



AGENDA

PLANNING & DEVELOPMENT COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

TUESDAY, September 3, 2013 - 7:00 P.M.

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

Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7 (Chair)
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



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

PLANNING & DEVELOPMENT COMMITTEE – SEPTEMBER 3, 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 (2013)
2. Proposed Expansion to the Streetsville Business Improvement Area (BIA)
(Ward 11)
File: CD.05.STR (Streetsville BIA)
3. **SUPPLEMENTARY REPORT**
Official Plan Amendment and Rezoning Applications to permit retail commercial and office uses fronting Lakeshore Road East, condominium apartment and townhouse dwellings to the rear and public green space bordering Cooksville Creek, 447, 453, 501, 505 Lakeshore Road East and 1021, 1027, 1077 Enola Avenue, Northeast corner of Lakeshore Road East and Enola Avenue
Owner: 501 Lakeshore Inc., Trinity Properties Lakeshore Inc. and 1716336 Ontario Inc.
Applicant: Korsiak and Company Inc., **Bill 51**, (Ward 1)
File: OZ 11/017 W1

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

BL.03-SIG (2013)

DATE: August 13, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 3, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

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

RECOMMENDATIONS: That the Report dated August 13, 2013 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, and the requested eleven (11) Sign Variance Applications described in Appendices 1 to 11 to the Report, be adopted in accordance with the following:

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

- (a) Sign Variance Application 13-04053
Ward 1
Costco Wholesale
1570 Dundas St. E.

To permit the following:

- (i) One (1) fascia sign attached to the south building elevation which does not face a street or contain the main entrance for the public.
- (b) Sign Variance Application 13-03672
Ward 3
925 Rathburn Rd. E.

To permit the following:

- (i) A second ground sign fronting Rathburn Rd. E.
- (c) Sign Variance Application 13-04958
Ward 4
Hudson's Bay
100 City Centre Dr.

To permit the following:

- (i) One (1) fascia sign not located on the exterior wall forming part of the unit occupied by the business.
- (d) Sign Variance Application 13-04805
Ward 5
Rexall
5965 Coopers Ave.

To permit the following:

- (i) One (1) ground sign located in the side yard of a lot located adjacent to a Provincial Highway.
- (e) Sign Variance Application 13-04187
Ward 5
Prologis
200 Courtneypark Dr. W.

To permit the following:

- (i) Two (2) directional signs to have a sign area of 2.35 sq. m. (25.31 sq. ft.) and a height of 2.43m (8.0 ft.).
- (f) Sign Variance Application 13-04182
Ward 5
Prologis
425 Courtneypark Dr. W.

To permit the following:

- (i) A directional sign to have a sign area of 2.79 sq. m. (30.0 sq. ft.) and a height of 2.44m (8.0 ft.).

- (g) Sign Variance Application 13-04184
Ward 5
Prologis
450 Courtneypark Dr. W.

To permit the following:

- (i) Two (2) directional signs to have a sign area of 2.79 sq. m. (30.0 sq. ft.) and a height of 2.44m (8.0 ft.).

- (h) Sign Variance Application 13-04176
Ward 9
Prologis
6580 Millcreek Dr.

To permit the following:

- (i) A directional sign to have a sign area of 1.09 sq. m. (11.78 sq. ft.) and a height of 2.13m (7.0 ft.).

2. That the following Sign Variance **not be granted**:

- (a) Sign Variance Application 09-05943
Ward 6
Hwy-Law Legal Services
914 Burnhamthorpe Rd. W.

To permit the following:

- (i) One (1) fascia sign attached to the rear of the building that does not face a street or contain the main entrance for the public.

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

- (b) Sign Variance Application 13-03917
Ward 11
King Mill Streetsville
190 Rutledge Rd.

To permit the following:

- (i) Nine (9) construction site signs fronting the railway tracks.
- (ii) Construction signs erected on the property with a total sign area equal to 133.59 sq. m. (1438 sq. ft.).

- (c) Sign Variance Application 13-04399
Ward 11
King Mill Streetsville
57 Tannery St.

To permit the following:

- (i) One (1) sign not expressly permitted.

BACKGROUND:

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

COMMENTS:

The Planning and Building Department has received eleven (11) Sign Variance Applications (see Appendices 1 to 11) for approval by Council. The application is accompanied by a summary page prepared by the Planning and Building Department which includes information pertaining to the site location; the applicant's proposal; the variance required; an assessment of the merits (or otherwise) of

the application; and a recommendation on whether the variance should or should not be granted.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Council may authorize minor variances from Sign By-law 0054-2002, 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: Costco Wholesale
Appendix 1-1 to 1-7

Tomken Plaza
Appendix 2-1 to 2-7

Hudson's Bay
Appendix 3-1 to 3-6

Rexall
Appendix 4-1 to 4-6

Prologis
Appendix 5-1 to 5-6

Prologis
Appendix 6-1 to 6-5

Prologis
Appendix 7-1 to 7-5

Prologis
Appendix 8-1 to 8-5

Hwy-Law Legal Services
Appendix 9-1 to 9-8

King Mill Streetsville
Appendix 10-1 to 10-9

King Mill Streetsville
Appendix 11-1 to 11-6



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Darren Bryan, Supervisor Sign Unit





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-04053

RE: Costco Wholesale
1570 Dundas Street East – Ward 1

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

Section 13	Proposed
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 the south building elevation which does not face a street or contain the main entrance for the public.

COMMENTS:

The proposed fascia sign is on the south side of the building which faces the adjacent Dixie GO Station. The size of the proposed fascia sign is less than what would be permitted if it faced their own parking lot or driveway. The Planning and Building Department therefore finds the variance acceptable from a design perspective.



April 24, 2013

Mr. Jeffery Grech
 Sign Plan Examiner
 City of Mississauga, Ontario
 Planning and Building Department, Sign Unit
 300 City Centre Drive
 Mississauga, ON L5B 3C1

Re: Costco - Central Mississauga, ON
1570 Dundas St. East
Mississauga, ON L4X 1L4
MG2 Project Number: 09-0201-01

Subject: SGNBLD 13 4053 Costco Sign Variance for Fascia Sign on South Elevation

Dear Mr. Grech:

Good day to you. This letter is in reference to Sign By-Law Plan Examiner Comment #2 for the Fascia Sign Application Number 13 4053. The comment as stated is:

Please be advised that the proposed fascia sign on the rear elevation does not comply with the Sign By-law (not located on a building façade). Revise the drawing to comply with the By-law or apply for the sign variance process.

We are submitting this letter as part of the sign variance request for having a sign on the south façade of the warehouse as it appears it does not fall under the definition of "building façade" as defined by The Sign By-Law 54-02. This definition notes that a "building façade" means an exterior building wall facing a street and any other building wall which does not face a street, but which the main entrance for the public is located. Also defined within the By-Law is a "street" meaning any public highway, but does not include a Provincial highway.

Our rationale for our request is as follows:

- The Urban Design Staff has approved the elevations, while they are not the approval authority for signage; they did determine that the signage as depicted is visually appropriate for the building and site.

Costco - Central Mississauga, ON

April 24, 2013

Page 2 of 2

- The sign as shown is consistent with the other signs on the warehouse in both style and size and at 5.7% of the building façade to which it is attached is under the 20% maximum allowed by The Sign By-Law for sign coverage.
- Per Sub-Section 5 of Section 17 of The Sign By-Law, it states that "where a building is located in a commercial or industrial zone on a lot that is adjacent to the Provincial highway, the Provincial highway shall be considered a street for the purposes of permitting a fascia sign in compliance with this By-Law." We contend that the façade in question complies with this section of By-Law because it faces a GO Transit rail line, which, while not a Provincial highway, is a regional public transit service line carrying thousands of passengers much the same way as a highway. Therefore, since signage is permitted facing a Provincial highway, it is our opinion that a rail line is equivalent in terms of visibility.
- City of Mississauga Official Plan Policy 9.5.3.1 states that "Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage." Costco's moniker not only serves as a business name but also its logo and therefore its signage is a key corporate identifier for not only the company, but the signature buildings with the red stripe that people use to orient themselves in an area creating a sense of identity.
- In addition, Policy 9.5.7.1 of the City of Mississauga Official Plan, notes the following items that should be achieved through signage: orient people as they move through the City, identify business and services, promote and enhance an area's character; and identify significant sites, community uses, destinations and landmarks. The sign in question satisfies all these requirements because Costco tends to be a landmark and draw facility for both local and regional travelers. It's a regional business, and its proximity to the GO Milton Line make it advantageous to have a sign on that side as it's the most visible face of the warehouse.

Therefore, it is our professional opinion that Costco should be permitted to include a fascia sign on the warehouse façade facing the GO Transit rail line as it is in keeping with the intent and purposes of the Mississauga Sign By-Law and the signage policies of the Mississauga Official Plan.

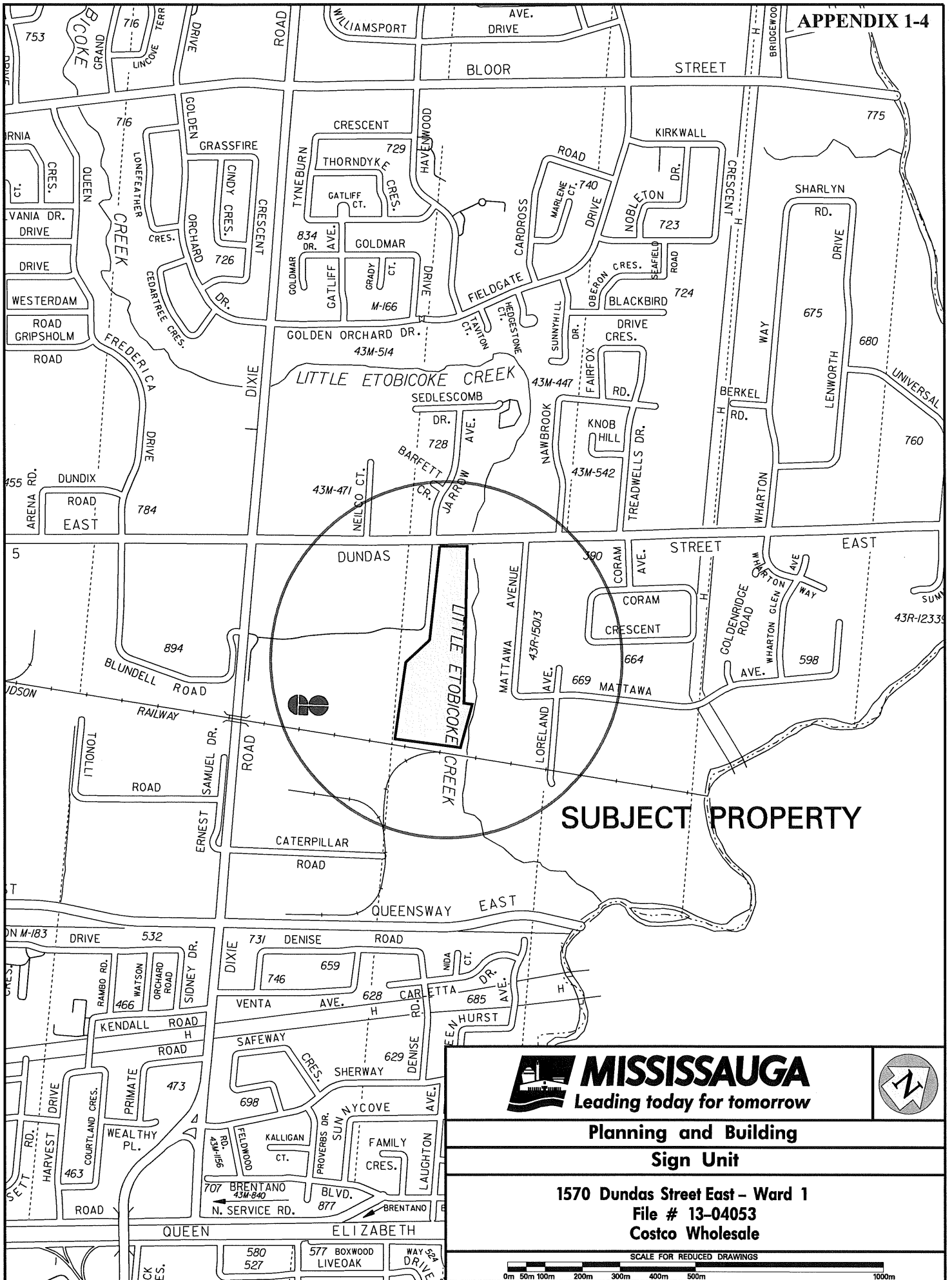
Should you require any additional information regarding this matter, please contact Kendall Williams at 425.463.1252. Thank you.

Sincerely,



Mitchell C. Smith, CEO
MulvannyG2 Architecture Corporation

MCS/kaw



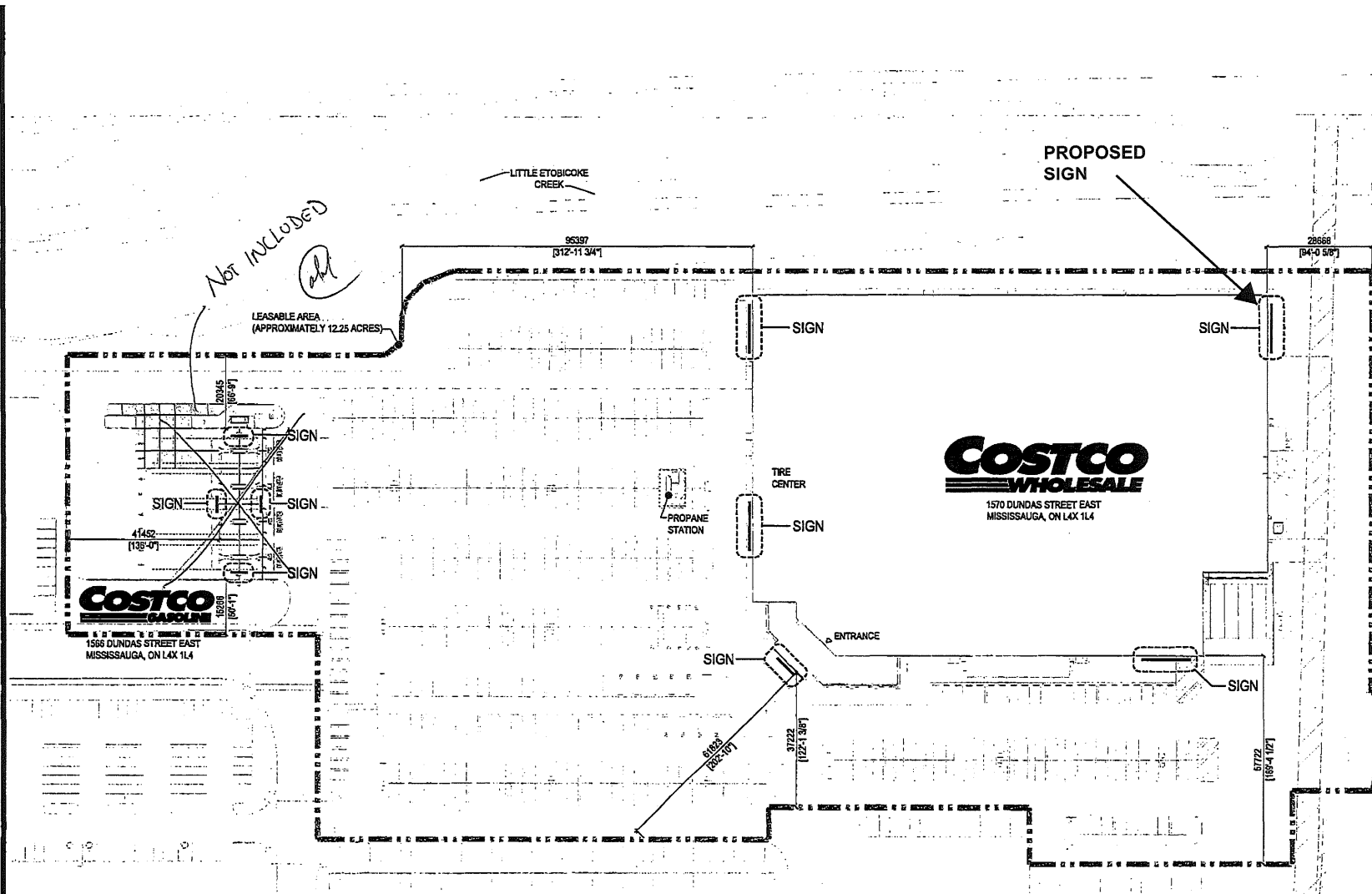
Planning and Building
Sign Unit

1570 Dundas Street East – Ward 1
File # 13-04053
Costco Wholesale

SCALE FOR REDUCED DRAWINGS



NOTED: JAMES BARRETT, CIVIL ENGINEER, 1000 SHEPPARD AVENUE EAST, SUITE 100, AURORA, ONTARIO L4G 1N4, TEL: (905) 709-1111, FAX: (905) 709-1112, www.jamesbarrett.com



SITE PLAN

SCALE: N.T.S.

Costco
WHOLESALE

MISSISSAUGA, ON

1570 DUNDAS STREET EAST
MISSISSAUGA, ON L4X 1L4

COSTCO
WHOLESALE
CORPORATION

890 LAKE DRIVE
BOCA RATON, FLA. 33433
TEL: 407.313.8100
WWW.COSTCO.COM

MULVANNY G2

1110 112TH AVENUE | SUITE 200
BELLVILLE, ONT. M2H 1B1
1-800-463-3300 | 416-463-3300

Mulvanny G2

PERMIT SET



MICHAEL G. SMITH ARCHITECT

04-001141

P.C. HENRIKSEN & ASSOCIATES
CHICAGO, IL

SITE PLAN -
SIGNAGE

EXHIBIT 2





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-03672

RE: Tomken Plaza
925 Rathburn Road East – Ward 3

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

Section 13	Proposed
One (1) ground sign is permitted for each street line.	A second ground sign fronting Rathburn Road East.

COMMENTS:

The proposed sign is located on the corner of Rathburn Road East and Tomken Road. This sign is designed as a feature wall and located to act as an identifier for the plaza. This sign does not have a negative impact on the aesthetics of the streetscape, does not include tenant information, and does not duplicate information included on existing ground signs along Rathburn Road East. The Planning and Building Department therefore finds the variance acceptable from a design perspective.



1140 BLAIR ROAD BURLINGTON ONTARIO, L7M 1K9

ph: 905-335-6664 fx: 905-335-2712
e-mail: info@jonesneonsigns.com

Date: May 7, 2013

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

Re: Sign Variance Application for a Third Ground Sign at 925 Rathburn Rd E

On behalf of First Capital Asset Management, we request your consideration and approval to allow a third ground sign to be installed at the corner of the property at Rathburn Rd E and Tomken Rd.

This third ground sign is to replace the existing ground sign. We believe this proposed sign is more visually appealing not only for the property, but for the community as well. This proposed ground sign allows for easy identification of the property's address for vehicular traffic, thus improving public safety.

We feel the property is large enough to house a third ground sign and would also not affect the community or the city of Mississauga in any negative fashion. The sign is quite small compared to the size of the property & the other two existing ground signs.

If you require anything further or have any questions or concerns, please don't hesitate to contact me.

Regards,

Christina Metelshin
Coordinator

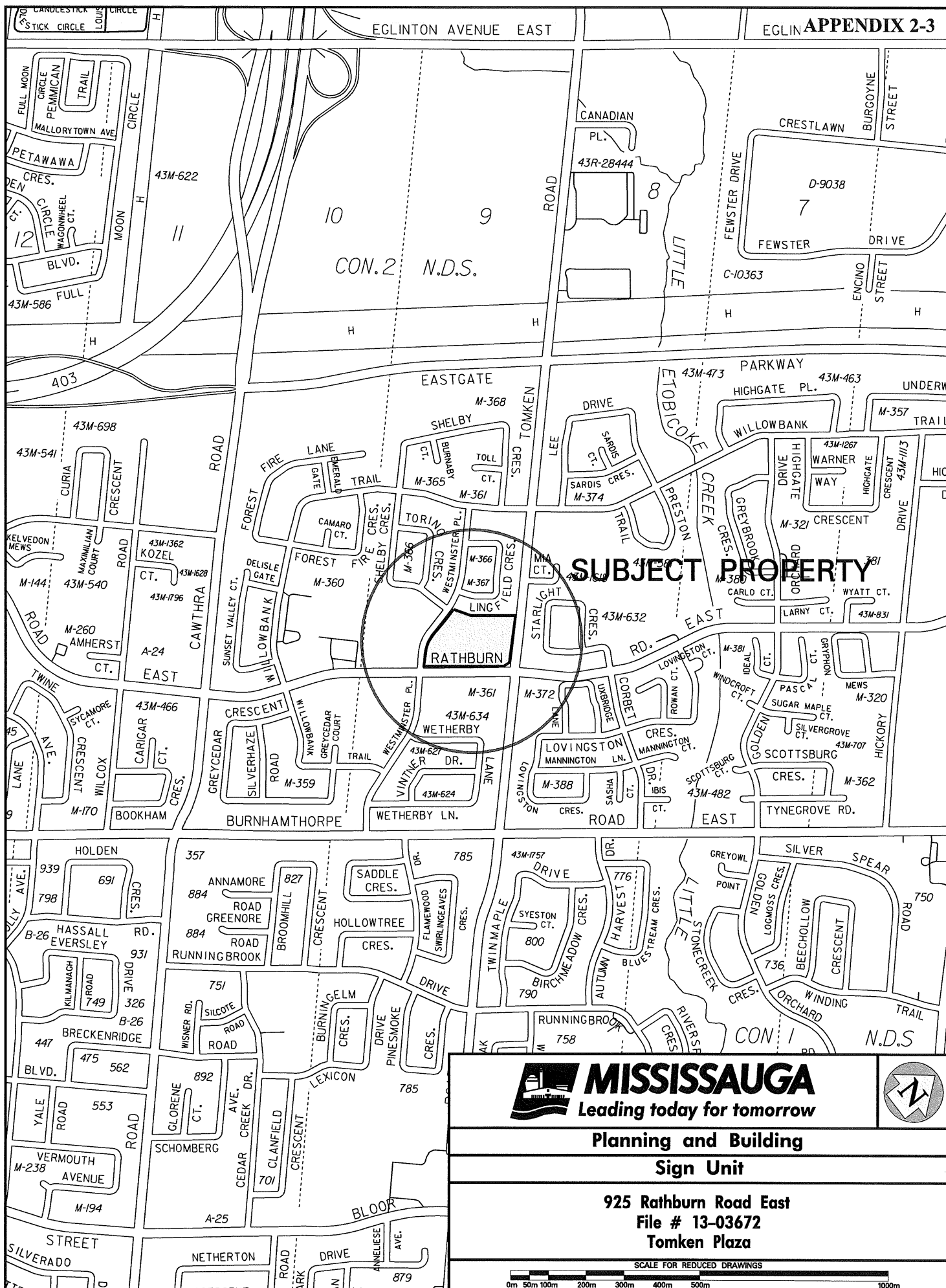


Phone: (905) 335-6664
Fax: (905) 335-2712
Email: christina@jonesneonsigns.com

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Quality Custom Signage
Across Canada
Established 1941



MISSISSAUGA
Leading today for tomorrow



Planning and Building

Sign Unit

925 Rathburn Road East

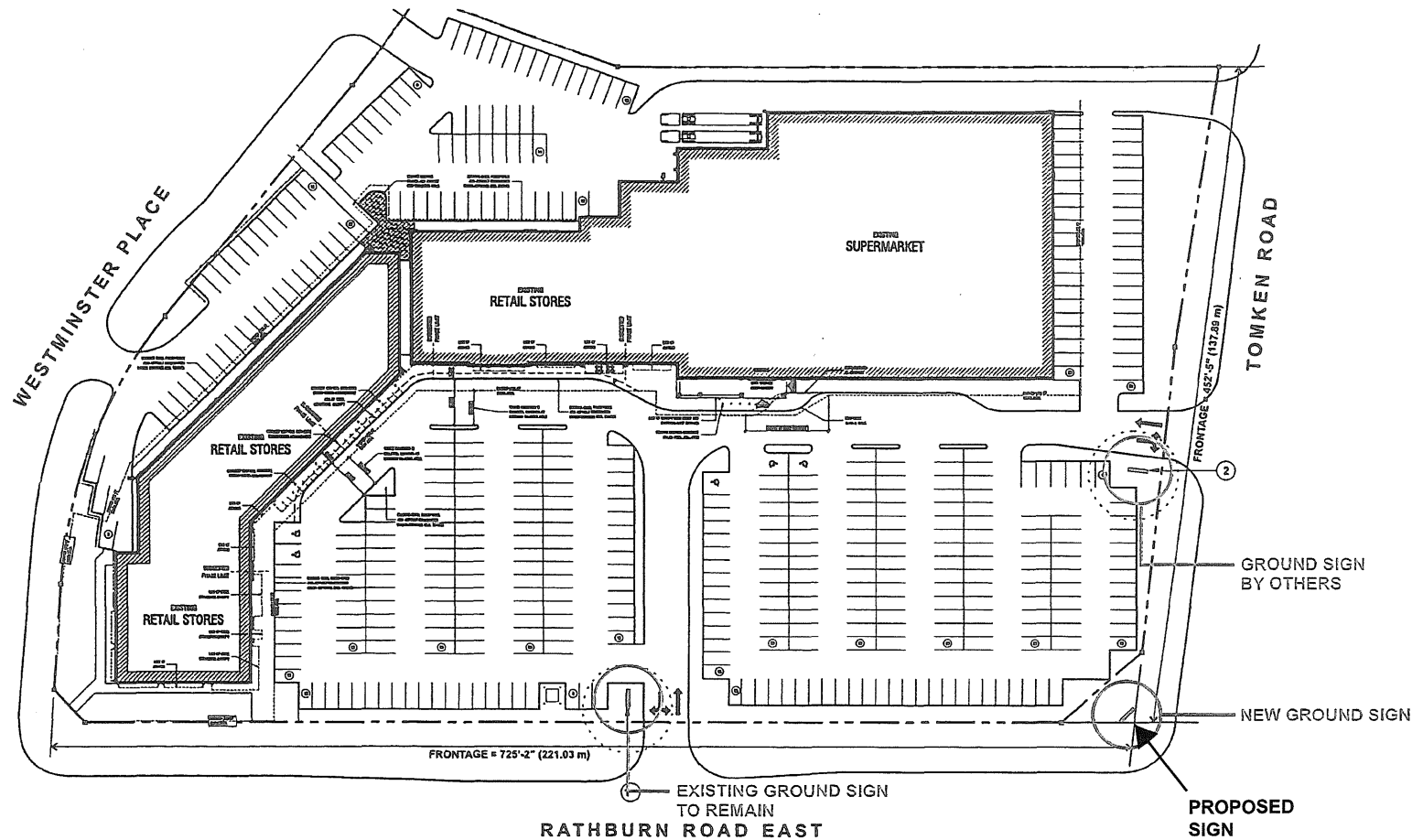
File # 13-03672

Tomken Plaza

SCALE FOR REDUCED DRAWINGS

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

SITE PLAN



Customer: First Capital
 Address: 925 Rathburn Rd., E.
 Toronto, ON
 Designer: SV
 Page: 5

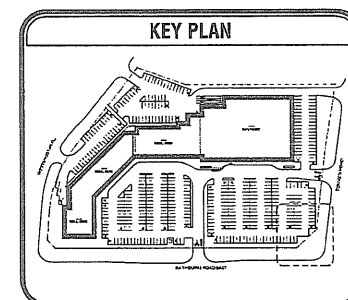
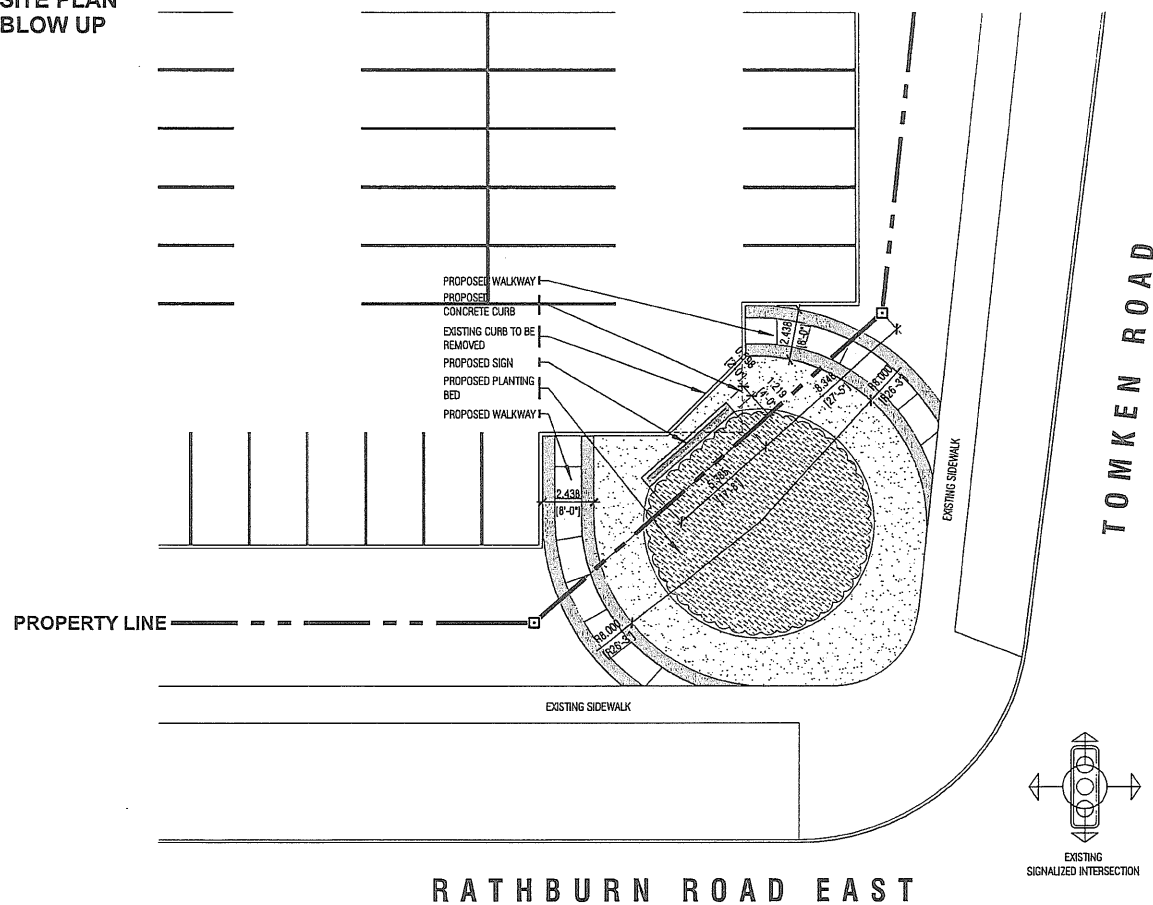
Sales: Dan Bovair
 Date: Jan. 24 /13
 Revision: May 6 /13
 Scale:
 File Name: Tomken Plaza Monument PERMIT

JONES
 neon displays
 the LED specialists

**LARGE FORMAT
 PRINTING**

1140 Blair Rd.
 Burlington, ON
 L7M 1K9
 Phone: (905) 335-6664
 Fax: (905) 335-2712
 E-mail: info@jonesneonsigns.com
 Website: www.jonesneonsigns.com

SITE PLAN BLOW UP



LEGEND	
---	PROPERTY LINE
---	EXISTING CONDITIONS
[Pattern]	GRASS AREA
[Symbol]	SIGNALIZED INTERSECTION
[Pattern]	PLANTING BED
[Symbol]	IRON BAR

GENERAL NOTES

1. ALL DIMENSIONS AND DISTANCES ARE SHOWN IN METERS AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

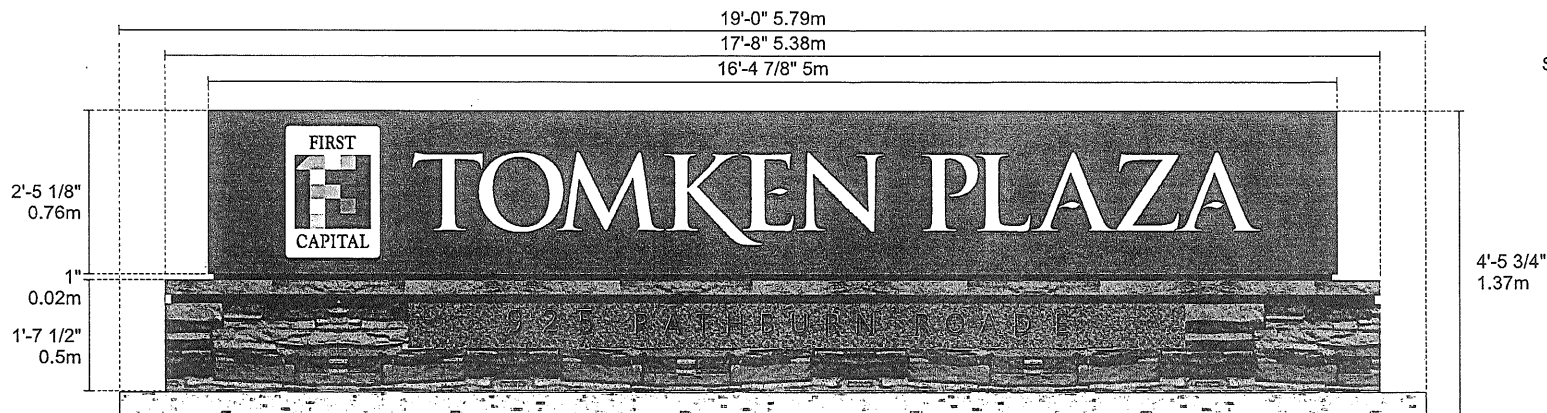
Customer: First Capital
 Address: 925 Rathburn Rd., E.
 Toronto, ON
 Designer: SV
 Page: 4

Sales: Dan Bovair
 Date: Dec. 4 /12
 Revision:
 Scale:
 File Name: Tomken Plaza Monument PERMIT

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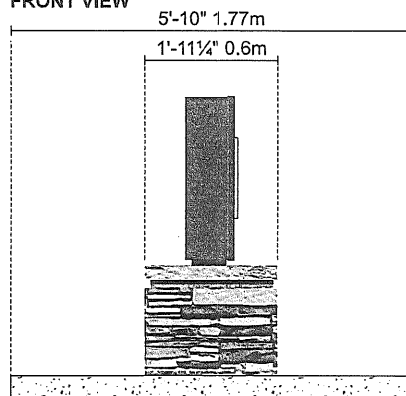
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 Burlington, ON
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 Fax: (905) 335-2712
 E-mail: info@jonesneonsigns.com
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SIGN AREA USED: 41 sf. (3.8 sm.)

FRONT VIEW



SIDE VIEW

**PROVIDE ONE (1) NEW SINGLE FACED MONUMENT SIGN
FOR BASE BY OTHERS**

24" HIGH THREE DIMENSIONAL METAL "FC" PLAQUE,
SUPPLIED BY CLIENT & INSTALLED BY JONES
ROUTED OUT "TOMKEN PLAZA" COPY FROM ALUMINUM FACES
IN-FILLED WITH 3/4" thick CLEAR ACRYLIC
WITH WHITE TRANSLUCENT VINYL APPLIED TO 1st SURFACE
BACKED WITH 2447 PLEXIGLAS
ALUMINUM FACE WITH 1" ANGLE ON BACK,
EX-8 FILLER, ALUMINUM BACK & 1" ALUMINUM REVEAL ALONG BOTTOM,
ALL PAINTED CHARCOAL PANTONE 431U
ILLUMINATED BY FLUORESCENT LAMPS
SECURE FINISHED SIGN TO CONCRETE/STONE DECOR BASE
PROVIDE CUT OUT 1/4" thick ALUMINUM ADDRESS COPY, PAINTED BLACK
STUD MOUNTED OFF CONCRETE/STONE DECOR BASE

Customer: First Capital
Address: 925 Rathburn Rd., E.
Toronto, ON
Designer: SV
Page: 1

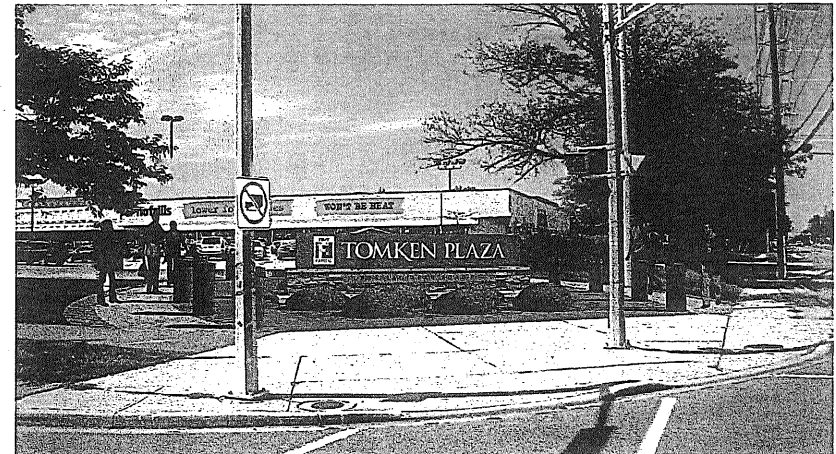
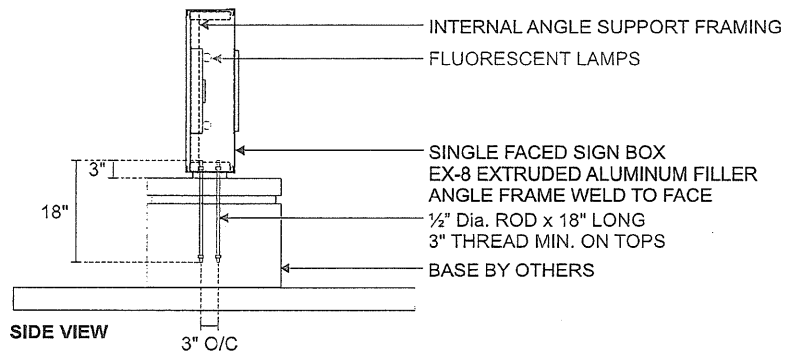
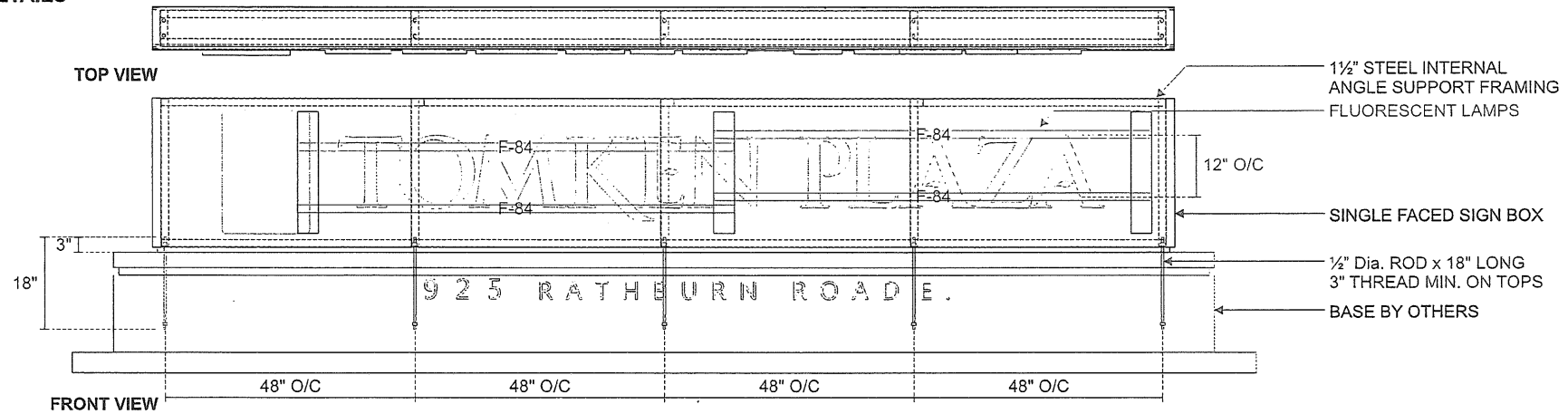
Sales: Dan Bovair
Date: Nov. 26 /12
Revision: Nov. 28 /12...29 /12...Dec. 5 /12...10 /12
Scale: 1/2"=1'-0"
File Name: Tomken Plaza Monument PERMIT

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DETAILS



Customer: First Capital
Address: 925 Rathburn Rd., E.
Toronto, ON
Designer: SV
Page: 2

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Website: www.jonesneonsigns.com



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-04958

RE: Hudson's Bay
100 City Centre Drive – Ward 4

The applicant requests the following variance to section 4(10) of Sign By-law 0054-2002, as amended.

Section 4(10)	Proposed
A fascia must be located on an exterior wall forming part of the unit.	One (1) fascia sign not located on the exterior wall forming part of the unit occupied by the business.

COMMENTS:

The proposed fascia sign is to replace an existing fascia sign in the same location. The sign is being replaced to identify the change in company branding from “The Bay” to “Hudson’s Bay”. The Planning and Building Department, therefore, has no objection to the requested variance.



1140 BLAIR ROAD
BURLINGTON ONTARIO, L7M 1K9
ph: 905-335-6664 fx: 905-335-2712
e-mail: info@jonesneonsigns.com
web site: www.jonesneonsigns.com

Established 1941

May 15, 2013

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

Re: Sign Variance Application for a Hudson's Bay Sign at 100 City Centre Drive (on the South side of parking garage)

On behalf of Hudson's Bay Company & Oxford Properties Group please consider the attached sign variance application for approval to allow the installation of one (1) illuminated fascia wall sign on the South side of the parking garage located at 100 City Centre Drive (Square One). The illuminated wall sign is being proposed to be erected on the parking garage as this proposed sign contains the new logo for Hudson's Bay and they would like to replace the existing signage with the old logo which is currently installed on the parking garage.

Hudson's Bay Company is rebranding "The Bay". The existing logo of yellow letters reading "The Bay" will now be black lettering reading "Hudson's Bay" (this can be seen in the drawings submitted for the variance application). Their Square One location is one of the first store locations to be rebranded and part of this is replacing all existing signage. We would simply like to take down the old signage and replace it with new signage.

The new signage we are proposing has a smaller sign area than the current signage installed. The proposed Hudson's Bay sign has a sign area of 10.39sm (117.74sf) while the existing "The Bay" signage installed on the parking garage has a sign area of 15.71sm (169.12sf). We believe the new signage being smaller than the existing will be less noticeable to the public therefore helping public safety. The proposed sign having a smaller area than the existing also means we are well under the allowed sign area as specified in the sign by-law.

We thank you for your time and consideration.

Regards,

A handwritten signature in black ink, appearing to read "Christina Metelsky".

Christina Metelsky

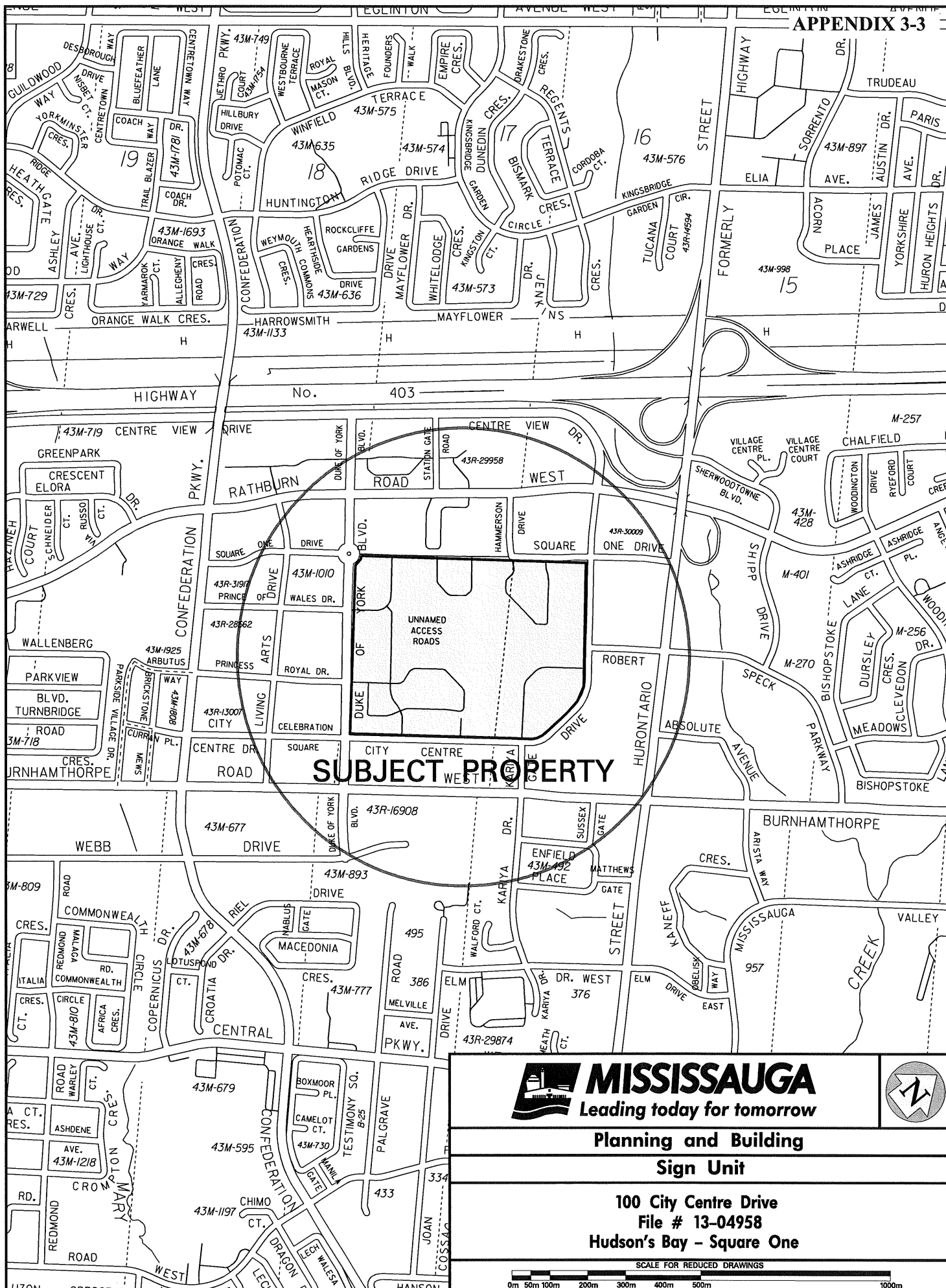
Christina Metelsky
Coordinator

Phone: (905) 335-6664
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Email: christina@jonesneonsigns.com



www.jonesneonsigns.com



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Leading today for tomorrow



**Planning and Building
Sign Unit**

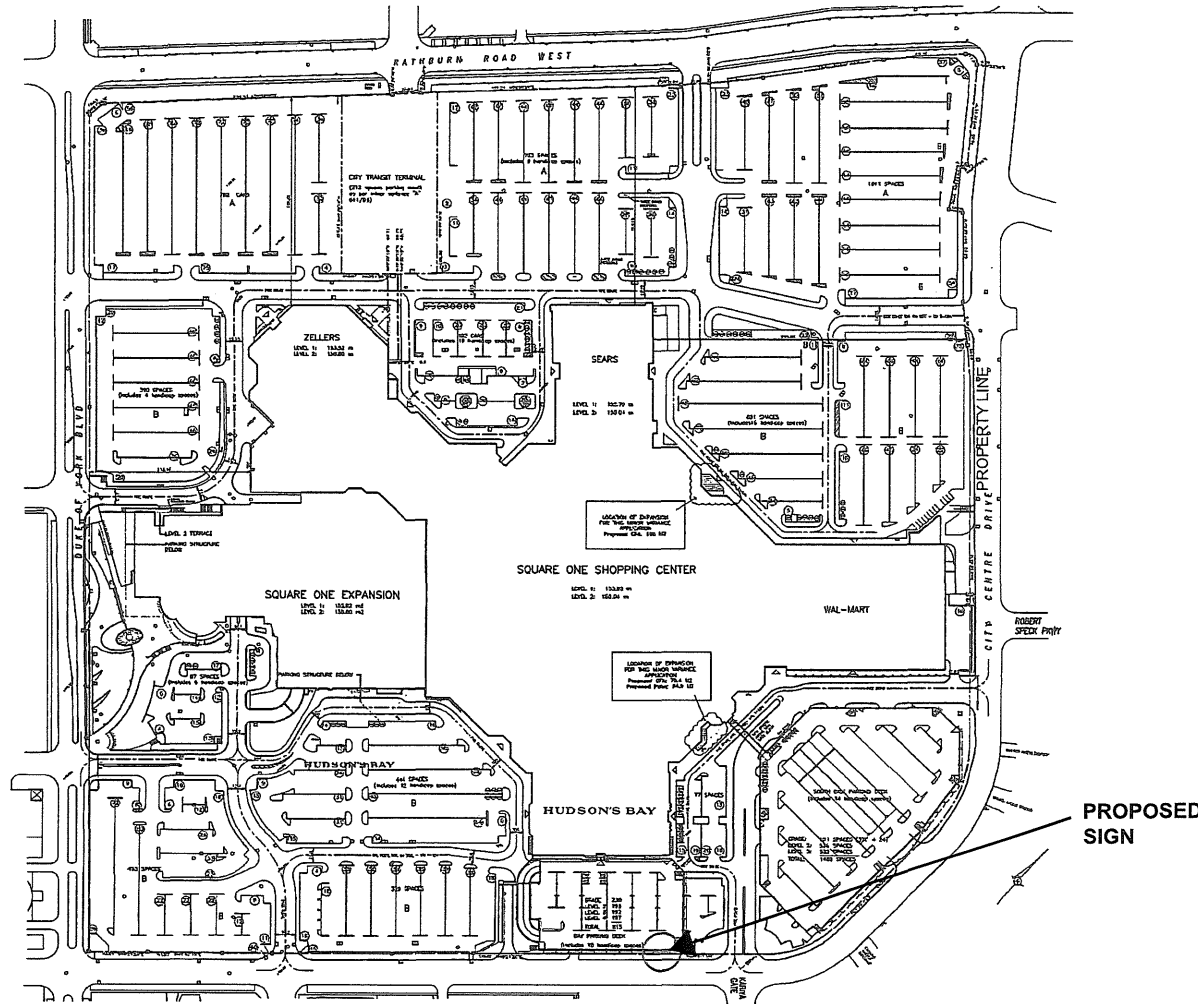
**100 City Centre Drive
File # 13-04958
Hudson's Bay - Square One**

SCALE FOR REDUCED DRAWINGS



SITE PLAN

— = LOCATION OF SIGNAGE



Customer: Hudson's Bay Company (Square One)
 Address: 100 City Centre Dr.
 Mississauga, ON
 Designer: SV
 Page: 3

Sales: Jeff Pilgrim
 Date: May 8 /13
 Revisions:
 Scale:
 File Name: Mississauga Square One VARIANCE

Job Number:
 Special Notes:

Site Checked: ☐
 120 Volt: ☐
 347 Volt: ☐

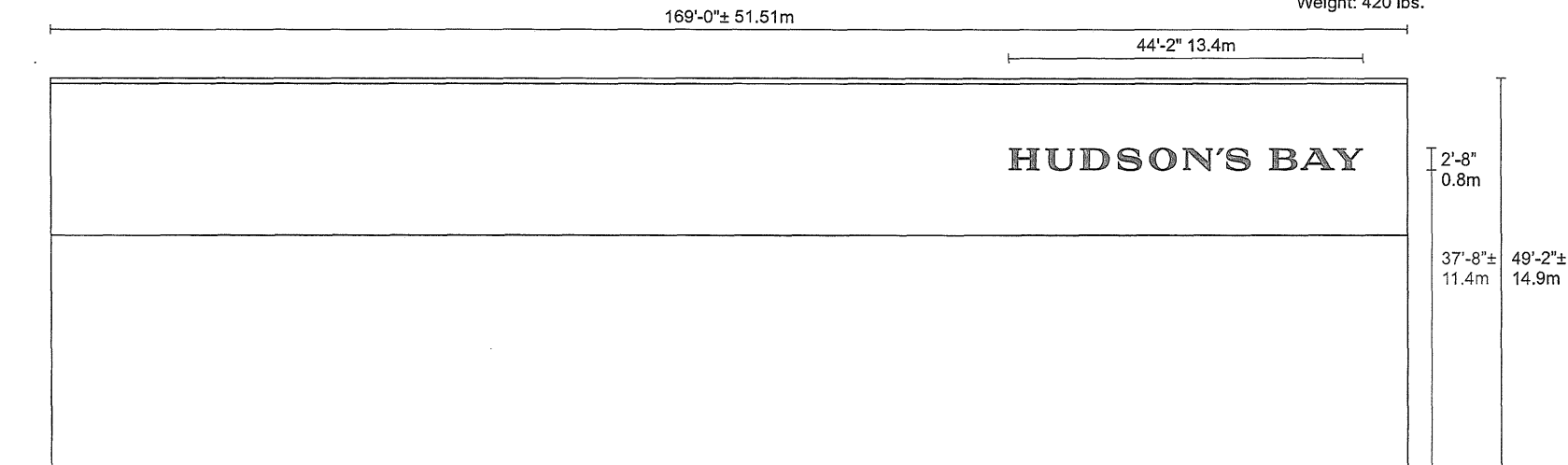
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 neon displays
 the LED specialists

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 Burlington, ON
 L7M 9K9
 Phone: (905) 335-6664
 Fax: (905) 335-2712
 E-mail: info@jonesneonsigns.com
 Website: www.jonesneonsigns.com

We Also Do
**LARGE FORMAT
 PRINTING**

EXTERIOR SOUTH SIDE ON PARKING GARAGE ELEVATION

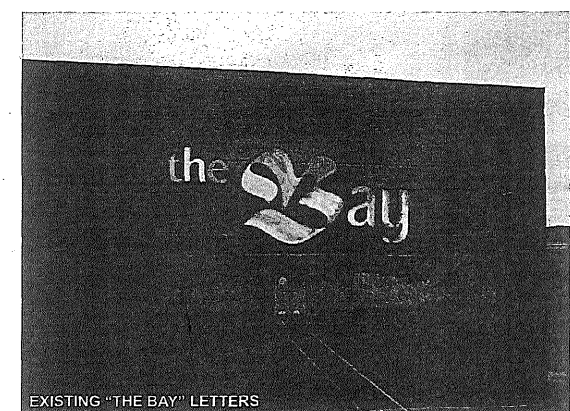
Sign Area Used: 117.74 sf. (10.93 sm.)
Weight: 420 lbs.



PROVIDE ONE (1) NEW SET OF HALO ILLUMINATED LETTERS

CUT OUT .125" thick ALUMINUM FACES, PAINTED BLACK
3" DEEP .125" thick ALUMINUM RETURNS, PAINTED BLACK
3/8" thick CLEAR ACRYLIC BACKS
ILLUMINATED BY WHITE LEDS
SECURE LETTERS 2½" OFF EXISTING WALL

SEE DETAIL DRAWING FOR SPECIFICATIONS



Customer: Hudson's Bay Company (Square One)
Address: 100 City Centre Dr.
Mississauga, ON
Designer: SV
Page: 1

Sales: Jeff Pilgrim
Date: May 8 /13
Revisions:
Scale: 1/8"=1'-0"
File Name: Mississauga Square One VARIANCE

Job Number:
Special Notes:

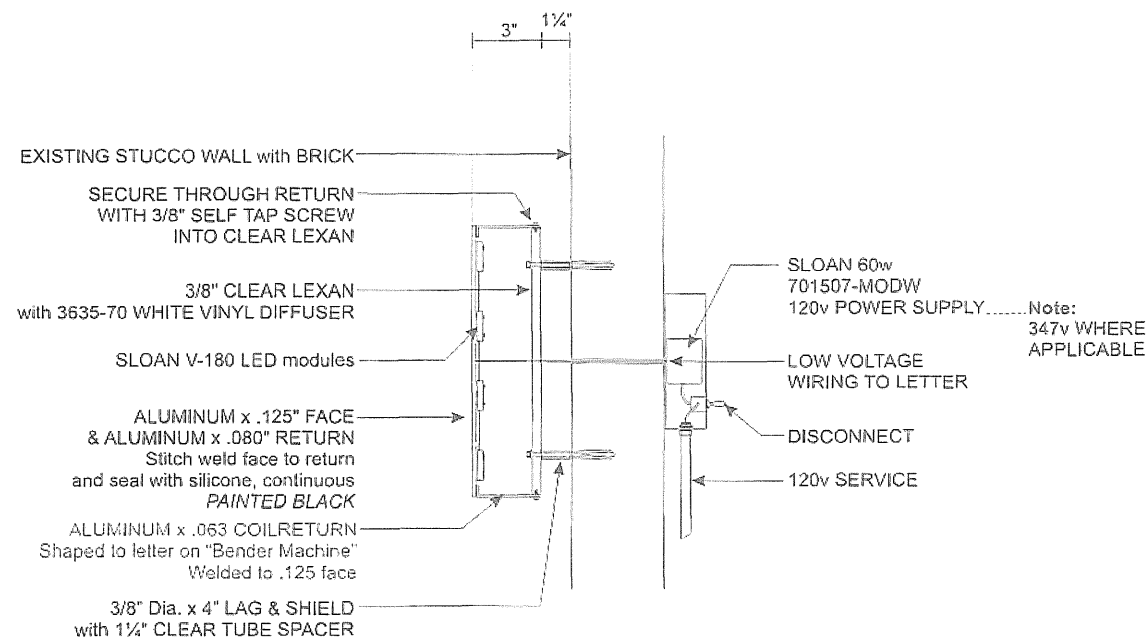
Site Checked: ☒
120 Volt: ☐
347 Volt: ☐

JONES
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the LED specialists

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Burlington, ON
L7M 1K9
Phone: (905) 335-6664
Fax: (905) 335-2712
E-mail: info@jonesneonsigns.com
Website: www.jonesneonsigns.com

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PRINTING**

SECTION VIEW DETAILS



ALL EXPOSED SURFACES PAINTED WITH
AKZO NOBEL, GRIP GUARD PLUS PAINT SYSTEM

HUDSON'S BAY

* = Mount Locations
4 Mounts / Per Letter Min.

Customer: Hudson's Bay Company (Square One)
Address: 100 City Centre Dr.
Mississauga, ON
Designer: SV
Page: 2

Sales: Jeff Pilgrim
Date: May 8 /13
Revisions:
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SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-04805

RE: Rexall
5965 Coopers Avenue - Ward 5

The applicant requests the following variance to section 16 of Sign By-law 0054-2002, as amended.

Section 16	Proposed
No ground sign shall be located in rear or side yard of a lot located adjacent to a Provincial Highway.	One (1) ground sign located in the side yard of a lot located adjacent to a Provincial Highway.

COMMENTS:

Although the proposed ground sign is along Highway 401, the sign is to replace an existing sign which was previously approved, with a variance, under file 06-1881.

The proposed sign is well designed and the Planning and Building Department therefore finds the variance acceptable from a design perspective.



1140 BLAIR ROAD BURLINGTON ONTARIO, L7M 1K9

ph: 905-335-6664 fx: 905-335-2712

e-mail: info@jonesneonsigns.com

Date: May 31, 2013

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

Re: Sign Variance Application for a Ground Sign at 5965 Coopers Ave

On behalf of C & H Properties & Katz Group Canada, we request your consideration and approval to allow a ground with a total sign area over 161.45 square feet to be installed at the side lot facing Highway 401 at 5965 Coopers Ave.

This proposed ground sign has a sign area of 324 square feet because it has been designed to be completely enclosed with blue aluminum therefore this aluminum is being considered part of the sign area. If you were to calculate the actual sign area being used (not including the blue aluminum background) we would only be using 92.68 square feet and this is under the allowed sign area. We feel this new proposed design is more visually appealing for the community rather than having a standard ground sign with a sign cabinet and two support poles visible. We also feel it is necessary for the blue aluminum background as Rexall is rebranding itself and it is important to incorporate this into the pylon sign at their head office location.

Many existing ground signs across the City have support poles visible, decorative brick bases or other visible elements to them which are not included in the sign area. We understand the background of the proposed Rexall ground sign is considered part of the sign area; however, the aluminum background is just a visible element to the proposed ground sign just like any existing pylon with visible support poles.

In regards to the proposed location of the ground sign, we ask that you allow the ground sign to be installed at the proposed location as there was an existing ground sign already installed there and we would like to use the existing bases. By using the existing bases, we would not have to dig and disrupt new land for a new location of the ground sign.

Another reason we would like to install the ground sign on the side lot is to allow for easy identification for vehicular traffic on Kennedy Road & Highway 401. For

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Across Canada
Established 1941*



1140 BLAIR ROAD BURLINGTON ONTARIO, L7M 1K9

ph: 905-335-6664 fx: 905-335-2712

e-mail: info@jonesneonsigns.com

motorists looking for Rexall Head Office who are travelling along Kennedy Road or the 401, there is no building signage on this elevation so the ground sign is essential on this elevation to create exposure and awareness of Rexall's Head Office.

We thank you for your time & consideration for this variance request. Should you have any questions, please don't hesitate to contact myself.

Regards,

A handwritten signature in black ink, appearing to read "Christina Metcalfe", is written over a horizontal line. Below the line, the name "Christina Metcalfe" is printed in a small font, followed by the title "Coordinator" on the next line.

Phone: (905) 335-6664

Fax: (905) 335-2712

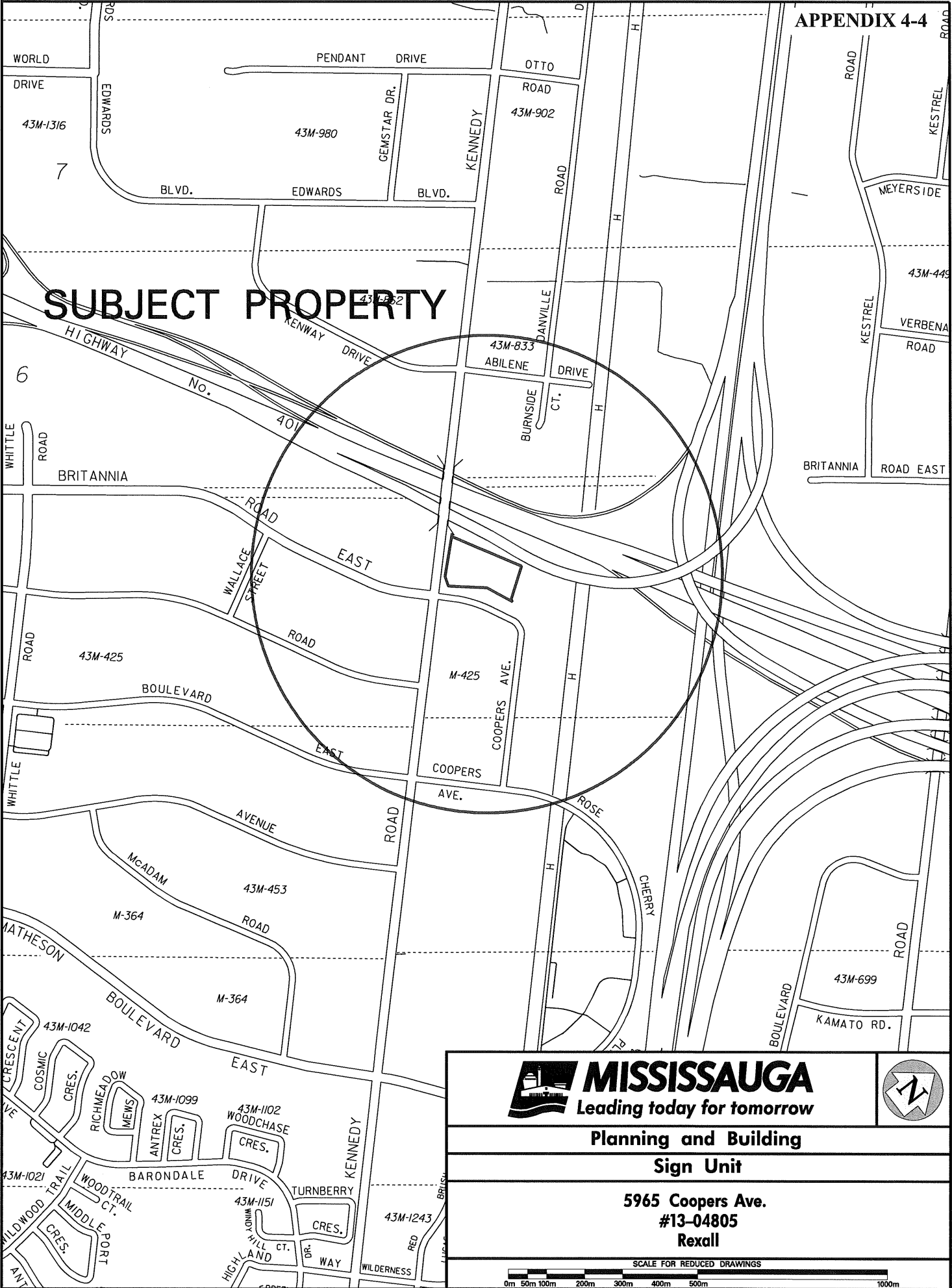
Email: christina@jonesneonsigns.com



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APPENDIX 4-4

SUBJECT PROPERTY



MISSISSAUGA
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Planning and Building

Sign Unit

**5965 Coopers Ave.
#13-04805
Rexall**

SCALE FOR REDUCED DRAWINGS

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

SITE PLAN

KING'S HIGHWAY 401

PYLON LOCATION

Mississauga, Ontario:

Wind load:

$q_{1/10} = 0.37 \text{ KPa (7.73 psf)}$

$q_{1/50} = 0.49 \text{ KPa (10.24 psf)}$

Importance Category: Normal

Importance Factors:

$I_w [\text{ULS}] = 1.0$

$I_w [\text{SLS}] = 0.75$

Factored Wind Pressure [ULS] = 2.00 KPa (41.78 psf)

Factored Wind Pressure [SLS] = 1.07 KPa (22.35 psf)

Snow loads:

$S_s = 1.1 \text{ KPa (22.98 psf)}$

$S_r = 0.4 \text{ KPa (8.36 psf)}$

Importance Category: Normal

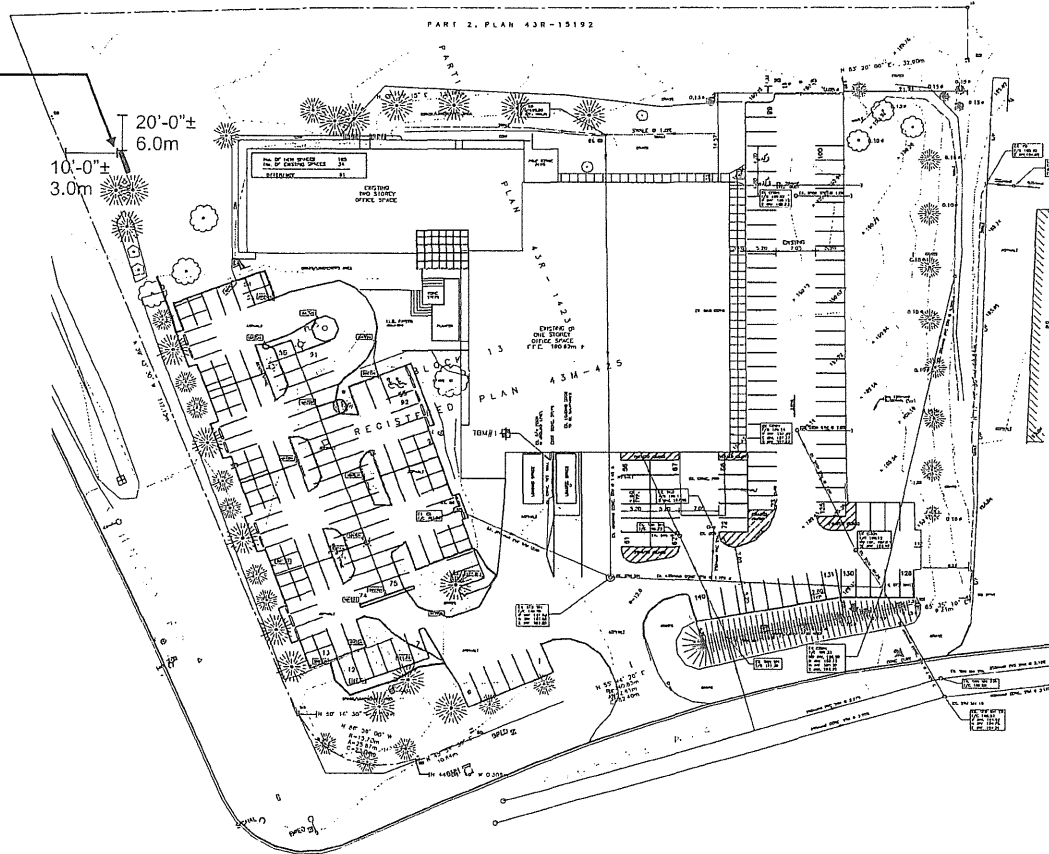
Importance Factors:

$I_s [\text{ULS}] = 1.0$

$I_s [\text{SLS}] = 0.9$

Factored Snow Load [ULS] = 1.28 KPa (26.74 psf)

Factored Snow Load [SLS] = 1.15 KPa (24.02 psf)



Customer: Rexall (Head Office)
Address: 5965 Coopers Ave.
Mississauga, ON
Designer: SV
Page: 2

Sales: Dan Bovair
Date: April 16 /13
Revisions:
Scale: 1:1000
File Name: Mississauga Head Office Coopers Ave

Job Number: 5953
Special Notes:

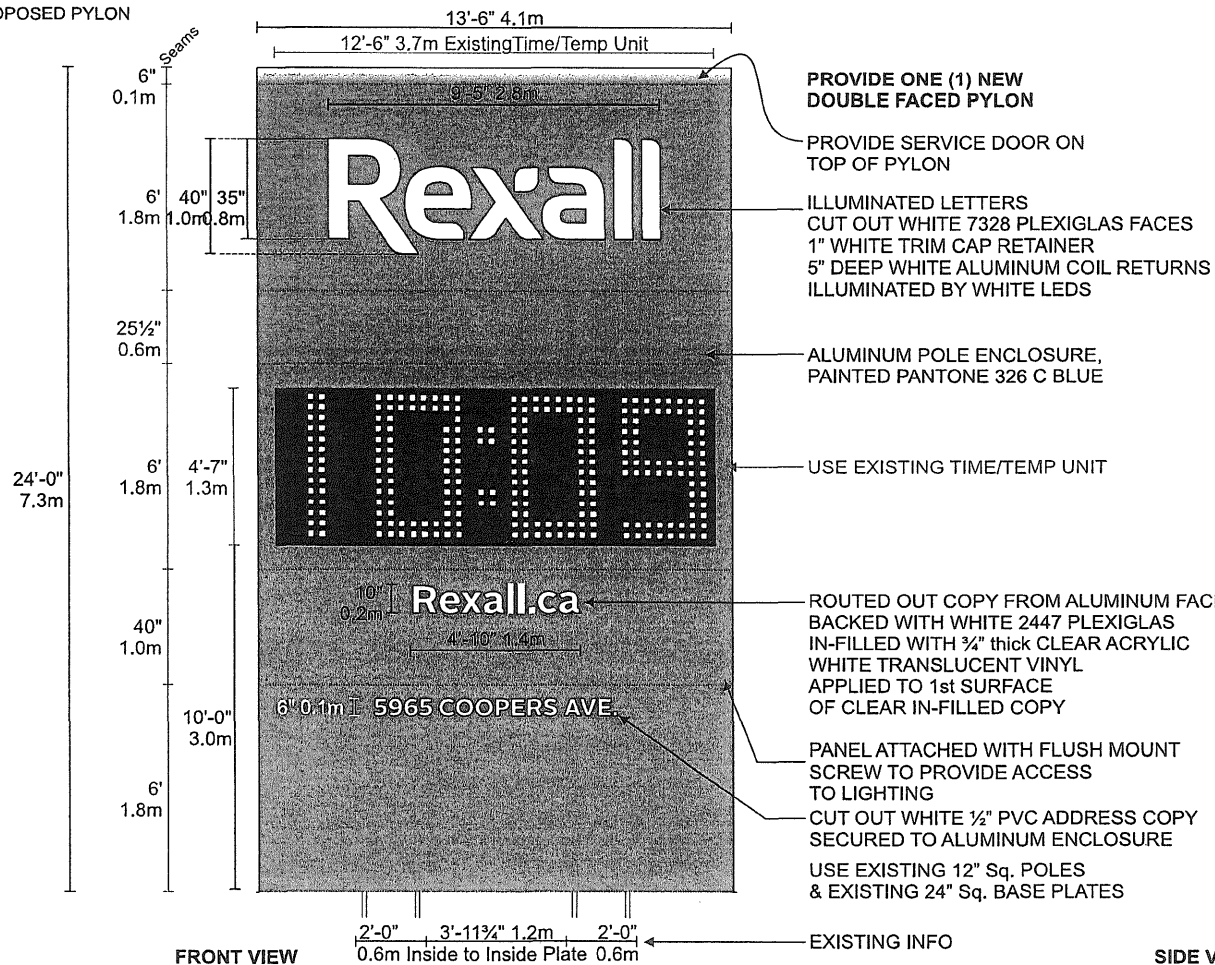
Site Checked:
120 Volt:
347 Volt:



1140 Blair Rd
Burlington, ON
L7M 1K9
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Website: www.jonesneonsigns.com

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PROPOSED PYLON

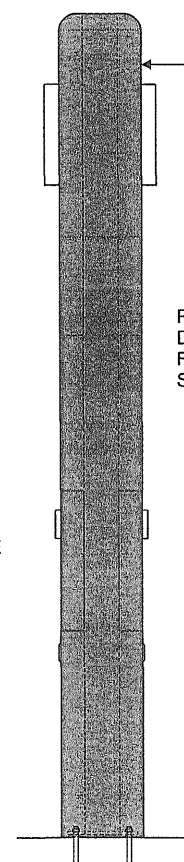


FRONT VIEW

28" 0.7m

5" 0.1m

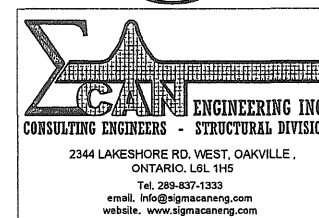
5" 0.1m



SIDE VIEW

SIDES SCURED BY FLUSH MOUNT SCREWS

REXALL AREA: 31.38 sf. (9.56 sm.)
 DISPLAY AREA: 57.28 sf. (5.3 sm.)
 REXALL.CA AREA: 4.02 sf. (0.37 sm.)
 SIGN AREA TOTAL / PER SIDE: 92.68 sf. (8.61 sm.)



SITE CHECK INFORMATION:

- 2 3/8" Nuts
- 1 1/2" Rods
- 12" Poles, 1'-6" with Decor
- 2'-0" x 2'-0" Plates
- 18 1/8" Bolt Centers
- Existing Time/Temp Unit: 4'-7" x 12'-6"

Customer: Rexall (Head Office)
 Address: 5965 Coopers Ave.
 Mississauga, ON
 Designer: SV
 Page: 1

Sales: Dan Bovair
 Date: April 11 /13
 Revisions: May 24 /13..30 /13
 Scale: 1/4"=1'-0"
 File Name: Mississauga Head Office Coopers Ave

Job Number: 5953
 Special Notes:

Site Checked: ☐
 120 Volt: ☐
 347 Volt: ☐

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 Burlington, ON
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 Phone: (905) 335-6664
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 E-mail: info@jonesneonsigns.com
 Website: www.jonesneonsigns.com

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SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-04187

RE: Prologis
200 Courtneypark Dr. W. – Ward 5

The applicant requests the following variance to section 18 of Sign By-law 0054-2002, as amended.

Section 18	Proposed
A directional sign is permitted a maximum sign area of 0.75 sq. m. (8.07 sq. ft.) and a maximum height of 1.2m (3.94 ft.).	Two (2) directional signs to have a sign area of 2.35 sq. m. (25.31 sq. ft.) and a height of 2.43m (8.0 ft.).

COMMENTS:

The proposed signs are to replace existing signs which were approved, with a variance, under file 07-4598.

The applicant requests larger directional signs to address the high volume of truck traffic through their site. The increased height of the signs is needed for the drivers, who are in an elevated position in the trucks. The proposed signs are well designed and will add to the aesthetic of the street. In this regard, the Planning and Building Department finds the proposed signs acceptable from a design perspective.



RE: Prologis – Mississauga, ON – Variance request

Address: 200 Courtneypark Drive West

To Whom It May Concern:

There are two main reasons why we are applying for a variance for these signs:

One, we are seeking to improve visibility for the tenant monument and/or directional signs at a warehouse in an industrial area where the traffic is predominantly tractor trailers.

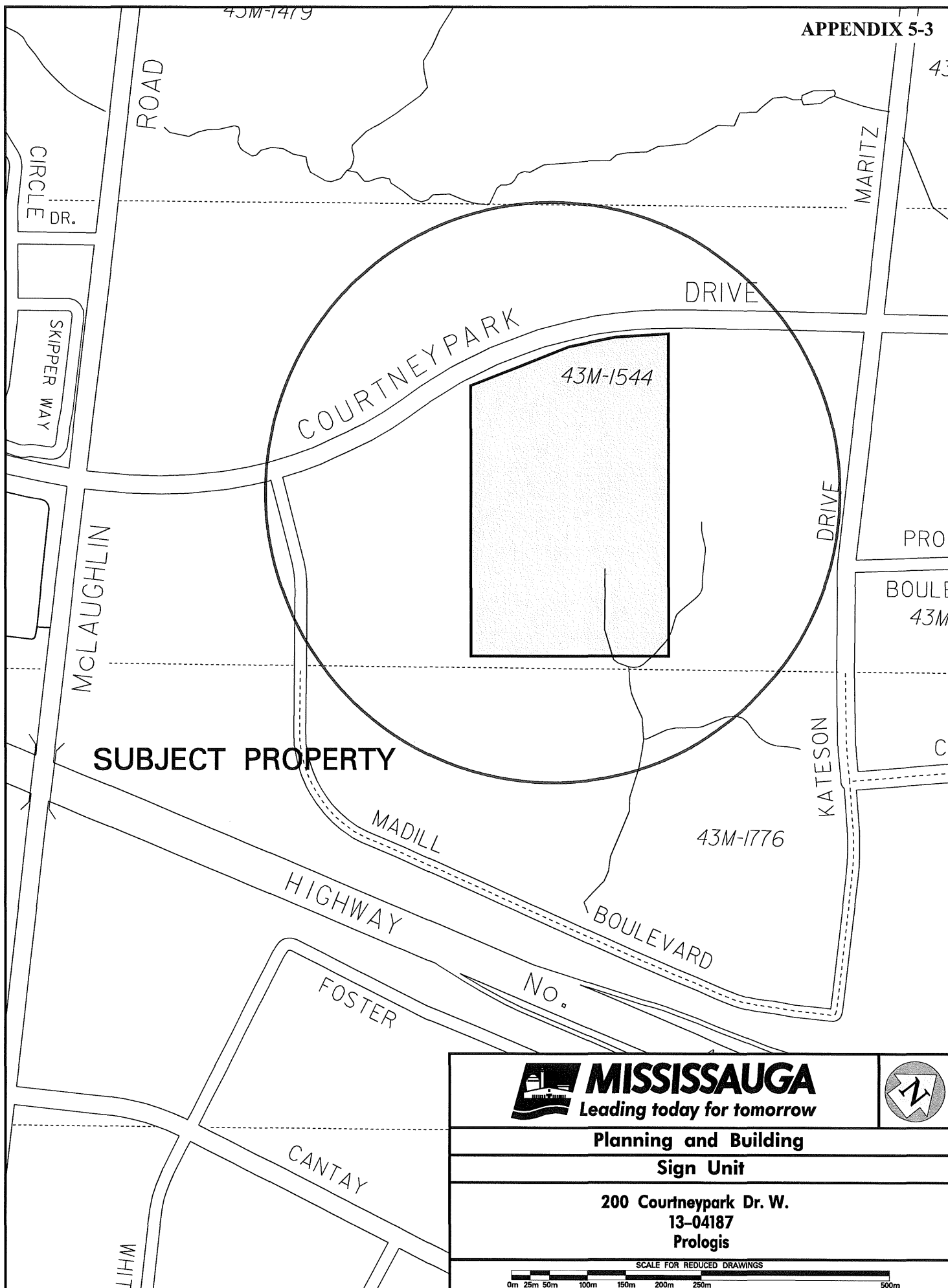
Two, we would like to increase the Prologis brand awareness and customer traffic to the area, thus improving vacancy rates. Prologis has recently rebranded their logo and developed a standard family of signs to be used in all of North America. We would like to install the standard signs in order to maintain and project the Prologis brand image. This logo and brand is identifiable by our tenants and their customer base and is extremely important to the success of Prologis in attracting tenants in the Toronto, ON area.

Thank you for your consideration.



John Drake, VP Market Officer, Prologis

JUNE 26 2013
Date



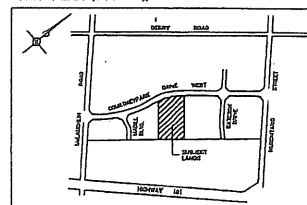
SURVEYOR'S REAL PROPERTY REPORT
PART 1, PLAN OF
BLOCK 2
REGISTERED PLAN 43M-1544
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

SCALE 1 : 1000

David B. Searles Surveying Ltd.
ONTARIO LAND SURVEYORS

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

KEY PLAN (NOT TO SCALE)



NOTE

BOUNDARIES ARE SHOWN AND ARE REFERRED TO THE LATTERLY LATEST OF
COURTNEYPARK DRIVE WEST AS SHOWN ON REGISTERED PLAN 43M-1544 HAVING
A SEARCH OF MAPS/UR

LIMITS ARE NOT FORCED UNLESS SHOWN ON THE FACE OF THE PLAN
GROSS FLOOR AREA CALCULATED FROM EXTENSION LIMITS OF BUILDING FOUNDATION

SITE ZONING-E2, ZONING BY BY-LAW 0225-2007

LEGEND

#	RENOTES MONUMENT FOUND
SB	RENOTES STANDARD SET
SB	RENOTES STANDARD IRON BAR
SB	RENOTES SHORT STANDARD IRON BAR
SB	RENOTES IRON BAR
SB	RENOTES 4. K. MIDDLESTONE I.D.
SB	RENOTES DIAM. 8. SCALLES I.D.
SB	RENOTES WOOD POLYHYDRO
SB	RENOTES URETHANE
SB	RENOTES RETAINING WALL
SB	RENOTES CONCRETE CURB
SB	RENOTES EDGE OF PAVEMENT
SB	RENOTES INTERIOR CONCRETE PAD
SB	RENOTES CHAIN LINK FENCE
SB	RENOTES TOP OF SLAB
SB	RENOTES BOTTOM OF SLAB
SB	RENOTES BACK OF CURB
SB	RENOTES CONCRETE CURB
SB	RENOTES FINE HYDRAULIC
SB	RENOTES CONCRETE CURB
SB	RENOTES CATCH BASIN
SB	RENOTES STAINLESS STEEL STANDARD
SB	RENOTES WATER VALVE
SB	RENOTES HANDICAPPED PARKING

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SURVEYOR'S CERTIFICATE

- I CERTIFY THAT:
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT
- THE SURVEYING ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON THE 1ST DAY OF NOVEMBER, 2007

FEBRUARY 8, 2008

DAVID B. SEARLES SURVEYING LTD. - ONTARIO LAND SURVEYOR

THIS REPORT WAS PREPARED FOR PROLOGIS CANADA INCORPORATED ITS APPLICABLE AND KNOWN AND KNOWN TO THE UNDERSIGNED ACCEPTED BY THE UNDERSIGNED FOR USE BY OTHER PARTIES

THIS PLAN MUST BE READ IN CONJUNCTION WITH SURVEY REPORT DATED OCTOBER 14, 2007

David B. Searles Surveying Ltd.

4334 VILLAGE CENTRE COURT, MISSISSAUGA, ONTARIO

TEL 905 (416) 278-8848 FAX (905) 896-4410

E MAIL: DBO@SEARLESURV.COM

Computer Storage File No. 3305FWCAL-FLX

33-5-05.DWG

33-5-05

E11

TOR-00102

APPENDIX 5-4

PROPOSED SIGN

PROPOSED SIGN

REGISTERED

PLAN 43M-1544

BLOCK 2

2

LOT 7, CONCESSION 1 WEST OF HURONTARIO STREET

ALTA/ACSM LAND TITLE SURVEY

TO FIDELITY NATIONAL TITLE INSURANCE CO. AND
PROLOGIS CANADA INCORPORATED
ITS SUCCESSORS, PARTICIPANTS AND OR ASSIGNS

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH
"MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS", DRAFT ESTABLISHED AND ADOPTED
BY ALTA, ACMA AND ALPS IN 2003 AND INCLUDES ITEMS 1, 2, 4, 6, 7A, 7B(1), 7B(2), 8, 9, 10 AND 11 TABLE A THEREOF.
Pursuant to the AGENCY STANDARDS AS ADOPTED BY ALTA, ACMA AND ALPS IN EFFECT ON THE DATE
OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT THE PORTION UNDETERMINED RESULTING FROM
SURVEY MEASUREMENTS DO NOT EXCEED THE ALLOWABLE PORTION TOLERANCE.

DATE: FEBRUARY 8, 2008

REGISTRATION NO. 1553

EDB REMOVE & REPLACE EXISTING ILLUMINATED CHIMNEY LETTERS

PART 9 SUBJECT TO EASEMENT AS IN PR328422

PART 10 SUBJECT TO EASEMENT AS IN PR328422

PART 11 SUBJECT TO EASEMENT AS IN PR328422

PART 12 SUBJECT TO EASEMENT AS IN PR328422

PART 13 SUBJECT TO EASEMENT AS IN PR328422

PART 14 SUBJECT TO EASEMENT AS IN PR328422

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PART 169 SUBJECT TO EASEMENT AS IN PR328422

PART 170 SUBJECT TO EASEMENT AS IN PR328422

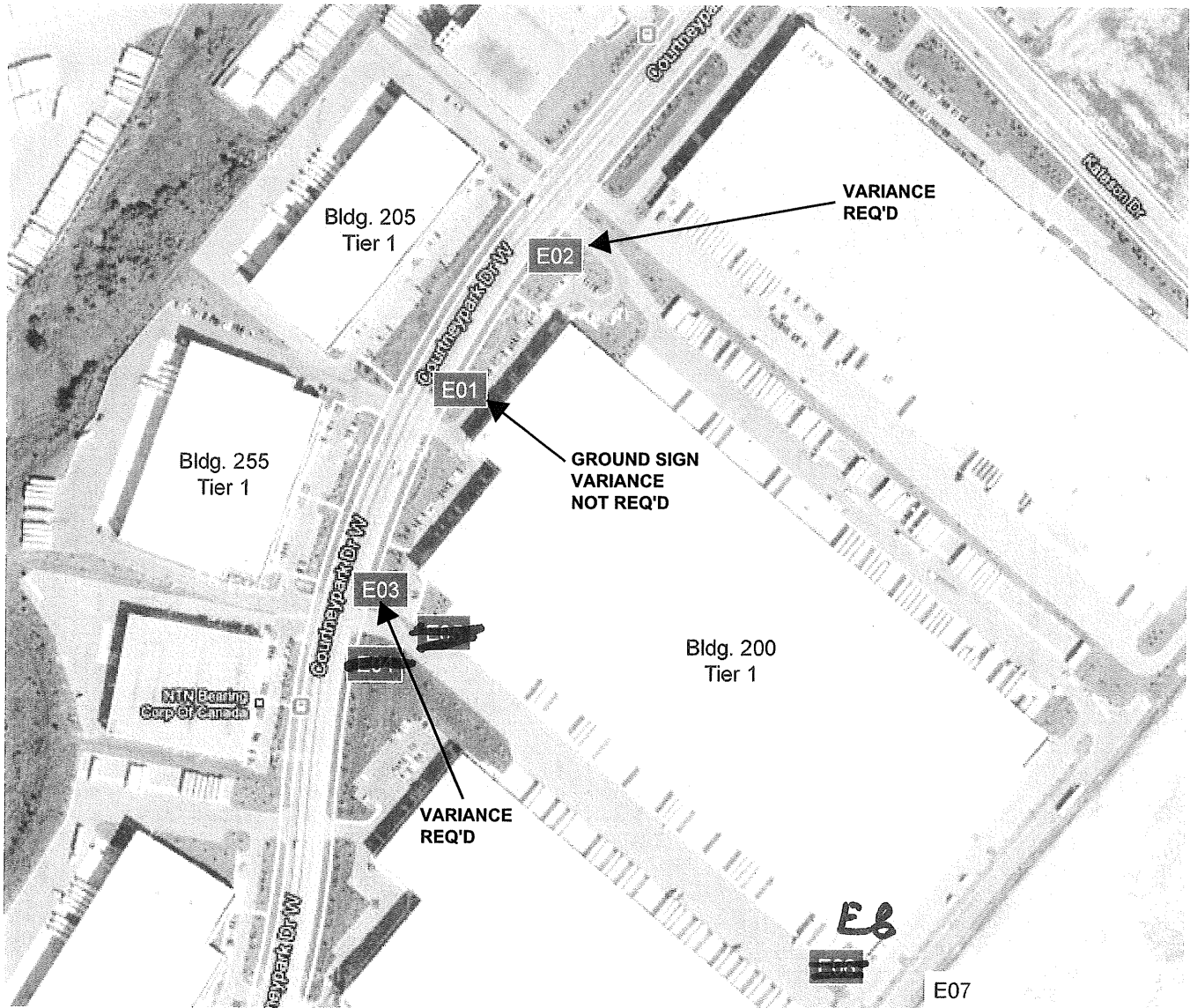
PART 171 SUBJECT TO EASEMENT AS IN PR328422

PART 172 SUBJECT TO EASEMENT AS IN PR328422

PART 173 SUBJECT TO EASEMENT AS IN PR328422



SITE PLAN - GROUND SIGNS



- | | | |
|-----------------------------|----------------------------|---------------------|
| Building Vertical Monument | Customer Owned Ground Sign | Branded Directional |
| Gateway Horizontal Monument | Customer Directory | Regulatory Sign |
| Pole Mounted Identifier | Directional | Lease Sign |





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-04182

RE: Prologis
425 Courtneypark Drive West - Ward 5

The applicant requests the following variance to section 18 of Sign By-law 0054-2002, as amended.

Section 18	Proposed
A directional sign is permitted a maximum sign area of 0.75 m. sq. (8.07 ft. sq.) and a maximum height of 1.2m (3.94 ft.).	A directional sign to have a sign area of 2.79 sq. m. (30.0 sq. ft.) and a height of 2.44m (8.0 ft.).

COMMENTS:

The proposed sign is to replace an existing sign which was approved, with a variance, under file 07-4658.

The applicant requests a larger directional sign to address the high volume of truck traffic through their site. The increased height of the sign is needed for the drivers, who are in an elevated position in the trucks. The proposed sign is well designed and will add to the aesthetic of the street. In this regard, the Planning and Building Department finds the proposed sign acceptable from a design perspective.



RE: Prologis – Mississauga, ON – Variance request

Address: 425 Courtneypark Drive West

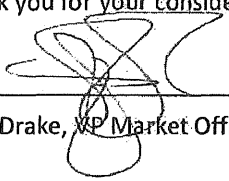
To Whom It May Concern:

There are two main reasons why we are applying for a variance for these signs:

One, we are seeking to improve visibility for the tenant monument and/or directional signs at a warehouse in an industrial area where the traffic is predominantly tractor trailers.

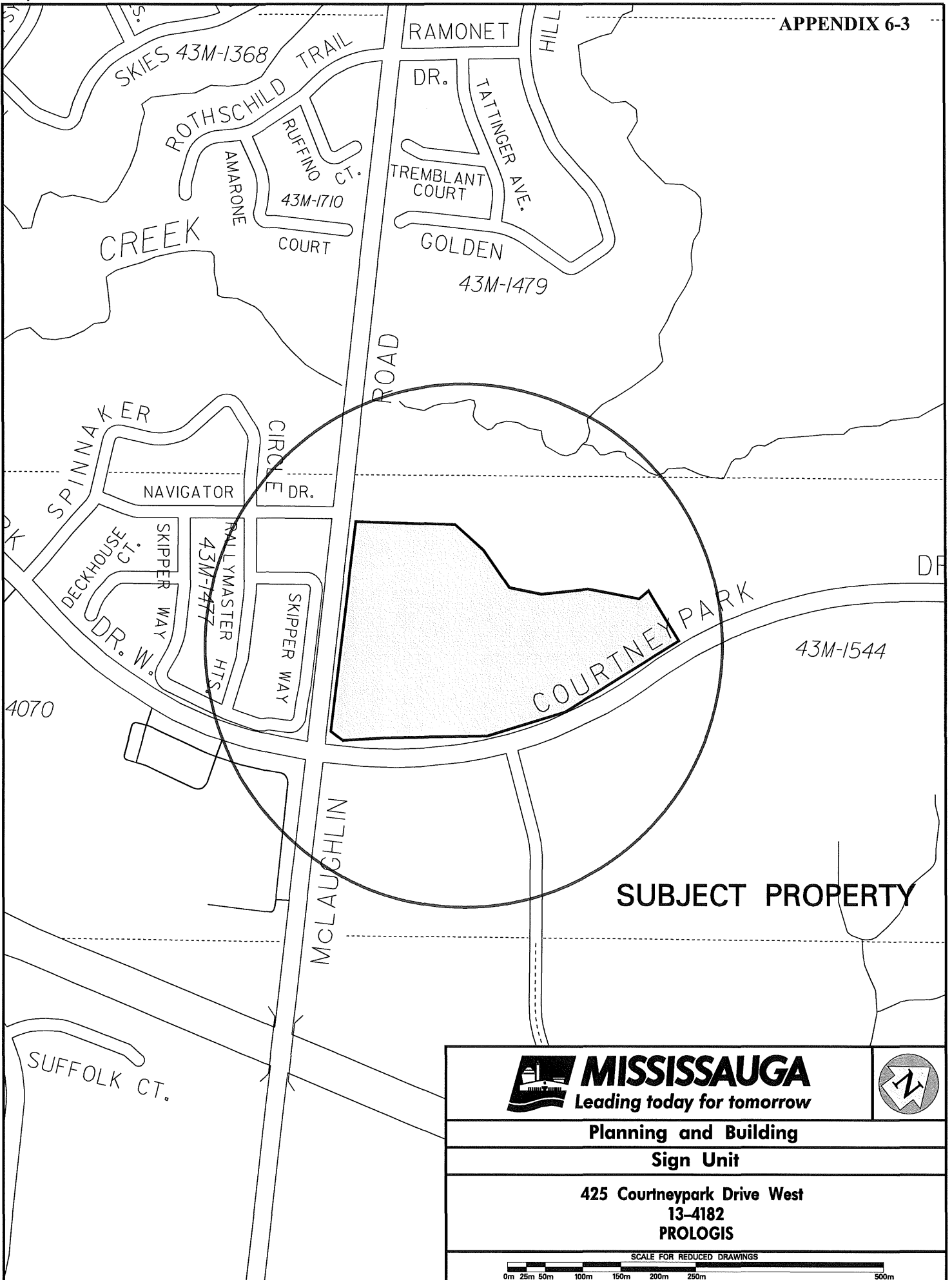
Two, we would like to increase the Prologis brand awareness and customer traffic to the area, thus improving vacancy rates. Prologis has recently rebranded their logo and developed a standard family of signs to be used in all of North America. We would like to install the standard signs in order to maintain and project the Prologis brand image. This logo and brand is identifiable by our tenants and their customer base and is extremely important to the success of Prologis in attracting tenants in the Toronto, ON area.

Thank you for your consideration.



John Drake, VP Market Officer, Prologis

JUNE 26/2013
Date



MISSISSAUGA
Leading today for tomorrow



Planning and Building

Sign Unit

**425 Courtneypark Drive West
13-4182
PROLOGIS**

SCALE FOR REDUCED DRAWINGS

0m 25m 50m 100m 150m 200m 250m 500m

SCALE 1: 1000

METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

The map shows a rectangular area bounded by Gerry Road to the north, Highway 601 to the south, Bayview Ave to the west, and Hurontario to the east. A shaded area in the northwest corner is labeled 'PROPOSED LAND'. Other labels include 'EXISTING LAND', 'EAST', 'WEST', 'NORTH', 'SOUTH', and 'DOWNSIDE'.

BEARINGS ARE CHORD BEARINGS AND ARE REFERRED TO THE NORTHERLY LIMIT
OF COURTESY PARK DRIVE WEST ACCORDING TO REGISTERED PLAN 43M-1544,
HAVING A CHORD BEARING OF N22°43'10"E.

UNITS ARE NOT FENCED UNLESS SHOWN ON THE FACE OF THE PLAN
OR CALCULATED FROM EXTERIOR UNITS OF BUILDING WALLS.

LEGEND

B DENOTES UNKNOWN FOUND
D DENOTES UNKNOWN SET
S STANDARD
SSB SHORT STANDARD
VST SHORT STANDARD (SEE BAR)
WST WHEELS
WST WHEELS
A ALBUQUERQUE, N.M.
1273 DAVID B. REARLE SURVEYING LTD., O.S.
C CHICAGO
H HENRIETTA, N.Y.
CPC CONCRETE PIPE
GJF CHAIN LINK FENCE
C CATCH BASIN
F FIVE FOOTING
E EIGHT INCH DRAIN
C CONCRETE WALL
CHAL CHALK
H HANCOCK
H(S) HANCOCK
W WHEELS
V VALVE
BV BRICK VENT
DB DENOTES BOLL DOG
B BELLARD
D DENOTES DITCH MEAT
E EIGHT INCH FLOOR
WHS WEST OF HUNTINGTON AVENUE
P PASTURE
S SURVEYED PLAT 334-334A
S DENOTES SURVEYED PLAT, REPORT BY
RAYMOND J. HANCOCK, INC., O.S.

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 28th DAY OF JANUARY, 2008

STARID RB FORM	DATE	ALISTER SAMKEY - ONTARIO LAND SURVEYOR
	<p>THIS REPORT WAS PREPARED FOR PRUDENCE CANADA INCORPORATED, ITS AFFILIATES AND LENDERS LENDERS SUCCESSORS AND ASSIGNS THE UNDERSIGNED ACCEPTS NO RESPONSIBILITY FOR LIST BY OTHER PARTIES</p>	<p>PART 2</p> <p>THIS PLAN MUST BE READ IN CONJUNCTION WITH SURVEY REPORT DATED FEBRUARY 8, 2000</p>

David B.Searles Surveying Ltd.		Drawn K.P.	Checked J.S./A.S.
ONTARIO LAND SURVEYORS			
4254 VILLAGE CENTRE COURT, MISSISSAUGA, ONTARIO			
L4Z 1S2 (905) 273-8840 FAX (905) 896-4410			
E-MAIL: info@dsurvey.ca			
		The No. 33-4-07	
Computer Storage File No.	Operator J.S.	Disk Print Storage No.	Plot Index No.
33-4-07THRU 20-00/LX		33-4-07.DWG	E-12

APPENDIX 6-4

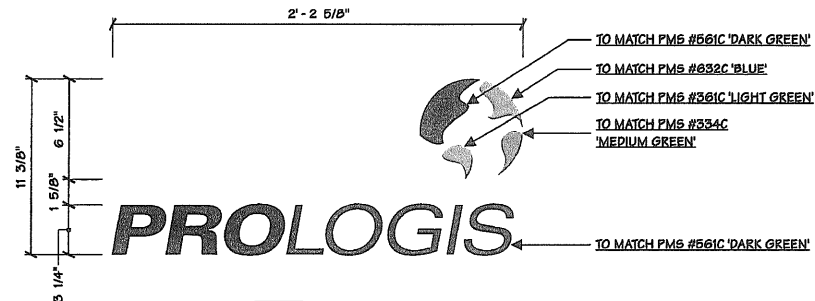
REGISTERED PLAN 43M-1544

ALTA/ACSM LAND TITLE SURVEY
TO FIDELITY NATIONAL TITLE INSURANCE CO. AND
PROLOGIS CANADA INCORPORATED
ITS SUCCESSORS, PARTICIPANTS AND OR ASSIGNS

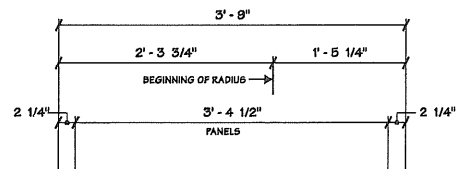
THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAID TITLES SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA, ACSM AND NSPS IN 2005 AND INCLUDES ITEMS 1, 2, 4, 8, 7a, 7c, 8, 9, 10, 11, 13 AND 14 TABLE A THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA, NSPS AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDESIGNED FURTHER CERTIFIES THAT THE POSITIONAL UNCERTAINTIES RESULTING FROM SURVEY MEASUREMENTS DO NOT EXCEED THE ALLOWABLE POSITIONAL TOLERANCE.

DATE FEBRUARY 6, 2008
[Signature]
REC'D STATIONER (Rev. 10-42)

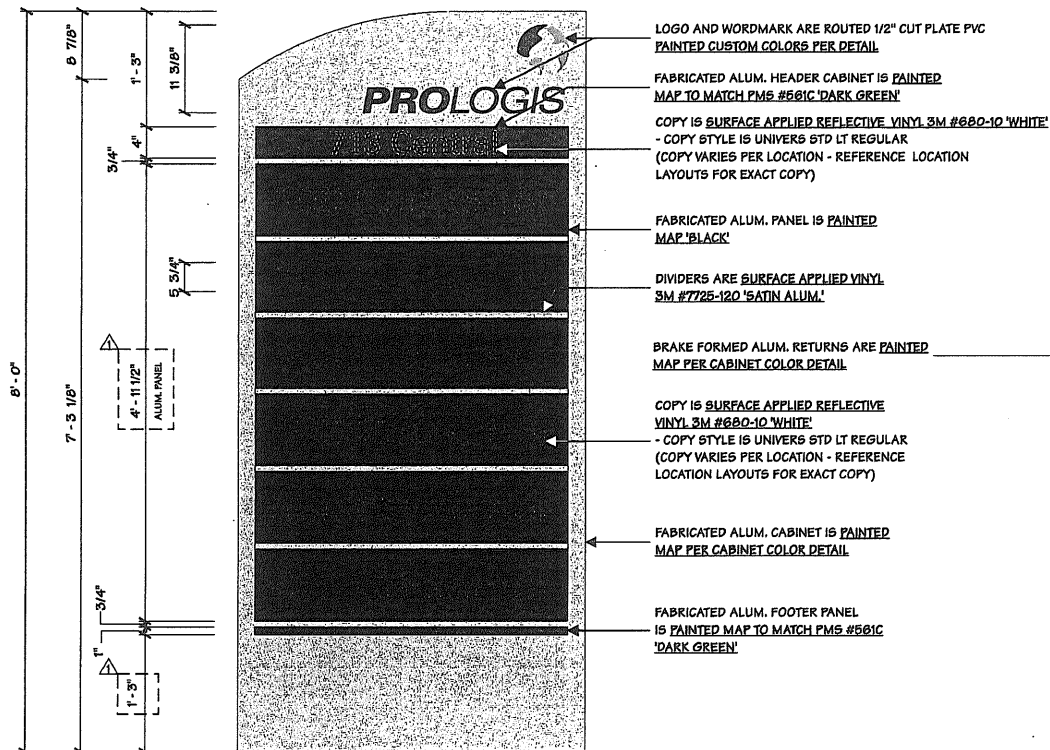
E02 - remove and replace existing sign BVM-80. Minimum set back = 10 ft from drive or exit.



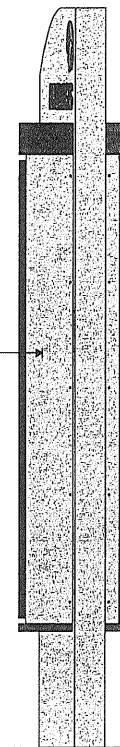
1 PLAN VIEW
BVM30.1 3/4" = 1' - 0"



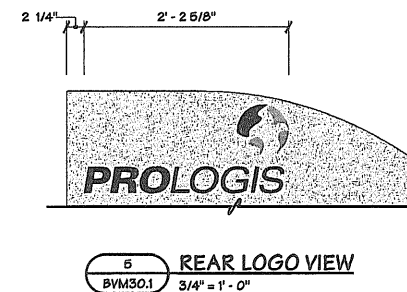
3 GRAPHIC DETAIL
BVM30.1 1/8" = 1"



2 FRONT ELEVATION
BVM30.1 3/4" = 1' - 0"



4 SIDE VIEW
BVM30.1 3/4" = 1' - 0"



5 REAR LOGO VIEW
BVM30.1 3/4" = 1' - 0"

CABINET COLOR DETAIL

- ☐ VOC #1657 'SILVER METALLIC'



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-04184

RE: Prologis
450 Courtneypark Drive West - Ward 5

The applicant requests the following variance to section 18 of Sign By-law 0054-2002, as amended.

Section 18	Proposed
A directional sign is permitted a maximum sign area of 0.75 m. sq. (8.07 ft. sq.) and a maximum height of 1.2m (3.94 ft.).	Two (2) directional signs to have a sign area of 2.79 sq. m. (30.0 sq. ft.) and a height of 2.44m (8.0 ft.).

COMMENTS:

The proposed signs are to replace existing signs which were approved, with a variance, under file 08-1188.

The applicant requests larger directional signs to address the high volume of truck traffic through their site. The increased height of the signs is needed for the drivers, who are in an elevated position in the trucks. The proposed signs are well designed and will add to the aesthetic of the street. In this regard, the Planning and Building Department finds the proposed signs acceptable from a design perspective.



RE: Prologis – Mississauga, ON – Variance request

Address: 450 Courtneypark Drive West

To Whom It May Concern:

There are two main reasons why we are applying for a variance for these signs:

One, we are seeking to improve visibility for the tenant monument and/or directional signs at a warehouse in an industrial area where the traffic is predominantly tractor trailers.

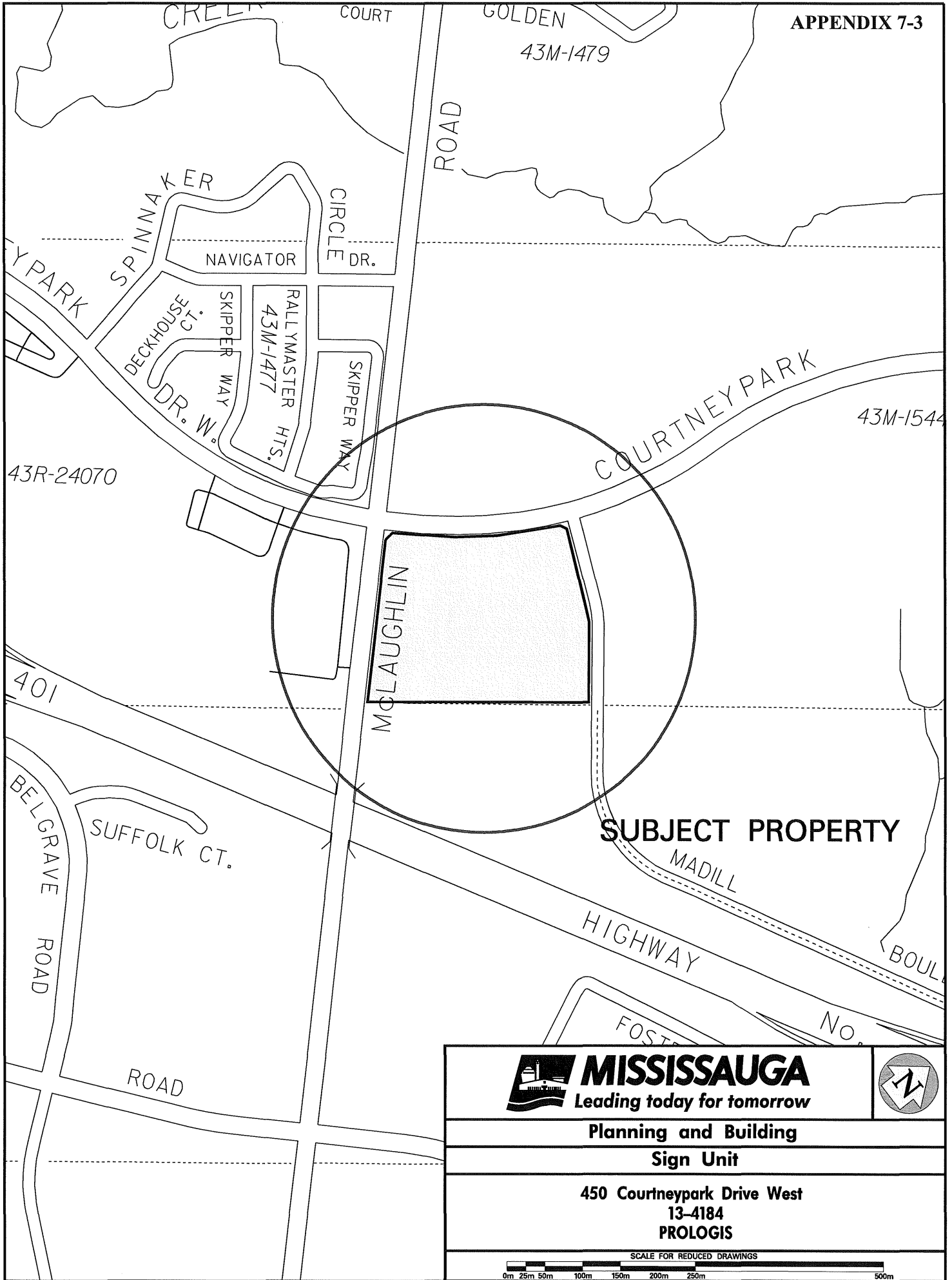
Two, we would like to increase the Prologis brand awareness and customer traffic to the area, thus improving vacancy rates. Prologis has recently rebranded their logo and developed a standard family of signs to be used in all of North America. We would like to install the standard signs in order to maintain and project the Prologis brand image. This logo and brand is identifiable by our tenants and their customer base and is extremely important to the success of Prologis in attracting tenants in the Toronto, ON area.

Thank you for your consideration.



John Drake, VP/Market Officer, Prologis

JUNE 26/2013
Date



MISSISSAUGA
Leading today for tomorrow



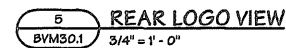
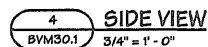
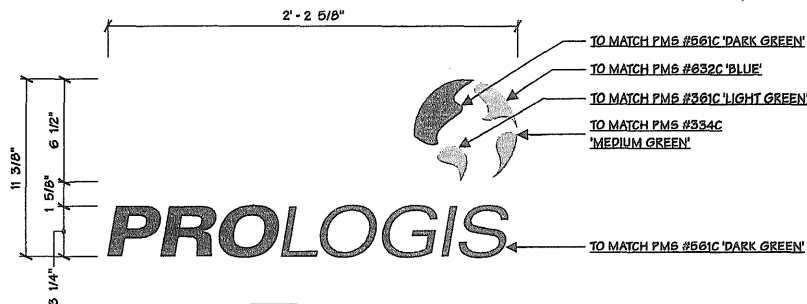
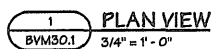
Planning and Building

Sign Unit

**450 Courtneypark Drive West
13-4184
PROLOGIS**

SCALE FOR REDUCED DRAWINGS

0m 25m 50m 100m 150m 200m 250m 500m



CABINET COLOR DETAIL

<input type="checkbox"/>	VOC #1657 'SILVER METALLIC'
<input type="checkbox"/>	TO MATCH SW #2088 'PARIS WHITE'

Sheet Number
BVM30.1



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-04176

RE: Prologis
6580 Millcreek Drive - Ward 9

The applicant requests the following variance to section 18 of the Sign By-law 0054-2002, as amended.

Section 18	Proposed
A directional sign is permitted a maximum sign area of 0.75 m. sq. (8.07 ft. sq.) and a maximum height of 1.2m (3.94 ft.).	A directional sign to have a sign area of 1.09 sq. m. (11.78 sq. ft.) and a height of 2.13m (7.0 ft.).

COMMENTS:

The applicant requests a larger directional sign to address the high volume of truck traffic through their site. The increased height of the sign is needed for the drivers, who are in an elevated position in the trucks. The proposed sign is well designed and will add to the aesthetic of the street. In this regard, the Planning and Building Department finds the proposed sign acceptable from a design perspective.



RE: Prologis – Mississauga, ON – Variance request

Address: 6580 Millcreek Drive

To Whom It May Concern:

There are two main reasons why we are applying for a variance for these signs:

One, we are seeking to improve visibility for the tenant monument and/or directional signs at a warehouse in an industrial area where the traffic is predominantly tractor trailers.

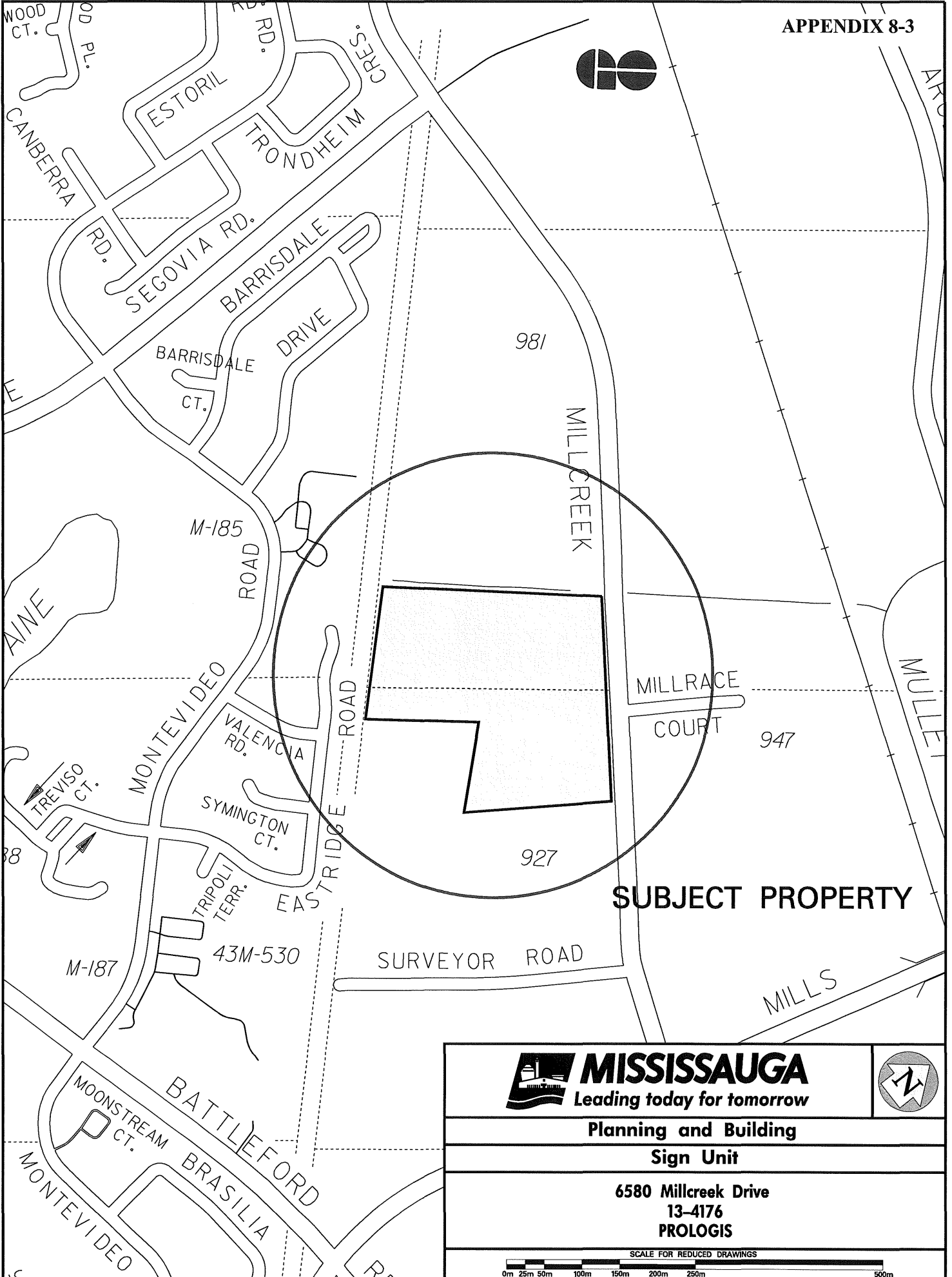
Two, we would like to increase the Prologis brand awareness and customer traffic to the area, thus improving vacancy rates. Prologis has recently rebranded their logo and developed a standard family of signs to be used in all of North America. We would like to install the standard signs in order to maintain and project the Prologis brand image. This logo and brand is identifiable by our tenants and their customer base and is extremely important to the success of Prologis in attracting tenants in the Toronto, ON area.

Thank you for your consideration.



John Drake, VP Market Officer, Prologis

JUNE 26 / 2013
Date



MISSISSAUGA
Leading today for tomorrow



Planning and Building

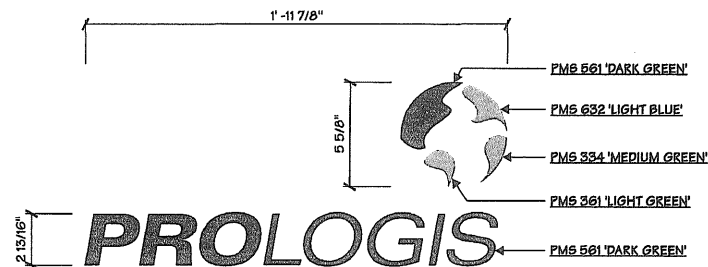
Sign Unit

**6580 Millcreek Drive
13-4176
PROLOGIS**

SCALE FOR REDUCED DRAWINGS

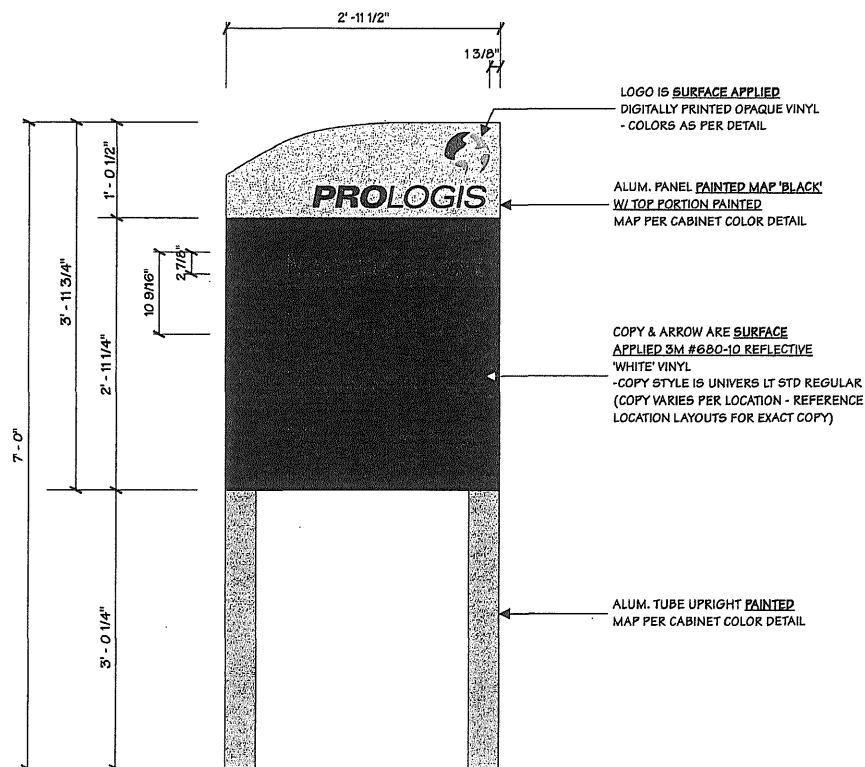
0m 25m 50m 100m 150m 200m 250m 500m

☐ VOC #1657 'SILVER METALLIC' W/ 75% GLOSS

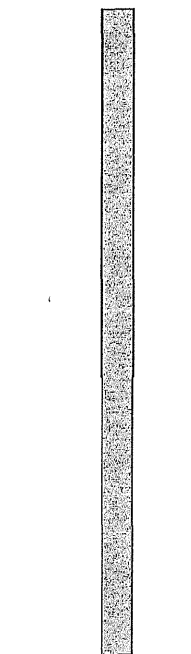


1 PLAN VIEW
BDIR-9.1 3/4" = 1' - 0"

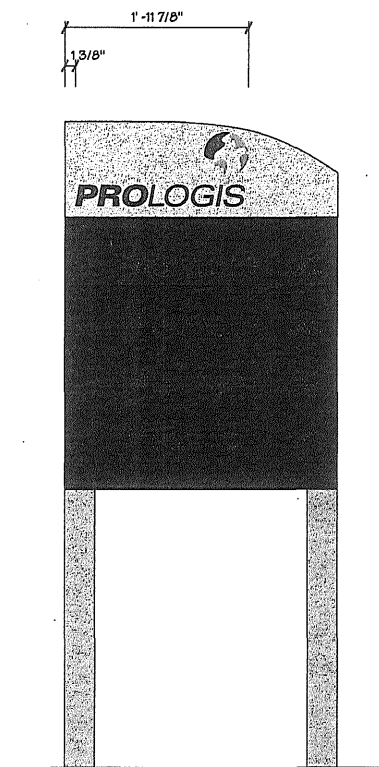
2 LOGO DETAIL
BDIR-0.1 N.T.S.



3 FRONT ELEVATION
BDIR-9.1 3/4" = 1' - 0"



4 SIDE VIEW
BDIR-9.1 $3/4" = 1" - 0"$



5 REAR ELEVATION
BDIR-9.1 3/4 = 1' - 0"

Sheet Number
BDIR-9.1



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 09-05943

RE: Hwy-Law Legal Services
914 Burnhamthorpe Road West – Ward 6

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

Section 17(2)	Proposed
A fascia sign shall be attached to the building façade which faces a street or contains the main entrance for the public.	One (1) fascia sign attached to the rear of the building that does not face a street or contain the main entrance for the public.
Section 17(3)	Proposed
A fascia sign shall be erected no higher than the upper limit of the first storey of a building.	One (1) fascia sign erected on the second storey of the building.

COMMENTS:

The proposed fascia sign, located at the rear (south) of the building, is not located on an elevation which faces a street or contains the main entrance for the public. The sign is placed in this location as an advertising device to attract attention of the patrons of the Courthouse located adjacent to the property. The sign has no design merit and therefore is not acceptable from a design perspective and would set a precedent for others to place advertising signage at the rear of buildings throughout the City.



914 Burnhamthorpe Road West, 2nd floor, Mississauga, Ontario L5C 2S3

Tel: 905-238-9000

Fax: 905-238-3362

April 22, 2013

City of Mississauga

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

Re: Rear Sign at 914 Burnhamthorpe Rd West

Sir/Madam;

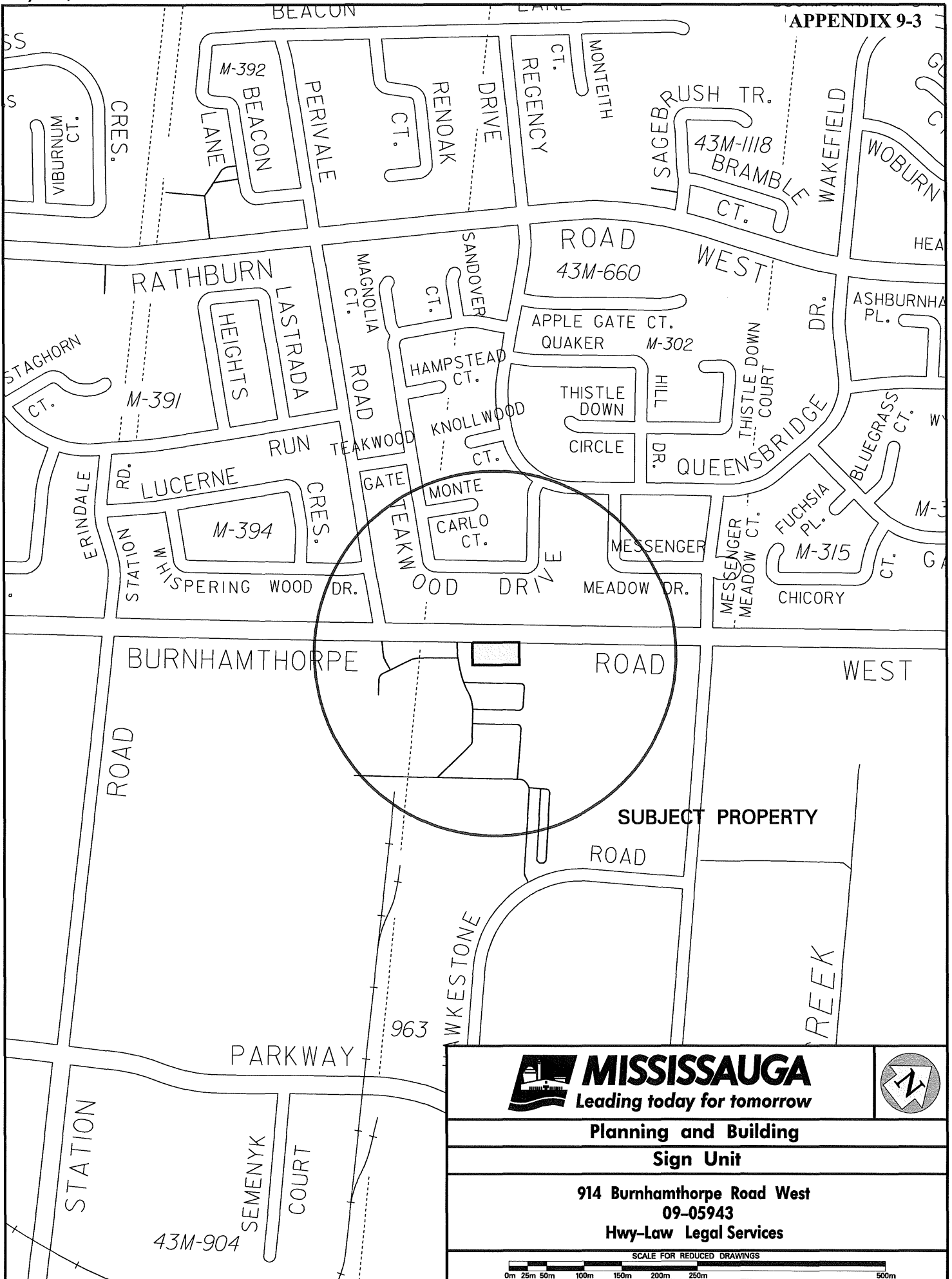
I Christopher Walpole of 2010404 Ontario Inc o/a Hwy-Law Legal Services located at 914 Burnhamthorpe Rd West, 2nd Floor respectfully request a variance at the above mentioned property to allow for a rear fascia sign on the south elevation to be implemented for business directory/advertising for those patrons at the Mississauga Provincial Offences Court House at 950 Burnhamthorpe Rd West.

As I have come to learn that the neighboring building located at 896 Burnhamthorpe Rd West made a similar request that was granted, **Reference: PDC 0005-12**, I respectfully request the same consideration be given.

I thank-you for your consideration in this matter.

Christopher Walpole
2010404 Ontario Inc
o/a
Hwy-Law Legal Services
914 Burnhamthorpe Rd. West, 2nd Floor
Mississauga, Ontario
L5C-2S3
BP: (905) 238-9000
FX: (905) 238-3362

BUILDING DIVISION		
CITY OF MISSISSAUGA		
DATE RECD	MAY 27 2013	
ROUTE TO:	RECD BY:	DATE:



SITE STATISTICS

Municipal Address:
914 Burnhamthorpe Road West

Legal Description:
Part of Lot 22, Con 1, NDS

LOT AREA: 1352.5M

ZONING: C3-1

LOT COVERAGE: 563.25M

LANDSCAPED AREA: 0.5M

PAVED AREA: 769.5M

GROSS FLOOR AREA:

GROUND FLOOR: 557.25M (5998 sq. ft)

SECOND FLOOR: 490.55M (5280 sq. ft)

TOTAL: 1047.75M

PARKING:

GROUND FLOOR:

medical clinic:

495.25m GFA - non-residential

6.5 spaces/100m = 32 SPACES

SECOND FLOOR:

office:

87.33m GFA - non-residential

3.2 spaces/100m = 3.0 SPACES

vacant:

431.24m GFA - non-residential

1.6 spaces/100m = 7.0 SPACES

TOTAL REQ'D: 42 SPACES

PARKING PROVIDED

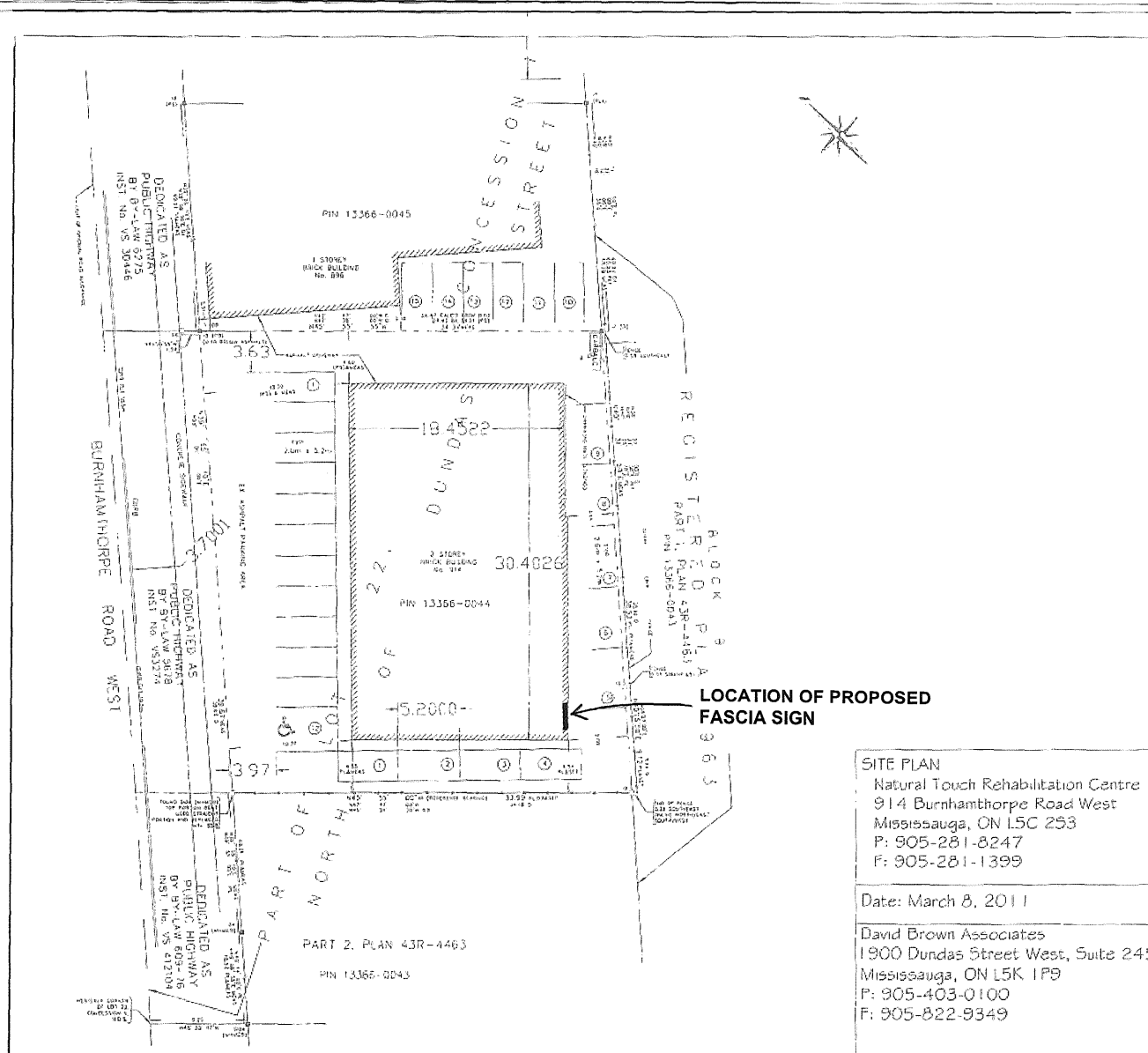
12 SPACES

9 TANDEM SPACES

6 OFF-SITE SPACES

TOTAL 27 SPACES

(including 1 H/C space)



SITE PLAN

Natural Touch Rehabilitation Centre
914 Burnhamthorpe Road West
Mississauga, ON L5C 2S3
P: 905-281-8247
F: 905-281-1399

Date: March 8, 2011

David Brown Associates
1900 Dundas Street West, Suite 245
Mississauga, ON L5K 1P9
P: 905-403-0100
F: 905-822-9349



BUILDING FACADE - 25'H x 28'W

BUILDING DIVISION		
CITY OF MISSISSAUGA		
DATE REC'D	MAY 21 2013	
ROUTE TO:	REC'D BY:	DATE:

- (c) Budget Committee Report 2-2012 dated January 30, 2012.

Resolution 0009-2012

The recommendations were approved as follows:

BC-0014-2012

That the City of Mississauga's response to the PowerPoint presentation, presented to Budget Committee at its meeting on January 25, 2012 and dated January 25, 2012, by Dorothy Tomiuk, Secretary, MIRANET, and Chris Mackie, MIRANET Municipal Finance Committee, entitled "2012 Operating & Capital Budgets," be approved.

- (d) Planning and Development Report 2-2012 dated January 30, 2012.

Resolution 0013-2012

The recommendations were approved as follows:

PDC-0005-2012

That the Report dated January 9, 2012 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 Appendix 1 to 3 of the Report, be adopted in accordance with the following:

1. That the following Sign Variances be granted:

- (a) Sign Variance Application 11-06355 - Ward 5
FleuraMetz Canada Ltd.
6685 Pacific Circle

To permit the following:

- i) One (1) fascia sign with changing copy sign face.

- (b) Sign Variance Application 11-06055 - Ward 9
Meadowvale Professional Centre
6855 Meadowvale Town Centre Circle

To permit the following:

- i) Two (2) fascia signs erected on the 2nd and 3rd storeys of the west elevation.



- (c) Sign Variance Application 09-04758 - Ward 6
Traffic Paralegal Services
896 Burnhamthorpe Rd. W.

To permit the following:

- i) One (1) fascia sign on the south elevation of the unit which does not face a street or contain the main entrance for the public.

2. That the following Sign Variance **not be granted**:



- (a) Sign Variance Application 09-04758 - Ward 6
Traffic Paralegal Services
896 Burnhamthorpe Rd. W.

To permit the following:

- i) One (1) fascia sign on the west elevation of the building located on a unit not occupied by the business.

BL.03-SIG (2011)

PDC-0006-2012

That the Report dated January 10, 2012, from the Commissioner of Planning and Building regarding the application to change the Zoning from "D" (Development) to "RA1- Exception" (Apartment Dwellings), to permit three 4- storey condominium apartment buildings with a total of 169 residential dwelling units under file OZ 11/005 W10, Great Gulf (Eglinton 10) Inc., 3015 Eglinton Avenue West, be received for information, and, notwithstanding Planning Protocol, that the Supplementary Report be brought directly to a future Council meeting.

File: OZ 11/005 W10

PCD-0007-2012

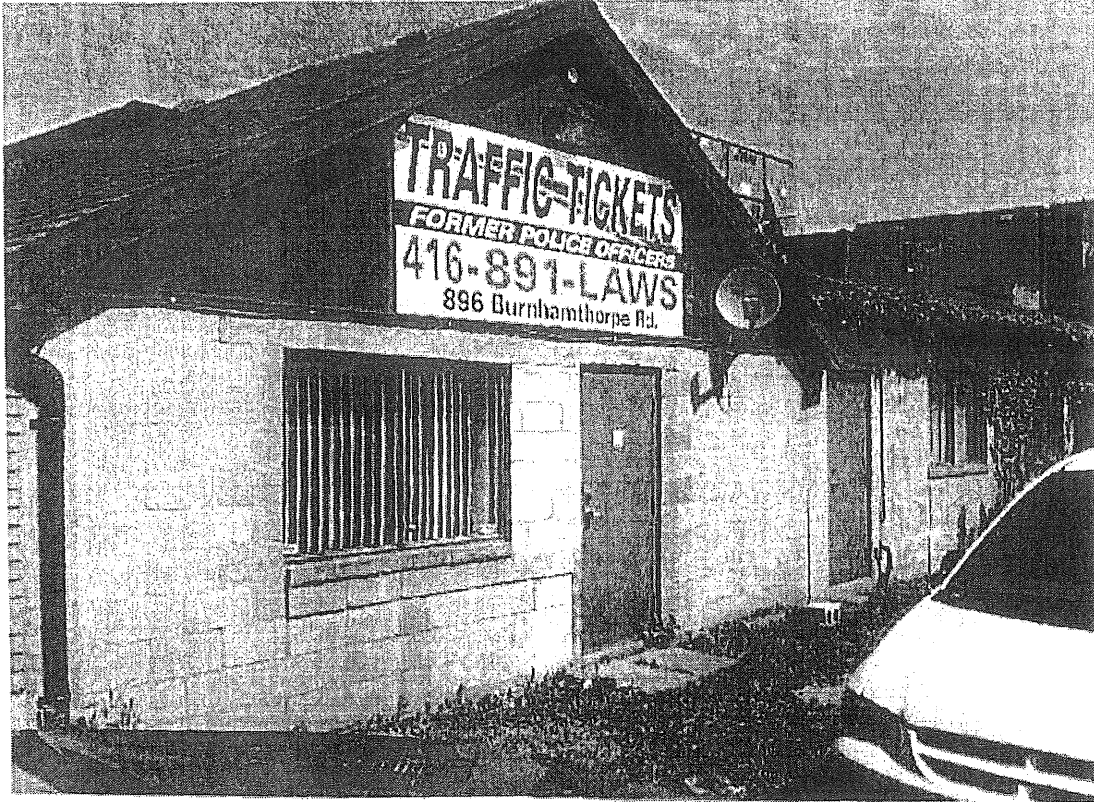
1. That the Report dated January 10, 2012, from the Commissioner of Planning and Building regarding the application to change the Zoning from "D" (Development) to "RM9- Exception" (Horizontal Multiple Dwellings with more than 6 Dwelling Units), to permit 133 two- storey and three- storey townhouse dwellings, under file OZ 11/010 W10, Daniels LR Corporation, 5118 Winston Churchill Boulevard, be received for information and, notwithstanding Planning Protocol, that the Supplementary Report be brought directly to a future Council meeting.

2. That the following correspondence be received:

- (a) Email dated October 23, 2011 from Ken Lloyd with respect to the proposed development at 5118 Winston Churchill Boulevard, Southwest corner of Destination Drive and Winston Churchill Boulevard.

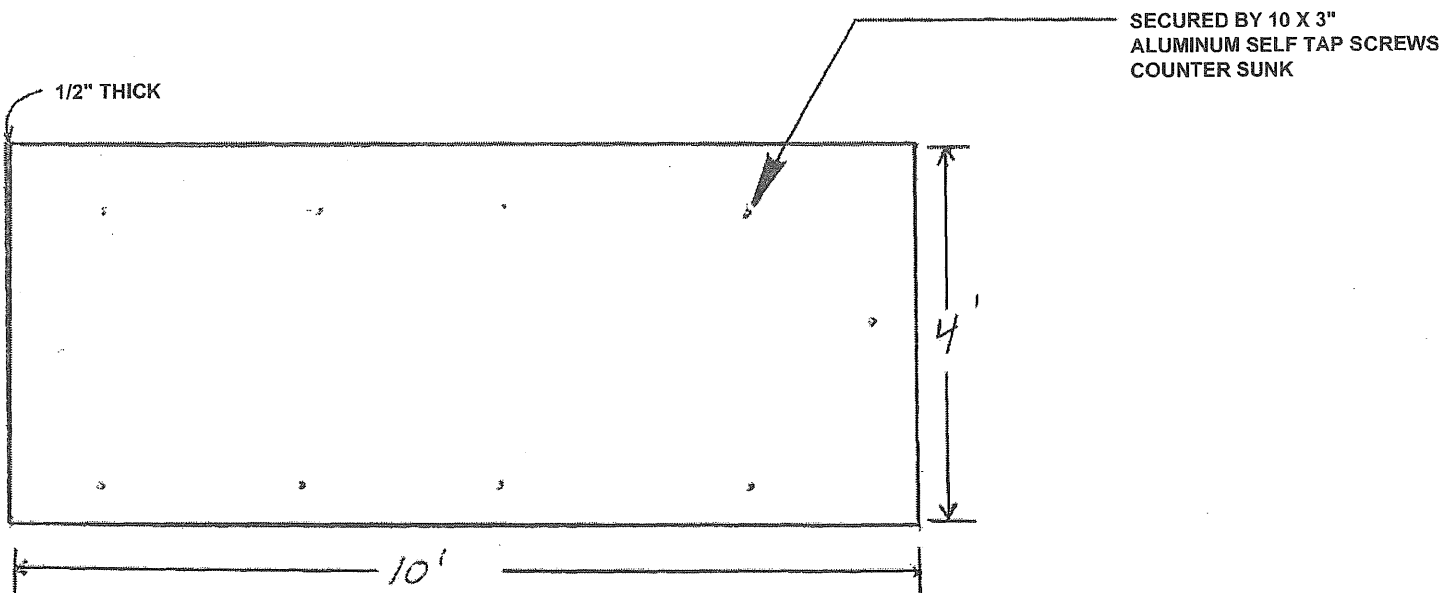
File: OZ 11/010 W10

MAY 25, 2011



SOUTH WALL - SIGN
896 BURNHAMTHORPE ROAD WEST
SOUTH ELEVATION

VARIANCE APPROVED
FEBRUARY 8, 2012
PDC 0005-12



1" = 2' SCALE



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-03917

RE: King Mill Streetsville
190 Rutledge Rd. – Ward 11

The applicant requests the following variances to section 27 of Sign By-law 0054-2002, as amended.

Section 27(1)	Proposed
Construction site signs advertising the development of a property must front a street.	Nine (9) construction site signs fronting the railway tracks.
The total area of all construction signs on the property cannot exceed 60 sq. m. (645 sq. ft.).	Construction signs erected on the property with a total sign area equal to 133.59 sq. m. (1438 sq. ft.).

COMMENTS:

The request to place nine (9) individual signs along the railway corridor would set an undesirable precedent for similar situations. A total proposed sign area of 133.59 sq. m. (1438 sq. ft.), where 60 sq. m. (645 sq. ft.) is permitted, is not in keeping with the intent of the Sign By-law. As such, the Planning and Building Department cannot support the requested variances.

The Planning and Building Department would consider the placement of a single sign along the railway corridor provided it complies with the sign area limits indicated in the By-law.



5332 #7 HIGHWAY
WOODBIDGE, ONTARIO
L4L 1T3

Telephone: (905) 850-8500
Fax: (905) 850-8503

February 4, 2013

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

Sir /Madame

Re: 170, 175, 180 and 190 Rutledge Road, formerly 0 Bellevue and 52 and 60 Tannery Street

The enclosed application is a request for permission to install 9 "On Site Construction Signs" at 190 Rutledge Road in Streetsville. More specifically, the proposed signs are to be erected along the Canadian Pacific Railway.

Forest Green Homes Group (FGH) has own the property at 170, 175, 180, and 190 Rutledge Road (formally known as 52 and 60 tannery and 0 Bellevue) for approximately 30 years. During this time, FGH has, at considerable cost, attempted to develop the property. In 1991 an Official Plan Amendment and a Re-Zoning application were submitted to the City of Mississauga to change the land-use from Industrial to residential. Unfortunately, for a variety of reasons, the site was never developed. A new plan, including a 130 unit Retirement home, a 56 unit condominium apartment, and a future 150 unit condominium apartments is planned for the 9 acre, former industrial site.

Located along the west side of the CPR, and on the north side of Tannery Street in the town of Streetsville, the site is considered by our marketers as hidden from traffic, and hard to find. On the western boundary of the site is the Mullet Creek. Our site is long and narrow, with approximately 110 meters of frontage along Tannery Street. The only access to the site is the local road of Tannery Street. Tannery Street is also considered a shortcut to Streetsville from Joymar Street, which is located west of the Mullet Creek.

Making people aware of the site, and getting them to the proposed sales centre, will be a challenge given the hidden nature of the site. Fortunately, we are located along the GO Train line, which not only services Streetsville, but also Georgetown and beyond. Our marketing campaign must take advantage of this positive source of traffic.

The current sign by-law does allow for up to two signs along the Tannery Street frontage, but not along the tracks. We would like to temporarily change that rule for this "site specific situation.

For the builder, signage is the most impactful tool from which to sell their homes. There are many other tools, such as newsprint ads, magazines, newspapers, the internet, radio and television. The most economical and the most impactful medium however, remains the local sign. The purchaser, when reading a sign, can easily orient themselves and immediately comprehend the contexts of the proposed project.

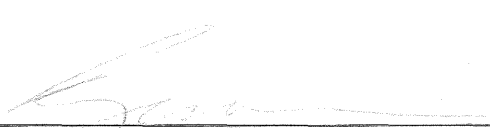
The CPR frontage is approximately 1000 feet, or just over 300 meters. The trains, and more importantly, the GO Train passengers, are our highest source of traffic passing the site. The isolative nature of the site requires us to take advantage of this corridor. The trains that pass, do so at an average speed of 50 kilometres per hour, which when sitting in a train would mean that you pass the site relatively quickly. We believe that in order to take advantage of the passers-by that our signage be repetitive in nature. The type of signs we would be proposing are called "berma shaves" named after the successful add campaign launched by a famous shaving company in the 1960s. The basic idea is to simplify the message by posting a simple ad or script on successive signs, thereby, allowing the person reading the message, the opportunity to do so comfortably, and comprehensively.

The negative visual impact of the proposed signs will be limited. As mentioned, the proposed placement of the signs will be located along the tracks, making it difficult to see them from Tannery, and the surrounding residential neighbourhood.

As you can appreciate, the redevelopment process for this site has been tedious and long. We are now in the Sales phase of the development, and although brief, the right tools must be in place in order to be successful and profitable. Soon, our Diversicare (retirement home) partners will be in the ground, and the frantic construction activity will necessarily limit the availability of the CPR frontage. To add to our dilemma, the City of Mississauga will be reconstructing Tannery Street during the months we are planning to open the sales office. The road construction will further limit our signage opportunity along our frontage.

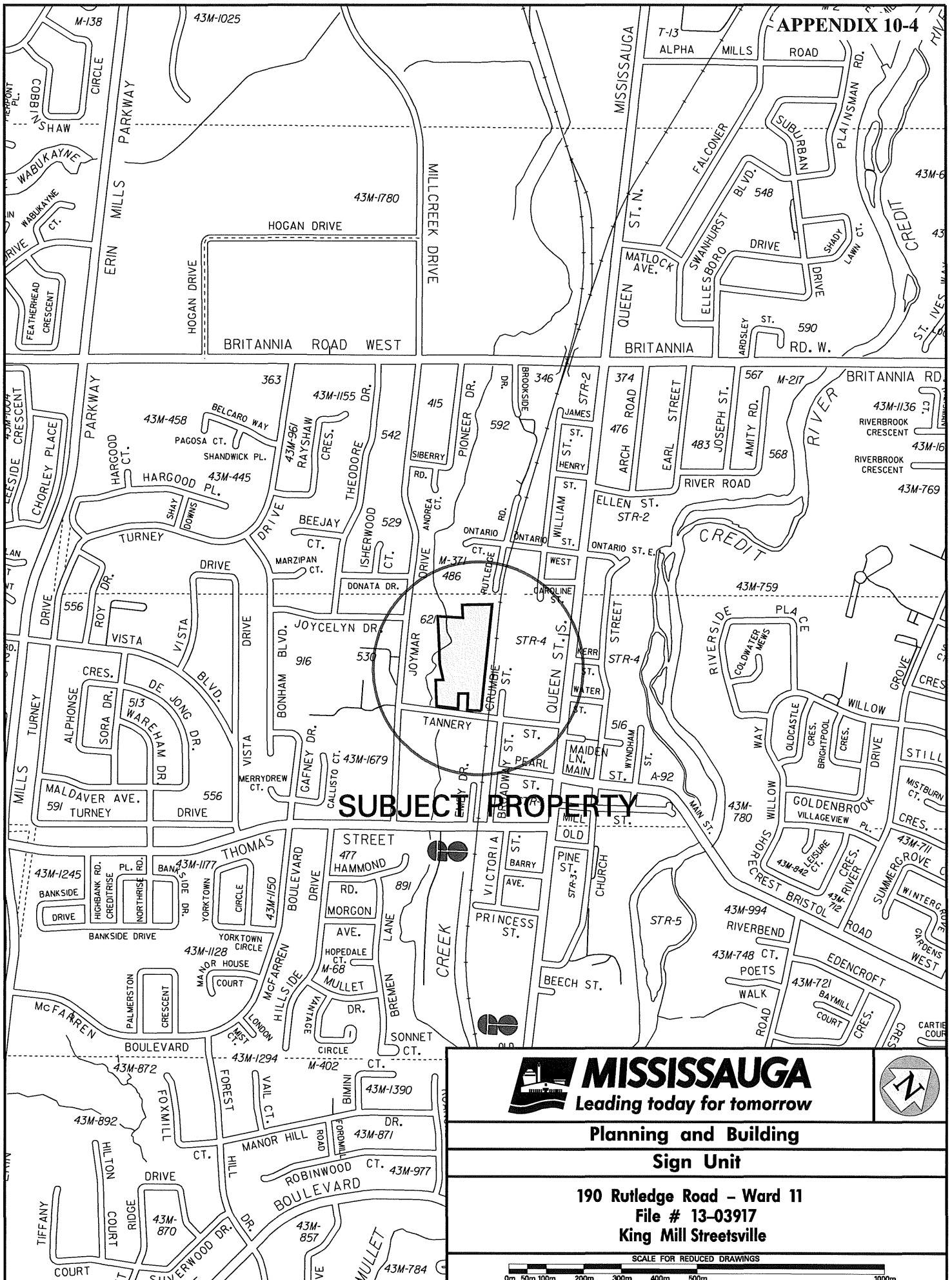
We ask therefore, that you grant the installation of the signs, even on a temporary basis. We are advised that the current economic climate is right for our development, and that after so many attempts, we want to make sure we exploit all our resources. To achieve our goal, we believe a strong signage campaign is required.

Regards,



Gilles Bisnaire, Development Manager

Forest Green Homes



MISSISSAUGA
Leading today for tomorrow



Planning and Building

Sign Unit

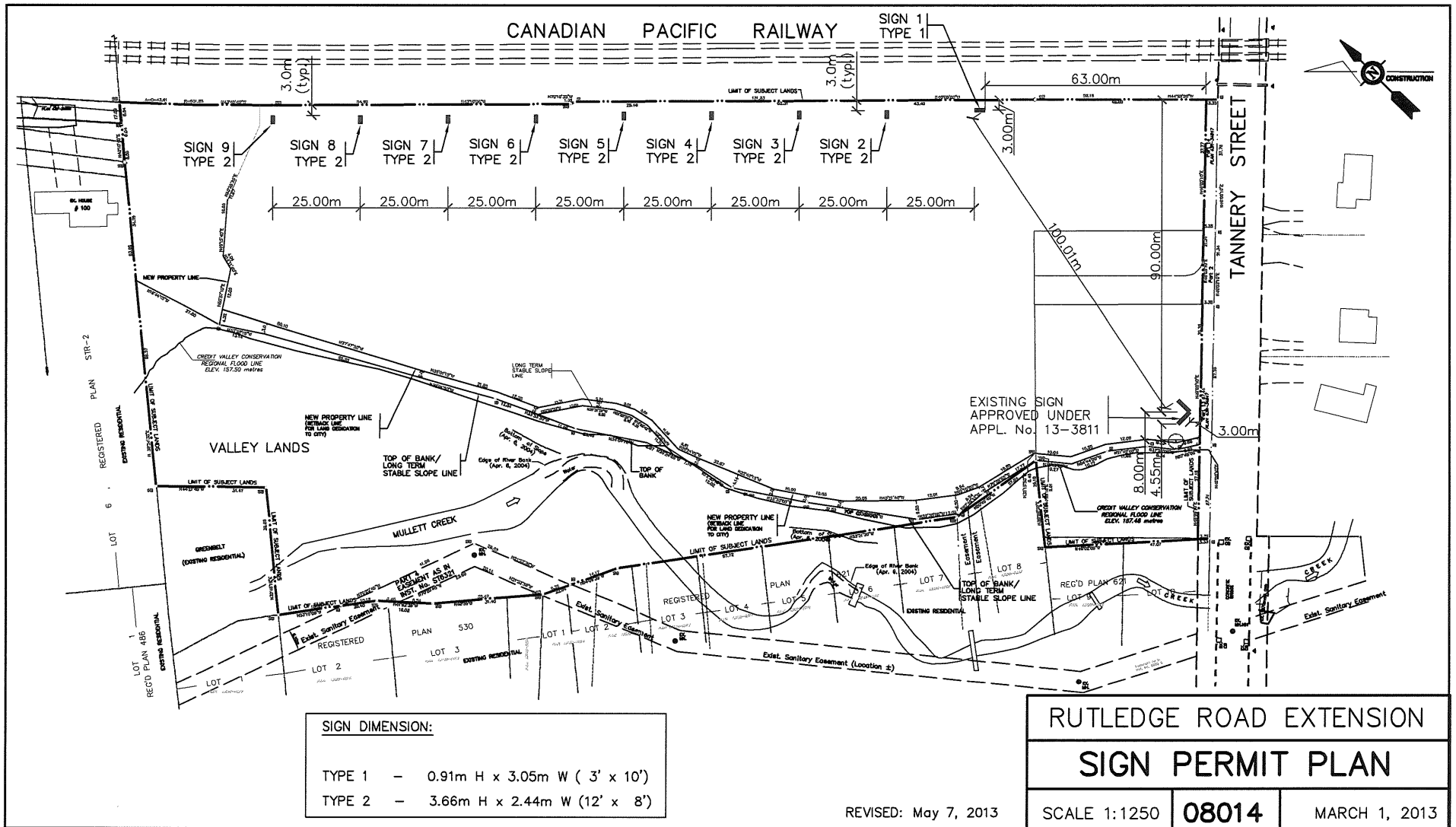
190 Rutledge Road - Ward 11

File # 13-03917

King Mill Streetsville

SCALE FOR REDUCED DRAWINGS

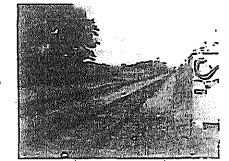




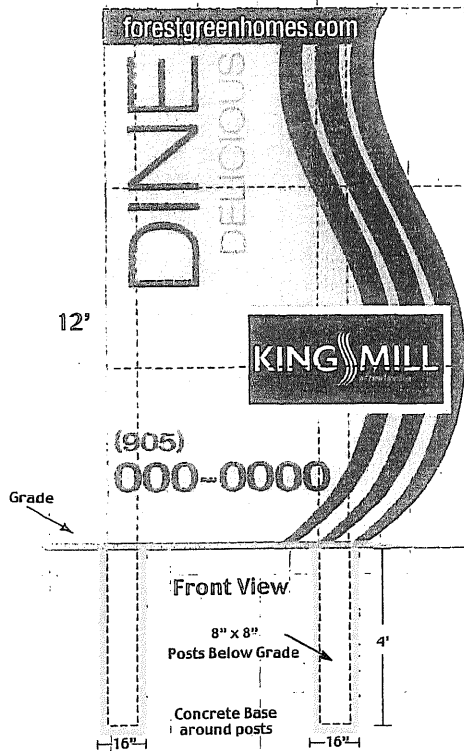
Go Train Signage



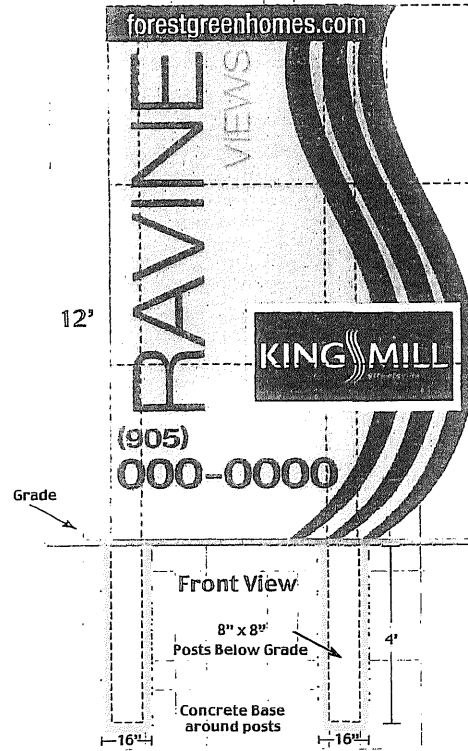
January 31, 2013



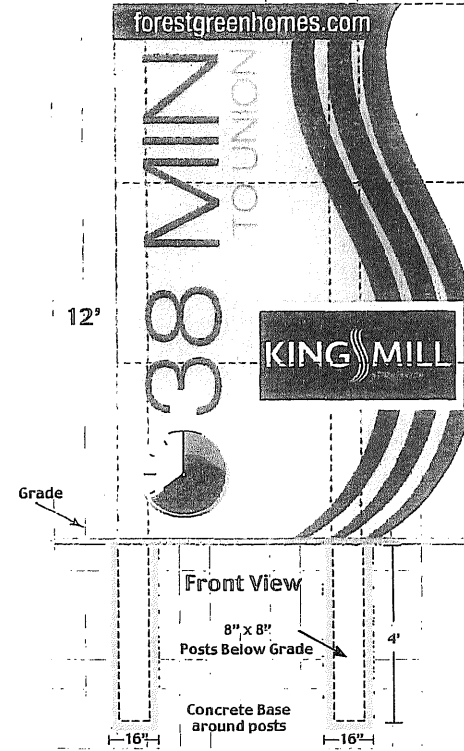
Sign 4
8'



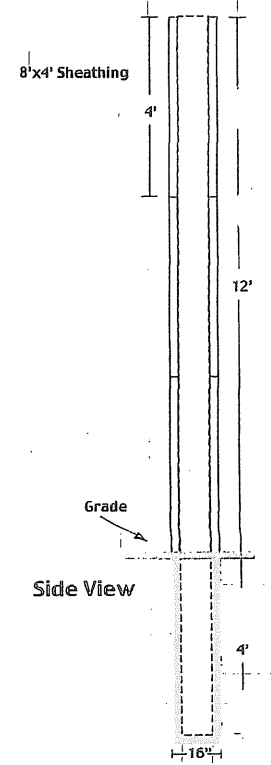
Sign 5
8'



Sign 6
8'



Double Side



PANTONES

Pantone: Pantone:



287 C

109C

EXTERIOR SIGN GRAPHICS				
DESCRIPTION		TYPE	COLOURS	FONTS USED
JOB #	KINGMILL	SINGLE FACE		
CLIENT	FOREST GREEN HOMES	DOUBLE FACE		
FILE NAME		MULTIFACE		
DESCRIPTION		A-FRAME		
SCALE	1.5 sq = 1 foot	BILLBOARD		
DATE	Jan 31, 2013	BURMASHAVE		

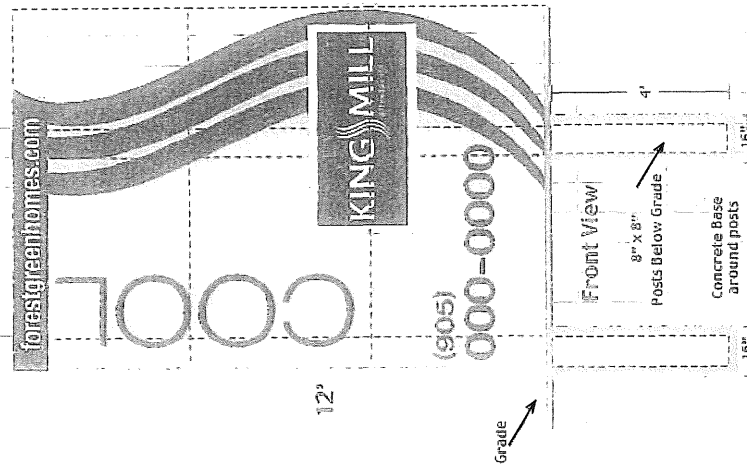
Go Train Signage

KINGMILL

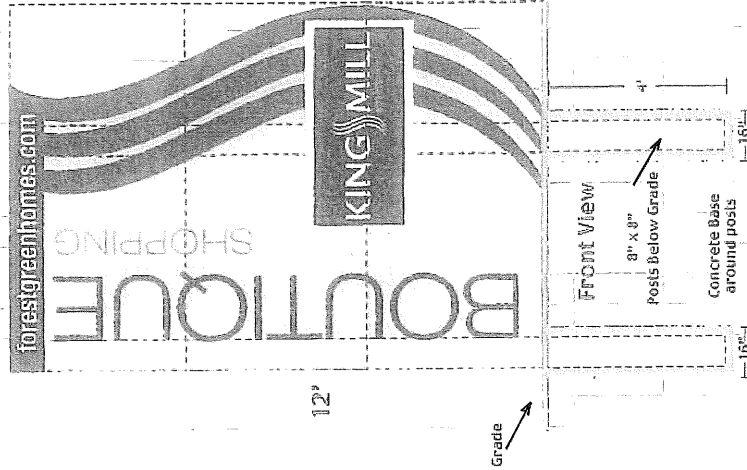
January 31, 2013



Sign 7
8'



Sign 8
8'



Double Side

PANTONES

Pantone: Pantone:



287 C 109C



EXTENSION SIGN GRAPHICS

DESCRIPTION	JOB #	TYPE	COLOURS	FONTS USED
CLIENT	KINGMILL	SINGLE FACE		
FILE NAME	FOREST GREEN HOMES	DOUBLE FACE		
DESCRIPTION		MULTIFACE		
SCALE	1.5 sq = 1 foot	A-FRAME		
DATE	Jan 31, 2013	BILLBOARD		
		BURMASHAVE		

SIGN #9



Memo D3
REVISED

10'.0"

Signage
Train Welcoming Sign

3'.0"

4'.0"



The New
Urban
Streetsville!



PANTONES

Pantone: Pantone: Pantone:



287 C

109C



187C

EXTERIOR SIGN GRAPHICS

DESCRIPTION	TYPE	COLOURS	FONTS USED
JOB #	KINGSMILL	SINGLE FACE	
CLIENT	FOREST GREEN HOMES	DOUBLE FACE	
FILE NAME	MULTIFACE		
DESCRIPTION	A-FRAME		
SCALE	1/4 sq = 1 foot	BILLBOARD	
DATE	Dec 14, 2012	BURMASHAVE	

#13-3917

APPENDIX 10-9



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

August 13, 2013

FILE: 13-04399

RE: King Mill Streetsville
57 Tannery St. – Ward 11

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

Section 4(6)	Proposed
Any sign not expressly permitted is prohibited.	One (1) sign not expressly permitted.

COMMENTS:

The requested sign, to be located at 57 Tannery Street, will advertise the sale of new homes located across the street. A permit has been issued to construct a construction site sign, fronting Tannery Street, on the property to be developed as permitted by the Sign By-law. Approval of the requested sign would set an undesirable precedent, the Planning and Building department therefore cannot support the requested variance.



5332 #7 HIGHWAY
WOODBRIDGE, ONTARIO
L4L 1T3

Telephone: (905) 850-8500
Fax: (905) 850-8503

May 4, 2013

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

Sir /Madame

Re: 57 Tannery Street

The enclosed application is a request for permission to install 1 "Bill Board Sign" at 57 Tannery Street in Streetsville. We consider the sign to be temporary however, as it will serve to sell homes proposed for across the street. We apparently, are not eligible to apply for a "Construction sign" as we are technically not on the site where the homes will be built.

Located Tannery Street in the town of Streetsville, our site is considered by our marketers as hidden from traffic, and hard to find. On the western boundary of the site is the Mullet Creek. Our site is long and narrow, with approximately 110 meters of frontage along Tannery Street. The only access to the site is the local road of Tannery Street. Tannery Street is also considered a shortcut to Streetsville from Joymar Street, which is located west of the Mullet Creek.

Making people aware of the site, and getting them to the proposed sales centre, will be a challenge given the hidden nature of the site. Fortunately, we are located along the GO Train line, which not only services Streetsville, but also Georgetown and beyond.

The current sign by-law does allow for up to two signs along our frontage on Tannery Street. Unfortunately, the two signs cannot be closer than 100m from each other, and we fall short by about 5 meters. Our thought is to take advantage of the variance process and ask that we not only get permission to have two signs on Tannery, but that we have one on the south side of the Street. This will allow us to have strong directional presences on what is considered to be a weak road.

For the builder, signage is the most impactful tool from which to sell their homes. There are many other tools, such as newsprint ads, magazines, newspapers, the internet, radio and television. The most economical and the most impactful medium however, remains the local sign. The purchaser, when reading a sign, can easily orient themselves and immediately comprehend the contexts of the proposed project.

As you can appreciate, the redevelopment process for this site has been tedious and long. We are now in the Sales phase of the development, and although brief, the right tools must be in place in order to be successful and profitable. Soon, our Diversicare (retirement home) partners will be in the ground, and the frantic construction activity will necessarily limit the availability of our frontage. To add to our dilemma, the City of Mississauga will be reconstructing Tannery Street during the months we are planning to open the sales office. The road construction will further limit our signage opportunity along our frontage.

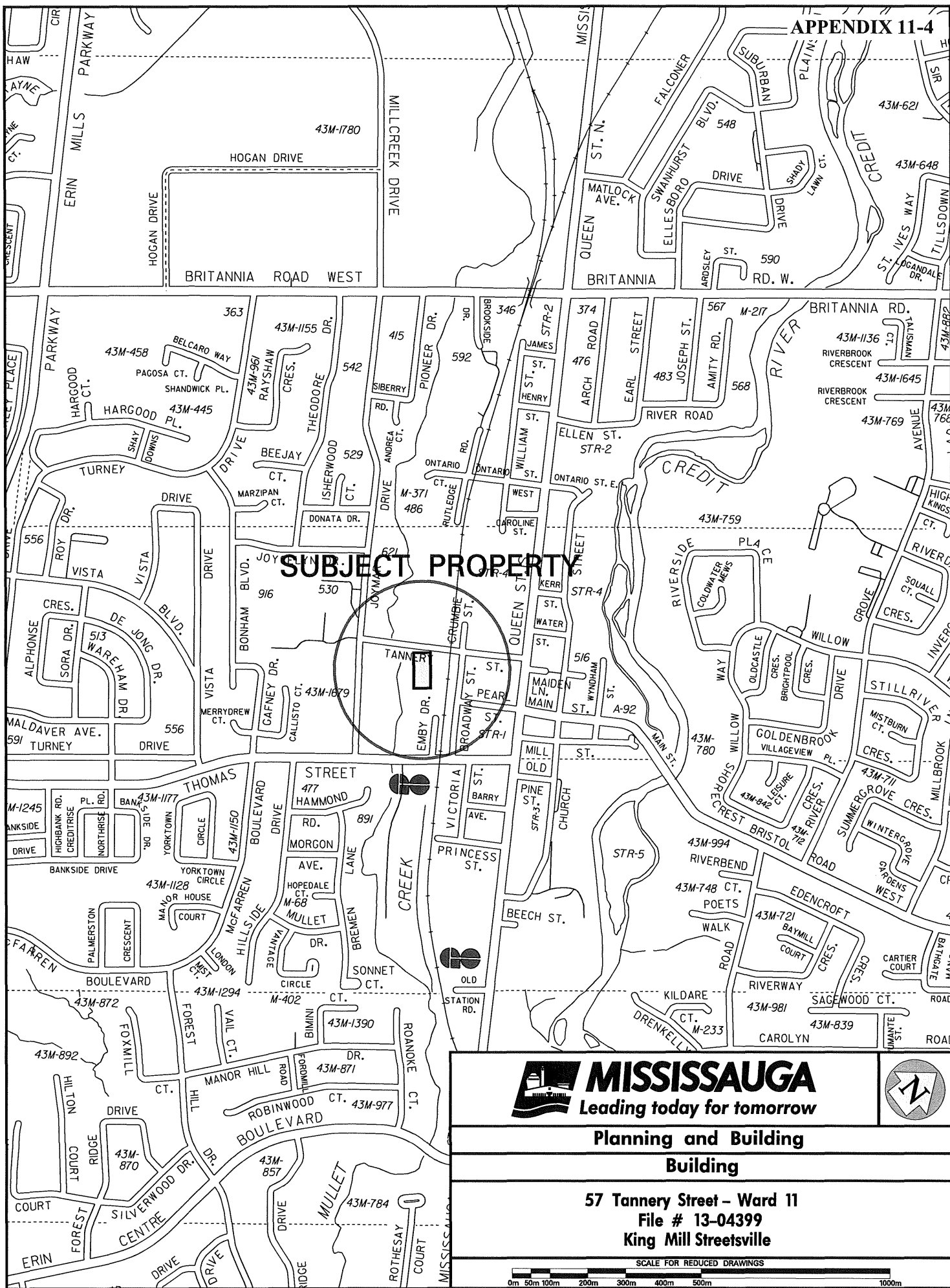
We ask therefore, that you grant the installation of the signs, even on a temporary basis. We are advised that the current economic climate is right for our development, and that after so many attempts, we want to make sure we exploit all our resources. To achieve our goal, we believe a strong signage campaign is required.

Regards,



Gilles Bisnaire, Development Manager

Forest Green Homes



MISSISSAUGA
Leading today for tomorrow



**Planning and Building
Building**

**57 Tannery Street - Ward 11
File # 13-04399
King Mill Streetsville**

SCALE FOR REDUCED DRAWINGS



Signage
Tannery Street
Across the Street



January 31, 2013

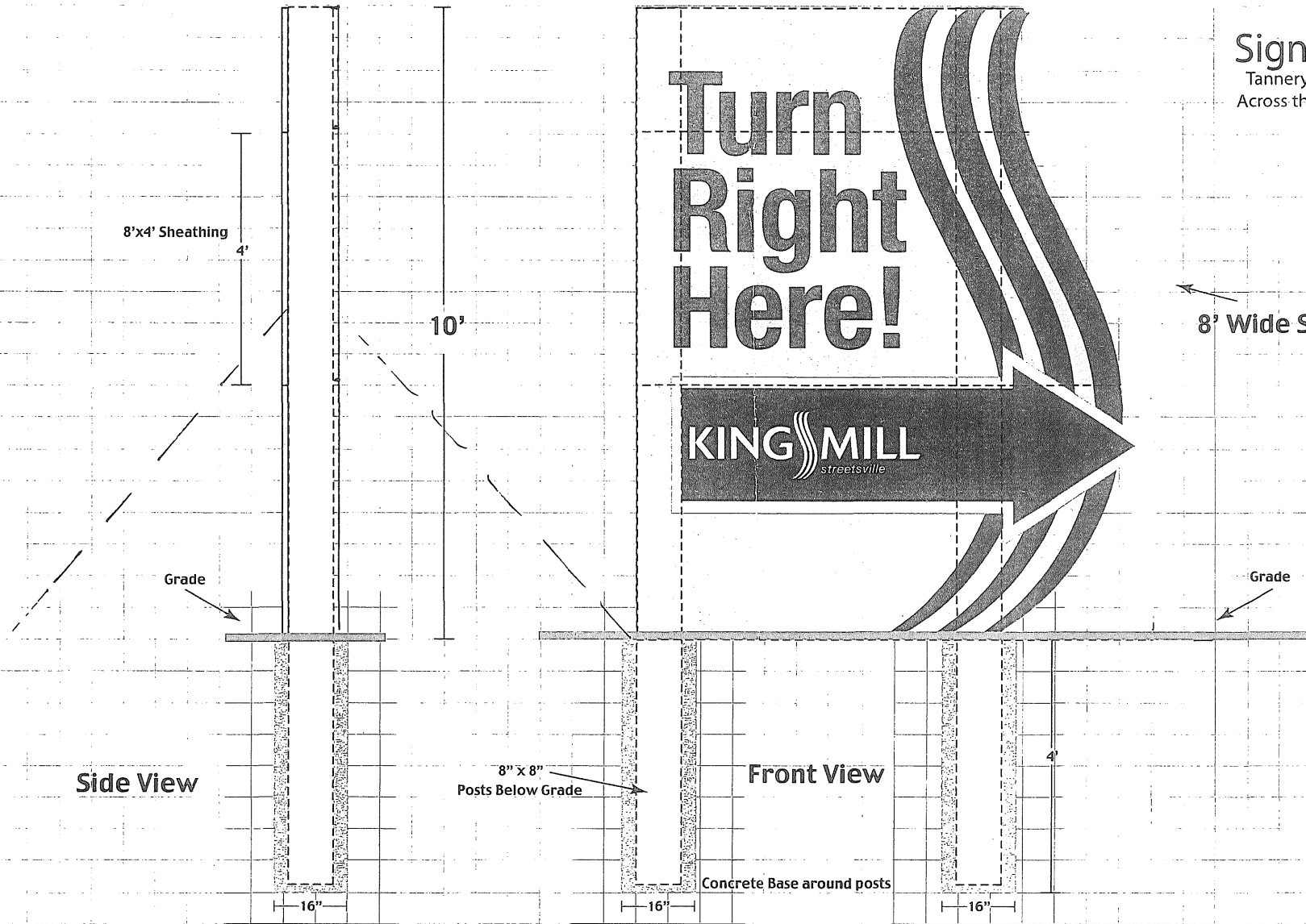
8' Wide Sign

Side View

Front View

8" x 8"
Posts Below Grade

Concrete Base around posts



Pantone: Pantone:



287 C

109C

EXTERIOR SIGN GRAPHICS

DESCRIPTION		COLOURS	FONTS USED
JOB #	KINGSMILL		
CLIENT	FOREST GREEN HOMES		
SCALE	2 sq = 1 foot		
DATE	January 31, 2013		



Corporate Report

Clerk's Files

Originator's
Files

CD.05.STR
(Streetsville BIA)

DATE: August 13, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 3, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Expansion to the Streetsville Business Improvement Area (BIA)**
WARD 11

- RECOMMENDATION:**
1. That the report titled "Proposed Expansion to the Streetsville Business Improvement Area (BIA)" dated August 13, 2013 from the Commissioner of Planning and Building, be received.
 2. That the City Clerk be authorized to give notice to the Board of Management of the Streetsville BIA and to all commercial and industrial property owners defined under the *Municipal Act, 2001*, within the current Streetsville BIA boundary and the proposed boundary expansion, of City Council's intention to enact a by-law to expand the boundaries of the Streetsville BIA as shown on Appendix 4.

**REPORT
HIGHLIGHTS:**

- A letter dated June 20, 2013 was submitted to City Council by the Chair of the Streetsville Business Improvement Association expressing their interest in expanding the boundary of the BIA and requesting that a report be prepared by staff for City Council's consideration of the proposed BIA boundary expansion.
- The boundary proposed by the Streetsville Business Improvement Association has been reviewed and is generally acceptable. Appendix 4 is the staff recommended boundary for the Streetsville

BIA.

- The next step in the process is for the Office of the City Clerk to notify owners in all prescribed business property classes, as defined under the *Municipal Act, 2001*, within the current BIA boundary (By-law 332-94) and the proposed BIA boundary expansion.

BACKGROUND:

On May 21, 2013 City of Mississauga staff attended a meeting with the Streetsville Business Improvement Association to discuss the boundary expansion process.

A letter addressed to the Mayor and Members of City Council dated June 20, 2013 from Todd Ladner, Chair of the Streetsville Business Improvement Association on behalf of the Board of Directors, expressed interest in expanding the boundary of the BIA in Streetsville (see Appendix 1). It was requested that the boundary extension include businesses along Queen Street South, up to Britannia Road West in the north and to Reid Drive (the railway tracks) in the south. The extent of the east-west boundaries are to include businesses east to Church Street, and west to the railway tracks, as shown on Appendix 2.

On July 3, 2013 City Council received the letter dated June 20, 2013 from the Chair of the Streetsville Business Improvement Association, and referred the letter to Planning and Building staff to prepare a report to Planning and Development Committee.

Legislative Requirements

Section 209 of the *Municipal Act, 2001* ("the Act") provides that the City may alter the boundaries of an improvement area and the board of management for that improvement area is continued as the board of management for the altered area. The board of management is a local board of the municipality for all purposes and is subject to various regulatory responsibilities and obligations.

In accordance with the Act, the City must pass a by-law to change the boundary of a BIA. Before such a by-law can be passed, notice of City Council's intention to pass a by-law must be sent to the Board of

Management of the BIA and to every person who, on the last returned assessment roll, is assessed for rateable property that is in a prescribed business property class which is located in the existing improvement area and the proposed expansion area. It is the responsibility of the property owners to provide a copy of the notice to their tenants. If written objections to the proposed by-law are received within 60 days and signed by at least one-third of the persons entitled to notice and representing at least one-third of the taxes levied for purposes of the general local municipality levy on rateable property in all prescribed business property classes in the improvement area or in the expansion area, then the Act prohibits the passing of the by-law. If the proposed By-law is not enacted, preceding By-law 332-94 continues to remain in effect.

COMMENTS:**BIA Boundary as Proposed by the Streetsville Business Improvement Association**

The proposed BIA boundary expansion area consists of office, commercial, residential, and mixed uses, located mainly along Queen Street South (see Appendix 2). Other types of uses include industrial businesses, which are located close to the railway tracks near Britannia Road West, and places of religious assembly which can be found along Queen Street South – one at Ontario Street East and the other at Princess Street.

BIA Boundary as Recommended by City Staff

The proposed BIA boundary expansion was reviewed to determine its merits based on factors such as the existing use of the property (i.e., commercial locations), the designation of the property in Mississauga Official Plan, and the provision for a contiguous BIA boundary.

Appendix 3 is a land use designation map (excerpt from Mississauga Official Plan) showing the area of expansion proposed by the Streetsville Business Improvement Association and the boundary expansion recommended by staff.

City staff generally agree with the boundary proposed by the Streetsville BIA Board of Directors for the following reasons:

- along Queen Street South from Britannia Street West to Ontario Street East/West, the majority of properties are designated “Mixed Use.” The existing office, commercial, and mixed uses are permitted in this designation. A small number of detached dwellings in this area are designated “Mixed Use” which allows for future development of other uses such as commercial. Although a few sites in this area are designated “Residential Medium Density” (developed for townhouses and apartments), these sites are appropriate for inclusion in the BIA as they provide for a contiguous boundary along Queen Street South;
- properties parallel to the railway tracks along Broadway Street are designated “Mixed Use,” which allows for commercial uses; and
- for the properties fronting Queen Street South from Barry Avenue to Reid Drive that are designated “Residential Low Density I”, they are also subject to Special Site 1 policies, which allows for office uses in addition to residential uses. Given the additional permission for office uses, the inclusion of these lands in the expanded BIA is appropriate.

It is recommended, however, that the properties along William Street not be included in the BIA boundary expansion. Although these properties have existing industrial and commercial uses, they are designated “Residential Medium Density” in Mississauga Official Plan; the intended future use of the land is for residential purposes and not business uses.

Three additional properties are suggested for inclusion in the BIA boundary:

- the property located at 264 Victoria Street which is designated “Mixed Use;”
- part of the property located at 274 Queen Street South falls within the current Streetsville BIA, while the other half is outside of the BIA boundary. It is preferred that the entire property be within the borders of the BIA; and

- the property located at 12 Old Station Road is designated “Residential Low Density I” and Special Site 1 in Mississauga Official Plan (Streetsville Neighbourhood) which permits office uses.

Appendix 4 presents the staff recommended boundary expansion of the Streetsville BIA.

The City recognizes the many benefits of business improvement areas and is committed to assisting the Streetsville Business Improvement Association in expanding the BIA. The Streetsville BIA has been established since 1979 and has made the village an attractive place to shop and visit.

STRATEGIC PLAN: The expansion of the Streetsville BIA aligns with the following goals and actions of the City’s Strategic Plan:

CONNECT: Completing our Neighbourhoods

- Develop Walkable, Connected Neighbourhoods
- Build Vibrant Communities
- Nurture “Villages”

PROSPER: Cultivating Creative and Innovative Businesses

- Meet Employment Needs

FINANCIAL IMPACT: Not applicable.


CONCLUSION: City staff are in general agreement with the proposed boundary expansion of the Streetsville BIA as outlined by the Streetsville Business Improvement Association, with the exception of four revisions. The boundary expansion area recommended by staff is shown on Appendix 4.

The *Municipal Act, 2001* establishes the requirements for City Council to deal with a request to alter the boundaries of a business improvement area. To obtain the position of the business community within the recommended BIA, the City should initiate the statutory

process required to implement the expansion of the Streetsville BIA designation.

ATTACHMENTS:

- APPENDIX 1: Letter from the Chair of the Streetsville Business Improvement Association, dated June 20, 2013
- APPENDIX 2: Streetsville Business Improvement Association – Proposed Streetsville BIA Boundary Expansion (Map)
- APPENDIX 3: Streetsville BIA Land Use Designations (Map)
- APPENDIX 4: Recommended Streetsville BIA Boundary Expansion (Map)



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karin Phuong, Policy Planner





STREETSVILLE BUSINESS IMPROVEMENT ASSOCIATION (BIA)

info@villagenfstreetsville.com • www.villagenfstreetsville.com
 280 Queen Street South, Streetsville, Ontario L5M 1M1
 Tel: (905) 858-5974 • Fax: (905) 858-2366

Thurs. June 20, 2013

COUNCIL AGENDA

July 3, 2013

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

RE: Proposed Boundary Expansion of Streetsville Business Improvement Association (BIA)

Dear Mayor and Members of Council,

The Board of Directors of the Streetsville BIA would like to thank our local City Councillor and member of our board Councillor George Carlson for working with us on this proposal to expand our BIA boundaries. We believe that the Streetsville BIA and the entire Streetsville community will benefit from this expansion, and that it will help to define our business community to residents and visitors to Streetsville.

The proposed boundary expansion was discussed earlier this year over the course of several months during the monthly meetings of the Board of Directors. On May 21st during the monthly meeting, staff from the City of Mississauga attended to inform the board of the various steps to take to ensure a smooth process for both current BIA members and potential new members. The Board of Directors at the monthly meeting held on June 18th, 2013 voted unanimously to expand the boundaries as discussed below.

The requested changes would expand the boundaries along Queen Street South to Britannia Road West in the north and to the railway tracks in the south. There would be minor adjustments to the east and west boundaries that are currently in place within these areas (please see attached map for details).

We are therefore writing this letter to request that the City of Mississauga prepare a report on boundary expansions for the Streetsville BIA, to amend the previous boundary expansion in 1994 (By-Law 332-94). We are prepared to work with the City of Mississauga and provide whatever assistance is needed.

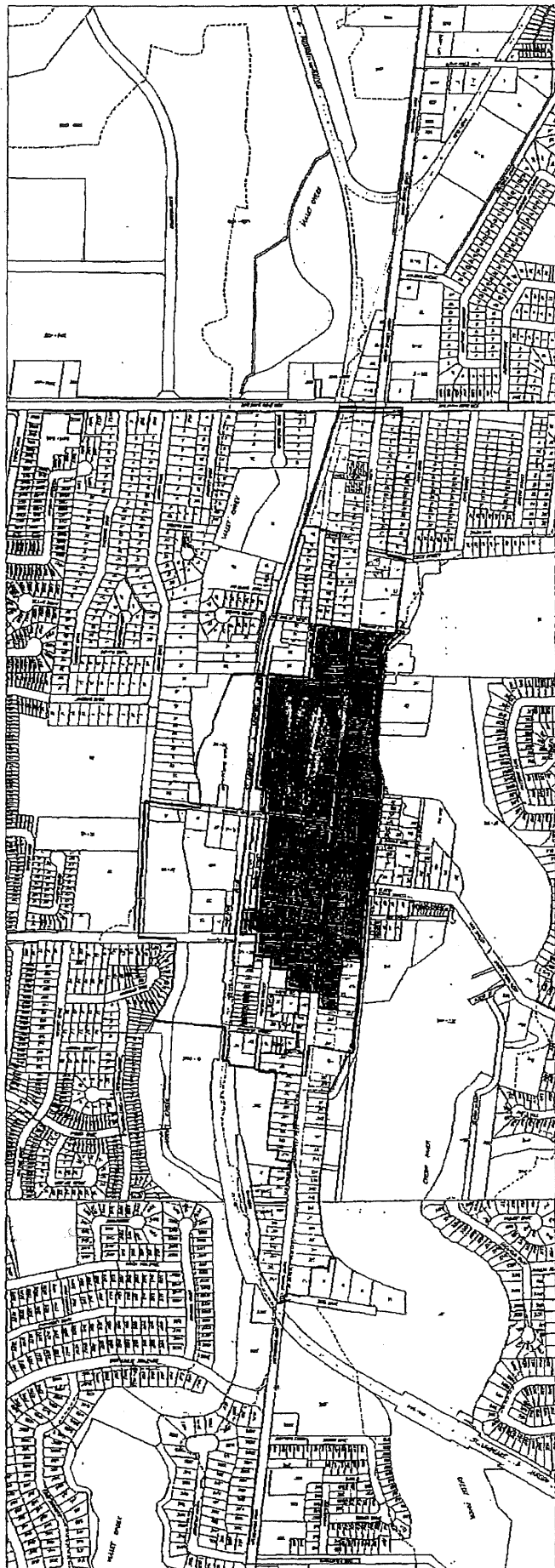
Thank you for considering our request.

Sincerely,

Todd Ladner
 Chair
 Streetsville BIA

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services	For
<input type="checkbox"/> Corporate Services	<input type="checkbox"/> Appropriate Action
<input checked="" type="checkbox"/> Planning & Building	<input type="checkbox"/> Information
<input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply
	<input checked="" type="checkbox"/> Report





Streetsville BIA, Existing
Map Date: 2008-01-01

Community Profile Boundary

Community Boundary Area

□ - proposed
Streetsville BIA
Boundary Expansion

STREETSVILLE BIA Property Mapping

0 100 200
SCALE



MISSISSAUGA
Planning and Building

Produced by
T&W, Orematic
March 2013

I:\data\projects\15\155422 Streetsville BIA A-port.doc

Appendix 2: Streetsville Business Improvement Association - Proposed Streetsville BIA Boundary Expansion

Existing Streetsville BIA Boundary
(By-Law 332-94)

Proposed
Streetsville BIA
Boundary Expansion

Existing Land Use Codes

- Residential Detached
- Residential Semi-Detached
- Residential Row Dwellings
- Residential Apartments
- Residential Other Multiples
- General Retail Commercial
- Automotive Service Commercial
- Other Retail
- Mixed Residential Commercial (5 Storeys or more)
- Mixed Residential Commercial (less than 5 Storeys)
- Office
- Industrial General
- Industrial and Commercial Multiples
- Industrial Heavy
- Open Space/Greenbelt
- Community/Cultural
- Places of Religious Assembly
- Public/Institutional
- School
- Transportation Right-of-Way
- Public or Municipal Parking
- Utilities/Public Works
- Walkways
- Farm
- Vacant
- Other
- Unknown

0 100 200
SCALE



Appendix 3: Streetsville BIA Land Use Designations Mississauga Official Plan Part of Schedule 10

Existing Streetsville BIA Boundary
(By-Law 332-94)

Proposed
Streetsville BIA
Boundary Expansion

Recommended
Streetsville BIA
Boundary Expansion

Properties Not Recommended for
Expansion of the Streetsville BIA

Additional Properties
Recommended for Expansion
of the Streetsville BIA

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

BASE MAP INFORMATION

1996 NEP/2000 NEF Composite Noise Contours	GO Rail Transit Station
Natural Hazards	Public School
Community Facilities	Catholic School

City Structure

Community Node






















0 100 200
SCALE



Appendix 4: Recommended Streetsville BIA Boundary Expansion

 Recommended
Streetsville BIA
Boundary Expansion

Existing Land Use Codes

-  Residential Detached
-  Residential Semi-Detached
-  Residential Row Dwellings
-  Residential Apartments
-  Residential Other Multiples
-  General Retail Commercial
-  Automotive Service Commercial
-  Other Retail
-  Mixed Residential Commercial (5 Storeys or more)
-  Mixed Residential Commercial (less than 5 Storeys)
-  Office
-  Industrial General
-  Industrial and Commercial Multiples
-  Industrial Heavy
-  Open Space/Greenbelt
-  Community/Cultural
-  Places of Religious Assembly
-  Public/Institutional
-  School
-  Transportation Right-of-Way
-  Public or Municipal Parking
-  Utilities/Public Works
-  Walkways
-  Farm
-  Vacant
-  Other
-  Unknown

0 100 200
SCALE





Corporate Report

Clerk's Files

Originator's
Files OZ 11/017 W1

DATE: August 13, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 3, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications**
To permit retail commercial and office uses fronting Lakeshore Road East, condominium apartment and townhouse dwellings to the rear and public green space bordering Cooksville Creek 447, 453, 501, 505 Lakeshore Road East and 1021, 1027, 1077 Enola Avenue Northeast corner of Lakeshore Road East and Enola Avenue
Owner: 501 Lakeshore Inc., Trinity Properties Lakeshore Inc. and 1716336 Ontario Inc.
Applicant: Korsiak and Company Inc.
Bill 51

Supplementary Report **Ward 1**

RECOMMENDATION: That the Report dated August 13, 2013, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 11/017 W1, 501 Lakeshore Inc., Trinity Properties Lakeshore Inc. and 1716336 Ontario Inc., 447, 453, 501, 505 Lakeshore Road East and 1021, 1027, 1077 Enola Avenue, be adopted in accordance with the following:

1. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants to attend the Ontario Municipal Board (OMB) hearing on the subject applications in support of the recommendations outlined in the report dated August 13, 2013.

2. That City Council provide the Planning and Building Department with the authority to instruct the City Solicitor on modifications to the position deemed necessary during or before the OMB hearing process, however, if there is a potential for settlement, in a form substantially different than outlined within this report, then a report shall be brought back to Council by the City Solicitor.
3. In the event the OMB renders a decision on the applicant's appeals that results in an increase in height or density, the applicant be requested to make a community benefits contribution in accordance with Section 37 of the *Planning Act*, policies contained in Mississauga Official Plan and the City's Corporate Policy and Procedure on Bonus Zoning, and the Board be asked to withhold the implementation of the necessary Official Plan and Zoning By-law amendments until such time as the Section 37 discussions and resulting agreement are satisfactorily resolved.

**REPORT
HIGHLIGHTS:**

- The applicant has appealed the Official Plan Amendment and Rezoning applications to the Ontario Municipal Board (OMB) for the failure to make a decision within the prescribed timelines. The OMB Hearing is scheduled to commence on October 21, 2013 and run for 10 days;
- Since the Public Meeting, revisions have been made to the proposal in order to address outstanding development matters and concerns expressed by staff;
- The Official Plan Amendment and Rezoning applications are acceptable from a planning perspective and should be approved;
- Staff is seeking direction from Council to attend any OMB proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on April 2, 2013, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0022-2013 which was subsequently adopted by Council and is attached as Appendix S-2.

The applications were formally amended through the submission of a modified concept plan and supporting materials on April 17, 2013. Modifications to the development proposal include:

- incorporation of lands municipally known as 505 Lakeshore Road East and owned by the Region of Peel into the subject lands;
- the relocation of the proposed Region of Peel Sanitary Sewage Pump Station along Lakeshore Road East to a mid-block site adjacent to the Cooksville Creek;
- the relocation of the main signalized internal private road with Lakeshore Road East to align with Beechwood Avenue to the south;
- the location and orientation of retail commercial uses that previously was internal to the site and away from Lakeshore Road East;
- the relocation of the retail commercial loading areas;
- changes to the retail commercial and office parking standards proposed;
- a reduction in the apartment building height; the incorporation of building step-backs based on a 45 degree angular plane; and increased distance separations to the existing homes on Enola Avenue; and
- a reduction in the residential Gross Floor Area, Floor Space Index and number of units for the residential component of the development.

A revised Concept Plan is attached as Appendix S-5. Modifications to the draft Official Plan Amendment (OPA) and Zoning By-law were also made to accommodate the revised Concept Plan and staff comments. The revised OPA eliminates the previously proposed Special Site provisions for the "Mixed Use" and "Residential High Density" designations.

The 10 day OMB Hearing previously scheduled for June 17, 2013 was rescheduled to October 21, 2013 to allow sufficient staff time to review the revised proposal. Legal Services has advised that in order to meet this timeline, the Supplementary Report on the subject applications needs to be brought forward to the September 3rd Planning and Development Committee meeting.

COMMENTS:

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

COMMUNITY ISSUES

In addition to the issues identified and addressed in the Information Report, additional concerns/comments were raised during and subsequent to the April 2, 2013 Planning and Development Committee meeting on the applications as summarized below. It is also noted that several people spoke in support of the applications indicating that the proposed development would act as a stimulus for redevelopment in the Lakeview area, particularly along Lakeshore Road East.

Comment

The commercial component of the proposed development is not consistent with the planned vision for the area and will adversely impact existing commercial establishments along Lakeshore Road East within the Lakeview and Port Credit communities.

Response

As outlined within the Information Report (Appendix S-1), the City is in the process of preparing the draft policies of the Lakeview Local Area Plan. Consultants were engaged to undertake an extensive review of the Lakeshore Road corridor in both Port Credit and Lakeview and to prepare a Directions Report. In addition to making suggestions about policy direction, the Directions Report outlined community input pertaining to the creation of a new vision for this corridor. Resident input advised that *"Intensification should be used to invigorate Lakeshore Road while reinforcing the mainstreet function and character of the road"* and *"New development should be Mixed-Use"*.

The subject lands, known as the 'Inglis site', were also reviewed on an individual basis through this process where community input specifically advised that *"The Inglis Site should be developed as a medium to high density residential area with "mainstreet" mixed-uses along Lakeshore Road"*. Accordingly, the proposed development addresses key community comments developed through the public engagement component of the Lakeview Local Area Plan review.

The lands fronting directly onto Lakeshore Road East within Lakeview are predominantly designated "Mixed Use". The extension of the "Mixed Use" designation across the Lakeshore Road frontage of these lands would be consistent with the existing planned vision for the area.

It is also significant to note that properties within the vicinity of these lands have historically been used for larger format retail, such as the existing Shoppers Drug Mart (formerly Canadian Tire) to the east and the Metro grocery store on the south side of Lakeshore Road to the west.

Additional comments regarding the appropriateness of the proposed development are included in the Planning Comments section of this Report.

Comment

Vehicular access onto Enola Avenue will adversely affect adjacent residential lands.

Response

The proposed development includes two separate vehicular access connections onto Enola Avenue. The first is located just north of Lakeshore Road East and is expected to service only the commercial component of the development. Modifications made to the loading and internal drive aisles on the plan will direct truck traffic away from this access and towards the two Lakeshore Road access locations.

The second Enola Avenue access, located just south of Revus Avenue, is expected to accommodate predominately residential traffic. Traffic reports submitted support the location and

configuration of these access locations and conclude that there will be no reduction in the level of service on Enola Avenue.

Through the Site Plan approval process, the ultimate configuration of both Enola Avenue access locations will be finalized along with the access width and internal sidewalk location. The use of landscaped buffers will minimize the impact of traffic noise and lighting on the existing adjacent homes.

Comment

The proposed residential building heights are too high and will result in adverse shadow, privacy and noise impacts.

Response

Modifications to the proposed development have resulted in lower buildings heights, increased setbacks from existing homes on Enola Avenue and the use of building height step-backs through the use of a 45 degree angular plane. As a result, adverse impacts from shadow and privacy are not expected. In addition, the applicant has provided a Noise Impact Study to evaluate the impact of existing noise sources on the proposed development and to look at the impact of the proposed development on adjacent residential uses.

Modifications made to the location, orientation and materials of the proposed loading facilities for the commercial component of the development will ensure that noise impacts will be consistent with Ministry of Environment (MOE) noise guidelines. Similarly, mechanical equipment locations and specifications will ensure acceptable noise levels for the amenity areas provided and for adjacent residential uses. A detailed noise impact study will be required through the Site Plan approval processes associated with both the commercial and residential components of this development.

Comment

The proposed development should include a grocery store to support both the Port Credit and Lakeview Communities and to encourage competition in the area.

Response

Official Plan policies and zoning by-law standards do not differentiate between types of retail stores. The proposed "C4 – Exception" (Mainstreet Commercial) zoning permits a grocery store but does not require one. Ultimately, market conditions will dictate whether a grocery store will tenant one of the units within this development.

Comment

What green development initiatives (including LEED) are proposed to be incorporated in the proposed development?

Response

Please see comments included in the Green Development Initiatives section of this report.

Comment

Traffic will have a significant impact on the existing area. What measures are being undertaken to minimize the impact on area residents.

Response

The main focus of the proposed commercial development is Lakeshore Road East. It is anticipated that the proposed signalized access will attract the majority of commercial site traffic. Small portions of vehicles destined for the residential development will access the site via Enola Avenue, particularly during the evening peak times.

Truck traffic will access the site via the signalized access and exit via the west, unsignalized access. No truck traffic should be accessing the site via Enola Avenue.

Comment

What is the distance separation between the proposed traffic signals and those recently approved in support of the Country Homes development to the east?

Response

The distance separation between the proposed signalized intersection and that recently approved for the Country Homes

development to the east is approximately 166 m (544.6 ft.). Synchronization of signals in the immediate vicinity will be required to minimize conflicts and maximize traffic flows on Lakeshore Road East.

Comment

What type of jobs will be brought to the community through this redevelopment?

Response

The commercial component of the proposed development will include both retail commercial and office space and as such there is expected to be a mix of retail and office jobs. The exact mix, quantity and type of jobs are unknown at this time pending tenancy.

Comment

At the Public Meeting held on April 2, 2013, the Information Report was received for information, with the exception of comments from the Economic Development Office (EDO), (see Appendix S-2). The Committee discussed the merits of conducting a more detailed analysis on the impacts of this development on the Lakeshore Road corridor as well as the role of the EDO.

Response

EDO comments provided within the Information Report were focused on the impact of the proposed development on more traditional employment uses. EDO has neither the mandate nor technical expertise to request, evaluate or make conclusions on retail market feasibility studies. EDO's mandate is to provide information and services to support new business investment and job growth in the City by facilitating business development and by expediting the site selection process.

In addition, Mississauga Official Plan does not provide a planning framework to undertake such an analysis through the evaluation of an individual development application.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Updated comments, based on the applicant's revised concept plan, have been provided by the Region of Peel, Credit Valley Conservation and the City Transportation and Works and Community Services Departments and are attached as Appendix S-8 to this report.

PLANNING COMMENTS

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

The PPS states that "Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs." Similarly, the Growth Plan states that "This Plan envisages increasing intensification of the existing built up area, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields."

In addition, the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

This site is a brownfield and the application materials submitted in support have demonstrated the availability of infrastructure while taking into account existing development in the area. Proposed development standards as articulated within Appendix S-7 are substantially consistent with existing zone standards and are conducive to compact development which is consistent and compatible with existing built form in the general area. As such, it may be concluded that the applications conform to the intent of the PPS and Growth Plan.

Official Plan

Mississauga Official Plan was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 29, 2011. The Plan was appealed in its entirety; however, on November 14, 2012 the Ontario Municipal Board (OMB) issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals. As the "Mixed Use" policies are currently under appeal, a "Mainstreet Commercial" designation under Mississauga Plan (2003) may be required. When the appeal is resolved, the OMB will be requested to incorporate the amendment into Mississauga Official Plan. While the applications were submitted under the policies of Mississauga Plan, the applicant has consented to the applications being converted to amend Mississauga Official Plan.

The proposal requires an amendment to the Mississauga Official Plan Policies for the Lakeview Local Area Plan. As outlined in the Information Report, Section 19.5.1 of Mississauga Official Plan provides criteria for evaluating site specific Official Plan Amendments. Each criterion is summarized below along with a discussion of how the proposed applications address the intent of the criteria.

Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?

Mississauga Official Plan policies do not permit the conversion of lands designated "Business Employment" to non-employment uses within Corporate Centres and Employment Areas unless considered through a Phase 1 or, as necessary, a Phase 2 municipal comprehensive review. The subject lands are located within the Lakeview Neighbourhood Character Area, and as such are not subject to the requirement for a municipal comprehensive review.

As noted in the Information Report (Appendix S-1), the 2008 Employment Land Review Study identified the subject lands as part of an area of "Managed Change Outside Existing Employment Areas" which may allow the lands to be developed for

non-employment uses. After Council's recent approval of applications for Official Plan Amendment, Rezoning and Draft Plan of Subdivision for lands municipally known as 565 Lakeshore Road East, which are located immediately to the east of the Cooksville Creek, the subject lands will be an isolated parcel of employment lands within the Lakeview Neighbourhood Character Area which are not relied upon to achieve long term employment objectives.

Mississauga Official Plan policies require that "For lands within a Neighbourhood, a maximum building height of four storeys will apply unless the Character Area policies specify alternative building height requirements..." and that "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: an appropriate transition in heights that respects the surrounding context will be achieved; the development proposal enhances the existing or planned development; the City Structure hierarchy is maintained; and, the development proposal is consistent with the policies of this plan."

Modifications to the residential component of the proposed development include a reduction in the maximum permitted building heights from 20 to 14 storeys and provisions within the proposed zoning by-law amendment to step the buildings up to the maximum permitted height achieving a 45 degree angular plane from the adjacent residential lands on Enola Avenue. Increased distance separations are also proposed in conjunction with more substantial landscaped buffers. In addition, the proposed residential development is consistent with existing apartment dwellings on Cavan Street to the east in terms of height and relationship to adjacent residential and commercial lands. The Neighbourhood policies of Mississauga Official Plan under Section 5.3.5 direct that residential intensification within Neighbourhoods is to occur through infilling and where higher density uses are proposed, they should be located on sites identified by the local area plan, along Corridors or in conjunction with existing apartment sites or commercial centres. The residential component of the proposed development is located with access to the Lakeshore Road Corridor, represents infill

development and demonstrates an appropriate transition in height which respects the surrounding context and will maintain the City Structure hierarchy.

Mississauga Official Plan also states under Section 5.4 that "Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit." The proposed commercial development along the Lakeshore Road East frontage has also been modified, in this case the main internal private road has been shifted to the east to better align with Beechwood Avenue within a signalized intersection. The relocation of the private road to the east not only addresses significant traffic concerns related to conflicting turning movements through an 'off-set' intersection, but allows for the commercial units to be reoriented such that all but one of the units directly relate to Lakeshore Road East and eliminate the internal mainstreet previously proposed. The primary residential entrances will also be provided from the signalized access to Lakeshore Road East.

The proposed retail commercial, office and residential development will not have a negative impact on the intent, goals, objectives and policies of Mississauga Official Plan, nor will it impact other lands of the same designation or the neighbouring lands.

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

Section 10.4 of the Mississauga Official Plan advises that "the primary locations for retail uses will be the Downtown, Major Nodes and Community Nodes," but also advises that "Within Neighbourhoods, further retail commercial will be directed to lands designated Mixed Use. Retail will be encouraged to develop in combination with residential and office uses." In addition, "Retail uses outside of the Downtown, Major Nodes and Community Nodes will be directed to Corridors and Major Transit Station Areas or in locations as identified in Character Area policies or local area plans."

Although the subject lands are not located within a Community Node and planning studies which may inform the creation of a Community Node within the Lakeview area are not complete, the lands are located along the Lakeshore Corridor, where other properties fronting onto the corridor are designated "Mixed Use". Further, the commercial development is proposed in conjunction with residential and office uses.

In addition, the proposed commercial will serve the immediate community with services and facilities that are not presently provided in the immediate area. Concerns with regard to traffic, noise, shadowing and overview have been addressed through modifications to the development concept and through the implementation of technical requirements in necessary agreements and the site plan approval process. Accordingly, it can be concluded that the lands are suitable for the proposed uses and compatible with existing and future uses of surrounding lands.

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

Comments received from applicable City departments and agencies advise that existing and proposed infrastructure improvements will adequately address the development as proposed.

Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?

A Planning Justification Report has been provided which adequately outlines the merits of the proposal and relevant policies including those contained within Mississauga Plan, MOP, the Region of Peel Official Plan, Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.

Zoning

Revisions made to the applications subsequent to the Statutory Public Meeting include the use of a "RA4-Exception" (Apartment Dwellings) zone versus the "RA5-Exception" (Apartment Dwellings) zone outlined within the Information Report. Proposed Zone Standards - Revised are detailed in Appendix S-7.

Most notably, the proposed "RA4-Exception" zone differs from the previously proposed zoning in terms of maximum Floor Space Index (FSI) and building height. The maximum FSI is presently proposed at 1.4, whereas previously it was 2.0 and the base "RA4" zone permits 1.8. The maximum building height is presently proposed at 14 storeys, whereas previously 20 storeys were proposed and the base zoning permits 18 storeys.

In addition, the maximum gross floor area has been reduced from 38 000 m² (409,042 sq. ft.) to 28 000 m² (301,399 sq. ft.), the number of apartment and townhouse units has been reduced from 380 to 291 and the minimum landscaped area has been increased from 30% to 35% of the lot area.

An exception schedule is also proposed which increases building setbacks from dwellings fronting onto Enola Avenue and implements building height step-backs consistent with a 45 degree angular plane. The proposed exception schedule is consistent with the Concept Plan – Revised attached as Appendix S-5.

In terms of the revised "C4-Exception" (Mainstreet Commercial) zoning proposed for the Lakeshore Road frontage lands, minor revisions have been made, the most notable being that the minimum 2 storey building height requirement of the base "C4" zoning will be retained, whereas previously it was proposed at one storey, and the maximum building height proposed is 14 m (46 ft.), where previously 15.6 m (51.2 ft.) was proposed and the base "C4" zone permits 12.5 m (41 ft.) and 3 storeys for flat roofs.

A minimum landscaped buffer adjacent to lands zoned "G1" (Greenbelt – Natural Hazards) is proposed at 2.4 m (7.9 ft.), whereas 4.5 m (14.8 ft.) is required for both of the proposed zones. The lands to be zoned "G1" include a 5 m

(16.4 ft.) buffer, above and beyond the lands necessary to meet erosion setback requirements. In addition, the valley slope in the "G1" zone will be regraded and restored, through the Site Plan approval and CVC permitting processes. Based upon the necessary work and the "G1" lands remaining in private ownership, the reduced landscaped buffer depth is acceptable in this circumstance.

The Proposed Zoning Standards – Revised, as outlined in Appendix S-7, are appropriate to accommodate the modified development proposal and parking standards.

Bonus Zoning

In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, the City may secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

Should the OMB render a decision on the applicant's appeals that results in an increase in height or density, the recommendations contained in this report request the applicant make a community benefits contribution in accordance with Section 37 of the *Planning Act*, policies contained in Mississauga Official Plan and the City's Corporate Policy and Procedure on Bonus Zoning. Furthermore, it is recommended that the Board be asked to withhold the implementation of the necessary Official Plan and Zoning By-law amendments until such time as the Section 37 discussions and resulting agreement are satisfactorily resolved.

Region of Peel Sanitary Sewage Pump Station

The revised concept plan is reliant upon lands municipally known as 505 Lakeshore Road East. These lands were expropriated by the Region of Peel for the purpose of constructing a sanitary sewage pumping station. Although both the Region and the applicant have advised that discussions are ongoing and progressing well, an agreement has not been reached regarding the exchange of 505 Lakeshore Road East and the location proposed on the concept plan.

The Region has advised that they do not object to the proposed amendments in principle, but require that certain legal matters with regard to the exchange of land be addressed to their satisfaction prior to the enactment of the required zoning by-law amendment.

Accordingly, it is recommended that the applications be approved as proposed, however, if an agreement between the applicant and the Region cannot be reached or Regional Council does not support the land exchange, that the applications be deemed premature and that staff be directed to pursue this position before the OMB. As noted in the updated comments from the Transportation and Works Department, site access concerns have been addressed through the relocation of the proposed signalized intersection upon lands presently owned by the Region of Peel. Numerous other urban design and planning concerns have also been addressed through the site redesign afforded by the use of the Region's lands.

Site Plan

Prior to development occurring on the lands, the applicant will be required to obtain Site Plan approval in accordance with Section 41 of the *Planning Act*.

A Site Plan application for only the commercial component of the proposed development was submitted subsequent to the receipt of the subject Official Plan Amendment and Rezoning applications. The concurrent Site Plan application SP 12/208 W1 is consistent with the previous development concept as shown on Appendix I-5 of the Information Report (Appendix S-1). The Site Plan application has not been amended to reflect the modifications previously described within this report.

Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Implementation of Low Impact Development (LID) standards into the stormwater management scheme, including bio retention swales and other measures;
- Low water landscape planting;
- White roofs will be used for on-site buildings;
- Reduced parking standards to encourage public transit usage and pedestrian trips;
- High pedestrian permeability within the site and into surrounding neighbourhoods;
- Use of 10% local materials in construction; and
- Provision of bike storage areas.

FINANCIAL IMPACT:

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

CONCLUSION:

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

1. The conversion of the subject "Business Employment" lands is consistent with the City's employment policies.
2. The proposal to permit retail commercial, office, and condominium apartment and townhouse dwellings is compatible with the surrounding land uses for reasons outlined in this report.
3. The proposed Official Plan provisions and revised zoning standards are appropriate to accommodate the proposed modified development concept.

ATTACHMENTS:

Appendix S-1: Information Report
Appendix S-2: Recommendation PDC-0022-2013
Appendix S-3: Excerpt of Lakeview District Land Use Map –
Revised
Appendix S-4: Excerpt of Existing Land Use Map – Revised
Appendix S-5: Concept Site Plan – Revised
Appendix S-6: Elevations – Revised and Renderings
Appendix S-7: Proposed Zoning Standards – Revised
Appendix S-8: Updated Agency and City Department Comments



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner



Corporate Report

Appendix S-1

Clerk's Files

Originator's

Files OZ 11/017 W1

PDC APR 2 2013

DATE: March 12, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 2, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit retail commercial and office uses fronting Lakeshore
Road East, apartment and townhouse dwellings to the rear and
public greenspace bordering Cooksville Creek
447, 453, 501 Lakeshore Road East and
1021, 1027, 1077 Enola Avenue
Northeast corner of Lakeshore Road East and Enola Avenue
Owner: 501 Lakeshore Inc., Trinity Properties Lakeshore Inc.
and 1716336 Ontario Inc.
Applicant: Korsiak and Company Inc.
Bill 51

Public Meeting **Ward 1**

RECOMMENDATION: That the Report dated March 12, 2013, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Business Employment", "Mixed Use" and "Residential Low Density II" to "Mixed Use - Special Site", "Residential High Density - Special Site" and "Greenbelt" and to change the Zoning from "E2" (Employment), "C4" (Mainstreet Commercial) and "R3" (Detached Dwellings - Typical Lots) to "C4 - Exception" (Mainstreet Commercial), "RA5 - Exception" (Apartment Dwellings) and "G1" (Greenbelt - Natural Hazards) to

permit retail commercial and office uses fronting Lakeshore Road East, apartment and townhouse dwellings to the rear and public greenspace bordering Cooksville Creek under file OZ 11/017 W1, 501 Lakeshore Inc., Trinity Properties Lakeshore Inc. and 1716336 Ontario Inc., 447, 453, 501 Lakeshore Road East and 1021, 1027, 1077 Enola Avenue, northeast corner of Lakeshore Road East and Enola Avenue, be received for information.

**REPORT
HIGHLIGHTS:**

- The applications have been made to allow for the development of the lands for retail commercial and office uses adjacent to Lakeshore Road East and apartments and townhouses to the rear of the site;
- Community concerns include the scale of the proposed development, the impact of large format retail uses on existing retail commercial development along Lakeshore Road East within both Lakeview and Port Credit, the appropriateness of the proposed residential building heights, the transition of proposed apartment dwellings to existing low density development to the north and west; and traffic impacts on both Lakeshore Road East and Enola Avenue;
- The applications have been appealed to the Ontario Municipal Board (OMB) and a ten (10) day hearing has been scheduled to commence on June 17, 2013;
- A future Supplementary Report will address outstanding matters, the resolution of any issues, as appropriate and will seek Council's direction on the applications and the appeals, including for City staff participating in the upcoming OMB proceedings regarding this matter.

BACKGROUND:

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

The applications were appealed to the OMB in a letter dated August 8, 2012, citing the failure of Council to make a decision within the time-frame prescribed by the *Planning Act*. During a first prehearing conference held on November 20, 2012, a tentative hearing date of May 6, 2013 was established, notwithstanding that a revised submission of materials responding to the Regional expropriation of a portion of the lands had not yet been submitted.

In addition, a second prehearing conference was scheduled for February 11, 2013, during which the hearing date was rescheduled to June 17, 2013 to run for 10 days. It should be noted that City Legal Counsel has advised of the need for deferral of any hearing should the proposal be further revised, thereby requiring additional staff review.

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:

Development Proposal	
Applications submitted:	November 30, 2011 (Received) December 15, 2011 (Deemed Complete) December 4, 2012 (Revised)
Height:	4 to 20 storeys - Residential 1 to 2 storeys - Commercial
Lot Coverage:	51% Commercial
Floor Space Index:	1.87 Residential
Landscaped Area:	33% - Residential 10% - Commercial
Net Residential Density:	188 units/ha 76 units/acre
Gross Floor Area:	13 622 m ² (146,630 sq. ft.) - Commercial 37 832 m ² (407,234 sq. ft.) - Residential
Number of units:	365 apartment dwelling units 15 townhouse dwelling units 380 dwelling units total
Anticipated Population:	935* *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

Development Proposal	
Parking Required:	598 spaces - Residential 540 spaces - Commercial
Parking Provided:	630 spaces - Residential 467 spaces - Commercial
Supporting Documents:	Planning Justification Report, Urban Design and Streetscape Analysis, Stormwater Management Report, Functional Servicing Report, Traffic Impact Study, Noise Report, Railway Vibration Analysis, Environmental Site Assessment Reports, Parking Supply Review Report, Tree Inventory and Preservation Plan

Site Characteristics	
Frontage:	180.65 m (592.7 ft.) - irregular
Depth:	336.3 m (1,103.4 ft.) - irregular
Net Lot Area:	2.02 ha (4.99 ac.) - Residential 2.64 ha (6.52 ac.) - Commercial 4.66 ha (11.52 ac.) - Total
Existing Use:	Industrial - Former Inglis appliance manufacturing facility

In addition to the above details and the information provided on the Concept Plan submitted (see Appendix I-5), the following additional details are provided to assist in understanding the development as proposed:

- The proposed commercial development adjacent to the Lakeshore Road East frontage includes two driveway access locations on Lakeshore Road East and two on Enola Avenue; the easterly most Lakeshore Road East access is proposed to be signalized and run through both the commercial and residential components of the development before connecting with Enola Avenue.
- Four (4) separate commercial structures are proposed; two, 1 storey buildings along the east side of the signalized

private road, one large structure on the west side of the private road, which includes four buildings on the ground floor and a large second level that sits above these buildings and the central parking area. The upper level commercial space is intended for one or two large format retail tenants and makes up 8 857 m² (95,339 sq. ft.) of the 13 622 m² (146 638 sq. ft.) Gross Floor Area proposed for retail commercial and office uses on-site. The last commercial building is located at the northeast corner of Lakeshore Road East and Enola Avenue and is 2 storeys in height with ground level retail commercial and upper level office uses.

- To the rear of the site, two apartment buildings, with 8 townhouses incorporated into the front facades are proposed on the northeast side of the private road and 7 townhouses in a single block are proposed on the southwest side. The apartment buildings range in height from 6 to 20 storeys, with the lowest height to the west. The townhouses are 3 storeys in height.
- Residential parking is proposed to be provided within above grade parking structures making up the first 3 to 4 floors of the two apartment buildings. The parking structures are to be faced with townhouse dwellings along the internal private road and treated with a similar architectural treatment as the rest of the buildings on the remaining facades. Details of the architectural treatment have not yet been provided.

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

Neighbourhood Context

The subject property is located in the Lakeview Neighbourhood which is predominantly a stable established residential area. The frontage portions of the lands lie within a linear commercial area along Lakeshore Road East; whereas the rear portion of the lands lie within a residential area comprised of a mix of residential unit

types. The site, which is generally flat, slopes from the northwest to the southeast toward the Cooksville Creek which borders the site on its east side. Two large industrial buildings and associated asphalt parking and loading areas are presently located on the lands. Little vegetation and landscaping is present on site.

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

The surrounding land uses are described as follows:

- North: Detached and semi-detached dwellings beyond the CNR Mainline
- East: Vacant lands, subject to applications for Draft Plan of Subdivision, Official Plan Amendment and Rezoning to accommodate townhouse dwellings beyond Cooksville Creek
- South: A mix of commercial uses and detached and apartment dwellings along Lakeshore Road East
- West: Detached, semi-detached and apartment dwellings fronting onto Enola Avenue

Current Mississauga Official Plan Designation and Policies for Lakeview Local Area Plan (November 14, 2012)

Mississauga Official Plan 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 OMB issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except certain appeals which have no effect on the subject applications.

The subject lands are located within a **Neighbourhood Area** (Lakeview Local Area Plan) and on a **Corridor** (Lakeshore Road East). The lands are designated "**Business Employment**", "**Mixed Use**" and "**Residential Low Density II**".

"Business Employment" permits an integrated mix of business activities that operate mainly within enclosed buildings. Business Employment activities along City boundaries, major roads, and adjacent to park, greenbelt or residential lands; will through design, siting and landscaping present a higher standard of building, landscape and streetscape design. **"Mixed Use"** permits a mixture of personal service, commercial, office, institutional and residential use. **"Residential Low Density II"** permits detached, semi-detached, duplex, triplex and street townhouse dwellings.

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

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.

Proposed Official Plan Designation and Policies

"Mixed Use - Special Site" to permit a mixed use development consisting of retail commercial and office uses. Special site provisions are required to allow for one storey retail commercial buildings not directly fronting Lakeshore Road East; whereas a minimum of two storeys would be required.

"Residential High Density - Special Site" to permit the development of apartment dwellings to a maximum height of 20 storeys, with a maximum Floor Space Index (FSI) of 2.0.

"Greenbelt" to identify lands associated with the Cooksville Creek natural hazard where development is restricted.

Conversion of Employment Lands

The Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the *Planning Act* encourage the retention of employment lands and require a comprehensive municipal review where employment lands are to be converted to non-employment uses. Further, the *Planning Act*

identifies the adequate provision of employment opportunities as a matter of Provincial interest.

In June 2008, an Employment Land Review Study was undertaken by Hemson Consulting Ltd. as part of the Mississauga Plan review to ensure conformity with Provincial initiatives and fulfill *Planning Act* requirements. This study identified the subject lands as being part of an area of "Managed Change Outside Existing Employment Areas" which are defined as scattered vacant or under-utilized sites outside of designated Employment Districts. They include vacant sites that are 'remnant' or otherwise may be constrained and unlikely to develop as employment land, and may be suitable for other uses.

Lakeview Local Area Plan Review

In November 2007, the City initiated Phase I – Public Engagement and Vision of the Lakeview and Port Credit District Policies Review. This process culminated in the preparation of the "Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report" (Directions Report) which was presented to Planning and Development Committee (PDC) in November 2008. One of the recommendations was for staff to prepare revised District Policies (now Local Area Plans) based on policy recommendations outlined in the Directions Report. Staff was also directed to set up Local Advisory Panels to facilitate discussion with stakeholders.

Staff is presently preparing the draft policies of the Lakeview Local Area Plan and expect to present them to PDC late this year. At that time, staff will be requesting to circulate the Area Plan and to begin the formal public consultation process.

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 application;
- a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Existing Zoning

"E2" (Employment), which permits a wide variety of employment uses which function primarily within wholly enclosed buildings or structures.

"C4" (Mainstreet Commercial), which permits a mix of retail, service commercial, office and residential uses. Buildings are to be located at the street edge with front yards of 0 m (0 ft.) to 3.0 m (9.8 ft.) with a minimum building height of 2 storeys and a maximum building height of 3 storeys.

"R3" (Detached Dwelling - Typical Lots), which permits detached dwellings with a minimum lot area of 550 m² (5,920 sq. ft.), minimum lot frontage of 15.0 m (49.2 ft.) and maximum height of 10.7 m (35 ft.).

Proposed Zoning By-law Amendment

"C4 - Exception" (Mainstreet Commercial), to permit retail commercial development in accordance with standards contained within Appendix I-10.

"RA5 - Exception" (Apartment Dwellings), to permit apartment, townhouse and horizontal multiple dwellings in accordance with the standards contained within Appendix I-10.

"G1" (Greenbelt - Natural Hazards), to reflect the limits of development associated with Cooksville Creek.

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 OMB, the City may require the provision of community benefits as a condition of approval.

COMMUNITY ISSUES

A community meeting was held by Ward 1 Councillor, Jim Tovey on April 4, 2012.

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

Comment

Who will occupy the large anchor tenant space on the upper level of the commercial development?

Response

The applicant has advised that several retailers have expressed interest in this space including Wal-Mart, Target, No Frills and Sobeys. This second level space is configured to accommodate either one or two large format retailers. Discussions with potential tenants are ongoing and the tenant(s) remain unknown at this point in time.

Comment

Enersource Hydro Mississauga has recently erected new overhead hydro lines along Lakeshore Road East, adjacent to the subject lands. What would happen to these new wires given that the buildings are proposed to front Lakeshore Road East with no setback?

Response

The applicant has advised that it is their intent to bury any overhead wires, including those recently erected by Enersource. The applicant has further advised that existing below grade services will be relocated to accommodate standard streetscape upgrades as a condition of approval.

Comment

Given the long industrial history of the site, are the lands contaminated, and if so, how will the contamination be addressed?

Response

The applicant has provided supporting materials which have evaluated the condition of soils and ground water on site. These reports indicate that the lands are presently contaminated. The applicant has commenced a Risk Assessment process with the Ministry of Environment. Additional details have been provided within the Transportation and Works Department comments contained within Appendix I-7 and within the Development Issues

section of this report. Commentary about this issue will be provided within a future Supplementary Report.

Comment

What is the proposed tenure of the residential units and will assisted housing be included?

Response

All residential units are proposed to be of condominium tenure. The applicant has advised that assisted housing units are not being considered at this time.

Comment

Traffic concerns were raised with regard to increased traffic volumes on both Lakeshore Road East and Enola Avenue. In addition, concerns were expressed with regard to additional delays and conflicts for vehicles exiting Beechwood Avenue to the south.

Response

Revisions have been requested to the site access configuration, including accommodating a signalized access on Lakeshore Road East which better aligns with Beechwood Avenue (see Appendix I-7, Transportation and Works Department comments and the Development Issues section of this report). A Traffic Impact Study has been submitted in support of the applications and comments will be provided in a future Supplementary Report.

Comments

What is the expected construction timing of the proposed development? If the residential is to be constructed after the commercial, what assurances will be provided that the residential will be constructed?

Response

Trinity is a commercial builder and intends to bring on another builder to undertake construction of the residential component. The applicant has advised that it is their intent to commence construction concurrently, but note that the residential could take longer to sell and construct. Construction of the commercial is expected to take 18 months to complete. Any change to the residential component of the development in the future would require new *Planning Act* applications and a further public consultation process.

Comments

A discount retailer is not appropriate and this concentration of retail will undermine existing retail stores within the Lakeview and Port Credit communities.

Response

These matters will be addressed in a future Supplementary Report.

Comment

Does the proposed development conform to the Legacy (Inspiration Lakeview) Project?

Response

Inspiration Lakeview is an ongoing process which may result in changes to the Mississauga Official Plan and other policy and regulatory documents. There are no policies from Inspiration Lakeview in effect and as such the applications must be evaluated in accordance with the existing policy framework.

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 will have to be addressed:

Region of Peel Sanitary Sewage Pump Station

Presently there is a lack of sanitary sewage capacity in a large portion of south-central Mississauga. In response, the Region of Peel commenced an Environmental Assessment process in 2006 to evaluate options to provide additional capacity in this catchment area. The 'preferred' location to provide additional pumping capacity was identified as 501 Lakeshore Road East and efforts have been ongoing since that time to plan, design and construct the necessary infrastructure. The proposed development cannot proceed in advance of the required pump station.

Subsequent to the submission of these applications, the Region of Peel expropriated 0.17 ha (0.43 ac.) along the Lakeshore Road East frontage of the subject lands for the purpose of constructing the pump station. These lands are now municipally known as 505 Lakeshore Road East. The subject applications were formally revised in December 2012 to reflect the Regional expropriation. The Region has submitted an application for Site Plan approval, under file SP 12/172 W1 and received approval from the Committee of Adjustment to provide reduced setback requirements to accommodate the pump station on 505 Lakeshore Road East.

The applicant and the Region of Peel have both advised that discussions are underway exploring opportunities to exchange the frontage lands on Lakeshore Road East for lands further north, within the subject site. Further revisions to the Concept Plan would be necessary should an agreement to locate the pump station elsewhere on site be reached.

Site Contamination

Studies submitted in support of these applications have concluded that soil and groundwater contamination exists on site. The applicant is presently pursuing a Risk Assessment (RA) process with the Ministry of Environment. While it is more common

through the development approval process to identify the location and extent of site contamination for the purpose of remediation, the RA process is based on leaving all or a portion of the contamination in situ and examining the risk posed to humans, plants, wildlife and the natural environment from exposure to contamination. The RA is to develop standards that will protect the uses that are being proposed on the property and may include the identification of risk management measures that must be incorporated into the development to ensure an appropriate level of public safety. Measures could include, but are not limited to, prohibitions on basements, use of specialized or contained heating and cooling systems, the use of migration barriers, or ongoing treatment options. An ongoing monitoring program implemented by the developer and maintained by the ultimate property owner is often a requirement resulting from the RA process.

It should be noted that reports submitted to date indicate that contamination has migrated off-site. Lands proposed to be conveyed to the City as greenbelt, as well as lands presently owned by Credit Valley conservation as part of the Cooksville Creek natural hazard, may be affected by this off-site migration. The ultimate owners of these lands would be responsible in perpetuity for maintaining any approved risk management measures such as groundwater or vapour monitoring.

An outside consultant with a specialization in the Risk Assessment process, soil and groundwater contamination and hydrogeology has been engaged by the City to assist in the review of these matters. The Ministry of Environment is presently reviewing the RA submission which is not expected to conclude before the planning process and, as such, additional information resulting from the consultant's review of the RA materials will be outlined within a future Supplementary Report.

Signalized Lakeshore Road East Access

Staff have expressed concerns with regard to the location of the signalized internal road, encouraging it to be located as far east as possible to align with Beechwood Avenue to the south. In this

regard, the location of the pump station lands within the southeast corner of the site would prevent a direct alignment. However, efforts have been undertaken through the review and processing of the Site Plan application for the pump station building and above grade structures to be located as far east on-site as possible. In addition, the Region has agreed to grant a public use/access easement over the westerly portion of their lands to allow most of the signalized intersection to be constructed over the westerly portion of 505 Lakeshore Road East. Although not ideal, a more functional intersection with Beechwood Avenue to the south would result. The Concept Plan has not been modified to accommodate the requested alignment.

Site Layout and Design Considerations

Planning and Urban Design concerns centre around the location and orientation of retail commercial uses that are internal to the site and away from Lakeshore Road East, the location of the main internal road and building orientation relative to Cooksville Creek, the height of residential apartment buildings and the transition of height to the existing ground based residential units fronting onto Enola Avenue. Revisions to the Concept Plan and proposed amending documents have been requested in regard to these matters but have not been satisfactorily addressed to date.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to warning clauses, on-site remediation, flood plain management and restoration and streetscape works which will require the applicant to enter into appropriate agreements with the City.

FINANCIAL IMPACT:

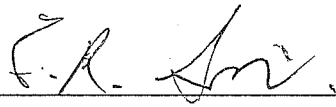
Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION:

In order to meet process requirements and to allow staff to prepare for upcoming OMB proceedings, the Planning and Building Department will be coming forward with recommendations to seek direction from Council.

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Lakeview District 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: Proposed Zoning Standards
Appendix I-11: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

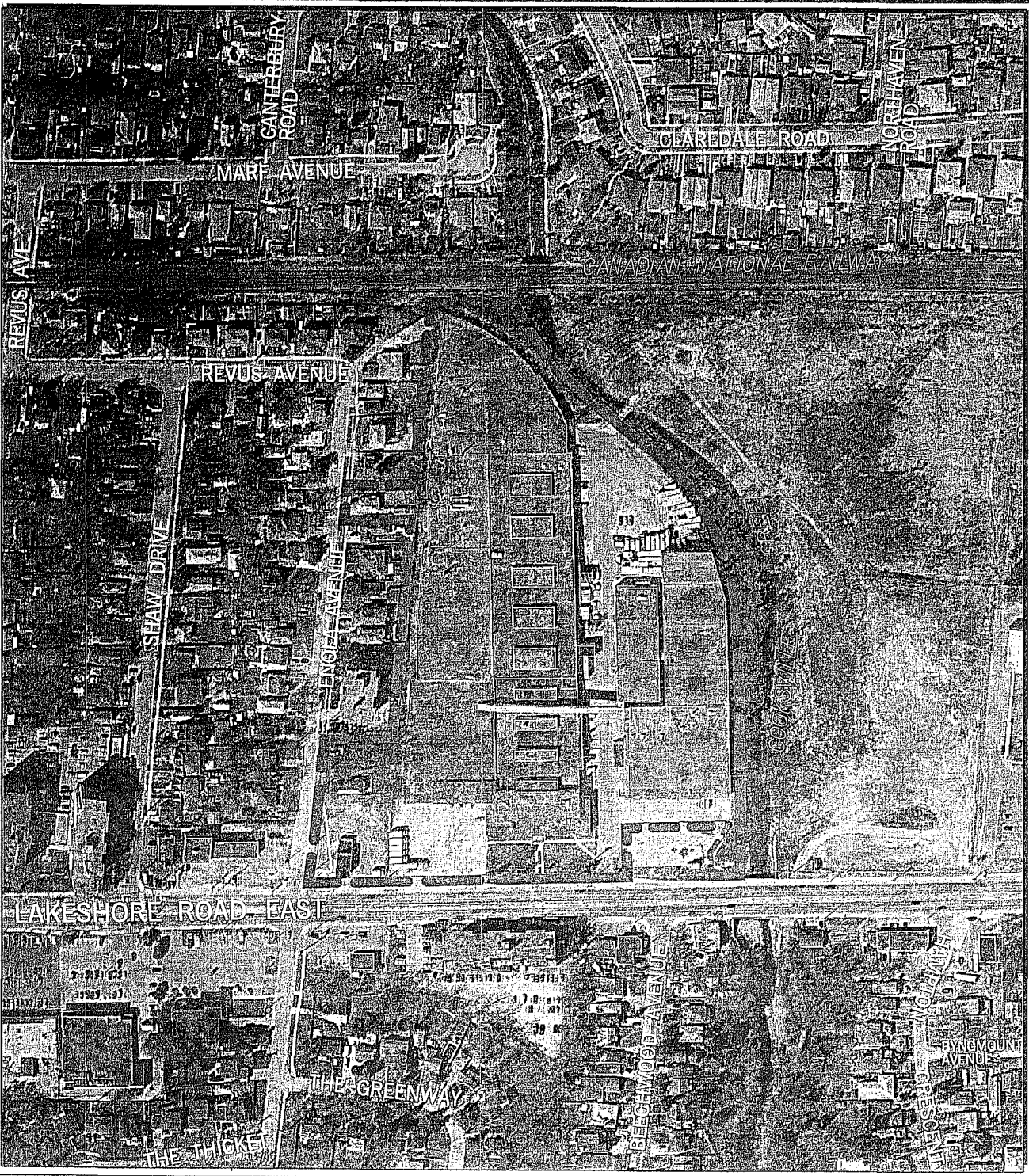
Prepared By: John Hardcastle, Development Planner

501 Lakeshore Inc. et. al.

File: OZ 11/017 W1

Site History

- January 8, 1999 – Region of Peel approved the Lakeview District Policies of City Plan, which designated the lands "Business Employment", "Mixed Commercial" and "Residential Low Density II".
- May 5, 2003 – Region of Peel approved the Lakeview District Policies of Mississauga Plan, which designated the lands "Business Employment", "Mainstreet Retail Commercial" and "Residential Low Density II".
- May 26, 2004 – Official Plan Amendment (OPA) #2 was approved by Council implementing the findings and recommendations of the April 2003 Special Policy Area Study for the Cooksville Creek Floodplain, prepared by Phillips Engineering. OPA #2 resulted in the creation of Special Site 21 in the Lakeview District Policies of Mississauga Plan.
- June 22, 2004 – OPA #2 was appealed to the OMB.
- March 10, 2005 – OPA #2 was approved as modified by the OMB and incorporated into the Lakeview District Policies of Mississauga Plan as Special Site 21.
- 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 "E2" (Employment), "C4" (Mainstreet Commercial) and "R3" (Detached Dwelling - Typical Lots).
- Summer 2009 – Floodline mapping revised by the CVC to reflect the reconstruction and upsizing of the Cooksville Creek culverts at Lakeshore Road East. Based upon revised mapping, the proposed development can achieve flood free access at certain locations on site.



LEGEND:

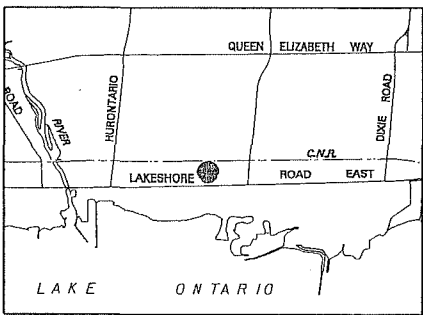


SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2012



SUBJECT:
501 LAKESHORE INC., TRINITY PROPERTIES LAKESHORE INC.,
AND 1716336 ONTARIO INC.



FILE NO:
OZ 11/017 W1
DWG. NO:
11017A
SCALE:
1:3500
PDC DATE:
2013/04/02
DRAWN BY:
A.SHAH

APPENDIX 1-2

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

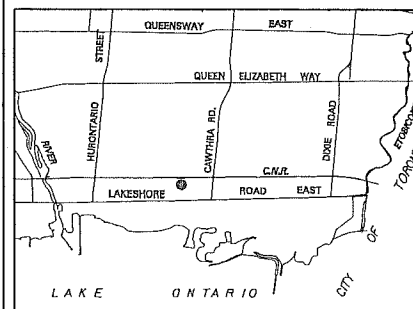


SUBJECT LANDS



SUBJECT:

**501 LAKESHORE INC., TRINITY PROPERTIES LAKESHORE INC.,
AND 1716336 ONTARIO INC.**



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OZ 11/017 W1

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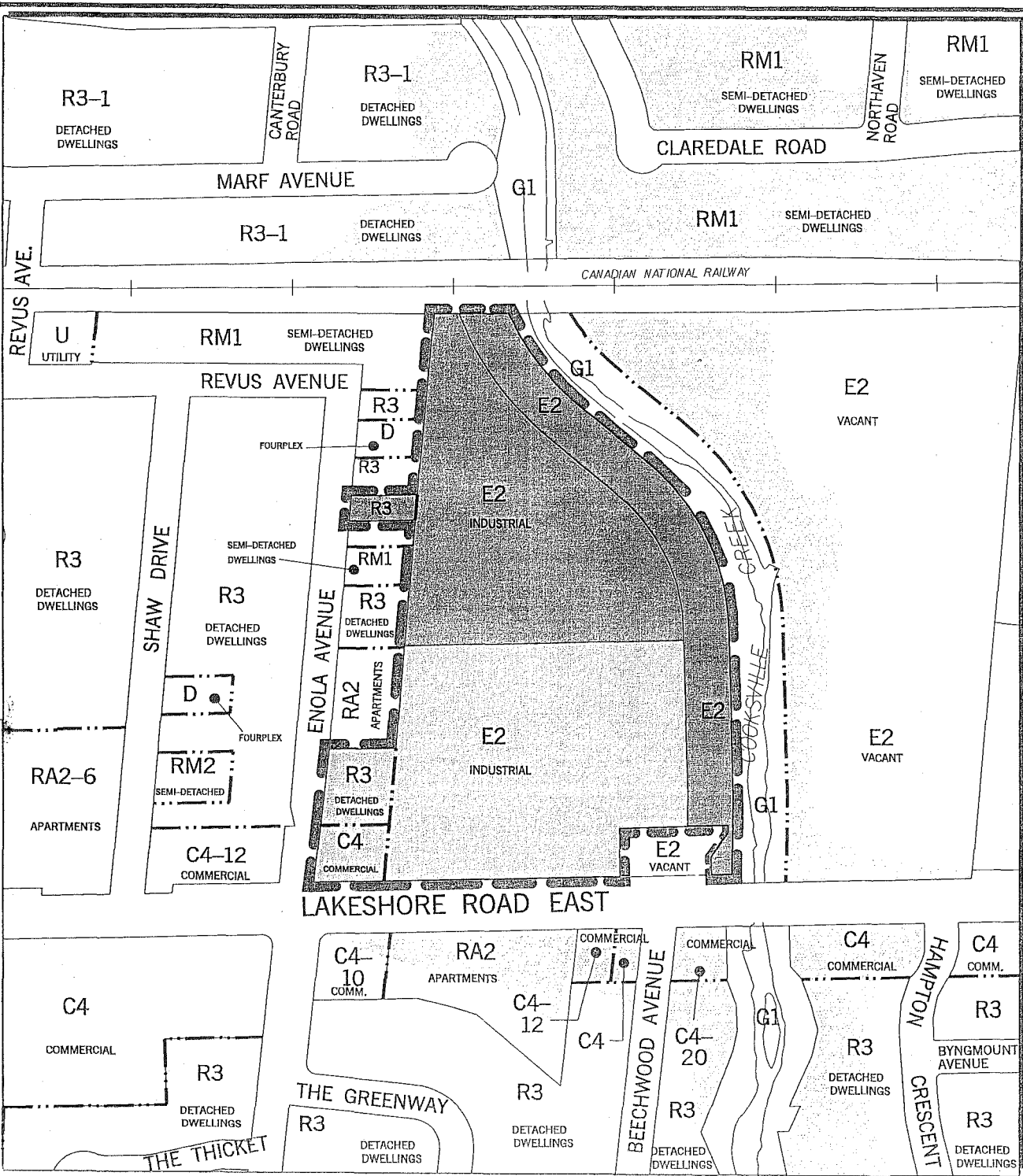
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2013/04/02

DRAWN BY:
A.SHAH

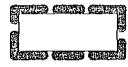
APPENDIX I-3

MISSISSAUGA
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LEGEND:



SUBJECT LANDS



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY II", "MIXED USE" AND "BUSINESS EMPLOYMENT" TO "MIXED USE-SPECIAL SITE" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS-TYPICAL LOTS), "C4" (MAINSTREET COMMERCIAL) AND "E2" (EMPLOYMENT) TO "C4-EXCEPTION" (MAINSTREET COMMERCIAL) TO PERMIT A MIX OF RETAIL COMMERCIAL AND OFFICE USES.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY II" AND "BUSINESS EMPLOYMENT" TO "RESIDENTIAL HIGH DENSITY-SPECIAL SITE" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS-TYPICAL LOTS) AND "E2" (EMPLOYMENT) TO "RA5-EXCEPTION" (APARTMENT DWELLINGS, TOWNHOUSE DWELLINGS AND ALL FORMS OF LOW-RISE MULTIPLE DWELLINGS).

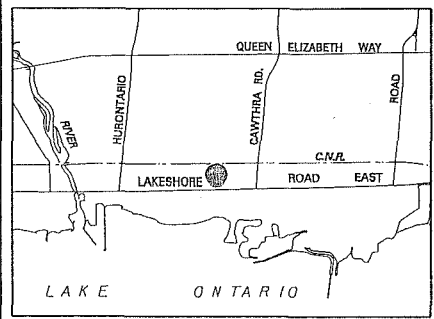


PROPOSED OFFICIAL PLAN AMENDMENT FROM "BUSINESS EMPLOYMENT" TO "GREENBELT" AND PROPOSED REZONING FROM "E2" (EMPLOYMENT) TO "G1" (GREENBELT-NATURAL HAZARDS) TO PERMIT GREENBELT.

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



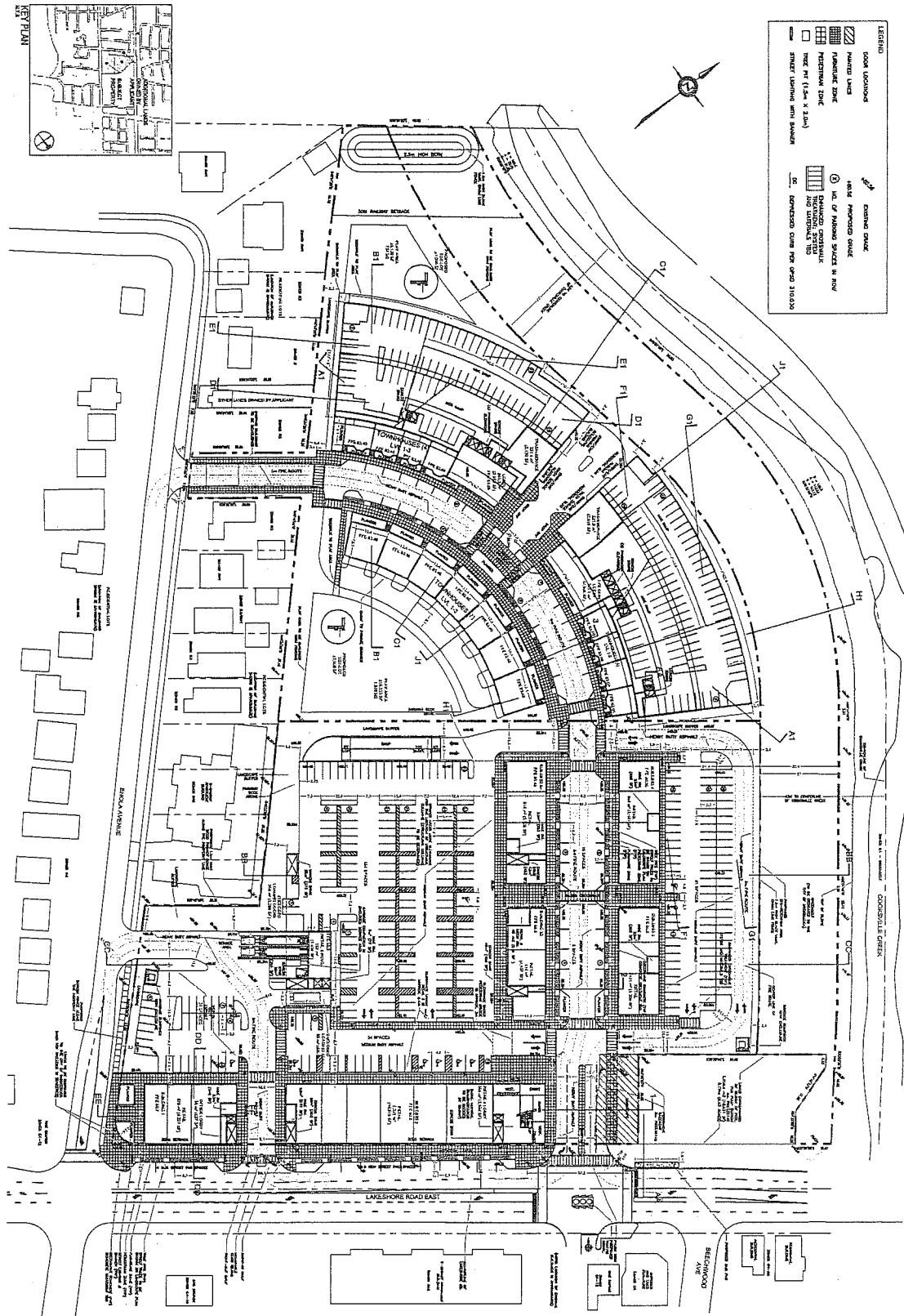
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501 LAKESHORE INC., TRINITY PROPERTIES LAKESHORE INC.,
AND 1716336 ONTARIO INC.



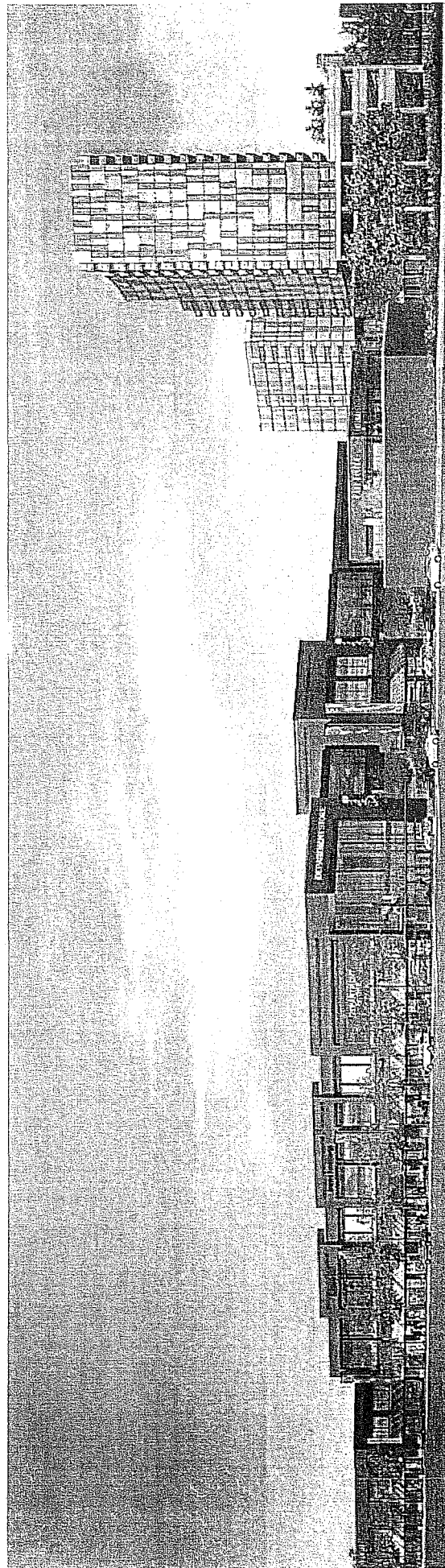
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A.SHAH		

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CONCEPT PLAN



PROPOSED ELEVATIONS

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File: OZ 11/017 W1

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (March 1, 2013)	<p>Comments detailed Regional servicing facilities in the vicinity of the site, acknowledged revision requirements to the Functional Servicing Report (FSR) necessary prior to the preparation of a Supplementary Report and garbage collection and agreement requirements.</p> <p>In addition, comments advised that additional easement requirements for access and servicing connections for the Beechwood Pumping Station will be forthcoming upon finalization of building design and placement.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 1, 2013)	<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 (February 6, 2013)	<p>The subject lands contain a portion of the Cooksville Creek corridor and are subject to Credit Valley Conservation's (CVC's) Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses Regulation – Ontario Regulation 160/06. As such, a permit from CVC is required prior to any development occurring within the Regulated Area on the site.</p> <p>CVC staff is satisfied with the feasibility of the proposed works associated with the modifications to the valley corridor</p>

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File: OZ 11/017 W1

Agency / Comment Date	Comment
	<p>consistent with the recommendations of the "Special Policy Area Study For The Cooksville Creek Floodplain" (prepared for the City of Mississauga, April 2003). Accordingly, CVC staff recommends the applicant be required to enter into a development and/or servicing agreement which include provisions pertaining to the following:</p> <ol style="list-style-type: none"> 1. Appropriate Official Plan and Zoning By-law designations of the creek corridor; 2. Dedication of the creek corridor to the City; 3. Restoration of valley corridor, including the removal of the existing bridge and restoration and enhancement of the valley corridor; 4. Detailed plans related to stormwater management, grading (including proposed cut-fill and valleyland grading), landscape restoration, and erosion and sediment control measures; 5. Confirmation of the stability of the proposed flood control landform from a qualified geotechnical engineer; and 6. Confirmation that the portions of the subject property proposed for development have been removed from the flood and/or erosion hazard associated with Cooksville Creek. This provision should be required prior to final by-law enactment, implemented through a holding provision or other measure as deemed appropriate by the City. <p>It is anticipated that the CVC permitting process will be implemented in two phases. The first phase will deal with the works necessary to remove portions of the property proposed for development out of the hazards, in an effort to fulfill item no. 6 above. The second phase will deal with permitting the works associated with table land grading and construction of any buildings or structures within the Regulated Area, outside of the valley corridor. Works associated with the removal of the bridge and restoration, enhancement or site remediation of the valley corridor may be implemented through either phase of the permitting process as appropriate.</p> <p>A Risk Assessment approach to the existing soil and ground water contamination is being pursued and that a recent</p>

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Agency / Comment Date	Comment
	<p>resubmission was provided to the Ministry of Environment. Materials reviewed to date indicate that contamination may have entered the adjacent CVC lands to the east. CVC staff request that all supporting materials be provided to CVC staff for review and additional comments under separate cover may be provided.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (March 1, 2013)</p>	<p>Future residents of the proposal will receive park service at the Adamson Estate (P-169), which is located approximately 275 m (902 ft.) from the subject site and contains recreational trails that form part of the City's waterfront trail network. Spruce Park (P-029) is located approximately 390 m (1,279 ft.) from the subject property and contains basketball hoops, a play set and recreational trails. Both facilities provide public parking as well.</p> <p>In the event that the applications are approved, the Community Services Department - Park Planning note the following conditions:</p> <p>Prior to By-Law Enactment, the lands below the Regional Storm floodplain, or within the stability and/or erosion component of the valley slope, whichever is greater, shall be deeded gratuitously to the City as greenbelt and shall be appropriately zoned. The Risk Assessment Addendum submitted by the applicant states the existence of contaminants on site and recommends several monitoring responsibilities that the City would be responsible for as a condition of the aforementioned gratuitous land dedication. Prior to accepting ownership of lands below the Regional Storm Floodplain, remediation procedures and resulting site conditions must be to the satisfaction of the City's Community Services Department and Transportation and Works Department. Community Services is not prepared to take on monitoring responsibilities as outlined in the Risk Assessment Addendum. Further, the applicant is required to submit a Greenbelt Restoration Plan that will include greenbelt grading details, a rehabilitation plan, a tree inventory and preservation plan and address the removal of any encumbrances and any related underground infrastructure. Securities will be required for the reinstatement of the Greenbelt lands.</p>

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File: OZ 11/017 W1

Agency / Comment Date	Comment
	Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (March 4, 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.
City Economic Development Office (February 21, 2013)	<p>The Economic Development Office advised they have no comments or concerns from an economic development perspective. As such, they have no objection to the continued processing of the applications.</p> <p>The site is not part of a homogeneous business employment area. Rather it can be viewed as an anomaly based on a historic manufacturing use within an area now characterized primarily as residential in nature with mainsheet retail uses along the north and south side of Lakeshore Road East, in proximity to this property. The long term economic viability of the retained 'business employment' land use designation on this property is limited from our perspective. The ability to attract either industrial or office commercial uses appear limited given the sites location within the City. They are of the opinion the redesignation of this property to a mixed-use development, including retail and office commercial uses, would not significantly impact the City's employment base or jeopardise or establish a domino effect within other employment land areas of the planning district; most notably those lands located south of Lakeshore Road East between Hydro Road and East Avenue.</p>
City Transportation and Works Department (February 7, 2013)	The applicant has also provided Phase 1 and Phase 2 Environmental Site Assessment (ESA) reports and a draft Risk Assessment report for review. The Phase 2 ESA has indicated that ground water on the site is contaminated with Volatile Organic Compounds (VOC's), including vinyl chloride. As the site is proposed to change from a less sensitive use to a more sensitive use, a Record of Site Condition (RSC) must be

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File: OZ 11/017 W1

Agency / Comment Date	Comment
	<p>filed on the Ministry of Environment's (MOE) Environmental Registry in accordance with Ontario Regulation 153/04, as amended.</p> <p>The applicant is proposing to use a Risk Assessment approach to deal with the contamination, rather than remediating the site and has submitted a draft Risk Assessment report to the MOE. The MOE has provided comments to the applicant and an Addendum report has recently been submitted for MOE review. This process is not likely to conclude in advance of the planning process and the MOE's position may not be known prior to the preparation of a Supplementary Report.</p> <p>It would be preferable to remediate the site rather than to utilize a Risk Assessment approach to dealing with the ground water contamination on the site. However, the services of an outside consulting firm with risk assessment expertise has been retained to review the revised Risk Assessment reports and assist with understanding the long term implications and measures which may be required through the planning review process. Additional comments, including necessary adjustments to the proposal, may be forthcoming.</p> <p>A satisfactory Utility Plan and Streetscape Plan have also been requested to determine the feasibility of the proposed boulevard works along Lakeshore Road which may also be required for PUCC approval. The owner will also be required to obtain approval from the CVC with respect to cut-fill balances and valleyland grading and any floodplain and landscape restoration work. In addition, the applicant is to provide CVC the results of the digital hydraulic assessment to confirm the feasibility of the proposed floodplain modification works.</p> <p>All lands below the established top of bank or Regional Floodline, whichever is greater, shall be deeded gratuitously to the City and zoned as greenbelt. Prior to the acceptance of any lands, the City of Mississauga requires that all lands dedicated to the City meet appropriate MOE standards.</p>

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File: OZ 11/017 W1

Agency / Comment Date	Comment
Canada Post (March 1, 2013)	<p>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>.</p> <p>Canada Post's delivery policy has changed as of January 1, 2013. There is now a fee per unit for all addresses assigned to mail delivery from their Community Mailboxes. Mailroom customers are exempt as their mailboxes are provided by the applicants.</p>
GO Transit (Metrolinx) (March 1, 2013)	<p>In addition to outlining detailed revisions to the supporting drawings, Environmental Noise Feasibility Study and Railway Vibration Analysis, the need for Development Agreement and Purchase and Sale Agreement warning clauses are outlined in their comments.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Bell Canada - Enersource Hydro Mississauga - Rogers Cable - Credit Valley Hospital - Canada Post
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Culture Division - Development Services - Realty Services - Hydro One Networks - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire de District Centre-Sud-Ouest - Enbridge Gas Distribution - The Trillium Health Centre

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File: OZ 11/017 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 26 Kindergarten to Grade 6 14 Grade 7 to Grade 8 27 Grade 9 to Grade 12/OAC • School Accommodation: <ul style="list-style-type: none"> Janet I. McDougald Public School <ul style="list-style-type: none"> Enrolment: 525 Capacity: 580 Portables: 1 Allan A. Martin Sr. Public School <ul style="list-style-type: none"> Enrolment: 462 Capacity: 538 Portables: 1 Cawthra Park Secondary School <ul style="list-style-type: none"> Enrolment: 1,330 Capacity: 1,044 Portables: 6 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 7 Junior Kindergarten to Grade 8 6 Grade 9 to Grade 12/OAC • School Accommodation: <ul style="list-style-type: none"> St. Dominic <ul style="list-style-type: none"> Enrolment: 293 Capacity: 253 Portables: 5 St. Paul <ul style="list-style-type: none"> Enrolment: 708 Capacity: 807 Portables: 0

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Relevant Mississauga Official Plan Policies

Lakeview Local Area Plan

Section 2.1 - The scale and character of all building and landscape designs will take into consideration the guidelines established in the Lakeshore Road Design Concept.

Section 4.19 - The lands identified as Special Site 19 are located on the north side of Lakeshore Road East west of Cawthra Road and on the east and west sides of Cooksville Creek. Notwithstanding the Business Employment and Greenbelt designations of this Plan, the following additional policy will apply:

a. ingress/egress for all new development will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access will be made by the Credit Valley Conservation and the City, and will be based on depth and velocity factors.

Direct Growth

Section 5.1.7 - Mississauga will protect and conserve the character of stable residential Neighbourhoods.

Section 5.3.5.1 - Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.

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.

Road Network

Section 8.2.2.5 - Additional roads may be identified during the review of development applications and the preparation of local area plans. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.

Section 8.2.2.7 - Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.

Build a Desirable Urban Form

Section 9.1.3 - Infill and redevelopment within Neighbourhoods will respect the existing planned character.

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Non-Intensification Areas

Section 9.2.2 - Non-intensification areas will experience limited growth and change; consequently, intensive growth will not be directed to them. Non-Intensification Areas consist of:

- Neighbourhoods;
- Employment Areas;
- Special Purpose Areas; and
- Corridors.

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 9.2.2.3 - Tall buildings will generally not be permitted.

Section 9.2.2.4 - While new development need not mirror existing development, new development in Neighbourhoods 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 neighbours;
- 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.

Green Systems

Section 9.2.3.1 - Development will be sensitive to the site and ensure that Natural Areas Systems are protected, enhanced and restored.

Public Realm

Section 9.3.1.4 - Development will be designed to:

- a. respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;
- b. respect cultural heritage features such as designated buildings, landmarks and districts;
- c. accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;
- d. achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;
- e. meet universal design principles;
- f. address new development and open spaces;

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- g. be pedestrian-oriented and scaled and support transit use;
- h. be attractive, safe and walkable;
- i. accommodate a multi-modal transportation system; and
- j. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.

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.

Site Development and Buildings

Section 9.5.1 - Context addresses how developments demonstrate compatibility and integration with surrounding land uses and vegetation by ensuring that an effective transition in built form is provided between areas of different development densities and scale, and the protection of natural features.

Section 9.5.1.2 - Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- a. Natural Areas System;
- b. natural hazards (flooding and erosion);
- c. natural and cultural heritage features;
- d. street and block patterns;
- e. the size and configuration of properties along a street, including lot frontages and areas;
- f. continuity and enhancement of streetscapes;
- g. the size and distribution of building mass and height;
- h. front, side and rear yards;
- i. the orientation of buildings, structures and landscapes on a property;
- j. views, sunlight and wind conditions;
- k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- l. privacy and overlook; and
- m. the function and use of buildings, structures and landscapes.

Section 9.5.1.5 - Developments will provide a transition in building height and form between intensification Areas and adjacent Neighbourhoods with lower density and heights.

Section 9.5.1.9 - Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that micro-climatic conditions are mitigated.

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Section 9.5.5.2 - Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.

Retail

Section 10.4 - The primary locations for retail uses will be the Downtown, Major Nodes and Community Nodes. Retail uses within these locations will be encouraged to contribute to a vibrant, mixed use environment and be developed in combination with residential and office uses....

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.

Section 10.4.1 - Retail uses are encouraged to locate primarily within the Downtown, Major Nodes and Community Nodes.

Section 10.4.5 - Retail uses outside the Downtown, Major Nodes and Community Nodes will be directed to Corridors and Major Transit Station Areas or in locations as identified in Character Area policies or local area plans.

Section 10.4.6 - The dispersion of retail uses beyond designated commercial areas will be discouraged.

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File: OZ 11/017 W1

Proposed Zoning Standards

	Base "RA5" Standard	Proposed "RA5-Exception" Standard
To permit townhouse and horizontal multiple dwellings	Not Permitted	Yes
Minimum Floor Space Index – Apartment Dwelling Zone	1.9	1.0
Maximum Floor Space Index – Apartment Dwelling Zone	2.9	2.0
Maximum Gross Floor Area	n/a	38 000 m ² (409,042 sq. ft.)
Minimum Landscaped Area	40% of lot area	30% of lot area
Minimum Landscaped Buffer – measured from Greenbelt Zone	4.5 m (14.8 ft.)	2.4 m (7.9 ft.)
Minimum Landscaped Buffer – measured from Commercial Zone	n/a	0.0 m (0 ft.)
The lands shall be deemed one lot for zoning purposes	n/a	Yes
The lot line abutting the private road shall be deemed the front lot line	n/a	Yes
Exception scheduled proposed	n/a	Yes

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File: OZ 11/017 W1

	Base "C4" Standard	Proposed "C4 - Exception" Standard
To permit home furnishing store	Not Permitted	Yes
Minimum Height – Flat Roof	2 storeys	1 storey
Maximum Height – Flat Roof	12.5 m (41 ft.) and 3 storeys	15.6 m (51 ft.)
Minimum Landscaped Buffer – measured from Greenbelt Zone	4.5 m (14.8 ft.)	2.4 m (7.9 ft.)
Minimum Landscaped Buffer – measured from Employment Zone	3.0 m (9.8 ft.)	0.0 m (0 ft.)
Minimum Separation of Restaurant uses to a Residential Zone	60 m (197 ft.)	13 m (42.7 ft.)
Minimum Number of Loading Spaces		3 spaces
Required parking spaces per 100 m² (1,076.4 sq. ft.) Gross Floor Area-Non Residential	4.0 (Certain uses permitted in C4 Zone)	3.25
The lands shall be deemed one lot for zoning purposes	n/a	Yes
The lot line abutting the private road shall be deemed the front lot line	n/a	Yes
Exception scheduled proposed	n/a	Yes

GENERAL CONTEXT MAP	OZ 11/017 W1	APPENDIX I-11
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GENERAL CONTEXT MAP	OZ 11/017 W1	APPENDIX I-11
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GENERAL CONTEXT MAP	OZ 11/017 W1	APPENDIX I-11
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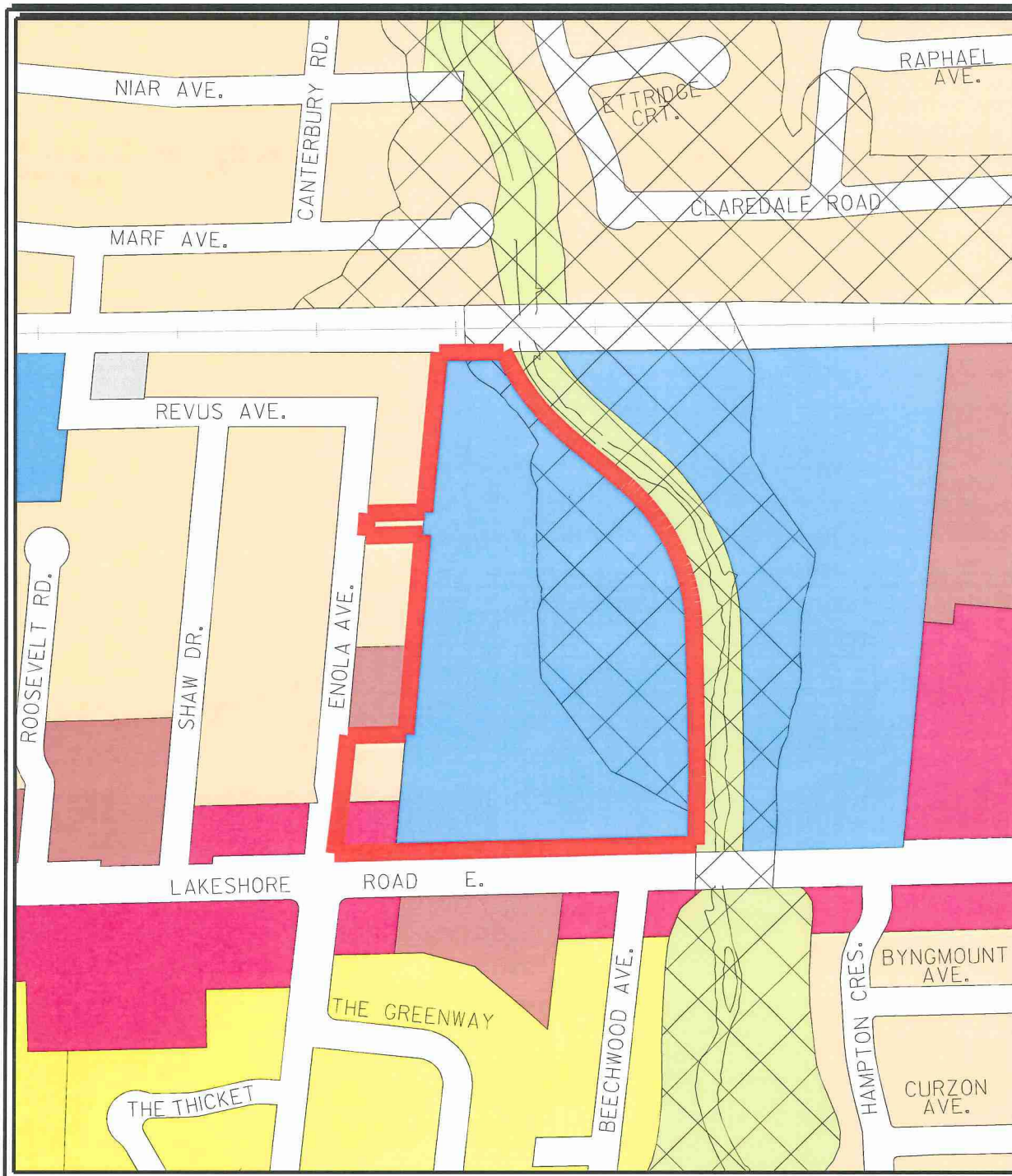
501 Lakeshore Inc. et. al.

File: OZ 11/017 W1

Recommendation PDC-0022-2013

PDC-0022-2013

- "(a) That the Report dated March 12, 2013, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from 'Business Employment', 'Mixed Use' and 'Residential Low Density II' to 'Mixed Use – Special Site', 'Residential High Density – Special Site' and 'Greenbelt' and to change the Zoning from 'E2' (Employment), 'C4' (Mainstreet Commercial) and 'R3' (Detached Dwellings – Typical Lots) to 'C4 – Exception' (Mainstreet Commercial), 'RA5 – Exception' (Apartment Dwellings) and 'G1' (Greenbelt – Natural Hazards) to permit retail commercial and office uses fronting Lakeshore Road East, apartment and townhouse dwellings to the rear and public green space bordering Cooksville Creek under file OZ 11/017 W1, 501 Lakeshore Inc., Trinity Properties Lakeshore Inc. and 1716336 Ontario Inc., 447, 453, 501 Lakeshore Road East and 1021, 1027, 1077 Enola Avenue, northeast corner of Lakeshore Road East and Enola Avenue, be received for information with the exception of comments from the Economic Development Office.
- (b) That the following correspondence be received:
1. Email dated April 2, 2013 from Dave Krentz, Principal, Drivers of Change & Green Passport"



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:

501 LAKESHORE INC., TRINITY PROPERTIES LAKESHORE INC.,
AND 1716336 ONTARIO INC.



FILE NO:
OZ 11/017 W1

DWG. NO:
11017S3

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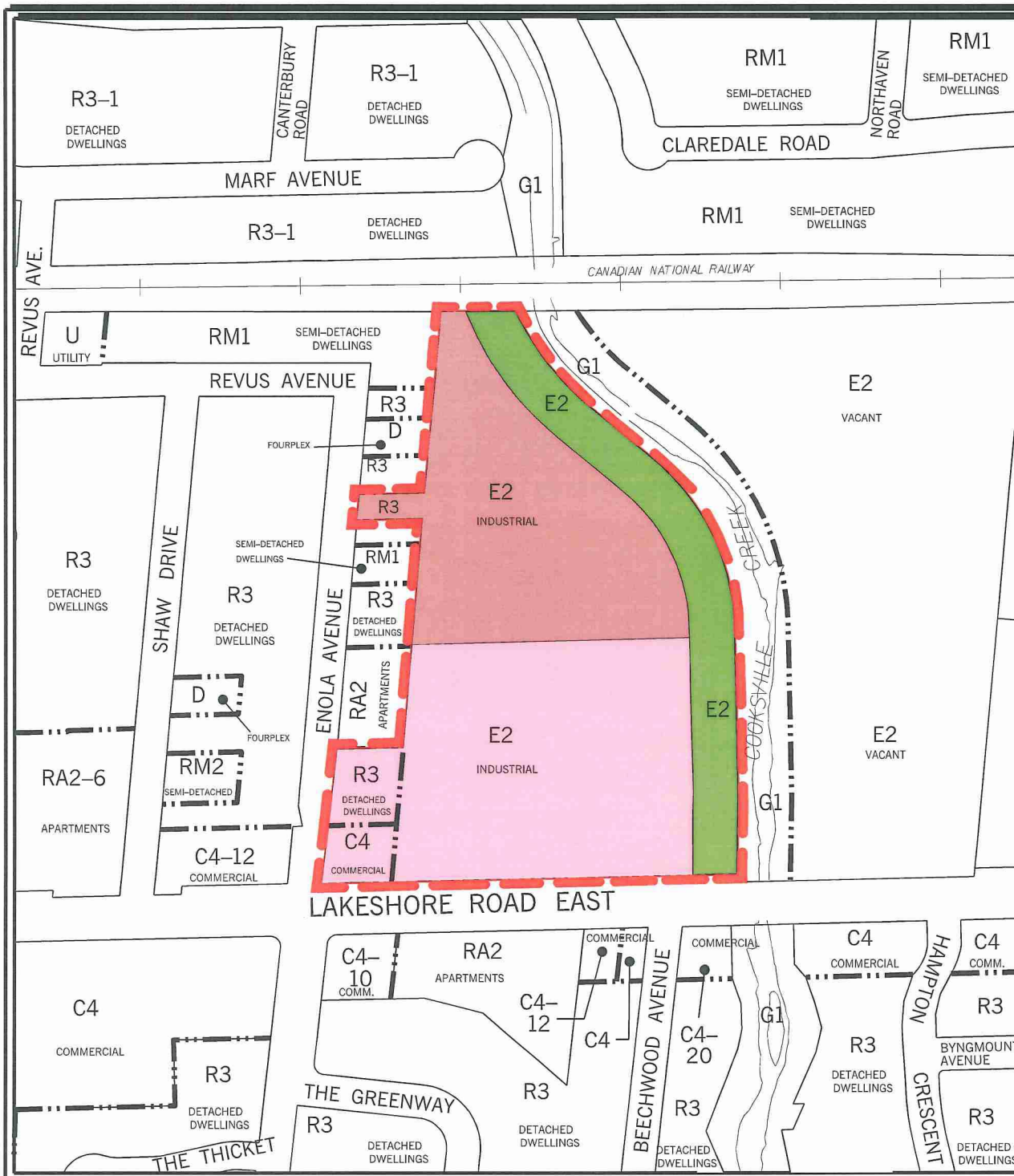
DATE:
2013/09/03

DRAWN BY:
A.SHAH

APPENDIX S-3

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



LEGEND:



SUBJECT LANDS



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY II", "MIXED USE" AND "BUSINESS EMPLOYMENT" TO "MIXED USE-SPECIAL SITE" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS-TYPICAL LOTS), "C4" (MAINSTREET COMMERCIAL) AND "E2" (EMPLOYMENT) TO "C4-EXCEPTION" (MAINSTREET COMMERCIAL) TO PERMIT A MIX OF RETAIL COMMERCIAL AND OFFICE USES.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY II" AND "BUSINESS EMPLOYMENT" TO "RESIDENTIAL HIGH DENSITY-SPECIAL SITE" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS-TYPICAL LOTS) AND "E2" (EMPLOYMENT) TO "RA4-EXCEPTION" (APARTMENT DWELLINGS) TO PERMIT APARTMENT DWELLINGS, TOWNHOUSE DWELLINGS AND ALL FORMS OF LOW-RISE MULTIPLE DWELLINGS.

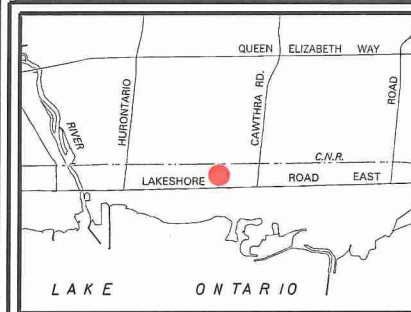


PROPOSED OFFICIAL PLAN AMENDMENT FROM "BUSINESS EMPLOYMENT" TO "GREENBELT" AND PROPOSED REZONING FROM "E2" (EMPLOYMENT) TO "G1" (GREENBELT-NATURAL HAZARDS) TO PERMIT GREENBELT.

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



SUBJECT:
501 LAKESHORE INC., TRINITY PROPERTIES LAKESHORE INC.,
AND 1716336 ONTARIO INC.



FILE NO:
OZ 11/017 W1

DWG. NO:
11017S4

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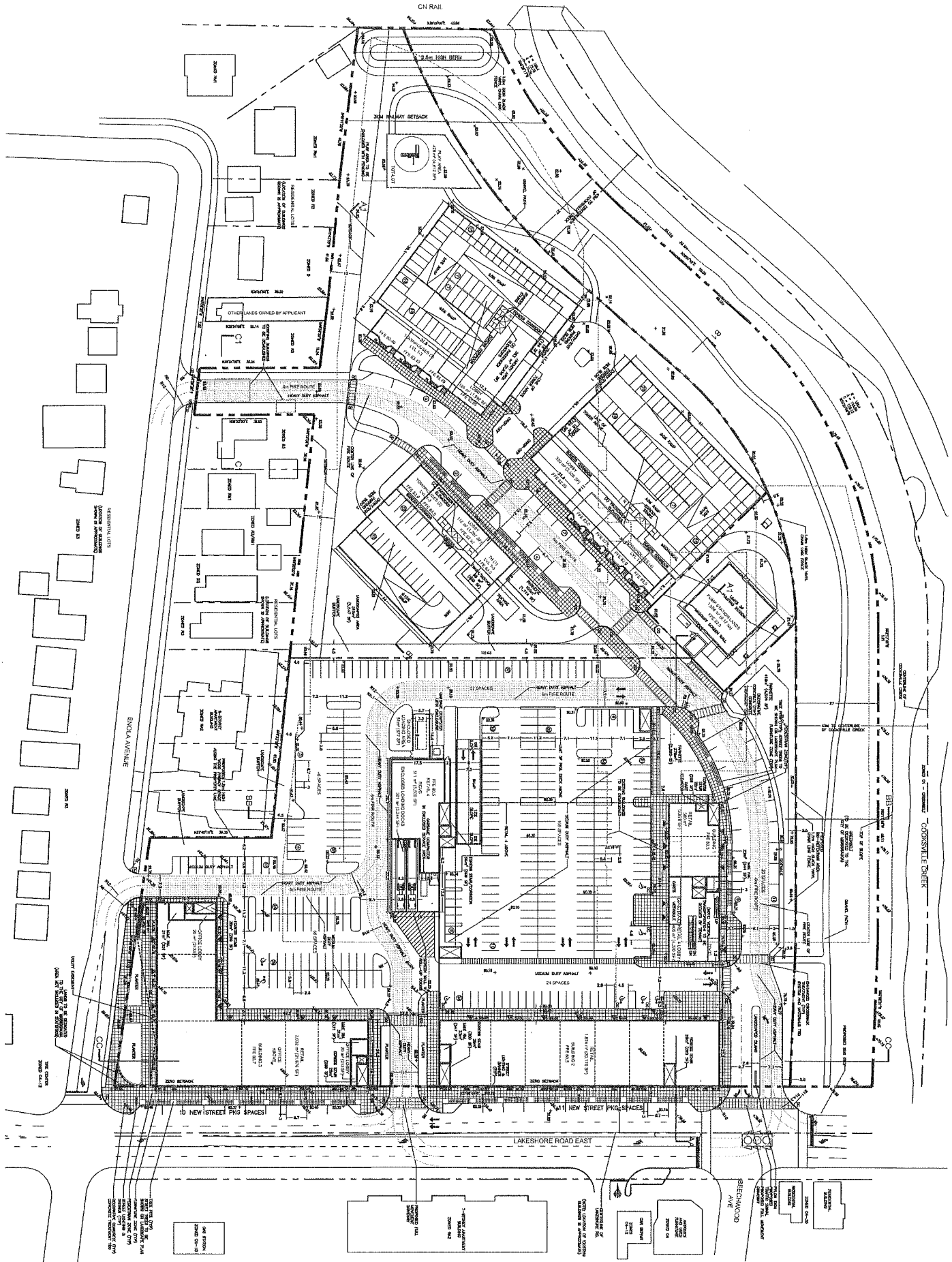
PDC DATE:
2013/09/03

DRAWN BY:
A.SHAH

APPENDIX S-4

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics





KEY PLAN

Perkins Eastman
 115 FIFTH AVENUE
 NEW YORK, NY 10003
 T. 212.353.7200
 F. 212.353.7676



VIEW FROM LAKESHORE ROAD EAST

THE DISTRICT AT LAKEVIEW
 MISSISSAUGA, ONTARIO
 PROJECT #: 46740

MARCH 28, 2013



KEY PLAN

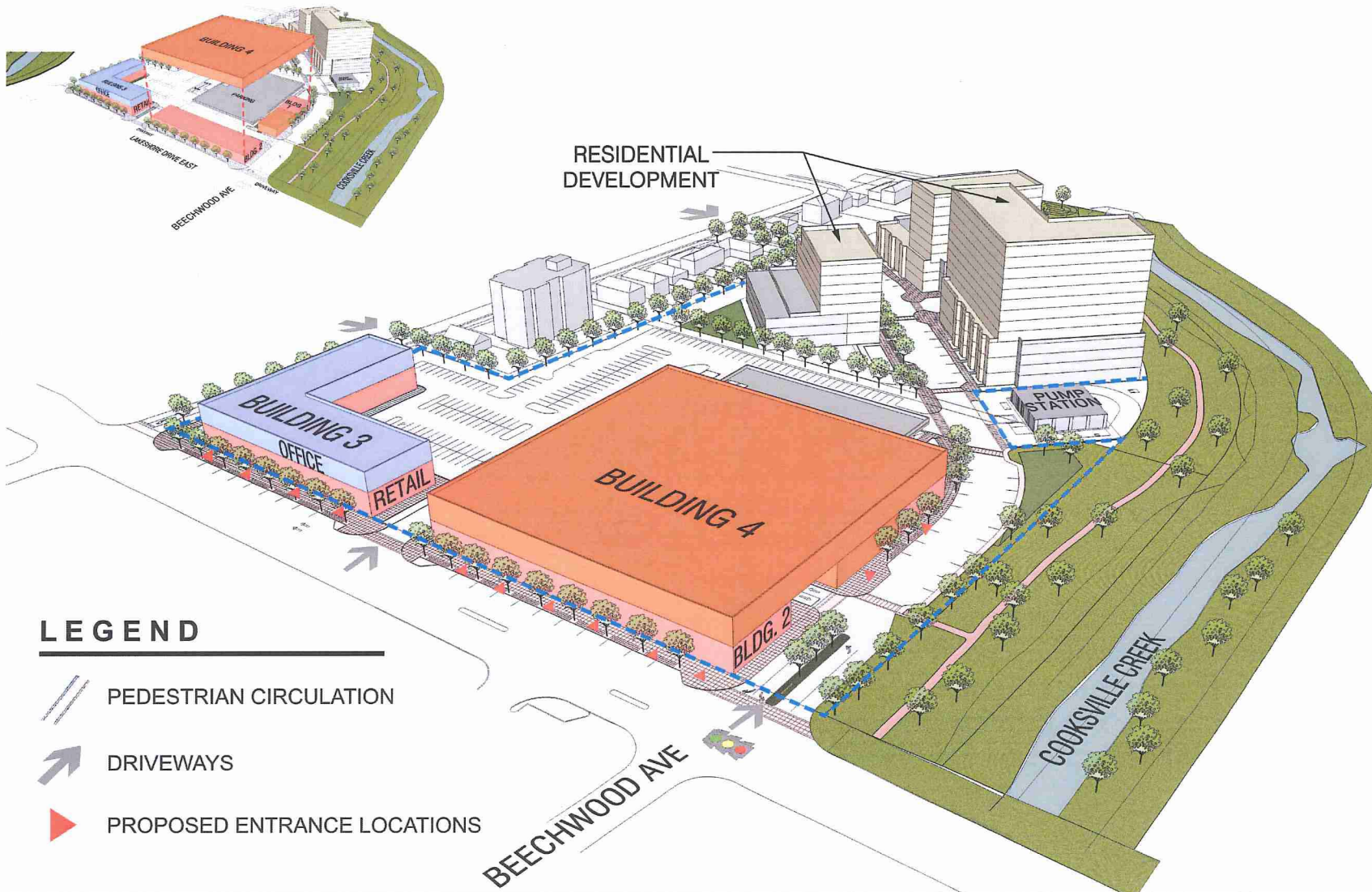
Perkins Eastman
 115 FIFTH AVENUE
 NEW YORK, NY 10003
 T. 212.353.7200
 F. 212.353.7676



**VIEW FROM CORNER OF ENOLA AVE
 & LAKESHORE ROAD EAST**

THE DISTRICT AT LAKEVIEW
 MISSISSAUGA, ONTARIO
 PROJECT #: 46740

MARCH 28, 2013



Perkins Eastman
115 FIFTH AVENUE
NEW YORK, NY 10003
T. 212.353.7200
F. 212.353.7676



AXONOMETRIC MODEL

THE DISTRICT AT LAKEVIEW
MISSISSAUGA, ONTARIO
PROJECT #: 46740

MARCH 28, 2013

501 Lakeshore Inc. et. al.

File: OZ 11/017 W1

Proposed Zoning Standards - Revised

	Base "RA4" Standard	Proposed "RA4-Exception" Standard	Previously Proposed "RA5- Exception" Standard
To permit townhouse and horizontal multiple dwellings	Not Permitted	Yes	Yes
Minimum Floor Space Index – Apartment Dwelling Zone	1.0	1.0	1.0
Maximum Floor Space Index – Apartment Dwelling Zone	1.8	1.4	2.0
Maximum Gross Floor Area	n/a	28 000 m ² (301,399 sq. ft.)	38 000 m ² (409,042 sq. ft.)
Minimum Landscaped Area	40% of lot area	35% of lot area	30% of lot area
Minimum Landscaped Buffer – measured from Greenbelt Zone	4.5 m (14.8 ft.)	2.5 m (8.2 ft.)	2.4 m (7.9 ft.)
Minimum Landscaped Buffer – measured from Commercial Zone	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	0.0 m (0 ft.)
The lands shall be deemed one lot for zoning purposes	n/a	Yes	Yes
The lot line abutting the private road shall be deemed the front lot line	n/a	Yes	Yes
Exception schedule	n/a	Yes (Includes 45 degree angular plane requirements)	Yes

501 Lakeshore Inc. et. al.

File: OZ 11/017 W1

	Base "C4" Standard	Proposed "C4 - Exception" Standard
To permit home furnishing store	Not Permitted	Yes
Minimum Height – Flat Roof	2 storeys	2 storey
Maximum Height – Flat Roof	12.5 m (41 ft.) and 3 storeys	14 m (45.9 ft.)
Minimum Landscaped Buffer – measured from Greenbelt Zone	4.5 m (14.8 ft.)	2.4 m (7.9 ft.)
Minimum Separation of Restaurant uses to a Residential Zone	60 m (197 ft.)	13 m (42.7 ft.)
Minimum Number of Loading Spaces		2 spaces
Required parking spaces per 100 m² (1,076.4 sq. ft.) Gross Floor Area-Non Residential	4.0 (Certain uses permitted in C4 Zone)	3.0 – retail, personal service, repair establishments, art galleries and museums less than 2 300 m ² (24,758 sq. ft.); 3.7 – retail establishments greater than 2 300 m ² (24,758 sq. ft.); 4.85 – financial institutions, real estate offices, medical offices and take-out restaurants; 3.0 – offices ** Utilizing a modified shared parking formula
The lands shall be deemed one lot for zoning purposes	n/a	Yes
Lakeshore Road East shall be deemed the front lot line	n/a	Yes
Exception schedule	n/a	Yes

*Actual standards in the zoning by-law amendment may require adjustments subject to confirmation of the lot lines and final zone boundary lines. Additional provisions may be required to be consistent with the Concept Plan – Revised.

**Utilizing the Mixed Use Shared Parking Formula from the City of Mississauga – Parking Strategy Phase II – Port Credit & Lakeview, May 24, 2013 draft received by PDC on June 24, 2013.

501 Lakeshore Inc. et. Al

File: OZ 11/017 W1

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Region of Peel

In comments updated August 12, 2013, the Region advised that in addition to technical comments outlined previously by the Region, the following comments also apply. The applicant has applied for land use changes to a property that is currently owned by the Region. The lands in question, municipally known as 505 Lakeshore Road East, are situated in the southeast corner of the site, and were acquired by the Region from the applicant pursuant to a plan of expropriation deposited in the fall of 2012 for the purpose of constructing a wastewater pumping station. At the time of writing of these comments, the Region and the applicant are in the advanced stages of finalizing an agreement for the transfer of 505 Lakeshore Road East back to the applicant, in exchange for a parcel of land elsewhere on the applicant's site which would serve as an alternative location for the wastewater pumping station. The Region does not object to the proposed official plan and zoning by-law amendments provided that the agreement between the Region and the applicant for the exchange of land is finalized and approved by Regional Council, fully executed, and subsequent conditions of the agreement are completely satisfied and the land transfers to implement the land exchange are registered, prior to zoning by-law enactment.

City Transportation and Works Department (T&W)

In comments updated July 31, 2013, T&W advised that a preliminary Environmental Noise Feasibility Study has been received which concludes that with the use of appropriate attenuation measures and warning clauses, the proposed development can be adequately attenuated from the surrounding noise sources in accordance with City and MOE guidelines.

A traffic impact study and several addendum reports have been received which conclude that the road network can adequately accommodate the proposed development through the implementation of traffic signals and intersection improvements at the easterly Lakeshore Road East access opposite Beechwood Avenue and providing an exclusive eastbound left turn lane for vehicles.

Notwithstanding the above, the proposed access on Lakeshore Road East, opposite Beechwood Avenue, is on lands not currently owned by the applicant. The applicant shall provide legal documentation informing that satisfactory arrangements have been made with the Region for the exchange of land necessary to accommodate the revised Concept Plan. Should the land transaction not be completed, the location of the full moves signalized access to the applicant's lands will need to be further investigated based on an updated transportation impact assessment report and functional drawing to be reviewed to the satisfaction of the City.

Further to T&W comments provided in Appendix I-7 and information outlined in the 'Site Contamination' section of the Information Report (Appendix S-1), the applicant is required to submit a complete Record of Site Condition (RSC) to the City, and have the RSC filed on the MOE Environmental Site Registry, as the site is proposed to change from a less sensitive use to a form which includes a more sensitive use.

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File: OZ 11/017 W1

To date, the City has not approved an application for residential use based on a Risk Assessment (RA) approach for dealing with contamination. The environmental reports that have been provided to date do not provide any rationale regarding why clean-up of the site based on MOE generic standards is not either technically or economically feasible.

Subsequent to the Public Meeting, the applicant has submitted to the MOE two separate Addendums to the original RA in response to comments received from the MOE and the City's environmental consultant and in support of changes to the concept plan, including the relocation of the proposed sanitary sewage pumping station. The second Addendum report was recently submitted to the MOE. City staff and our consultants have not yet reviewed the provided materials, but note that the MOE requires additional information and analysis from the applicant prior to determining a position on the RA approach and related requirements such as risk management measures. Often, several rounds of comments and revisions are involved with the MOE's review process.

In the case of this property, where the main contaminants of concern are volatile organic compounds (VOC's), the primary pathway of concern is vapour intrusion into buildings resulting in indoor air inhalation of contaminants. Risk management measures (RMMs) proposed in the RA Addendum 1 include: the use of sub-grade vapour membrane barrier systems; prohibition of ground level residential occupancy within a building not having an underlying parking garage; prohibition of a building with a basement within the commercial area; prohibition of a building within the greenbelt area; the use of hard and soft soil cap cover systems; a restriction on potable water taking; and, maintenance and monitoring of soil cap systems and vapour monitoring.

Potential contingency measures proposed, if in the future the above measures prove to be insufficient, include the implementation of a vapour collection system and ground water remediation.

The required RSC can only be posted to the Environmental Site Registry after the MOE is satisfied with the RA, and any required RMM's have been registered on title to the properties through a Certificate of Property Use (CPU). The CPU places the responsibility for maintaining, operating, repairing and replacing any required RMM's on the existing and future property owners. It is not clear at this time if the contingency measures will also be included in the CPU.

The applicant is also requested to provide the City with a cost estimate for implementing and maintaining the long term obligations that may be imposed on the new owners of the property relating to the requirements and restrictions in the CPU that would be registered on title.

Appropriate warning clauses are to be included in the Development Agreement and on all Agreements of Purchase and Sale and registered on the title of all affected lands regarding the presence of volatile organic compounds in ground water exceeding MOE standards.

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File: OZ 11/017 W1

Furthermore, as these lands are proposed to be developed for residential and retail commercial uses, the Owner will be required to enter into the appropriate agreements and establish the necessary reciprocal easements for any shared services and facilities associated with the future condominium development.

In the event these applications are approved by Council, prior to by-law enactment, the applicant will be required to enter into a Servicing Agreement for Municipal Works Only to the satisfaction the City, CVC and the Region of Peel for the design and construction of the municipal services (i.e. storm outlet to Cooksville Creek), any gratuitous land dedication, installation or placement of all required municipal boulevard/ streetscape works along Lakeshore Road East, intersection improvements and any financial contributions and/or securities required in support of this development. In addition, the applicant shall be required to deliver an executed Development Agreement in a form and on terms satisfactory to the City addressing and agreeing to the implementation of requirements and/or conditions prior to Site Plan approval, warning clauses, including environmental warning clauses, phasing and development provisions and such other provisions the City may require in relation to the proposed development.

City Community Services Department (CS)

In comments updated July 29, 2013, CS advised that gratuitous dedication of greenbelt lands adjacent to Cooksville Creek will not be sought in this instance. Studies submitted in support of these applications indicate groundwater contamination on site, which includes the lands adjacent to the Creek that would otherwise be dedicated to the City. The applicant is pursuing a Risk Assessment approach to groundwater contamination whereby contamination is left in situ and future owners of the property are assigned Risk Management Measures such as long term routine monitoring of ground water contamination levels. CS does not wish to take ownership of lands that have potential for future liability issues and that are subject to long term Risk Management Measures. Should the applicant decide to pursue a site remediation approach instead, CS may reconsider its position on greenbelt acquisition specific to this site.

Prior to finalization of the Servicing and/or Development agreements, CS requires accurate utility plans, streetscape plans and supporting details for the proposed boulevard landscaping works for Lakeshore Road East and Enola Avenue boulevards.

Credit Valley Conservation (CVC)

In comments updated June 11, 2013, CVC staff identified a number of minor issues related to the proposed cut and fill works and delineation of the flood plain associated with Cooksville Creek. Resolution of these matters could result in minor adjustments to the limits of the proposed Greenbelt zone and as such, must be addressed prior to by-law enactment.

CVC staff also identified numerous requirements to be addressed within servicing and/or development agreements prior to by-law enactment.