 ft.) of the rail corridor.</p> <p>The Owner shall grant Metrolinx an environmental easement for operational emissions registered on title against the subject residential dwellings in favour of Metrolinx.</p>



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File: OZ 12/010 W2

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"><li>- Development Services, City of Mississauga</li><li>- Enbridge Gas</li><li>- Enersource Hydro Mississauga Inc.</li><li>- Rogers Cable</li></ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"><li>- Conseil Scolaire de District Catholique Centre-Sud</li><li>- Conseil Scolaire de District Centre-Sud-Ouest</li><li>- Credit Valley Hospital</li><li>- Realty Services, City of Mississauga</li><li>- The Trillium Health Centre</li></ul>

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File: OZ 12/010 W2

**School Accommodation**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>29 Kindergarten to Grade 5</li> <li>15 Grade 6 to Grade 8</li> <li>31 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Whiteoaks P.S. <ul style="list-style-type: none"> <li>Enrolment: 676</li> <li>Capacity: 558</li> <li>Portables: 3</li> </ul> </li> <li>Hillcrest M.S. <ul style="list-style-type: none"> <li>Enrolment: 482</li> <li>Capacity: 476</li> <li>Portables: 1</li> </ul> </li> <li>Lorne Park S.S. <ul style="list-style-type: none"> <li>Enrolment: 1,121</li> <li>Capacity: 1,236</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>7 Junior Kindergarten to Grade 8</li> <li>3 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Christopher <ul style="list-style-type: none"> <li>Enrolment: 461</li> <li>Capacity: 443</li> <li>Portables: 2</li> </ul> </li> <li>Iona Catholic <ul style="list-style-type: none"> <li>Enrolment: 1,238</li> <li>Capacity: 723</li> <li>Portables: 17</li> </ul> </li> </ul> </li> </ul>



## **Applicable Mississauga Official Plan (2011) Policies**

### **Clarkson-Lorne Park Neighbourhood Character Area and Clarkson Village Community Node Character Area**

The proposed development is located within the both Clarkson Lorne Park Neighbourhood Character Area and the Clarkson Village Community Node Character Area and are also part of the Lakeshore Road Corridor.

### **Community Nodes**

Section 14.1.1.2 – For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

### **Neighbourhoods**

Section 16.1.1.1 – For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

Section 16.1.1.2 – Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:

- a. an appropriate transition in heights that respects the surrounding context will be achieved;
- b. the development proposal enhances the existing or planned development;
- c. the City Structure hierarchy is maintained; and
- d. the development proposal is consistent with the policies of this Plan.

### **Urban Design Policies**

Sections 14.2.1 and 16.5.1 – The Urban Design Policies for both sections state that development should be compatible with and enhance the character on the neighbourhood as a diverse established community by integrating with the surrounding area and that development should be

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**File: OZ 12/010 W2**

designed to reflect and enhance the Clarkson Village Mixed Use area streetscape.

### **Neighbourhoods**

Section 5.3.5.3 – 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.

Section 5.3.5.5 – 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.

Section 5.3.5.6 – Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

### **Corridors**

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

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

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

### **Build a Desirable Urban Form**

Section 9.1.3 – Infill and redevelopment within a Neighbourhood will respect the existing and planned character.

Section 9.1.5 – Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.

**2286974 Ontario Inc.**

**File: OZ 12/010 W2**

Section 9.1.6 – The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.

Section 9.2.2.1 – Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.

Section 9.2.2.4 – While new development need not mirror existing development, new development in Neighbourhood will:

- a. respect existing lotting patterns;
- b. respect the continuity of front, rear and side yard setbacks;
- c. respect the scale and character of the surrounding area;
- d. minimize overshadowing and overlook on adjacent neighbourhoods;
- e. incorporate stormwater best management practice;
- f. preserve mature high quality trees and ensure replacement of the tree canopy; and
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.

Section 9.2.2.7 – Development on Corridors will be encouraged to:

- a. assemble small land parcels to create efficient development parcels;
- b. face the street, except where predominate development patterns dictate otherwise;
- c. not locate parking between the building and the street;
- d. site building to frame the street and where non-residential uses are proposed to create a continuous street wall;
- e. provide entrances and transparent windows facing the street for non-residential uses;
- f. support transit and active transportation modes;
- g. consolidate access points and encourage shared parking, service areas and driveway entrances; and
- h. provide concept plans that show how the site can be developed with surrounding lands.

Section 9.3.1.7 – Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.

Section 9.3.1.9 – Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.



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Section 9.5.1.1 – Buildings and site design will be compatible with site conditions, the surrounding context, features and surrounding landscape and the intended character of the area.

Section 9.5.1.3 – Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.

Section 9.5.1.11 – New residential development abutting major roads should be designed with a built form that mitigates traffic noises and ensures the attractiveness of the thoroughfare.

Section 9.5.3.2 – Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:

- a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- c. ensure public safety.

Section 9.5.3.7 – Buildings will be pedestrian oriented through the design and composition of their facades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

Section 9.5.4.1 – Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.

Section 9.5.4.4 – Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street.

### **Criteria for Site Specific Official Plan Amendments**

Section 19.5 of Mississauga Official Plan contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;

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**File: OZ 12/010 W2**

- 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 applications;
- 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.

**Removal of "H" Holding Symbol Requirements**

That the "H" Holding provision is to be removed from the whole or any part of the lands zoned "H-C4-45" (Mainstreet Commercial) and "H-RA2-46" (Apartment Dwellings), by further amendment, upon satisfaction of the following requirements:

- (1) submission of a satisfactory site plan, acoustical report, functional servicing report, grading plan, tree preservation plan and servicing plans;
- (2) issuance of any required tree permit(s) in accordance with By-law No. 0474-2005;
- (3) payment in an amount satisfactory to the City of Mississauga for street tree plantings along Lakeshore Road West;
- (4) receipt of clearance from the Ministry of Culture with respect to the archaeological assessment;
- (5) gratuitous transfer and dedication of Lakeshore Road West right-of-way widening to the City of Mississauga;
- (6) gratuitous transfer and dedication of all lands zoned "G1" (Greenbelt) to the City of Mississauga;
- (7) provision of securities satisfactory to the City of Mississauga for parkland and greenbelt protection and reinstatement, tree protection hoarding and chain link fencing for the adjacent park and greenbelt lands;
- (8) issuance of a permit from the Credit Valley Conservation for the installation of the required Turtle Creek culvert;
- (9) installation of the required Turtle Creek culvert works to the satisfaction of the Credit Valley Conservation;
- (10) delivery of an executed development and/or servicing agreement in a form satisfactory to the City of Mississauga, including the implementation of all requirements and warning clauses outlined in any outstanding technical studies or reports, in addition to warning clauses advising prospective purchasers of the range of facilities within the abutting Birchwood Park;
- (11) confirmation that satisfactory arrangements have been made with the Region of Peel Public Works Department with respect to both the provision of municipal services (water and sanitary sewer) and the adequacy of services to the proposed development.

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File: OZ 12/010 W2

**Proposed Zoning Standards**

<b>Item</b>	<b>Existing "RA2-46" By-law Standard</b>	<b>Proposed "RA2-Exception" By-law Standard</b>
Maximum total number of apartment, long-term care and retirement dwelling units	210	324
Maximum number of townhouse dwelling units	32	N/A
Maximum gross floor area-apartment dwelling zone	16 200 m <sup>2</sup> (174,381 sq. ft.)	28 600 m <sup>2</sup> (307, 858 sq. ft.)
Maximum gross floor area - residential used for townhouse dwellings	6 800 m <sup>2</sup> (73,197 sq. ft.)	N/A
Maximum gross floor area-non-residential	N/A	900 m <sup>2</sup> (9,687 sq. ft.)
Maximum height	6 storeys (as per Exception Schedule)	6 storeys
Permitted Commercial Uses	N/A	Retail store; personal service establishment; restaurant; take-out restaurant; veterinary clinic; animal care establishment; commercial school; office; medical office; financial institution
Parking Standards	1.25 resident spaces per one-bedroom unit  1.4 resident spaces per two- bedroom apartment unit  0.2 visitor spaces per unit	1.1 resident spaces per one-bedroom unit (196 parking space requirement)  1.3 resident spaces per two-bedroom unit (190 parking space requirement)  0.2 visitor spaces per unit (65 space requirement)  3.2 spaces per 100 m <sup>2</sup> – office  4.0 spaces per 100 m <sup>2</sup> – retail/ personal service  Provision for 94 shared residential visitor/commercial parking spaces

2286974 Ontario Inc.

File: OZ 12/010 W2

**Proposed Zoning Standards**

<b>Item</b>	<b>Existing "C4-45" By-law Standard</b>	<b>Proposed "C4-45-Exception" By-law Standard</b>
Permitted Uses	(1) Townhouse Dwelling (2) Office (3) Retail Store (4) Personal Service Establishment (5) Repair Service	Uses as specified for a C4 zone
Parking Standard	2 spaces per townhouse dwelling  3.2 spaces per 100m <sup>2</sup> – office  4.0 spaces per 100m <sup>2</sup> – retail/personal service	3.2 spaces per 100 m <sup>2</sup> – office  4.0 spaces per 100 m <sup>2</sup> – retail/personal service  Provision for 94 shared residential visitor/commercial parking spaces



## APPENDIX I-12





# Corporate Report

Clerk's Files

Originator's  
Files

LA.09 REG

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**DATE:** May 7, 2013

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: May 27, 2013

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

**SUBJECT:** Appeals to Region of Peel Official Plan Amendment (ROPA) 26

---

**RECOMMENDATION:** That the report titled "Appeals to Region of Peel Official Plan Amendment (ROPA) 26" dated May 7, 2013 from the Commissioner of Planning and Building, be received for information.

**REPORT  
HIGHLIGHTS:**

- ROPA 26 was adopted by Regional Council on June 28, 2012 and has been forwarded to the Province for approval.
- There have been seven appeals to ROPA 26 relating to the GTA West Corridor and policies that protect the study area during the corridor planning stage.
- A small portion of the protected study area for this corridor is in Mississauga. The Ninth Line Corridor Lands Review Study identifies the protection of lands within the GTA West Corridor as a matter to be addressed.

**BACKGROUND:** Regional Official Plan Amendment 26 (ROPA 26) consolidated a number of policy matters that were in addition to the Region of Peel Official Plan Review (PROPR) including transportation schedules, figures and policies. ROPA 26 was adopted by Regional Council on June 28, 2012 and approved by the Ministry of Municipal Affairs and Housing (MMAH) on January 2, 2013.

Policies relating to the GTA West Corridor had also been included in Regional Official Plan 24 (ROPA 24), the Region's substantive conformity amendment. These policies had also been appealed but deferred during the hearing to provide the opportunity to consolidate the ROPA 24 and ROPA 26 corridor protection policies into one hearing.

This report provides information on the appeals to ROPA 26 and the impacts on the City.

**COMMENTS:**

Prior to its approval, MMAH modified the depiction of the "Conceptual GTA West Corridor" on Schedule E and the corresponding policies into a new section of the Regional Official Plan (Section 5.9.12). Appendix 1 includes the appealed policies and Schedule E. The modifications were to clarify protection for the GTA West Corridor. Mississauga staff supported the modifications made to ROPA 26 including the GTA West Corridor policies.

**ROPA 26 Appeals**

There have been seven appeals to ROPA 26. All the appeals are from landowners with properties in the City of Brampton and Town of Caledon. The appellants are:

- AMB Highway BP 1 Canco Inc., AMB Highway BP 2 Canco Inc., and AMB Highway BP 3 Canco Inc.;
- Brampton Brick Limited;
- G.C. Jain Investments Limited;
- Mayfield West Developers Group Inc.;
- Northwest Brampton Landowners Group Inc.;
- Orlando Corporation; and
- Solmar Development Corporation.

The appeals relate to the depiction of the GTA West Corridor on Schedule E and the policies that protect the study area during the corridor planning stage.

**Impacts on Mississauga**

The GTA West Corridor is conceptually depicted north of the southern boundary of the Town of Caledon and along the western boundary of the City of Brampton. A small portion of the protected study area for this corridor is within the City of Mississauga (west of Ninth Line and north of the Milton GO rail line). The lands may be required to locate a connecting ramp to the new highway corridor. As a result, the City may need to protect some lands in this area.

The Ninth Line Corridor Lands Review Study is underway and identifies the protection of lands within the GTA West Corridor as a matter that needs to be addressed through the study.

The area municipalities are not party to the OMB hearing at this time. It is anticipated that Regional and Provincial staff will lead discussions of the issues with the appellants. City staff will continue to monitor and participate in discussions as required.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** ROPA 26 has been appealed by seven individual landowners regarding the policies and Map Schedule showing the GTA West Corridor. Mississauga staff supports the GTA West policies and Map Schedule. A small portion of the protected study area is within the City of Mississauga. The Ninth Line Corridor Lands Review Study identifies the protection of lands within the GTA West Corridor as a matter that needs to be addressed. City staff will continue to monitor these appeals.

**ATTACHMENTS:** APPENDIX 1:GTA West Corridor Policies and Schedule E (Map)



Edward R. Sajecki  
Commissioner of Planning and Building

Prepared By: Emily Irvine, Policy Planner *ge.*

## **Appendix 1: GTA West Corridor Policies and Schedule E**

### **“5.9.12. Future GTA West Transportation Corridor**

In order to plan for and protect a strategic corridor and rights-of-way for transportation and transit facilities, in advance of future development, the Region is establishing policies to protect the corridor shown conceptually as the Conceptual GTA West Corridor on Schedule E.

The provincial Growth Plan, June 2006, identifies a conceptual Future Transportation Corridor in Peel between the urban areas of the northwest GTA and the western Greater Golden Horseshoe. The Ministry of Transportation (MTO) has initiated an Environmental Assessment which will more specifically define the need, location and details of the GTA West Transportation Corridor.

#### **5.9.12.1 Objective**

5.9.12.1.1 To plan for and protect a Future GTA West Transportation Corridor in Peel.

#### **5.9.12.1 Policies**

It is the policy of *Regional Council* to:

5.9.12.1.1 Plan for and protect the Future GTA West Corridor and rights-of-way for transportation and transit facilities to meet current and projected needs and not permit development in such planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or actively being planned.

5.9.12.1.2 Ensure transportation and land use considerations be integrated and coordinated at all stages of the planning and Environmental Assessment process.

5.9.12.1.3 Work with the Province and area municipalities to plan for and protect for the GTA West Corridor and its connections to the existing highway network including Highway 410 in the Mayfield West area (as identified on Schedule E).

5.9.12.1.4 Direct the area municipalities, in consultation with and to the satisfaction of the Province, to develop official plan policies that provide corridor protection to ensure that development applications will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.

5.9.12.1.5 Recognize that as the Environmental Assessment Act process progresses, any related Official Plan or Secondary Plan may, in consultation with the proponent, include provisions for the phased release of lands that are appropriate to the environmental assessment process.”

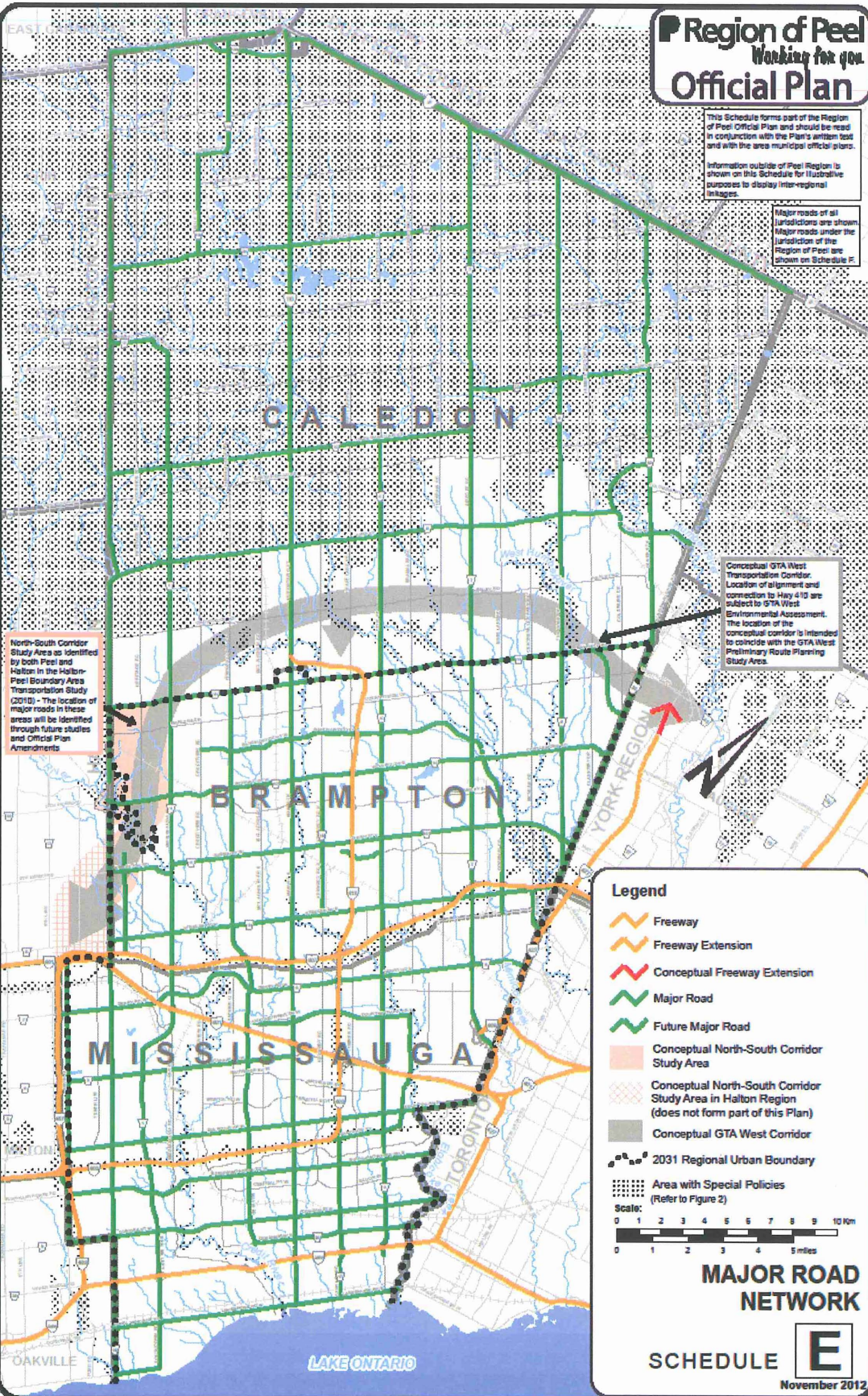


**Region of Peel**  
Working for you.  
**Official Plan**

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Major roads of all jurisdictions are shown. Major roads under the jurisdiction of the Region of Peel are shown on Schedule F.

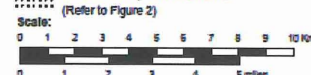


North-South Corridor Study Area as identified by both Peel and Halton in the Halton-Peel Boundary Area Transportation Study (2010) - The location of major roads in these areas will be identified through future studies and Official Plan Amendments.

Conceptual GTA West Transportation Corridor. Location of alignment and connection to Hwy 410 are subject to GTA West Environmental Assessment. The location of the conceptual corridor is intended to coincide with the GTA West Preliminary Route Planning Study Area.

**Legend**

- Freeway
- Freeway Extension
- Conceptual Freeway Extension
- Major Road
- Future Major Road
- Conceptual North-South Corridor Study Area
- Conceptual North-South Corridor Study Area in Halton Region (does not form part of this Plan)
- Conceptual GTA West Corridor
- 2031 Regional Urban Boundary
- Area with Special Policies (Refer to Figure 2)



**MAJOR ROAD NETWORK**



# Corporate Report

Clerk's Files

Originator's

Files OZ 11/019 W11  
T-M11006 W11

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**DATE:** May 7, 2013

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: May 27, 2013

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

**SUBJECT:** **Information Report**  
**Official Plan Amendment, Rezoning and Draft Plan of**  
**Subdivision Applications**  
**To permit 5 commercial buildings and 11 detached dwellings**  
**5267 Mississauga Road**  
**East side of Mississauga Road, north of Melody Drive and**  
**south of the CPR rail corridor**  
**Owner: 1731860 Ontario Limited**  
**Applicant: John D. Rogers & Associates Inc**  
**Bill 51**

**Public Meeting**

**Ward 11**

---

**RECOMMENDATION:** That the Report dated May 7, 2013, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Residential Low Density II" to "Residential Low Density II", "Mixed Use – Special Site" and "Greenbelt" and to change the Zoning from "D" (Development) to "R4-Exception" (Detached Dwellings), "C2-Exception" (Neighbourhood Commercial), "G1" (Greenbelt - Natural Hazards) and "G2-1" (Greenbelt - Natural Features - Exception), and a Draft Plan of Subdivision to permit five (5) commercial buildings and eleven (11) detached dwellings, under files OZ 11/019 W11 and

T-M11006 W11, 1731860 Ontario Limited, 5267 Mississauga Road, be received for information.

**REPORT  
HIGHLIGHTS:**

- Community concerns include increased traffic in the area, the number and size of the residential lots and the types of businesses in the commercial plaza.
- Prior to the Supplementary Report, matters to be further evaluated include the phasing of the proposed development, the relationship of the proposed development configuration with the adjacent residential neighbourhood and Kraft Mill and the appropriateness of a significant commercial development located outside of a Node boundary.

**BACKGROUND:**

Applications to amend the Official Plan and Zoning By-law and an application for a Draft Plan of Subdivision have been received to permit a retail/office development and detached dwellings on the subject site. The commercial component comprises four single storey retail buildings and a two storey building that is intended primarily for office uses towards the interior of the site. Vehicular access to the commercial uses is provided directly from Mississauga Road. Eleven two storey detached dwellings would front Melody Drive and are proposed to each have a gross floor area of 348 m<sup>2</sup> (3,746 sq. ft.). The applicant also proposes to redesignate as "Greenbelt" and rezone as "G1" (Greenbelt – Natural Hazards) a small portion of land located at the south-east corner of the site that is susceptible to flooding. A small strip of land adjacent to the natural hazards land is required to be redesignated "Greenbelt" and zoned "G2-1" (Greenbelt – Natural Features – Exception) to act as a greenbelt buffer zone.

The above-noted applications have been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.



**COMMENTS:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications submitted:	December 22, 2011 (Received) February 2, 2012 (Complete) February 14, 2013 (Last Revision)
Gross Floor Area:	Retail: 4 723 m <sup>2</sup> (50,840 sq. ft.) Office: 4 488 m <sup>2</sup> (48,310 sq. ft.) Residential: 3 828 m <sup>2</sup> (41,206 sq. ft.)
Lot Coverage:	Retail/Office: 21% Detached Dwelling Lots: 45%
Floor Space Index:	Retail/Office: 0.27
Landscaped Area:	Retail/Office: 25%
Net Density:	23.9 units/ha 9.7 units/acre
Anticipated Population:	38* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2008 Growth Forecasts for the City of Mississauga.
Parking Required:	Retail/Office: 497 spaces Residential: 22 spaces
Parking Provided:	Retail/Office: 507 spaces Residential: 44 spaces
Supporting Documents:	Planning Justification Report Phase I Environmental Site Assessment and Preliminary Geotechnical Investigation Traffic Impact Study Functional Servicing Report Stage 1 & 2 Archaeological Assessment Assessment of Noise Impact from Kraft Mill Road/Rail Traffic Noise and Vibration Impact Study

Site Characteristics	
Frontage onto Mississauga Rd:	198.7 m (651.9 ft.)
Depth:	240.0 m (787.4 ft.)
Net Lot Area:	3.80 ha (9.4 ac.)
Existing Use:	Vacant land

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

### Neighbourhood Context

The subject property is located on the east side of Mississauga Road, north of an established residential neighbourhood and south of the Kraft Mill grain processing and filling facility site. The entire north-east corner of Mississauga Road and Melody Drive remains vacant except for the one storey auto repair building on a separate property at the immediate corner. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Canadian Pacific Railway with the Kraft Mill across the train tracks and Streetsville further north
- East: Canadian Pacific Railway and the Credit River
- South: Two storey detached dwellings across Melody Drive
- West: A one storey place of religious assembly (Kingdom Hall of Jehovah's Witnesses) and two storey detached dwellings across Mississauga Road

### Current Mississauga Official Plan Designation and Policies for Central Erin Mills (November 14, 2012)

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Plan was appealed in its entirety, however, on November 14, 2012, the Ontario Municipal Board (OMB) issued a Notice of Decision approving Mississauga Official

Plan, as modified, save and except for certain appeals. The appeals do not affect the current land use designation of the subject property.

The subject lands are located with a **Neighbourhood Area** (Central Erin Mills) and on a **Corridor** (Mississauga Road). A small portion at the north end of the site is within a **Major Transit Station Area**, as it falls within 500 m (1,640 ft.) of the Streetsville GO Transit station. The lands are designated "**Residential Low Density II**" which permits detached dwellings, semi-detached dwellings, duplex dwellings and triplexes, street townhouses and other forms of low-rise dwellings with individual frontages. The applications are not in conformity with Mississauga Official Plan as the proposed commercial uses are not permitted in the "Residential Low Density II" land use designation.

There are other policies in the Official Plan which also are applicable in the review of these applications including Residential, Retail, Greenbelt and Urban Design policies (See Appendix I-10).

### **Proposed Official Plan Designations**

"**Mixed Use – Special Site**" to permit the proposed commercial uses across the majority of the site while specifically prohibiting residential uses. As the "Mixed Use" policies of Mississauga Official Plan are currently subject to an OMB appeal, a "General Retail Commercial – Special Site" designation under Mississauga Plan (2003) may be required.

"**Residential Low Density II**" to maintain the existing "Residential Low Density II" designation on the south portion of the site to permit detached dwellings fronting on to Melody Drive.

"**Greenbelt**" to recognize the hazard and greenbelt buffer portions of the property located towards the south-east.

### **Existing Zoning**

**"D" (Development)**, which permits a building or structure legally existing on the date of passing of Zoning By-law 0225-2007 and the existing legal use of such building or structure.

### **Proposed Zoning By-law Amendment**

**"C2-Exception" (Neighbourhood Commercial)**, to permit the proposed retail and office uses. The applicant has requested exception provisions in order to prohibit the following "C2" base zone uses: funeral establishment; commercial, private or public school; overnight accommodation; university/college; day care; dwelling unit of any kind including above first floor commercial; education and training facility; lodging house; mobile home.

**"R4-Exception" (Detached Dwellings)** to permit the proposed detached dwellings on the north side of Melody Drive. The requested development standards are as follows:

Development Standard	"R4" Zone Requirement	Proposed "R4-Exception" Zone standard
Minimum lot area – interior lot	365 m <sup>2</sup> (3,928.9 sq. ft.)	417.5 m <sup>2</sup> (4,494.1 sq. ft.)
Minimum lot frontage – interior lot	12 m (39.4 ft.)	13.7 m (44.9 ft.)
Maximum lot coverage	40%	45%

**"G1" (Greenbelt - Natural Hazards) and "G2-1" (Greenbelt - Natural Features - Exception)** to permit greenbelt uses and a greenbelt buffer. The "G2-1" zone provides for a minimum natural protection area depth of 5.0 m (16.4 ft.).

### **COMMUNITY ISSUES**

Community meetings were held by Ward 11 Councillor, George Carlson on June 21, 2012 and September 27, 2012 and

May 6, 2013. The following is a summary of issues raised by the community:

- Increased traffic volumes on Mississauga Road and Erin Centre Boulevard will make it difficult for local traffic to move within the neighbourhood;
- The number of houses proposed for Melody Drive should be reduced so that the lot sizes are more reflective of those in the neighbourhood south of Melody Drive and will not subsequently lower the residential property values in the area;
- Concerns were raised that the southern most parking lot may incorporate a direct vehicular access on to Melody Drive;
- The proposed two storey commercial building backing onto the detached dwellings may be visible from Melody Drive;
- Questions on whether there will be a future grade separation of Mississauga Road at the Canadian Pacific Railway (CPR) tracks and if so, what the impact will be on the development proposal;
- Concerns were also raised about the types of businesses that will locate within the retail/office plaza.

Written correspondence has also been received by staff and the Councillor expressing similar concerns.

## **DEVELOPMENT ISSUES**

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

- Phasing of construction, particularly as it relates to noise mitigation for the proposed detached dwellings;

- Relationship of the proposed uses with the adjacent residential neighbourhood and Kraft Mill;
- Resolution of design details and zoning standards;
- Impact of any future grade separation of Mississauga Road at the CPR tracks;
- Appropriateness of a significant commercial development located outside of a Node boundary and fronting the Mississauga Road Scenic Route.

## **OTHER INFORMATION**

### **Development Requirements**

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

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


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

**ATTACHMENTS:**

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Central Erin Mills Neighbourhood Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Concept Plan
- Appendix I-6: Proposed Draft Plan of Subdivision
- Appendix I-7: Proposed Elevations



Appendix I-8: Agency Comments  
Appendix I-9: School Accommodation  
Appendix I-10: Mississauga Official Plan Policies  
Appendix I-11: General Context Map



Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Ben Phillips, Development Planner*

1731860 Ontario Limited

Files: OZ 11/019 W11  
T-M11006 W11**Site History**

- May 20, 1953 – Minister of Planning and Development approved previous Official Plan which designated the lands Industrial.
- April 21, 1954 – Zoning By-law 1614 came into force zoning the lands M1, which permitted industrial uses.
- December 20, 1983 – Minister of Municipal Affairs and Housing approved the Central Erin Mills Secondary Plan.
- September 12, 1984 – Minister of Municipal Affairs and Housing lifted the deferral of the land use designation and approved the "Residential – Low Density II" designation for the subject lands.
- June 4, 1985 – Application OZ/35/85(W) was submitted by Winess Land Developments Limited to amend the Official Plan from Residential Low Density to General Industrial, and to rezone the lands for industrial uses to permit an industrial development. The owners referred the proposed amendment and rezoning to the Ontario Municipal Board (OMB) on July 11, 1985. The application was abandoned by the owner and subsequently dismissed by the OMB on April 2, 1987.
- February 26, 1986 – Applications OZ/26/86(W) and T-86021(W) were submitted by Winess Developments to redesignate and rezone the lands for commercial and residential uses rather than the previously proposed industrial uses. The application was further revised to eliminate the residential component on October 5, 1988 so that it could be considered under a separate rezoning application. On January 28, 1991 Council deferred the decision on the proposed commercial centre to complete a policy study on phasing options for retail commercial development and a detailed traffic study.
- October 5, 1988 – Application OZ-094/88(W) was submitted by Winess Developments to consider the 17 detached residential lots previously considered under OZ/26/86(W). Council approved the application on January 28, 1991.
- January 27, 1992 – Official Plan Amendment, Rezoning and Subdivision applications were submitted by Winess Developments (OZ-007/92 W6 and T-90026 W6) to consider the redevelopment of the site for 17 detached dwellings fronting Melody Drive and 93 townhouses on the balance of the property. These applications

1731860 Ontario Limited

Files: OZ 11/019 W11  
T-M11006 W11

superseded OZ/26/88(W) and OZ-094/88(W). Council approved the Official Plan Amendment, Rezoning and Subdivision applications submitted by Winess on July 14, 1993, subject to a number of conditions.

- October 6, 1993 – An Official Plan application, under file number OZ-048/93 W6, proposing a mix of industrial, commercial and residential uses for 5267 Mississauga Road was submitted by Nabisco Brands Ltd., owner of Reid Mill (now known as the Kraft Mill), across the rail corridor to the north of the site. Nabisco was in strong opposition to the proposal by Winess (OZ-007/92 W6) on the basis that the construction of housing across the entire site would put Nabisco in peril of contravening provincial and municipal noise regulations given the significant amount of noise generated by the mill. The Nabisco application was intended to act as an alternate proposal to the Winess application.
- August 1993 – Nabisco Brands Ltd., appealed Council's decision to approve OZ-007/92 W6 and T-90026 W6 to the OMB.
- November 8, 1993 – Nabisco asked the Minister of Municipal Affairs to refer Official Plan Amendment OZ-048/93 W6 to the OMB. The application was referred to the OMB on November 25, 1993. On February 9, 1994, Council refused application OZ-048/93 W6 and directed City staff to attend the OMB Hearing in opposition to the proposal.
- November 8, 1994 – The Ontario Municipal Board issued its decision to overturn Council's approval of application OZ-007/92 W6 and T-90026 W6 citing that the residential proposal did not represent good planning and would jeopardize Reid Mill's operation and future expansion of the use. In a joint decision, the OMB, also unconvinced by Nabisco's proposal for industrial uses on the site, refused application OZ-048/93 W6, stating that it was not appropriate or consistent with the overall planning for the City's needs.
- May 5, 2003 – The Central Erin Mills District Policies and Land Use Map of the Mississauga Plan are approved by the Region of Peel, designating the lands as Residential – Low Density II.
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands were and continue to be zoned "D" (Development).



LEGEND:



SUBJECT LANDS



DATE OF AERIAL PHOTO: 03 2011

SUBJECT:

1731860 ONTARIO LIMITED

FILE NO: W11 &  
T-W11006 W11  
OZ 11019 W11

DWG. NO:  
11019A

SCALE:  
1:3000

PDC DATE:  
2013 05 27

DRAWN BY:  
K. PROKOP

APPENDIX I-2

**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics

122037





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

## **LAND USE DESIGNATIONS**








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


## **LAND USE LEGEND**

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

## **CITY STRUCTURE**

### **Elements**

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

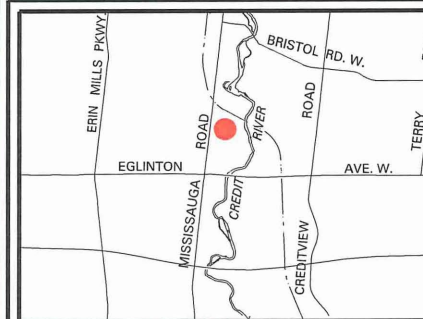
 ND2 Region of Peel Non-Decision

 **SUBJECT LANDS**



**SUBJECT:**

**1731860 ONTARIO LIMITED**



**FILE NO:**  
T-M11006 W11 &  
OZ 11019 W11

**DWG. NO:**  
11019L

**SCALE:**  
1:3000

**DATE:**  
2013 05 27

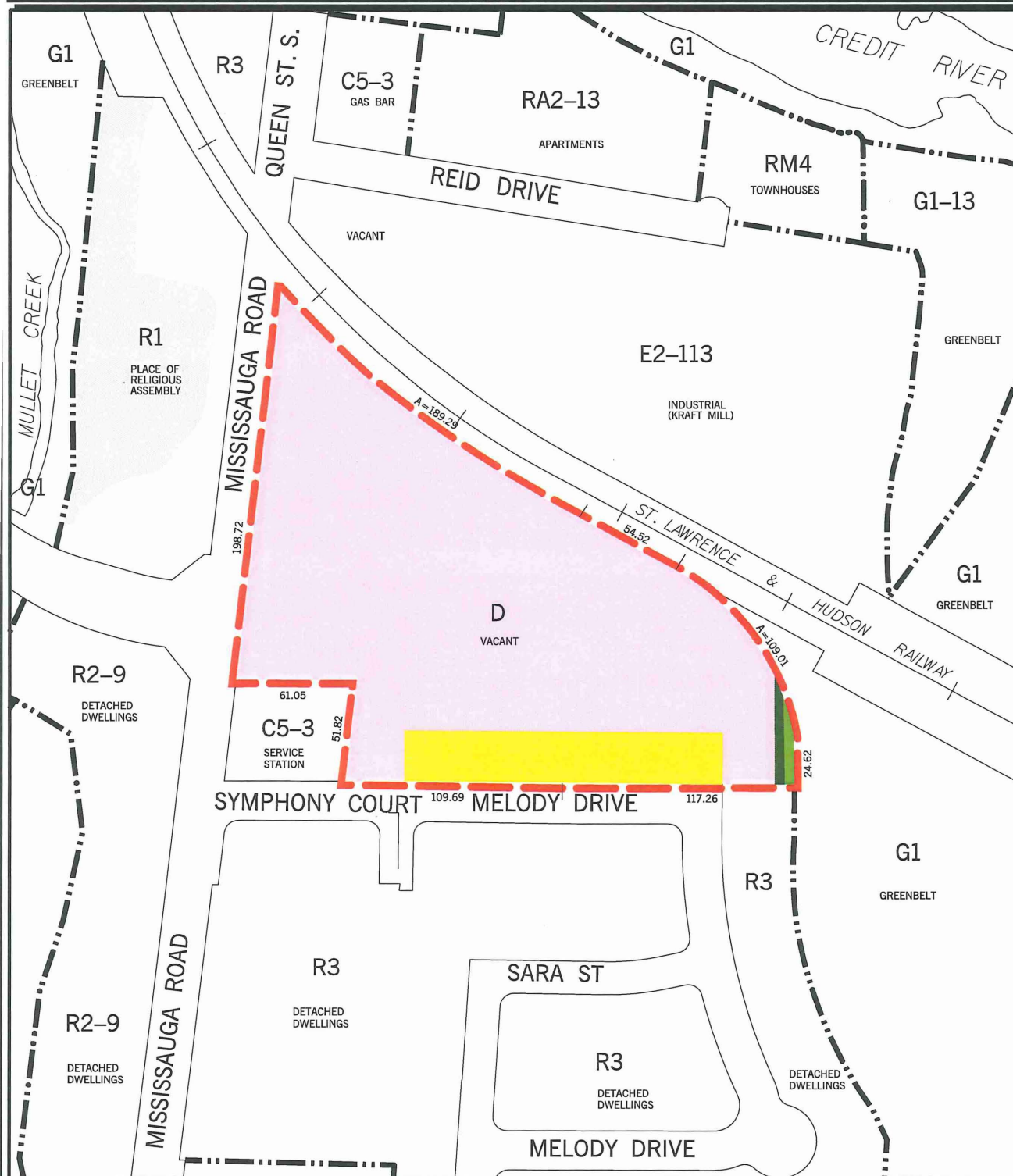
**DRAWN BY:**  
K. PROKOP

**APPENDIX I-3**

**MISSISSAUGA**  
Planning and Building

*Produced by*  
**T&W, Geomatics**





# LEGEND:



SUBJECT LANDS



PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'R4-EXCEPTION' (DETACHED DWELLINGS) TO PERMIT A PLAN OF SUBDIVISION FOR 11 DETACHED DWELLINGS.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL-LOW DENSITY II" TO "MIXED USE-SPECIAL SITE" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'C2-EXCEPTION' (NEIGHBOURHOOD COMMERCIAL) TO PERMIT FIVE (5) COMMERCIAL BUILDINGS.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL-LOW DENSITY II" TO "GREENBELT" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'G1' (GREENBELT - NATURAL HAZARDS) TO PERMIT GREENBELT.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL-LOW DENSITY II" TO "GREENBELT" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'G2-1' (GREENBELT-NATURAL FEATURES-EXCEPTION) TO PERMIT GREENBELT.

## GREENBELT OVERLAY

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

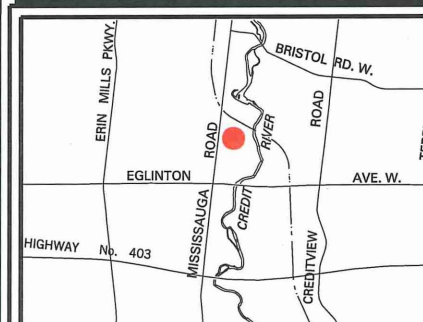
EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.

THIS IS NOT A PLAN OF SURVEY.



## SUBJECT:

**1731860 ONTARIO LIMITED**



FILE NO:  
T-M11006 W11 &  
OZ 11019 W11

DWG. NO:  
11019A

SCALE:  
1:3000

PDC DATE:  
2013 05 27

DRAWN BY:  
K. PROKOP

APPENDIX I-4

**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics



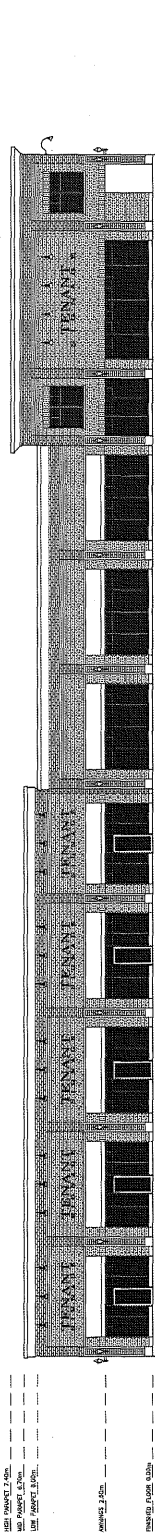


## CONCEPT PLAN

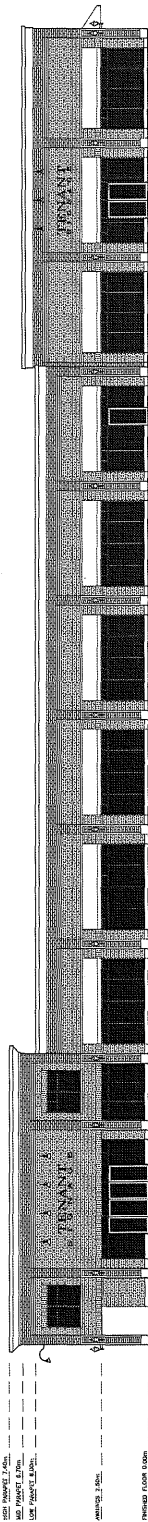


PROPOSED DRAFT PLAN OF SUBDIVISION

PROPOSED ELEVATIONS

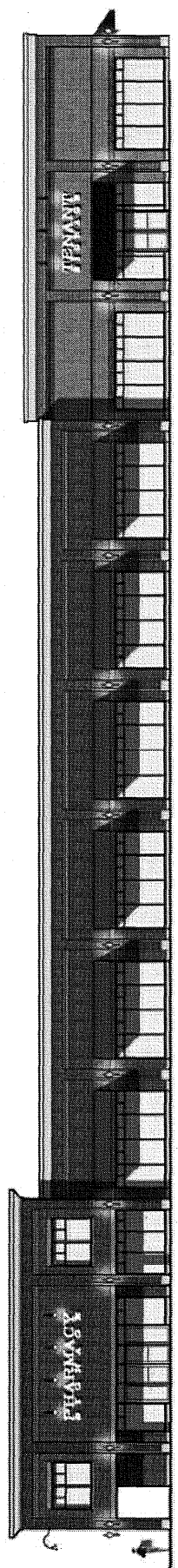
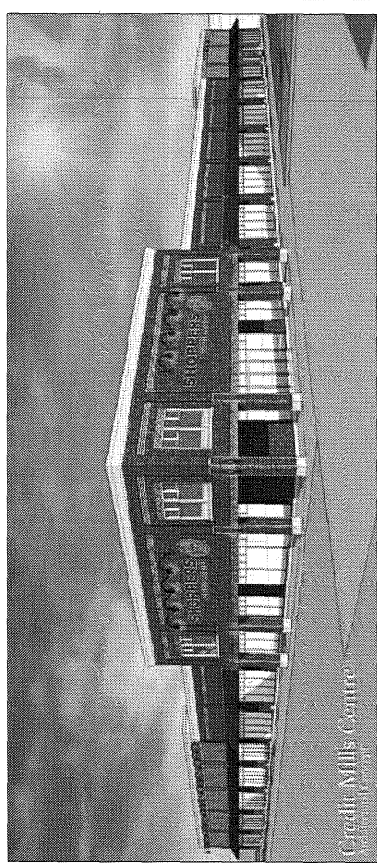


1. BUILDING A - WEST (MISSISSAUGA ROAD)  
25/ SCALE 1:25

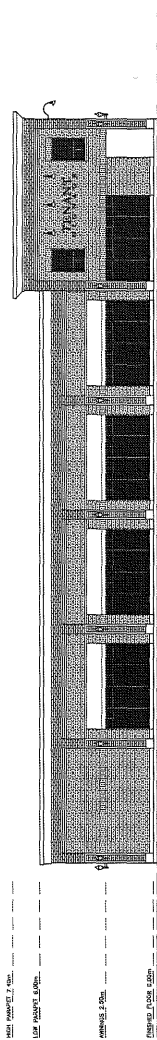


1. BUILDING A - SOUTH (LOT)  
25/ SCALE 1:25

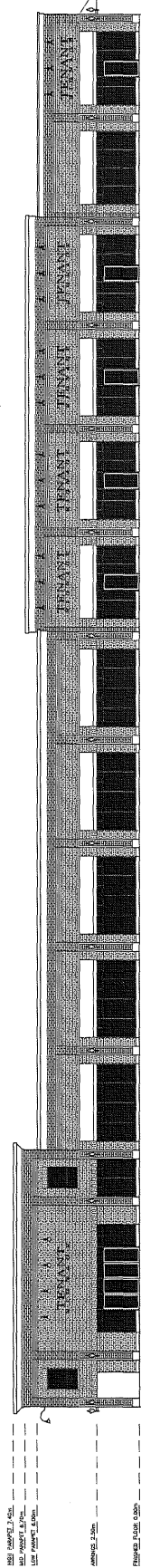
ARTIST'S CONCEPT ONLY  
SOURCE DOES NOT REPRESENT ACTUAL TENANTS



# PROPOSED ELEVATIONS

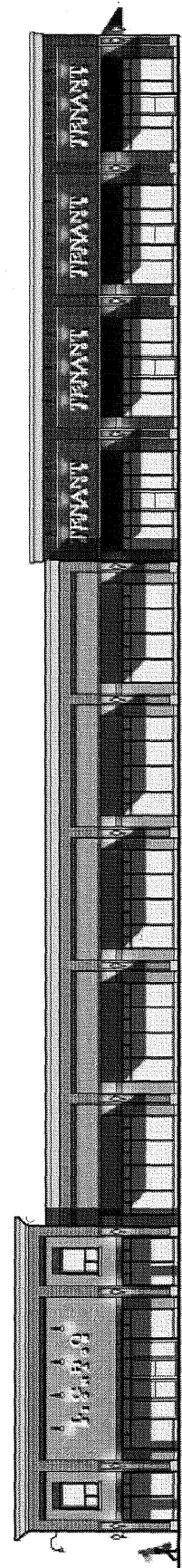
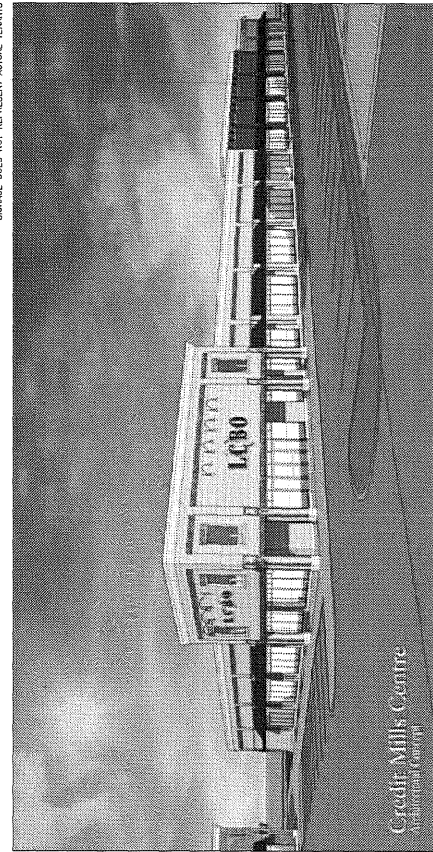


1 BUILDING B - WEST (MISSISSAUGA ROAD)  
K3 SCALE: 1:125



1 BUILDING B - SOUTH (LOT)  
K3 SCALE: 1:125

ARTIST'S CONCEPT ONLY  
SIGNAGE DOES NOT REPRESENT ACTUAL TENANTS



# PROPOSED ELEVATIONS

HIGH FINISHES 17'-00in  
 MID FINISHES 11'-00in  
 LOW FINISHES 10'-00in

APPROX. 2'-00in

PROPOSED FLOOR 9'-00in



1 BUILDING E - NORTH (1 of 2)  
 A23 SCALE: 1:125



2 BUILDING E - NORTH (2 of 2)  
 A23 SCALE: 1:125

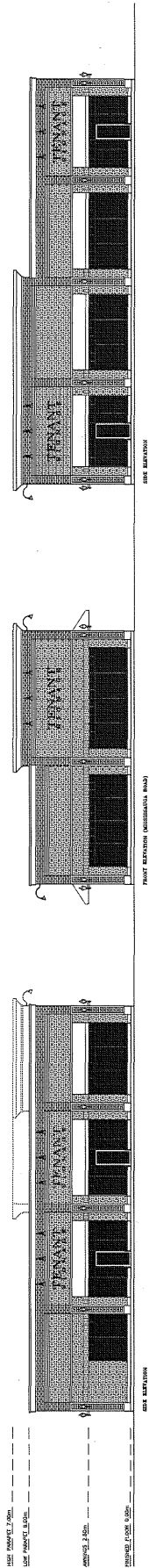


3 BUILDING E - NORTH (OVERALL)  
 A23 SCALE: 1:250



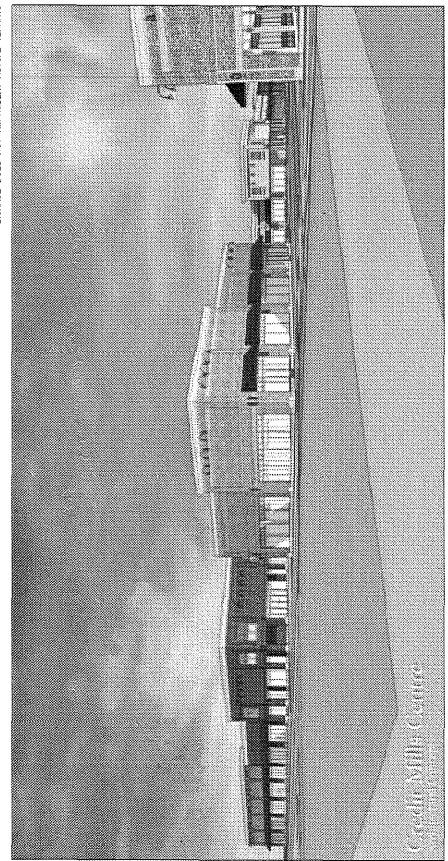
ARTIST'S CONCEPT ONLY  
 SIGNAGE DOES NOT REPRESENT ACTUAL TENANTS

# PROPOSED ELEVATIONS



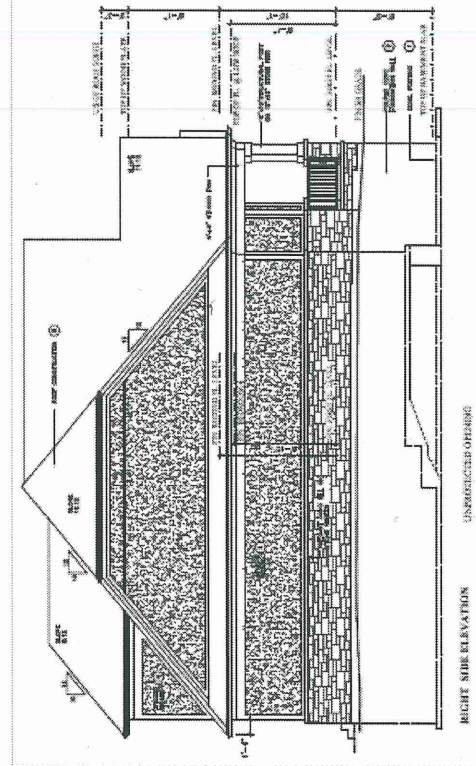
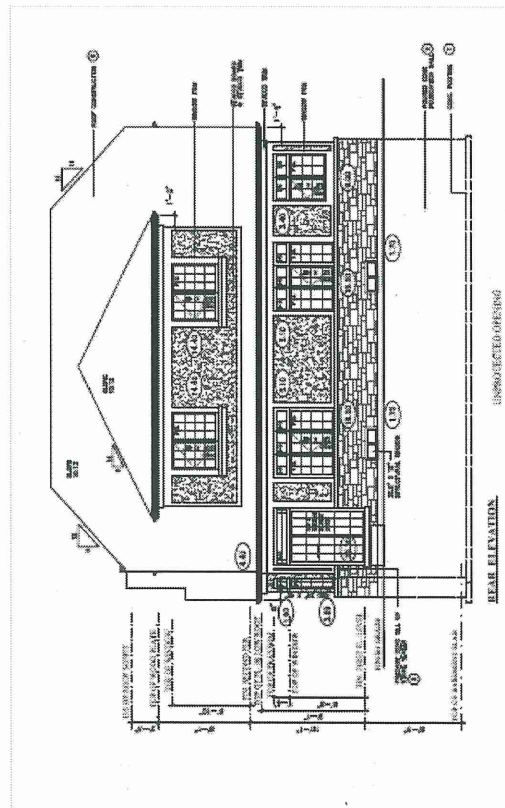
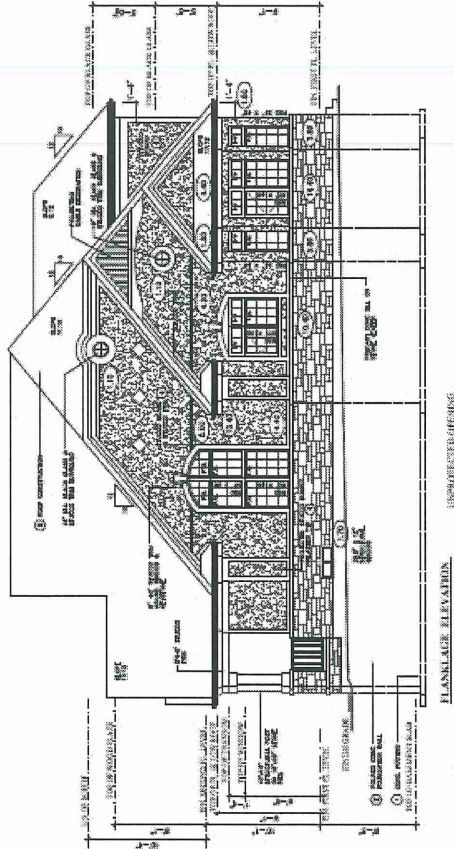
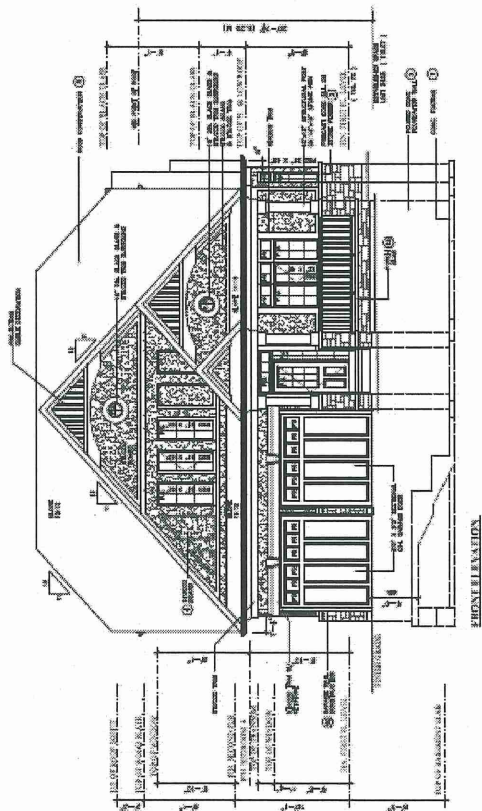
1 BUILDING C and D - ENTRY BUILDINGS  
SCALE 1:125

ARTIST'S CONCEPT ONLY  
SCENES DO NOT REPRESENT ACTUAL TENANTS





PROPOSED ELEVATIONS



1731860 Ontario Limited

File: OZ 11/019 W11  
T-M11006 W11**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (April 25, 2013)	<p>The Region of Peel has no objection to the official plan amendment and rezoning applications.</p> <p>There is no indication of the existence of a municipal waste disposal site or hazardous wastes in the vicinity of the subject lands. With regard to the Detached Residential Lots 1-11: curbside collection will be provided by the Region of Peel. With regard to the Commercial Block: on-site waste collection will be required through a private waste hauler.</p> <p>The Region has reviewed the Functional Servicing Report prepared by Skira &amp; Associates Ltd. and finds it to be satisfactory. Please be advised that detailed comments regarding connection design will be provided at an engineering stage. Connection to the site has to be as per the Region's latest standards and specifications.</p> <p>The applicant/owner shall grant/obtain (at no cost to the Region) all necessary easements for Regional infrastructure, as may be required by the Region to service the proposed development and/or external lands.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 22, 2013 and April 18, 2013)	<p>In comments dated March 22, 2013 and April 18, 2013, the Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding educational facilities need not be applied for this development application.</p>

1731860 Ontario Limited

File: OZ 11/019 W11  
T-M11006 W11

Agency / Comment Date	Comment
Credit Valley Conservation (April 25, 2013)	<p>An acceptable geotechnical report was prepared for the subject lands in 1992 under File T-90026 W11. This report determined that the existing property line was coincident with the stable slope line at the critical slope stability section. A 5 m (16.4 ft.) setback to the critical slope stability section is required to maintain slope stability over the long term. The Draft Plan of Subdivision drawing satisfactorily delineates "Block 4 - Green Belt" which represents the portion of the lands within Natural Hazards. CVC staff recommend that this block be dedicated to the municipality for long term conservation. If dedication is problematic for the municipality given the small size of the block and isolated location adjacent to the CPR property, these lands (Block 4) can remain in private ownership provided that the block remains undisturbed and no grading or vegetation removal occurs.</p> <p>CVC have the following recommendations for developments near the crest of slope:</p> <ul style="list-style-type: none"> <li>a) Provide an access point along the crest of the slope.</li> <li>b) Keep heavy equipment and loads away from the slope.</li> <li>c) Allow for the re-direction of surface flows away from the slope hazard areas.</li> <li>d) Provide tableland areas for potential future re-vegetation and/or re-forestation.</li> <li>e) Maintain healthy trees and vegetation in the hazard and slope areas.</li> <li>f) Allow for the placement of sediment control measures and limit of working easement.</li> <li>g) Do not dispose of garden waste in the hazard or slope areas.</li> </ul> <p>Where applicable, the above recommendations should be followed to minimize potential slope hazards.</p>



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File: OZ 11/019 W11  
T-M11006 W11

Agency / Comment Date	Comment
	<p>Over time the slope may recede to the area of the hazard limit as determined by the Geotechnical Engineer. It is recommended that the distance between any proposed structure and the hazard limit should be maximized to the extent feasible. It has been our experience when hazard lands are lost due to slope failures there is some urgency for an engineered solution by the residents. These engineered solutions are usually not supported by the Conservation Authority.</p>
<p>City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (April 5, 2013)</p>	<p>Barberton Park (P-311) is located approximately 350 m (1,148 ft.) south of the subject site and contains a play site and pathway, Bonnie Brae (P-155), Greenbelt Lands, is also located approximately 220 m (722 ft.) east of the subject lands which includes a natural ice rink.</p> <p>As identified in the Mississauga Cycling Master plan, a primary off-road trail route is proposed along the Credit River. In order to make a connection to the future extension of Culham Trail, this Department will be seeking an easement in favour of the City for future maintenance and pedestrian access to the future trail.</p> <p>Lands below the established Top of Bank and any buffer lands, as required by the City and CVC, shall be zoned Greenbelt and dedicated gratuitously to the City for long term conservation and natural hazard management. Should this application be approved, fencing, protective hoarding, and associated securities for the greenbelt will be required. Arrangements will be made to secure for any clean-up and reinstatement works that may be required within the adjacent greenbelt.</p>

1731860 Ontario Limited

File: OZ 11/019 W11  
T-M11006 W11

Agency / Comment Date	Comment
	Further, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Community Services Department – Culture Division (February 20, 2013)	The property is listed on the City's Heritage Register as it forms part of the Mississauga Road Scenic Route Cultural Landscape. As such, a Heritage Impact Statement is required. Additional comments may be forthcoming once the Heritage Impact Statement is received.
City Transportation and Works Department (May 6, 2013)	<p>Comments dated May 1, 2013 indicate that a Noise Report has been received, which addresses the impacts to the proposed development from road traffic noise on Mississauga Road, the stationary noise associated with the operations of the Kraft Mill facility and noise and vibration from CP Railway. Notwithstanding the findings and recommended mitigation measures, the acoustical consultant has been requested to provide additional clarification and update the report to reflect the current proposal.</p> <p>A Functional Servicing Report and Traffic Impact Study have also been received and are currently under review. Detailed comments/conditions will be provided prior the supplementary meeting pending the review of the foregoing.</p> <p>Prior to a Supplementary Report proceeding to Council, the applicant will be required to update the Phase 1, Environmental Site Assessment to include information on the adjacent lands (i.e. Auto repair shop and CP Railway lands) and include a Letter of Reliance.</p> <p>Approval will be required from the CP Railway/Go Transit regarding any grading, land requirements adjacent to the railway. It should be noted that the site plan indicates that additional lands ('Potential GO lands') will be required immediately north of the subject site to accommodate the "proposed rail/road grade separation/rail corridor widening project" at the Mississauga Road and railway crossing. Prior</p>

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File: OZ 11/019 W11  
T-M11006 W11

Agency / Comment Date	Comment
	to a Supplementary Meeting we have requested updated comments and clarification from CP Railway/Go Transit on these matters.
Canadian Pacific Railway (April 4, 2013)	<p>Canadian Pacific Railway requests the following:</p> <ul style="list-style-type: none"> <li>(1) Any proposed alterations to the existing drainage pattern that may affect the railway right-of-way must be substantiated by a drainage report that is to be reviewed and approved by the railway.</li> <li>(2) A 1.8 m (5.9 ft.) high chain-link fence is to be constructed and maintained by the applicant along the common property line with the railway.</li> </ul> <p>The residential component of the development is subject to the Canadian Pacific Railway standard mitigation requirements.</p>
GO Transit (March 7, 2013)	Residential development is subject to the most stringent requirements. It appears that the residential units in this case are proposed as part of a future phase, but that two major requirements (namely building setback and safety barrier) have already been incorporated into the plans. Parameters for commercial development (which comprises the majority of the development) are less stringent, although we recommend that the appropriate safety measures are considered to protect building occupants.
Bell Canada (April 22, 2013)	<p>Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line.</p> <p>The Owner shall agree in the Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or</p>



1731860 Ontario Limited

File: OZ 11/019 W11  
T-M11006 W11

Agency / Comment Date	Comment
	easements, the owner/developer shall be responsible for the relocation of such facilities or easements.
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  City's Economic Development Department  City's Realty Services  Canada Post  Rogers Cable  Greater Toronto Airport Authority  Enersource Hydro Mississauga  CPTED</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Hydro One  Conseil Scolaire de District Catholique Centre-Sud  Conseil Scolaire de District Centre-Sud-Ouest</p>

1731860 Ontario Limited

File: OZ 11/019 W11  
T-M11006 W11**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>2 Kindergarten to Grade 5</li> <li>1 Grade 6 to Grade 8</li> <li>2 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Ray Underhill Public School <ul style="list-style-type: none"> <li>Enrolment: 294</li> <li>Capacity: 358</li> <li>Portables: 0</li> </ul> </li> <li>Dolphin Senior <ul style="list-style-type: none"> <li>Enrolment: 539</li> <li>Capacity: 597</li> <li>Portables: 0</li> </ul> </li> <li>Streetsville Secondary School <ul style="list-style-type: none"> <li>Enrolment: 871</li> <li>Capacity: 1,008</li> <li>Portables: 2</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>2 Junior Kindergarten to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Joseph Elementary <ul style="list-style-type: none"> <li>Enrolment: 320</li> <li>Capacity: 475</li> <li>Portables: 1</li> </ul> </li> <li>St. Aloysius Gonzaga <ul style="list-style-type: none"> <li>Enrolment: 1816</li> <li>Capacity*: 1656</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

1731860 Ontario Limited

File: OZ 11/019 W11  
T-M11006 W11

### **Mississauga Official Plan Policies**

Relevant Mississauga Official Plan Policies include, but are not limited to, the following:

#### **Residential Policies**

Mississauga Official Plan promotes compatible residential intensification through the provision of a range of housing types and mobility choices. Design issues related to built form, scale, massing, transition, setbacks, orientation of parking and the quantity and quality of open spaces will be priorities in assessing the merits of residential development proposals. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to the surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan. Provisions related to average lot frontages and areas on the same street within 120 m (394 ft.) of the subject lands are to be considered in the review of the proposal.

#### **Greenbelt Policies**

As the subject property includes lands within the Credit River valley system, consideration must be given to Greenbelt policies which speak to issues such as development setbacks, ecological buffers, land dedication and required studies.

#### **Urban Design Policies**

The Urban Design policies of Mississauga Official Plan require that building, landscaping and site design are compatible with site conditions and will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces. These elements are also intended to minimize the effects of noise, unattractive views, and other negative impacts and to buffer adjacent land uses. Noise will be mitigated through appropriate built form and site design. Compatibility and integration with surrounding land uses and the public realm are to be demonstrated. As Mississauga Road is a designated Scenic Route, policies related to preserving the character of the road, streetscape and abutting properties are also relevant.

1731860 Ontario Limited

File: OZ 11/019 W11  
T-M11006 W11

## **Retail**

The primary locations for retail uses will be the Downtown, Major Nodes and Community Nodes. Retail uses outside of these areas will be directed to Corridors and Major Transit Station Areas. 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.

## **Corridors and Major Transit Station Areas**

Development on Corridors should be compact, mixed use and transit-friendly and appropriate to the context of the surrounding Neighbourhood. Corridors are to have building heights of at least two storeys. The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.

## **Criteria for Site Specific Official Plan Amendments**

Section 19.5 of Mississauga Official Plan contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

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



## APPENDIX I-11

