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## Planning and Development Committee

### Date

2015/10/26

### Time

7:00 PM

### Location

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

### Members

Bonnie Crombie	Mayor
Jim Tovey	Councillor - Ward 1
Karen Ras	Councillor - Ward 2
Chris Fonseca	Councillor - Ward 3
John Kovac	Councillor - Ward 4
Carolyn Parrish	Councillor - Ward 5
Ron Starr	Councillor - Ward 6
Nando Iannicca	Councillor - Ward 7
Matt Mahoney	Councillor - Ward 8
Pat Saito	Councillor - Ward 9
Sue McFadden	Councillor - Ward 10
George Carlson	Councillor - Ward 11 (Chair)

### Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5425 - [mumtaz.alikhan@mississauga.ca](mailto:mumtaz.alikhan@mississauga.ca)

### Find it online

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

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

***Send written submissions or request notification of future meetings to:***

Mississauga City Council  
c/o Planning and Building Department – 6<sup>th</sup> Floor  
Att: Development Assistant  
300 City Centre Drive, Mississauga, ON, L5B 3C1  
Or Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca)

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING  
Approval of Minutes of October 5, 2015
4. MATTERS TO BE CONSIDERED
  - 4.1. **Public Meeting/Information Report Ward 5** (Page 4)  
Application to permit business employment uses, 6900 Dixie Road, West Side of Dixie Road, South of Derry Road East  
Applicant: Leonard Regina, Joan Pighin and Michelle Regina
  - 4.2. **Public Meeting/Information Report Ward 2** (Page 21)  
Application to permit additional industrial uses, 388 Hazelhurst Road, West side of Hazelhurst Road, north of Lakeshore Road  
Applicant: 388 Hazelhurst Road LP
  - 4.3. **Public Meeting/Information Report Ward 7** (Page 34)  
Applications to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses at grade, and 49 back to back townhouse units within four blocks, 2114, 2124 and 2130 Hurontario Street and 2095, 2107, 2113, 2121, 2129, 2137 and 2143 Grange Drive, West side of Hurontario Street, north of Harborn Road  
Applicant: Gordon Woods Development Limited
  - 4.4. City initiated lifting of the 'H' application for the Marina Parkland (Page 103)



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- 4.5.     **Recommendation Report Ward 1**     (Page 120)  
Applications to permit an 8 storey, 170 unit rental retirement apartment building, an 8 storey, 139 unit apartment building, 16 townhouses and street level retail commercial uses, 266-294 Lakeshore Road West, 125-143 High Street West, 7 Benson Avenue and 5 Benson Avenue, North side of Lakeshore Road West, east of Benson Avenue  
Applicant: High Benson Holdings Inc.
- 4.6.     Conservation Authorities Act Review     (Page 178)
- 4.7.     Port Credit GO Station Southeast Area Master Plan Study     (Page 196)
- 4.8.     **Recommendation Report Ward 2**     (Page 206)  
Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007:  
Amendments to Sheridan Park Corporate Centre
5.     ADJOURNMENT

City of Mississauga  
**Corporate Report**



<b>Date:</b> October 2, 2015  <b>To:</b> Chair and Members of Planning and Development Committee  <b>From:</b> Edward R. Sajecki, Commissioner of Planning and Building	<b>Originator's files:</b>  OZ 15/001 W5
	<b>Meeting date:</b>  2015/10/26

## **Subject**

PUBLIC MEETING/INFORMATION REPORT (Ward 5)  
6900 Dixie Road, west side of Dixie Road south of Derry Road East  
Applicant: Leonard Regina, Joan Pighin and Michelle Regina  
Application to permit business employment uses

## **Recommendation**

That the Report dated October 2, 2015, from the Commissioner of Planning and Building regarding the application by Leonard Regina, Joan Pighin and Michelle Regina to permit Business Employment uses under File OZ 15/001 W5, at 6900 Dixie Road, be received for information.

### **Report Highlights**

- This report has been prepared for a public meeting to hear from the community;
- The project conforms with the Business Employment land use designation but requires a rezoning to allow for Business Employment uses;
- No community concerns have been identified to date;
- Prior to the next report, staff must evaluate a number of project features including whether or not it is compatible with the surrounding uses in the area and meets all City technical requirements.

## **Background**

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

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	50.3 m (165.0 ft.) on Dixie Road
Depth:	67.6 m (221.8 ft.)
Gross Lot Area:	0.34 ha (0.84 ac.)
Existing Uses:	Vacant

The property is located in the Northeast Employment Area, which contains mainly industrial and manufacturing buildings to the west of the site. The subject property is surrounded by lands owned by the Greater Toronto Airports Authority with the exception of the lands to the west.

The surrounding land uses are:

North: Vacant land owned by the Greater Toronto Airports Authority

East: A banquet hall and Toronto Pearson International Airport

South: Vacant land owned by the Greater Toronto Airports Authority

West: Industrial Building

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

### DETAILS OF THE PROJECT

The application is to permit business employment uses on the site. The applicant is presently considering developing a self-storage facility on the property. As the plans are not finalized, the applicant is seeking to obtain the E2 (Employment) zoning to permit all business employment uses should other opportunities arise.

Development Proposal		
Application submitted:	Received: April 17, 2015 Deemed complete: May 19, 2015	
Developer Owner:	Leonard Regina, Joan Pighin and Michelle Regina	
Applicant:	Lew Associates Limited	
Height:	3 storeys	
Lot Coverage:	35.8%	
Floor Space Index:	1.0	
Landscaped Area:	23.3%	
Gross Floor Area:	3 370 m <sup>2</sup> (36,275 sq. ft.)	
Parking Regular parking	Required 0.6 spaces	Proposed 0.6 spaces

Development Proposal		
spaces	per 100 m <sup>2</sup> GFA	per 100 m <sup>2</sup> GFA
Accessible spaces	Required 4% of total number of parking spaces	Proposed 4.7% of total number of parking spaces
Loading spaces	1 space	2 spaces
Total	22 spaces	23 spaces

Additional information is provided in Appendices 1 to 10.

### LAND USE CONTROLS

The subject lands are located within the Northeast Employment Area and are designated **Business Employment**. The application is in conformity with the land use designation. No official plan amendment is proposed.

A rezoning is proposed from **D (Development)** to **E2 (Employment)** to permit business employment uses in accordance with the proposed zone standards contained within Appendix 9.

Detailed information regarding the Official Plan and Zoning is in Appendices 8 & 9.

### WHAT DID THE COMMUNITY SAY?

No community meetings were held and no written comments were received by the Planning and Building Department.

### DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 7. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed zoning standards appropriate?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?

### OTHER INFORMATION

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

- Context Plan, Concept Plan, Survey
- Conceptual Floor Plans and Elevation
- Planning Justification Report
- Functional Servicing Report
- Traffic Impact Study

**DEVELOPMENT REQUIREMENTS**

There are engineering matters including: servicing, grading, construction and stormwater management which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

**Financial Impact**

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

**Conclusion**

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

**Attachments**

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Mississauga Official Plan
- Appendix 4: Existing Land Use and Proposed Zoning Map
- Appendix 5: Concept Plan
- Appendix 6: Elevations
- Appendix 7: Agency Comment
- Appendix 8: Summary of Existing Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 9: Summary of Existing and Proposed Zoning Provisions
- Appendix 10: General Context Map



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Mila Yeung, Development Planner

Leonard Regina, Joan Pighin and Michelle Regina

File: OZ 15/001 W5

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which were not appealed and the lands were zoned "D" (Development)
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated "Business Employment" in the Northeast Employment Area.
- May 19, 2015 – Rezoning application under File OZ 15/001 W5, was received



**LEGEND:**

**SUBJECT LAND:**

DATE OF AERIAL PHOTO: SPRING OF 2005

**SUBJECT: LEONARD REGINA, JOAN PIGHIN  
AND MICHELLE REGINA**



FILE NO:  
Q2 15041 WWS

DPWCL NO:  
75014

**SCALE:**  
**1:4000**

PDC DATE:  
2012 10 20

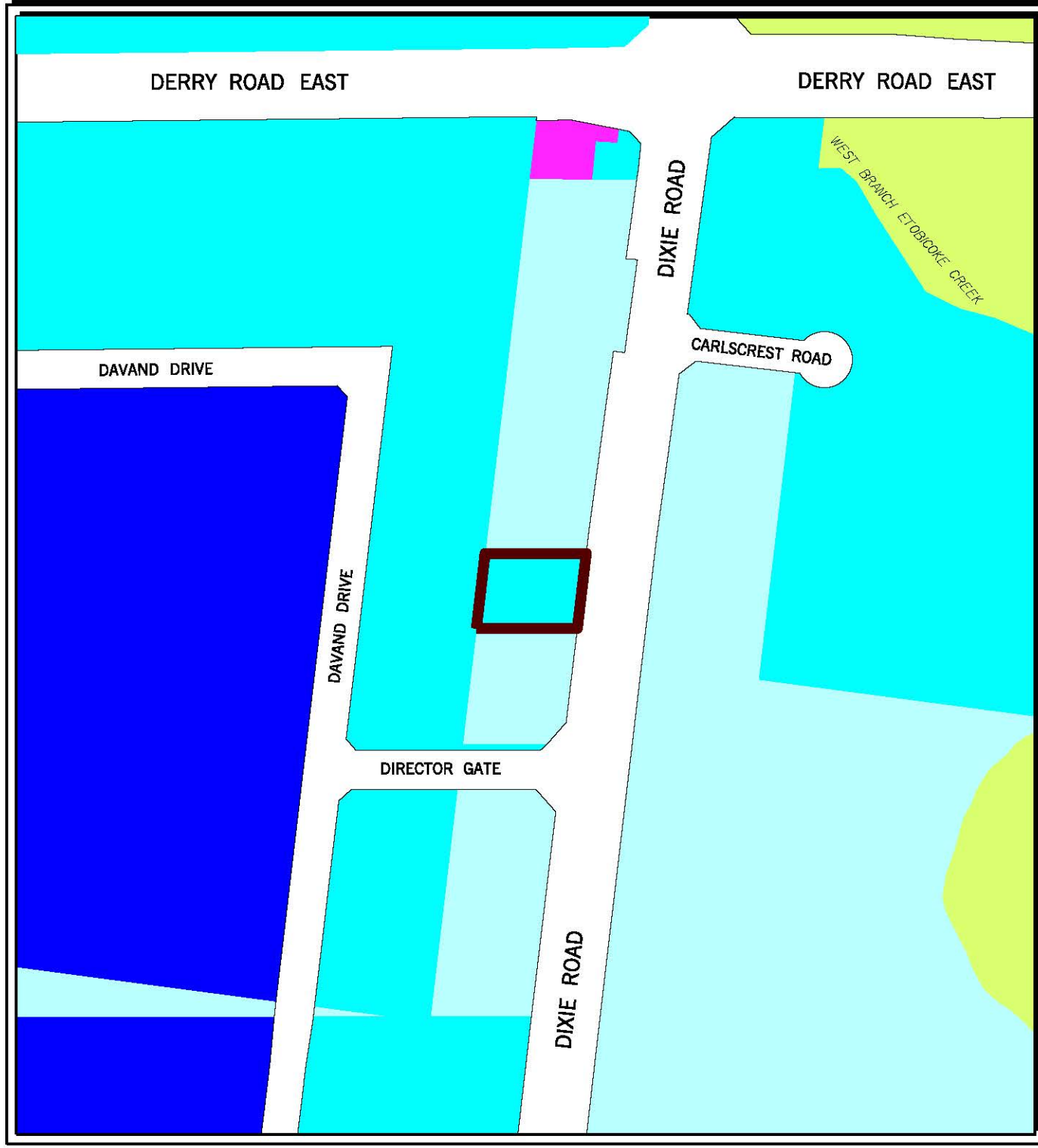
**DYKOSTIN ETI  
EL KOLAJINI**

## APPENDIX 2

**MISSISSAUGA**

Produced by  
TANW, Inc.  
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**PART OF SCHEDULE 10 LAND USE DESIGNATIONS  
OF MISSISSAUGA OFFICIAL PLAN**  
LAND USE DESIGNATIONS

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

**BASE MAP INFORMATION**

- |   |                              |
|---|------------------------------|
| Heritage Conservation District                            | Civic Centre (City Hall)     |
| 1986 NEP/2000 NEF Composite Noise Contours                | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station      |
| Area Exempt from LBPIA Operating Area                     | Public School                |
| Natural Hazards   | Catholic School              |
|   | Hospital                     |
|   | Community Facilities         |

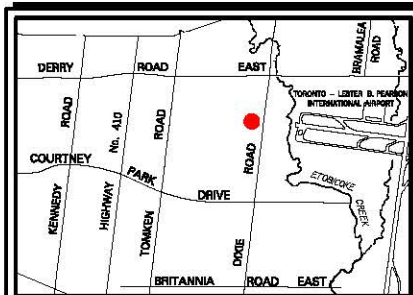
**City Structure**

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

**SUBJECT LANDS**



**SUBJECT: LEONARD REGINA, JOAN PIGHIN  
AND MICHELLE REGINA**



**FILE NO:**  
OZ 15001 W5

**DWG. NO:**  
15001L

**SCALE:**  
1:4000

**PDC DATE:**  
2015 10 26

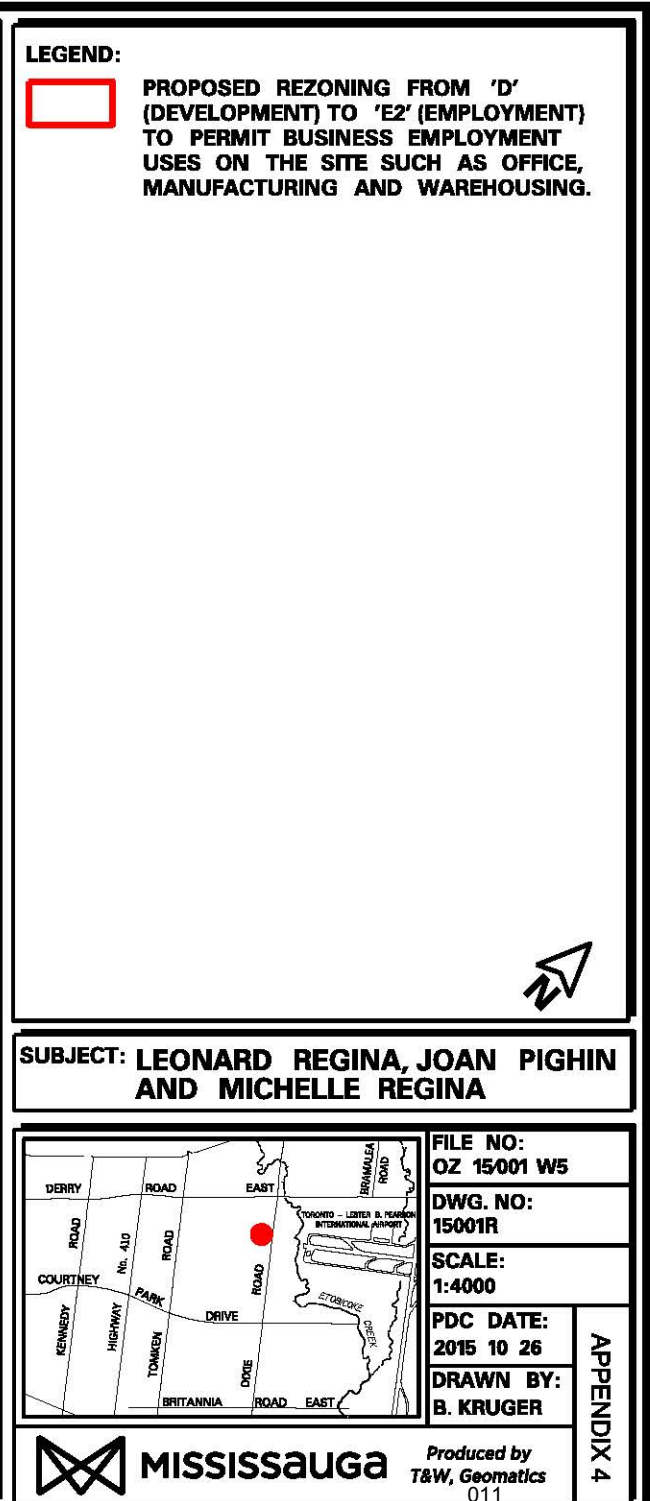
**DRAWN BY:**  
B. KRUGER

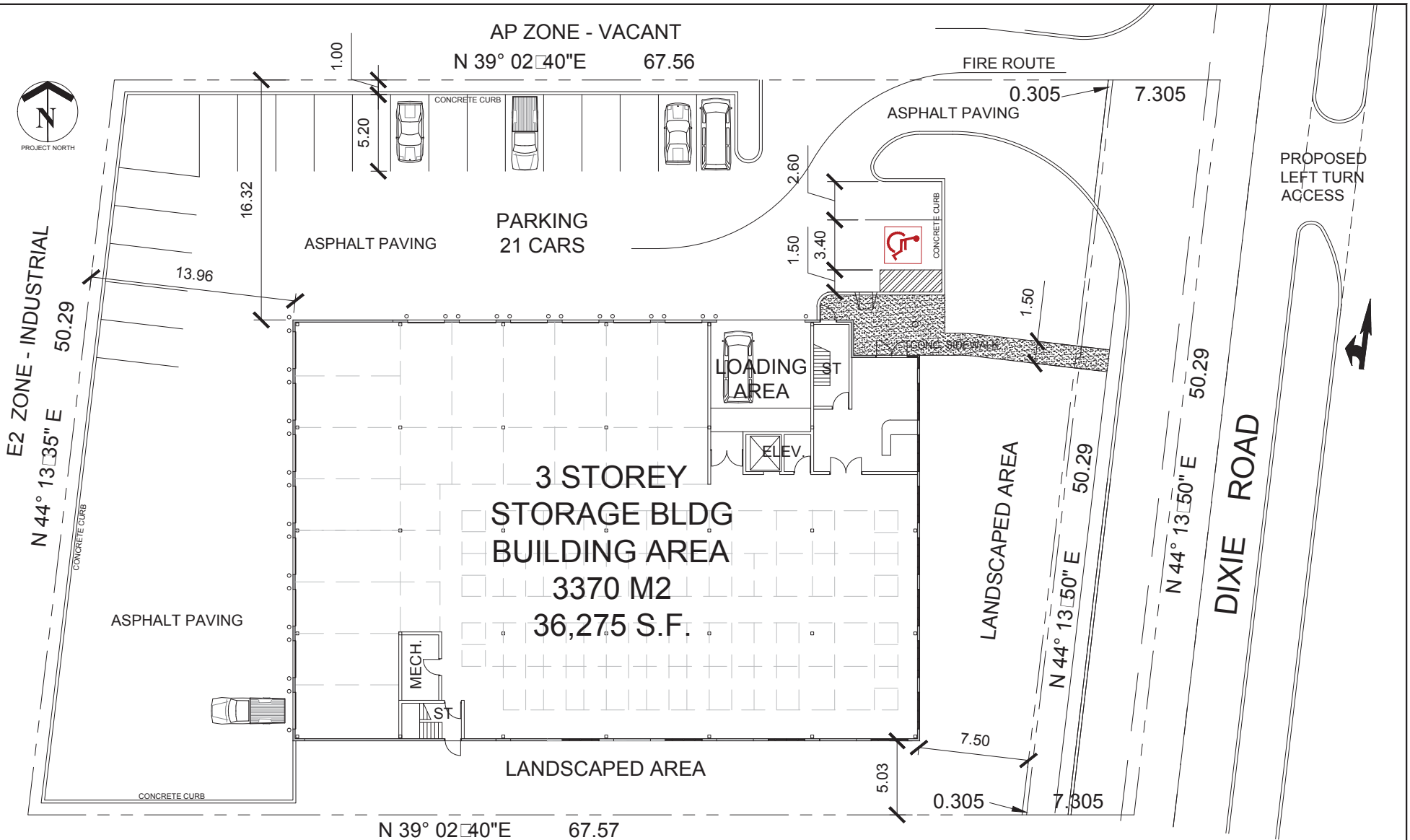
**APPENDIX 3**



*Produced by*  
**T&W, Geomatics**  
010







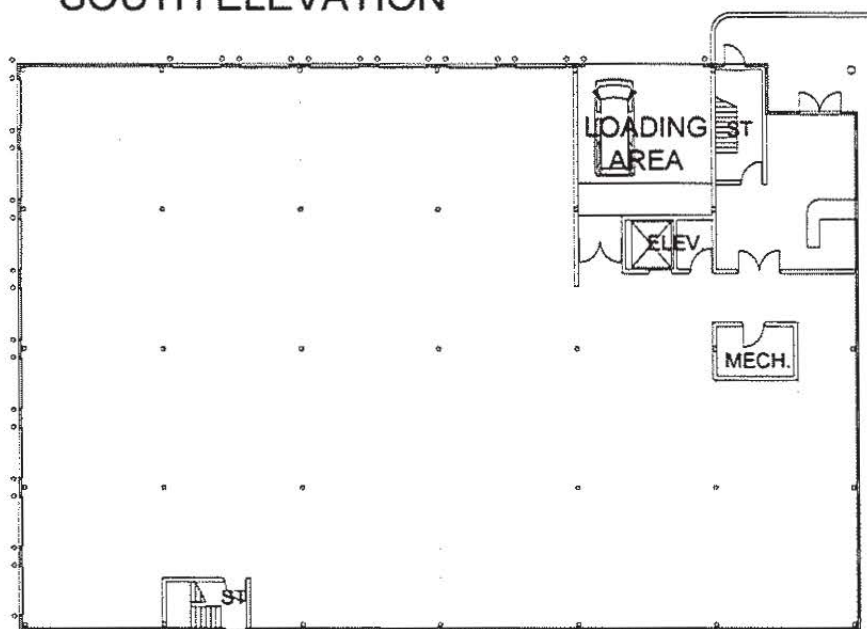
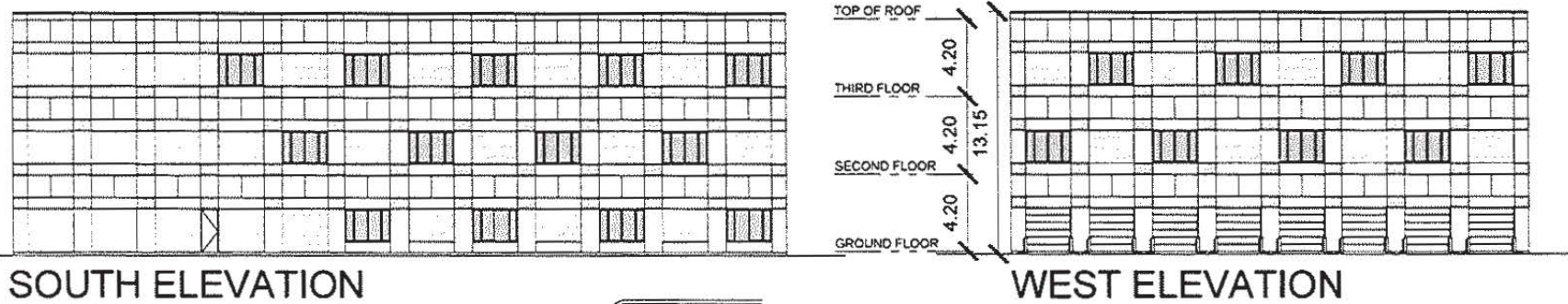
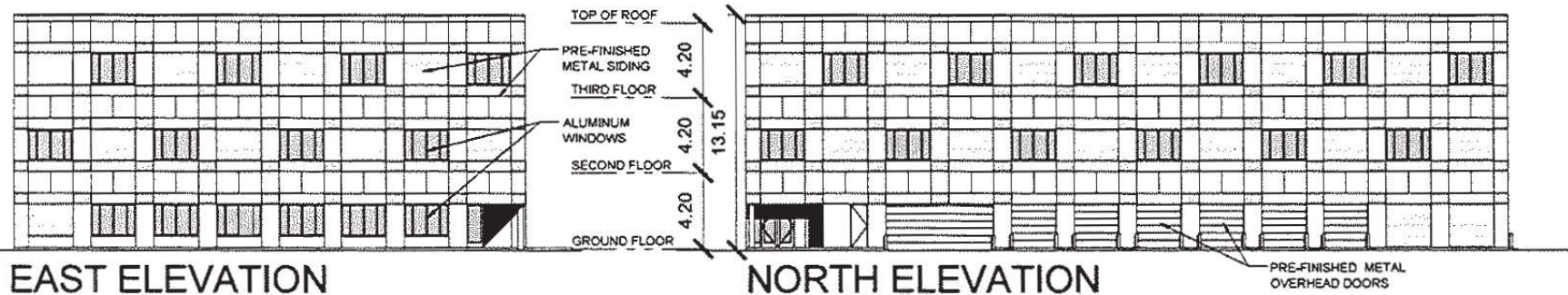
# SITE PLAN

AP ZONE - VACANT

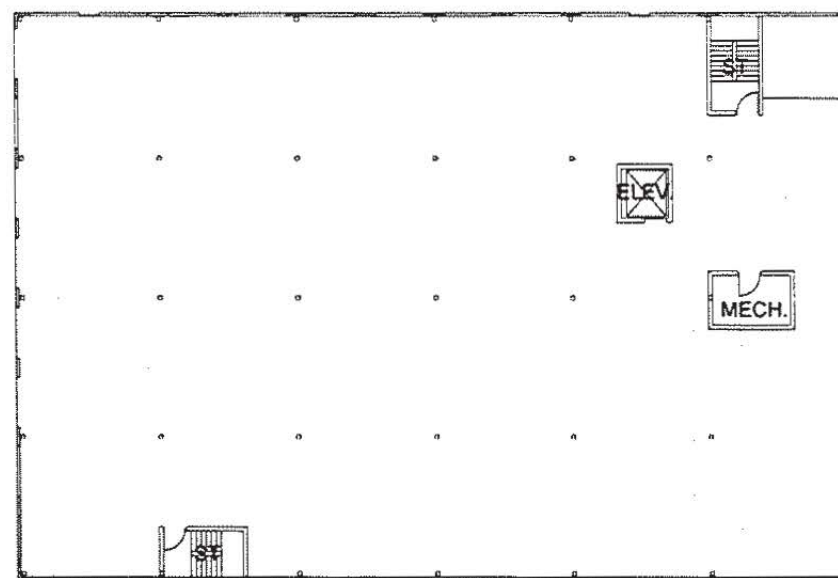
SITE BOUNDARY INFORMATION WAS TAKEN FROM:  
 PLAN OF PART OF THE EAST HALF LOT 10, CONCESSION 3  
 EAST OF HURONTARIO STREET (GRAPHIC TOWNSHIP OF TORONTO)  
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL  
 TED VAN LANKVELD, O.L.S., 2013

NOTE: PARKING SPACES RESERVED FOR PEOPLE WITH DISABILITIES MUST BE IDENTIFIED  
 BY A SIGN, INSTALLED AT THE APPLICANT'S EXPENSE, IN ACCORDANCE WITH THE DESIGN  
 SPECIFICATIONS OF SCHEDULES 2 & 3 OF BYLAW 001-2009

SITE STATISTICS					
	REQUIRED	PROVIDED		REQUIRED	PROVIDED
SITE AREA	-	3374.575 M <sup>2</sup>	MIN FRONT YARD	7.5 M	7.5 M
MIN FRONTAGE	30.0 M	50.29 M	EXT SIDE YARD	7.5 M	N/A
MAX FSI	1.0	1.0	INT SIDE YARD	10% OF FRONTAGE	5.03 M
GFA	-	3370 M <sup>2</sup>	REAR YARD	7.5 M	13.96 M
BUILDING AREA	-	1207.075 M <sup>2</sup> (35.8%)	LANDSCAPE (front)	4.5 M	6.83 M
LANDSCAPE AREA	-	787.5 M <sup>2</sup> (23.3%)	LANDSCAPE (other)	0	1.0/5.03 M
PAVED AREA	-	1380 M <sup>2</sup> (40.9%)			
PARKING	0.6 spaces/100 M <sup>2</sup>	21 spaces			
H.C. PARKING	1 space	1 space			
LOADING	1 space	2 spaces			



GROUND FLOOR PLAN



2nd & 3rd FLOOR PLAN

Leonard Regina, Joan Pighin and Michelle Regina

File: OZ 15/001 W5

## Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (July 8, 2015)	<p>There is an existing 300 mm (12 in.) diameter watermain located on Director Gate. There is an existing 375 mm (15 in.) diameter sanitary sewer located on Director Gate.</p> <p>Prior to Recommendation Report the applicant must submit copies of the up to date PINS and a satisfactory Functional Servicing Study to determine the adequacy of the existing service for the proposed development.</p> <p>On-site waste collection will be required through a private waste hauler</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (June 10, 2015)	<p>Prior to by-law enactment, cash contributions for street trees will be required for Dixie Road. Further, prior to site plan approval for 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 Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (June 15, 2015)	<p>Fire has no concerns: emergency response time to the site and watersupply available are acceptable</p>
City Transportation and Works Department (July 27, 2015)	<p>This department confirmed receipt of the Site Plan, Functional Servicing Report and Traffic Impact Statement, circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> <li>• Grading details,</li> <li>• Overland flow,</li> <li>• Stormwater servicing design.</li> </ul>

Leonard Regina, Joan Pighin and Michelle Regina

File: OZ 15/001 W5

Agency / Comment Date	Comment
	The above aspects will be addressed in detail prior to the Recommendation Report.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Heritage Division, Community Services  Culture Division, Community Services  Mississauga Transit  Bell Canada  Canada Post  Enbridge Gas Distributions Inc.  Rogers Cable  Greater Toronto Airport Authority  Enersource Hydro Mississauga</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Realty Services, Corporate Services Department</p>

Leonard Regina, Joan Pighin and Michelle Regina

File: OZ 15/001 W5

## **Current Mississauga Official Plan Designation and Policies for the Northeast Employment Area**

### **"Business Employment" which permits**

- Community infrastructure
- Community gardening
- Electricity transmission and distribution facility
- Natural gas and oil pipeline
- Parkland
- Piped services and related facilities for water, wastewater and stormwater
- Telecommunication facility
- adult entertainment establishments,
- animal boarding establishments which may include outdoor facilities
- banquet hall
- body rub establishment
- broadcasting, communication and utility rights-of-way
- cardlock fuel dispensing facility
- commercial parking facility
- commercial school
- conference centre
- entertainment, recreation and sports facilities
- financial institution
- funeral establishment
- manufacturing
- motor vehicle body repair facilities
- motor vehicle rental
- overnight accommodation

There are other policies in Mississauga Official Plan that are also applicable in the review of this application, which are found in the following pages of this appendix.

Leonard Regina, Joan Pighin and Michelle Regina

File: OZ 15/001 W5

**Relevant Mississauga Official Plan Policies**

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5-Direct Growth</b>	Section 5.3.6 Section 5.4	<p>Employment areas are stable areas containing diverse industrial and business employment operation. Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs. Additional development within Employment Areas will be permitted 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 the plan</p> <p>Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses.</p>
<b>Section 8 – Create a Multi-Model City</b>	Section 8.9	Canada's largest airport is a major transportation facility and destination within Mississauga, serving an important regional, national and international role. Mississauga will work with the GTAA and other stakeholders to ensure improved transit connections to the airport and surrounding employment lands.
<b>Section 10 – Foster a Strong Economy</b>	Section 10.1 Section 10.3	<p>The city's economic success is based on its ability to attract and retain a diversity of business operations. Employment opportunities are to be concentrated within the Downtown, Corporate Centres, Major Nodes and Employment Areas.</p> <p>Industrial activities contribute significantly to the city's economic base. Industrial uses should locate in appropriate areas such as, Employment Areas.</p>

Leonard Regina, Joan Pighin and Michelle Regina

File: OZ 15/001 W5

## Summary of Existing Zoning By-law Provisions

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

## Proposed Zoning Standards

	<b>Required D Zoning By-law Standards</b>	<b>Proposed E2 Zoning By-law Standards</b>
Permitted Uses	a building or structure legally existing on the date of passing of the By-law and the existing legal use of such building or structure	<ul style="list-style-type: none"> <li>• Medical Office</li> <li>• Office</li> <li>• Broadcasting/Communication Facility</li> <li>• Manufacturing Facility</li> <li>• Science and Technology Facility</li> <li>• Truck Terminal</li> <li>• Warehouse/Distribution Facility</li> <li>• Wholesaling Facility</li> <li>• Waste Processing Station</li> <li>• Waste Transfer Station</li> <li>• Composting Facility</li> <li>• Self-Storage Facility</li> <li>• Contractor Service Shop</li> <li>• Restaurant</li> <li>• Convenience Restaurant</li> <li>• Take-out Restaurant</li> <li>• Commercial School</li> <li>• Financial Institution</li> <li>• Veterinary Clinic</li> <li>• Animal Care Establishment</li> <li>• Motor Vehicle Repair Facility-Restricted</li> <li>• Motor Vehicle Rental facility</li> <li>• Gas Bar</li> <li>• Motor Vehicle Service Station</li> <li>• Motor Vehicle Sales, Leasing and/or Rental Facility – Commercial Motor Vehicles</li> <li>• Banquet Hall/Conference Centre/Convention Centre</li> <li>• Night Club</li> <li>• Overnight accommodation</li> <li>• Adult Video Store</li> <li>• Adult Entertainment Establishment</li> <li>• Animal Boarding Establishment</li> <li>• Active Recreational Use</li> <li>• Body-Rub Establishment</li> <li>• Beverage/Food Preparation Establishment</li> </ul>



Leonard Regina, Joan Pighin and Michelle Regina

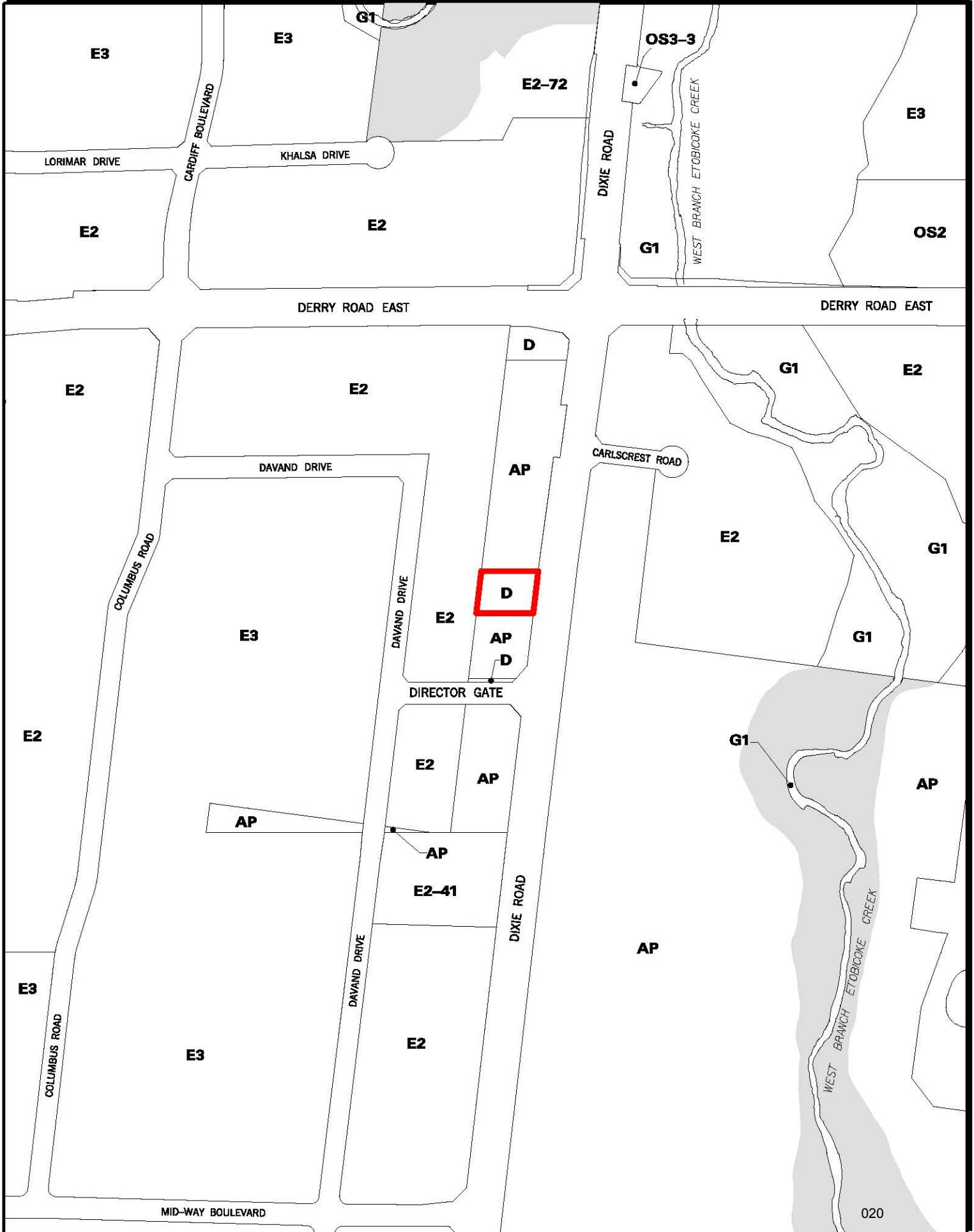
File: OZ 15/001 W5

		<ul style="list-style-type: none"><li>• Truck Fuel Dispensing Facility</li><li>• Entertainment Establishment</li><li>• Recreational Establishment</li><li>• Funeral Establishment</li><li>• Private Club</li><li>• Report Establishment</li><li>• Parking Lot</li><li>• University/College</li><li>• Courier/Messenger Service</li></ul>
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# GENERAL CONTEXT MAP

OZ 15/001 W5

APPENDIX 10



# City of Mississauga Corporate Report



<b>Date:</b> October 2, 2015  <b>To:</b> Chair and Members of Planning and Development Committee  <b>From:</b> Edward R. Sajecki, Commissioner of Planning and Building	<b>Originator's file:</b>  OZ 15/004 W2
	<b>Meeting date:</b>  2015/10/26

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 2)

388 Hazelhurst Road, west side of Hazelhurst Road, north of Lakeshore Road West

Applicant: 388 Hazelhurst Road LP

Application to permit additional industrial uses

## Recommendation

That the report dated October 2, 2015, from the Commissioner of Planning and Building regarding the application by 388 Hazelhurst Road LP to permit additional industrial uses under File OZ 15/004 W2, at 388 Hazelhurst Road, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community;
- The project requires a rezoning to accommodate the additional industrial uses requested;
- No community concerns have been identified to date;
- Prior to the next report, matters to be addressed include the satisfactory resolution of technical requirements.

## Background

The application has been circulated for technical comments. A community meeting has not been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	115.04 m (377.4 ft.)
Depth:	186.0 m (610.2 ft.)
Gross Lot Area:	2.11 ha ( 5.21 ac.)
Existing Uses:	North portion of property is vacant; the south portion contains a surplus parking lot for the adjacent development to the south located at 350 Hazelhurst Road.

The property is located within the Southdown Employment Area which is an area that contains a mix of industrial uses.

The surrounding land uses are:

North: Industrial operations, including extensive outdoor storage

East: Industrial operations, including Holcim Canada Inc.

South: Industrial building

West: Vacant employment land and Clearview Creek beyond

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

### DETAILS OF THE PROJECT

The application seeks to permit additional industrial uses including outdoor storage, contractor's service shop, contractor's yard and truck fuel dispensing facility. These additional uses are permitted on the neighbouring lands to the north, however, the proposed exception zone will still prohibit certain industrial uses permitted within E3 (Industrial) zones as outlined in Appendix 7. The applicant is not proposing a development concept as part of this application and is only requesting that additional uses be allowed on the property.

Development Proposal	
Application submitted:	Received: June 10, 2015 Deemed complete: July 7, 2015
Developer/ Owner:	388 Hazelhurst Road LP
Applicant:	Michael Crabtree, John Rogers & Associates Inc.

Additional information is provided in Appendices 1 to 8.

## LAND USE CONTROLS

The lands are located within the Southdown Employment Area and are designated **Industrial** in Mississauga Official Plan. The application conforms to the land use designation and no Official Plan Amendment is proposed.

A rezoning is proposed from **E3-1 (Industrial)** to **E3-Exception (Industrial)** to add the following uses: outdoor storage, contractor's service shop, contractor's yard and truck fuel dispensing facility.

Detailed information regarding the official plan and zoning is in Appendices 6 and 7.

## WHAT DID THE COMMUNITY SAY?

No community meeting was held and no written comments were received by the Planning and Building Department.

## DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 5. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the proposed additional uses appropriate for the subject site and surrounding area?
- Have all other technical requirements and studies related to the project been submitted and found acceptable?

## OTHER INFORMATION

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

- Environmental Phase 1 Study
- Planning Justification Report
- Draft Zoning By-law
- Plan of Survey

## Development Requirements

There are engineering matters including: stormwater management and environmental items, in addition to archeological matters, which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## Financial Impact

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

## Conclusion

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

## Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

Appendix 3: Excerpt of Southdown Employment Area Land Use Map

Appendix 4: Existing and Proposed Zoning Map

Appendix 5: Agency Comments

Appendix 6: Relevant Mississauga Official Plan Policies

Appendix 7: Summary of Existing and Proposed Zoning Provisions

Appendix 8: General Context Map



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

388 Hazelhurst Road LP

File: OZ 15/004 W2

## Site History

- February 12, 1997 – Site Plan application under File SP 95/230 W2 approved to permit the construction of a 20 513 m<sup>2</sup> (220,800 sq. ft.) manufacturing facility at 350 Hazelhurst Road (which at the time included subject site);
- February 3, 1998 – Site Plan Revision application under File SPR 97/351 W2 approved to permit expansion of the northerly parking lot at 350 Hazlehurst Road;
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned E3-1 (Industrial);
- November 30, 2010 – The Southdown Employment Area Local Area Plan came into force and effect and contained policies specific to the character area which focused on setting higher design standards and principles for the major intersections of the arterial roads within the area;
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated Industrial in the Southdown Local Area Plan;
- January 22, 2015 – Committee of Adjustment approved consent application under File B 15/005 W2 that permitted the severance of the northerly portion of 350 Hazelhurst Road in order to create the subject lands known as 388 Hazelhurst Road.





10

## SUBJECT LANDS

**NOTE: DATE OF AERIAL - SPRING 2015**



**SUBJECT: 388 HAZELHURST ROAD LP**



**FILE NO:**  
**OZ 15/004 W2**

**DWG. NO:**  
**15004A**

**SCALE:**  
**1:4000**

**PDC DATE:**  
2015 10 28

**DRAWN BY:**  
**B. KRUGER**

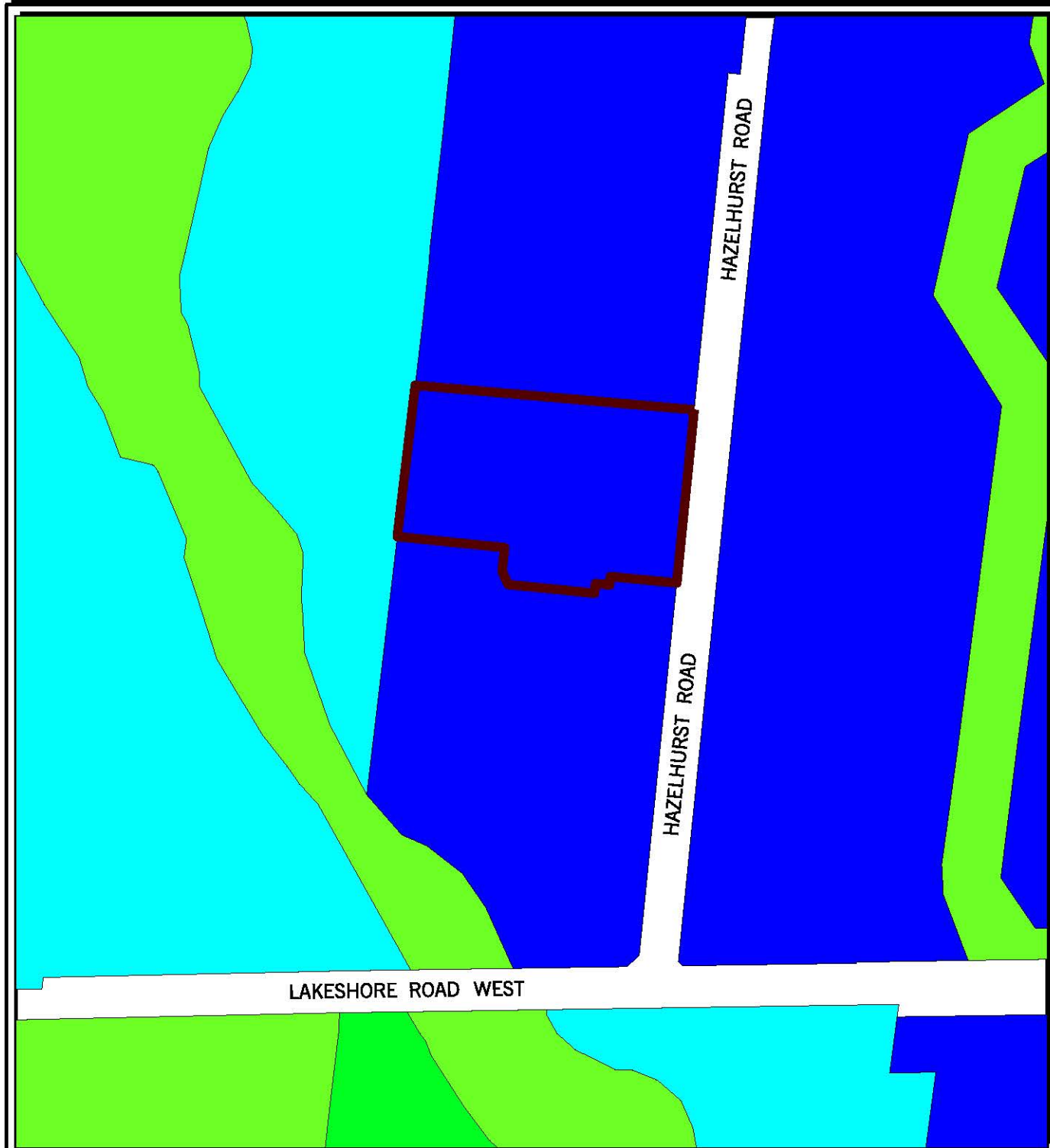
## APPENDIX 2



## 1 MISSISSAUGA

**Produced by  
T&W, Geomatics**  
026





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

**LAND USE DESIGNATIONS**

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

**BASE MAP INFORMATION**

Heritage Conservation District	Civic Centre (City Hall)
1986 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

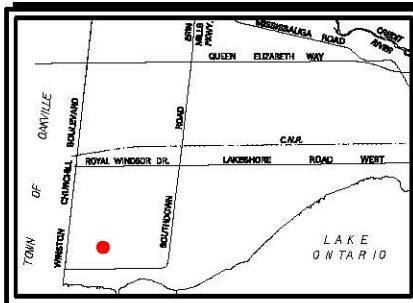
**City Structure**

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

**SUBJECT LANDS**



**SUBJECT: 388 HAZELHURST ROAD LP**



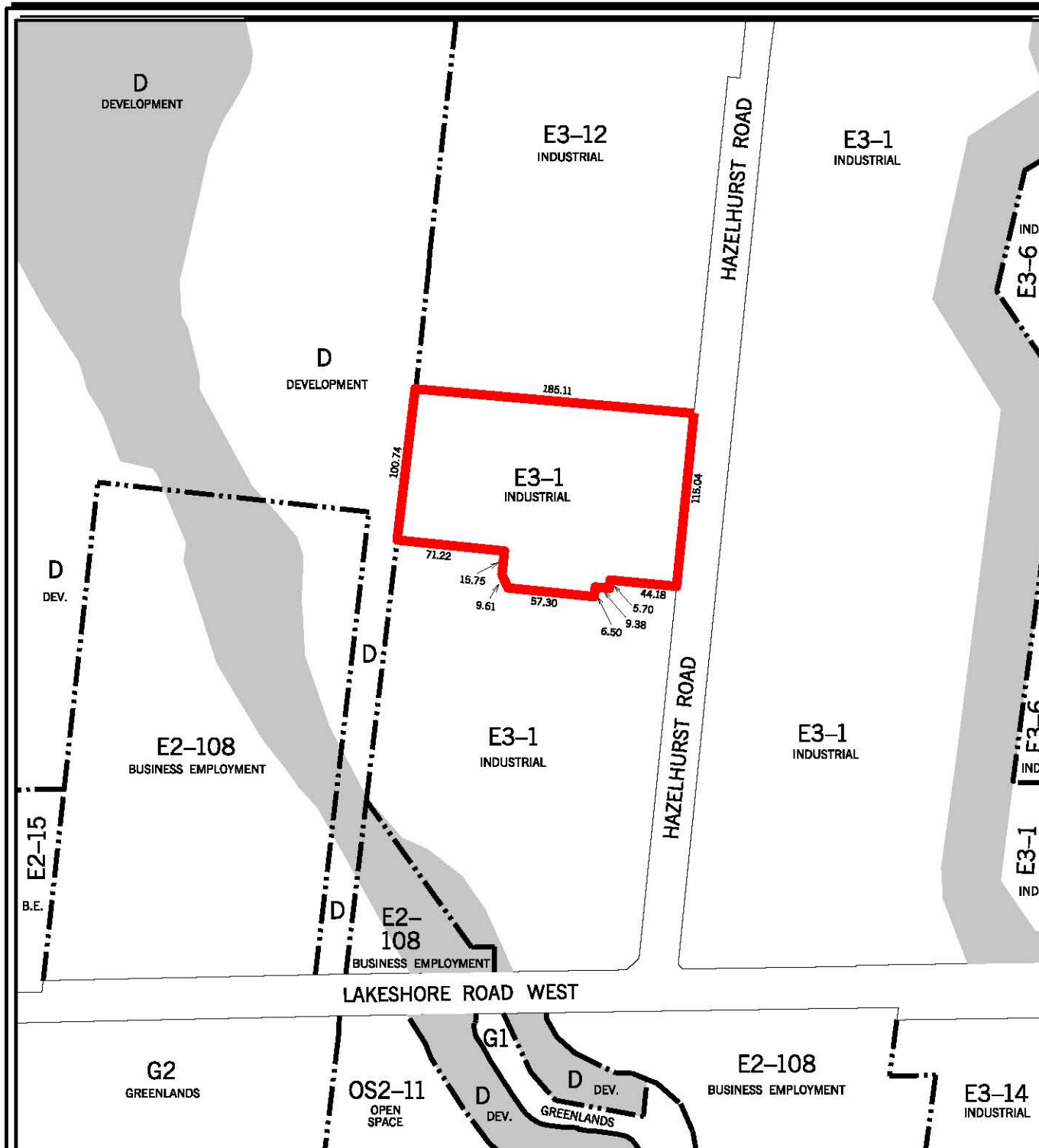
<b>FILE NO:</b> OZ 15/004 W2
<b>DWG. NO:</b> 15004L
<b>SCALE:</b> 1:4000
<b>DATE:</b> 2015 10 26
<b>DRAWN BY:</b> B. KRUGER



**MISSISSAUGA**

Produced by  
T&W, Geomatics  
027

**APPENDIX 3**

**LEGEND:**

PROPOSED REZONING FROM 'E3-1'  
(INDUSTRIAL) TO 'E3 - EXCEPTION'  
(INDUSTRIAL) TO PERMIT  
ADDITIONAL INDUSTRIAL USES.

**SUBJECT:**

**388 HAZELHURST ROAD LP**



**FILE NO:**  
OZ 15/004 W2

**DWG. NO:**  
15004R

**SCALE:**  
1:4000

**PDC DATE:**  
2015 10 26

**DRAWN BY:**  
B. KRUGER

**APPENDIX 4**



**MISSISSAUGA**

Produced by  
T&W, Geomatics  
028

388 Hazelhurst Road LP

File: OZ 15/004 W2

## Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (August 28, 2015)	An existing 300 mm (12 in.) diameter water main and 250 mm (10 in.) diameter sanitary sewer is located on Hazelhurst Road.
City Community Services Department – Parks and Forestry Division/Park Planning Section (August 21, 2015)	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> and in accordance with City's Policies and By-laws.
City Transportation and Works Department (T&W) (September 14, 2015)	<p>T&amp;W confirmed receipt of survey plans, easement documentation and a Phase 1 Environmental Site Assessment (ESA) submitted by the applicant in support of the application.</p> <p>In addition to the materials provided, T&amp;W has requested a Storm Drainage Report, the referenced Phase 2 ESA Report dated July 3, 2014 and letters of reliance allowing the City to rely on the findings of the submitted reports. Upon receipt and review of the requested information, updated detailed comments and conditions will be provided, prior to the Recommendation Report.</p>
City Community Services Department – Heritage Planning (September 1, 2015)	<p>No grading or other soil disturbances shall take place on the property prior to an archaeological assessment being completed by a licensed archaeologist at the expense of the property owner. The assessment is to be submitted to the City for review, together with the corresponding Ministry of Tourism, Culture and Sport (MTCS) letters, confirming that all archaeological resource concerns have met licensing and resource conservation requirements.</p> <p>The owner/applicant are advised that a Heritage Impact Assessment as per the City's terms of reference for such reports will be required to be submitted for review and approval for any future development applications, to ensure that the proposed development does not negatively impact the heritage resource.</p>

**388 Hazelhurst Road LP****File: OZ 15/004 W2**

## Relevant Mississauga Official Plan Policies

## Existing Official Plan Provisions

The lands are designated **Industrial** in the Southdown Local Area Plan which permits a mix of employment, office, business activities, commercial, motor vehicle service, and hospitality amongst other uses. Existing industrial operations, which may have extensive outdoor processing or storage areas, will be permitted to continue, however, the long term vision encourages new development to accommodate industrial activities consisting of a mix of manufacturing, research and development and office uses primarily within enclosed buildings.

The Plan also contains land use and urban design policies focusing on future development along the arterial corridors and major intersections within the Character Area. As the subject lands were severed from 350 Hazelhurst Road, the property does not front onto an arterial corridor or a major intersection.

	Specific Policies	General Intent
Southdown Local Area Plan	Section 10.2	<p>a. Existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue.</p> <p>b. Notwithstanding the industrial policies of this plan, the following uses will not be permitted:</p> <ul style="list-style-type: none"> <li>• trucking terminals;</li> <li>• <b>waste processing station</b> or <b>waste transfer stations</b> and composting facilities; and</li> <li>• expansions to or new outdoor processing; and</li> </ul> <p>c. Outdoor storage of materials, except extracted resources, such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas.</p>

**388 Hazelhurst Road LP****File: OZ 15/004 W2**

	Specific Policies	General Intent
Southdown Local Area Plan	Section 10.3	<p>Notwithstanding the Business Employment and Industrial policies of this Plan, for the lands fronting on Royal Windsor Drive, Lakeshore Road West, Winston Churchill Boulevard and Southdown Road, the following uses will not be permitted:</p> <ul style="list-style-type: none"> <li>a. adult entertainment establishments;</li> <li>b. body rub establishments;</li> <li>c. cardlock fuel dispensing facilities;</li> <li>d. motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;</li> <li>e. motor vehicle body repair facility;</li> <li>f. contractor service shop;</li> <li>g. contractors yard; and</li> <li>h. vehicle pound facility.</li> </ul>

388 Hazelhurst Road LP

File: OZ 15/004 W2

## Summary of Existing and Proposed Zoning Provisions

### Existing Zoning By-law Provisions

**E3-1 (Industrial)**, which permits a wide range of employment, office, business activities, commercial, motor vehicle service, hospitality amongst other uses. Uses legally existing on the date of passing of this By-law are also permitted. Uses not permitted include the following:

- (1) Transportation Facility
- (2) Truck Terminal
- (3) Waste Processing Station
- (4) Waste Transfer Station
- (5) Composting Facility
- (6) Outdoor Storage
- (7) Contractor Service Shop
- (8) Contractor's Yard
- (9) Vehicle Pound Facility
- (10) Motor Vehicle Body Repair Facility
- (11) Motor Vehicle Body Repair Facility – Commercial Motor Vehicle
- (12) Adult Entertainment Establishment
- (13) Body-Rub Establishment
- (14) Truck Fuel Dispensing Facility

Accessory outdoor storage of particulate materials such as but not limited to salt and sand shall be within enclosed containers, a structure with a minimum of three (3) sides and a roof, or otherwise covered.

### Proposed Zoning Standards

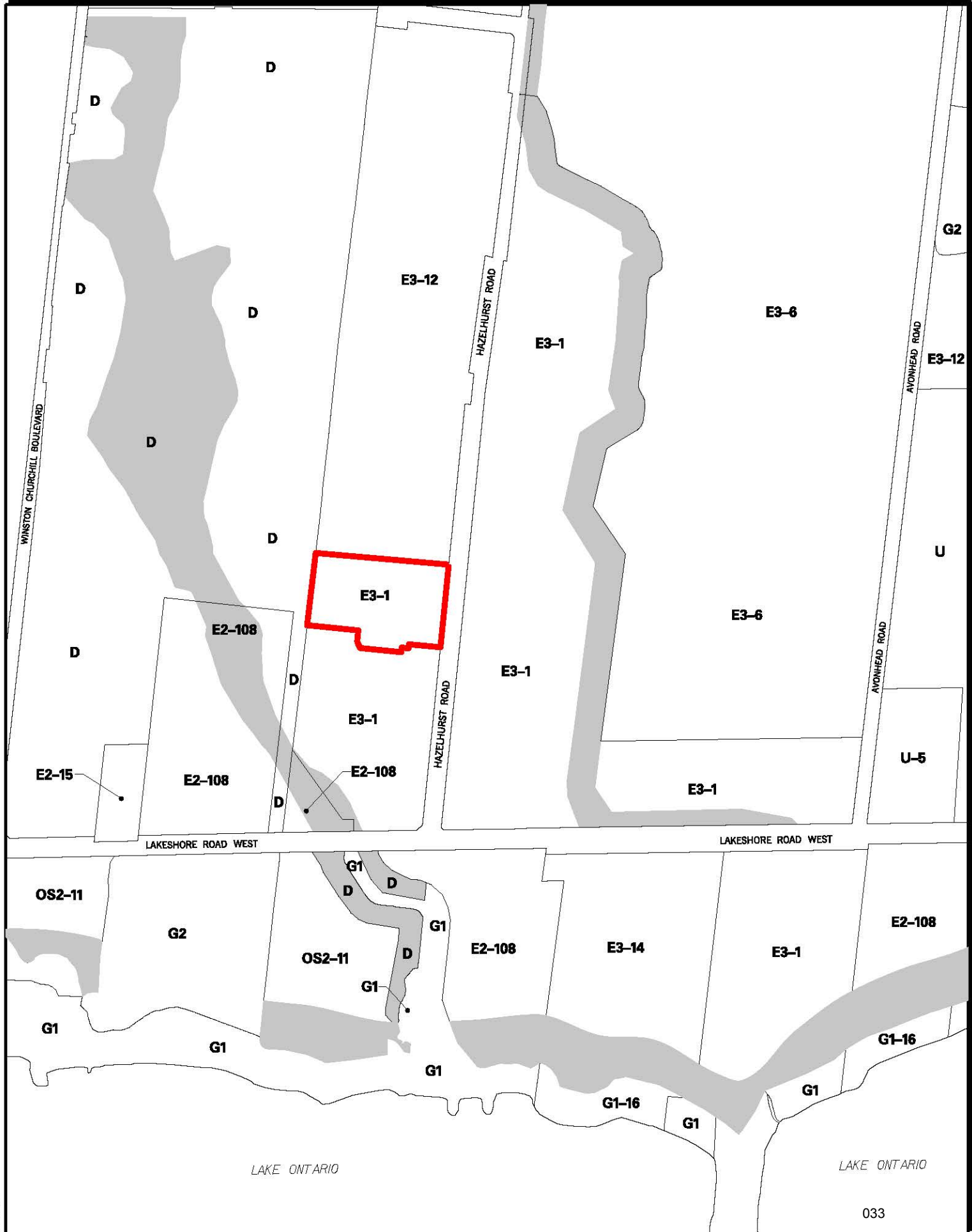
**E3-Exception (Industrial)**, contains the same provisions as the above noted **E3-1 (Industrial)** zoning, with the exception of permitting the following uses:

Outdoor Storage  
 Contractor Service Shop  
 Contractor's Yard  
 Truck Fuel Dispensing Facility

# GENERAL CONTEXT MAP

OZ 15/004 W2

APPENDIX 8



<b>Date:</b> October 2, 2015  <b>To:</b> Chair and Members of Planning and Development Committee  <b>From:</b> Edward R. Sajecki, Commissioner of Planning and Building	<b>Originator's file:</b>  OZ 12/003 W7
	<b>Meeting date:</b>  2015/10/26

## Subject

### PUBLIC MEETING/INFORMATION REPORT (Ward 7)

2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive, west side of Hurontario Street, north of Harborn Road

Applicant: Gordon Woods Development Limited

Applications to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses on the ground floor, and 49 back to back townhouse dwellings

## Recommendation

That the report dated October 2, 2015 from the Commissioner of Planning and Building regarding the applications by Gordon Woods Development Limited to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses at grade, and 49 back to back townhouse units within four blocks under file OZ 12/003 W7, at 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive, be received for information.

## Report Highlights

- This report has been prepared for a second public meeting to hear from the community on the revised proposal. The initial proposal was brought to a public meeting on November 19, 2012 (see Information Report in Appendix 1);
- The project does not conform with the Office-Site 3 (Downtown Hospital) and Residential Low Density I-Site 4 (Cooksville) designations and requires an official plan amendment and rezoning;
- Community concerns identified to date relate to height, density, impact on character of the area and traffic;
- Prior to the next report, matters to be addressed include assessment of the appropriateness of the proposed applications, demonstrating an appropriate transition of scale between the Downtown Hospital District on Hurontario Street and the Gordon Woods stable residential neighbourhood to the west, consideration of the relationship to the surrounding area context and character, provision of



appropriate landscaping, and resolution of traffic issues and servicing.

## Background

The applications have been circulated for technical comments and a community open house was held on June 7, 2012. A focus group meeting was held on October 1, 2012, and a public meeting was held on November 19, 2012. On April 17, 2015 the applicant submitted a revised proposal to:

- reduce the north tower from 36 storeys to 32 storeys;
- increase the south tower from 22 storeys to 25 storeys;
- include additional lands on Grange Drive that have been acquired and increase the number of back to back townhomes from 20 to 49; and,
- increase the total number of units from 579 to 594 units.

In addition, while no vehicular access was previously proposed to Grange Drive, the revised proposal now has an access proposed on Grange Drive to service the development. The purpose of this report is to provide an update on the revised proposal and to seek comments from the community. Please see Appendix 1 for the original Information Report dated October 30, 2012.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	76.95 m (252 ft.) on Hurontario Street 161.32 m (529.27 ft.) on Grange Drive
Depth:	Approximately 123 m (403 ft.)
Gross Lot Area:	1.40 ha (3.45 ac.)
Existing Uses:	Hurontario Street: vacant (two dwellings converted to office and retail were demolished via permit) Grange Drive: 7 detached dwellings

The surrounding land uses and the history of the site are summarized in the Information Report within Appendix 1 of this report.

### DETAILS OF THE PROJECT

The applications are to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses at grade along Hurontario Street, and 49 back to back townhouse dwellings within four blocks along Grange Drive and site access via both Hurontario Street and Grange Drive.

Development Proposal	
Number of units:	Apartments - 545 (fronting Hurontario Street) Back to back Townhomes - 49 (facing

Development Proposal		
	Grange Drive) Total = 594	
Height:	North tower - 32 storeys South tower - 25 storeys Back to back townhomes = 3 storeys	
Floor Space Index:	3.33	
Landscaped Area:	28%	
Gross Floor Area:	46,427 m <sup>2</sup> (499,736 sq. ft.)	
Road type:	Common element condominium private road (CEC)	
Anticipated Population:	1,514* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking	Required	Proposed
resident spaces	808	594
visitor spaces	122	88
retail spaces	37	12
Total	967	694

Additional information is provided in Appendices 1 to 11.

## LAND USE CONTROLS

The subject lands are located within two distinct Character Areas. The lands along Hurontario Street are located within the Downtown Hospital Character Area and are designated **Office – Special Site 3**, while the lands along Grange Drive are located within the Cooksville Neighbourhood Character Area and are designated **Residential Low Density I – Special Site 4**. The applications are not in conformity with the land use designations.

The proposal requires an amendment to Mississauga Official Plan from **Office – Special Site 3 (Downtown Hospital)** and **Residential Low Density I – Special Site 4 (Cooksville Neighbourhood)** to **Residential High Density – Special Site** to permit horizontal multiple dwellings, office uses and ground level commercial uses in addition to apartments with a maximum height of 32 storeys and a maximum Floor Space Index of 3.33.

A rezoning is proposed from **O(Office)** and **R1 (Detached Dwellings)** to **RA5-Exception** (Apartment Dwellings) to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses at grade, and 49 back to back townhouse dwellings, in accordance with the proposed zone standards contained within Appendix 10.

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

### **WHAT DID THE COMMUNITY SAY?**

A community meeting was held by Ward 7 Councillor, Nando Iannicca on September 23, 2015 regarding the revised proposal. Previously, the Councillor held a community open house on June 7, 2012 and a focus group meeting on October 1, 2012, and a public meeting was held at Planning and Development Committee on November 19, 2012 regarding the original proposal.

Issues raised by the community are listed on page 9 and 10 of the October 30, 2012 Information Report contained in Appendix 1. They will be addressed along with issues raised at the public meeting, in the Recommendation Report which will come at a later date.

### **DEVELOPMENT ISSUES**

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

- Appropriateness of the proposed application;
- The relationship of the proposed buildings to the surrounding area context and character;
- Demonstration of an appropriate transition of building height and massing between the Downtown Hospital District on Hurontario Street and the Gordon Woods stable residential neighbourhood on Grange Drive;
- Satisfactory resolution of shadow impacts;
- Provision of adequate landscaping and on-site amenity areas;
- Satisfactory resolution of traffic impacts on surrounding road network;
- Identification of green initiatives;
- Resolution of streetscape design and roadway requirements for Hurontario Street and Grange Drive;
- Noise mitigation for units and amenity areas;
- Provision of a satisfactory Functional Servicing Report and resolution of all servicing, utility and grading issues.

### **DEVELOPMENT REQUIREMENTS**

There are engineering matters including: servicing, roadway and streetscape design, and noise mitigation which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## **Financial Impact**

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

## Conclusion

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

## Attachments

- Appendix 1: Information Report (October 30, 2012)
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Official Plan Land Use Map and Proposed Amendment
- Appendix 4: Existing Land Use and Proposed Zoning Map
- Appendix 5: Concept Plan
- Appendix 6: Elevations
- Appendix 7: Agency Comments
- Appendix 8: School Accommodation
- Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 10: Summary of Existing and Proposed Zoning Provisions
- Appendix 11: General Context Map



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Edward R. Sajecki,  
Commissioner of Planning and Building

Prepared by: Jonathan Famme, Development Planner



# Corporate Report

**PDC** NOV 19 2012

Clerk's Files

Originator's  
Files OZ 12/003 W7

**DATE:** October 30, 2012

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: November 19, 2012

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

**SUBJECT:** **Information Report**  
**Official Plan Amendment and Rezoning Applications**  
**To permit two (2) apartment buildings (36 storeys and**  
**22 storeys) consisting of 559 units with retail commercial uses**  
**at grade, and 20 back-to-back townhomes**  
**2114, 2124 & 2130 Hurontario Street, and 2095, 2107, 2113 &**  
**2121 Grange Drive**  
**West side of Hurontario Street, north of Harborn Road**  
**Owner: Gordon Woods Development Limited**  
**Applicant: IBI Group**  
**Bill 51**

**Public Meeting** **Ward 7**

**RECOMMENDATION:** That the Report dated October 30, 2012, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Office – Special Site 8 (Cooksville District)" and "Residential Low Density I – Special Site 11 (Cooksville District)" to "Residential High Density II – Special Site" and to change the Zoning from "O" (Office) and "R1" (Detached Dwellings) to "RA5-Exception" (Apartment Dwellings), to permit two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes under file OZ 12/003 W7, Gordon Woods Development Limited, 2114, 2124 & 2130 Hurontario Street, and 2095, 2107, 2113 & 2121 Grange Drive, west side of Hurontario Street, north of Harborn Road, be received for information.

**REPORT  
HIGHLIGHTS:**

- Community concerns relate to the height, mass, and density of the proposal, and the impact on the character of the Gordon Woods community, traffic and parking;
- Prior to the Supplementary Report, matters to be addressed include the appropriateness of the proposed Official Plan and zoning by-law amendments, provision of additional details on any proposed green initiatives, wind analysis, shadow impacts, noise mitigation, stormwater management, updated Functional Servicing Report, a Phase 2 Environmental Site Assessment, a Phase 2 Archaeological Assessment, and an assessment of conformity to the Hurontario/Main Street Corridor Master Plan.

**BACKGROUND:**

The above-noted application has been circulated for technical comments and Councillor Iannicca brought the applications to a community open house on June 7, 2012, and arranged a focus group meeting, which was held on October 1, 2012.

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

The applicant intends to consolidate three (3) properties along Hurontario Street (2114, 2124 & 2130 Hurontario Street) with four (4) properties on Grange Drive (2095, 2107, 2113 & 2121 Grange Drive) into one development parcel.

There were two recent studies/reviews completed which are relevant to the subject lands and their proposed development, the Hurontario/Main Street Corridor Master Plan (2010) and the Cooksville District Review to update the Cooksville District policies within Mississauga Official Plan (2011).

**COMMENTS:**

Details of the proposal are as follows:

Development Proposal	
Application submitted:	March 7, 2012 (Received)  April 2, 2012 (Deemed Complete)

<b>Development Proposal</b>	
Gross Floor Area:	<p>Proposed Apartments: Units – range in size from 40 m<sup>2</sup> (431 sq. ft.) to 103 m<sup>2</sup> (1,109 sq. ft.) Total GFA – 38,749 m<sup>2</sup> (417,091 sq. ft.)</p> <p>Proposed Townhouses: Typical Unit – 174 m<sup>2</sup> (1,873 sq. ft.) Total GFA – 3,475 m<sup>2</sup> (37,405 sq. ft.)</p> <p>Proposed At-Grade Retail: 813 m<sup>2</sup> (8,751 sq. ft.)</p> <p>Total Proposed Gross Floor Area: 42,226 m<sup>2</sup> (454,517 sq. ft.)</p>
Height:	<p>Proposed apartment building – 36 storeys &amp; 22 storeys, with a 6 storey podium</p> <p>Proposed townhouses – 3 storeys</p>
Floor Space Index:	4.46
Landscaped Area:	<p>33.8% 3,200 m<sup>2</sup> (34,445 sq. ft.) - at grade</p> <p>(also proposing a 7<sup>th</sup> Floor roof terrace = 684 m<sup>2</sup> (7,363 sq. ft.))</p>
Net Density:	611 units/ha (247 units/ac.)
Number of units:	<p>Proposed apartment buildings – 559 Proposed townhouses – 20</p> <p>Total = 579 units</p>
Anticipated Population:	<p>1,427*</p> <p>*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.</p>
Parking Required:	<p>Apartment Units: 740 spaces (1 space per bachelor unit, 1.25 spaces per 1 bedroom unit, 1.40 spaces per 2</p>



Development Proposal	
	<p>bedroom unit, 1.75 spaces per 3 bedroom unit)</p> <p>Visitor (Apartments): 112 spaces (0.20 spaces per unit)</p> <p>Townhomes: 35 spaces (1.10 space per bachelor/1 bedroom unit, 1.50 spaces per 2 bedroom unit, 1.75 per three bedroom unit, 2.0 spaces per 4 bedroom unit)</p> <p>Visitor (Townhomes): 5 spaces (0.25 spaces per unit)</p> <p>Retail: 44 space (5.4 spaces per 100 m<sup>2</sup> /1,076 sq. ft of gross floor area)</p> <p>Total = 936 spaces</p>
Parking Provided:	<p>Apartments: 621 spaces (1.1 spaces per bachelor/1 bedroom/2 bedroom unit, 1.2 spaces per 3 bedroom unit)</p> <p>Visitor (Apartments): 86 spaces (0.15 spaces per bachelor/1 bedroom/2 bedroom unit, 0.20 spaces per 3 bedroom unit)</p> <p>Townhomes: 35 spaces (1.75 spaces per unit)</p> <p>Visitor (Townhomes): 4 spaces (0.20 spaces per unit)</p> <p>Retail: 35 spaces (4.3 spaces per 100 m<sup>2</sup>/1,076 sq. ft. of gross floor area)</p> <p>Total = 781 spaces</p>

Development Proposal	
Supporting Documents:	<ul style="list-style-type: none"> <li>• Concept Plan;</li> <li>• Elevations;</li> <li>• Planning Rationale Report;</li> <li>• Shadow Study;</li> <li>• Urban Design Study;</li> <li>• Pedestrian Wind Assessment;</li> <li>• Arborist Report;</li> <li>• Noise Study;</li> <li>• Functional Servicing Report;</li> <li>• Phase 1 Environmental Site Assessment;</li> <li>• Stage 1 Archaeological Assessment;</li> <li>• Traffic Study.</li> </ul>

Site Characteristics	
Frontages:	76.95 m (252 ft.) on Hurontario Street 91.32 m (300 ft.) on Grange Drive
Depth:	Approximately 123 m (403 ft.)
Lot Area:	0.95 ha (2.34 ac.)
Existing Use:	<p>Hurontario Street: Demolition Permit issued July 3, 2012, previously vacant travel office converted from 1 storey detached dwelling; vacant retail converted from 2 storey dwelling; vacant 1 storey detached dwelling;</p> <p>Grange Drive: Four (4) Detached dwellings 1 and 2 storeys</p>

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

### Neighbourhood Context

The subject property is located on the west side of Hurontario Street, north of Harborn Road and the Queen Elizabeth Way, and comprises four detached residential lots on Grange Drive, and three vacant retail/office lots in former detached dwellings fronting Hurontario Street. The immediate area has a mixture of uses and

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

The surrounding land uses are as follows:

- North: detached dwellings along Grange Drive, Bronte College; office in detached dwelling, 2 storey office building, 2 storey commercial/office building, and funeral home along Hurontario Street;
- East: Hurontario Street, 10 to 12 storey apartment buildings, 10 storey office building at North Service Road;
- South: one detached dwelling and street townhouses on Grange Drive, Rabba commercial plaza on Hurontario Street, Harborn Road, Queen Elizabeth Way;
- West: Grange Drive, detached dwellings, and Mary Fix Creek.

**Current Mississauga Plan Designation and Policies for Cooksville District (May 5, 2003)**

**"Office - Special Site 8"** which permits offices and accessory uses with a maximum Floor Space Index (FSI) of 0.5. Accessory uses are to be limited to a maximum of 20% of the total gross floor area. Special Site 8 provides additional policies which apply to the lands on the west side of Hurontario Street, south of Bronte College Court, which are outlined in Appendix I-9.

The lands fronting Hurontario Street are located within the **Urban Growth Centre**, which is Mississauga's principal **Intensification Area**.

**"Residential Low Density I - Special Site 11"** which permits detached dwellings to a maximum density of 10 units per net residential hectare (4 units per net residential acre). Special Site 11 provides additional policies which apply to the Gordon Woods community, which are outlined in Appendix I-9.

Schedule 3 - 'Environmental Areas' of Mississauga Plan designates a portion of the subject lands as **"Residential Woodlands"** which are areas that support trees with mature, fairly continuous canopy, but the understorey is generally absent or degraded, usually by the maintenance of residential lawns and landscaping, and which serve the function of providing habitat for birds and facilitating ground

water recharge. Development proposals in Residential Woodlands should seek to preserve the existing tree canopy.

The proposal for two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes is not in conformity with either land use designation, therefore an official plan amendment is proposed as part of the proposal to designate the lands.

**"Residential High Density II – Special Site"**. The "Residential High Density II" designation permits apartment dwellings at a Floor Space Index (FSI) of 1.5-2.9, whereas the proposal would require a special site to permit a maximum Floor Space Index of 4.5 and permit office, at-grade retail, and horizontal multiple dwellings (back-to-back townhouses).

Other policies in the Official Plan which also are applicable in the review of this application are summarized in Appendix I-9.

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

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety and, as such, the existing Mississauga Plan (2003) remains in effect. The applications were originally submitted under Mississauga Plan (2003), which is the current plan in effect, but regard should be given to the new Mississauga Official Plan (2011). Under the new Mississauga Official Plan, the subject lands are designated **"Office – Special Site 3 (Downtown Hospital)"** and **"Residential Low Density I – Special Site 4 (Cooksville)"**. The proposal for two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes, does not conform to the land use designations contained in the new Mississauga Official Plan and associated policies, and therefore an amendment would be required to **"Residential High Density – Special Site"**.

### **Existing Zoning**

**"O" (Office)**, which permits an office, medical office, financial institution, commercial school, and veterinary clinic at a maximum height of the lesser of 19 m (62 ft.) or 6 storeys.

**"R1" (Detached Dwellings)**, which permits detached dwellings with minimum lot frontages of 22.5 m (74 ft.), minimum lot areas of 750 m<sup>2</sup> (8,073 sq.ft), and a maximum height of 10.7 m (35 ft.).

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

**"RA5-Exception" (Apartment Dwellings)**, to permit two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes.

The proposed draft zoning standards can be found in Appendix I-10.

### **Cooksville District Review**

The Cooksville District Review was recently undertaken to update the Cooksville District policies within the Official Plan. The amendments to the Cooksville District Plan were approved in principle by Council on July 4, 2012 and an adopting by-law for the City-initiated Official Plan Amendments to Mississauga Official Plan (2011), Cooksville Neighbourhood policies is expected once Mississauga Official Plan (2011) comes into effect. The applicant has submitted a letter asking that the proposed amendments to the policies as they relate to the four parcels on Grange Drive be deferred until Council renders a decision on these applications.

The Cooksville District Review recommends that the Gordon Woods Special Site Policy (which includes the four lots fronting Grange Drive under this application) be maintained and expanded further west to Stavebank Road. In addition, the policies are to be amended to require that hard surface areas in front yards not exceed 50% of the front yard and to stipulate that any new lots created by way of severance, maintain a minimum frontage in keeping with the adjacent lots or the current zoning standard.

### **Hurontario/Main Street Corridor Master Plan**

The Hurontario/Main Street Corridor Master Plan (2010) was presented to Council on July 7, 2010 and recommendations were adopted that staff be directed to consider revisions to the Official Plan and Zoning By-law to implement the findings of the Master Plan, and in particular the land use and urban design strategy contained in the Master Plan, to support the vision for the Hurontario Street corridor.

Regarding the subject lands, Section 8.9 of the Plan specifies a maximum height of 6 storeys, maximum Floor Space Index of 2.0, and that the mid portion of the proposed project area (rear of existing Hurontario fronting lots that are within the Urban Growth Centre) is to be a transition area to the low rise residential neighbourhood on Grange Drive.

### **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 this application be approved in principle by Council, the City may require the provision of community benefits as a condition of approval.

### **COMMUNITY ISSUES**

A community open house was held by Ward 7 Councillor Iannicca, on June 7, 2012, and a focus group meeting was held on October 1, 2012.

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

- There was concern with the potential for future traffic, on-street parking, and road safety on Harborn Road and Grange Drive, given the existing parking and loading problems experienced from the commercial plaza to the south and

congestion around the intersection of Harborn Road and Hurontario Street.

- The townhomes are viewed as not in keeping with the intended character of the area and the special site policy in the Official Plan for Gordon Woods. There is a concern that this proposal would change the nature of the Gordon Woods Community. The Berkeley townhouses are viewed as an exception adjacent to the commercial plaza and are not reflective of the community, and a detached dwelling was required at the north of the Berkley project to signal the end of the extension of townhouses in the community.
- There is concern with the height of the towers proposed on Hurontario Street, as currently a maximum of 6 storeys is permitted and the tall buildings are located on the east side of Hurontario, and not on the west side. Hurontario is viewed as the transition area, rather than Grange Drive. Height concerns included character, shadows, and overlook.
- There was concern that the proposal would change the rural cross section character of Grange Drive (no curb and gutter or sidewalks).
- a reduction of parking spaces could lead to on-street parking for this development on Harborn Road and Grange Drive.
- There was concern with the traffic issues that could result from the installation of Light Rail Transit along Hurontario Street limiting left turns.

Responses to the above comments will be provided in the Supplementary Report.

## **DEVELOPMENT ISSUES**

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



- appropriateness of the proposed application;
- identification of green initiatives;
- provision of a satisfactory wind analysis;
- satisfactory resolution of shadow impacts;
- noise mitigation;
- provision of a satisfactory Functional Servicing Report and resolution of all servicing, utility and grading issues;
- provision of Stage 2 Archaeological Assessment and Ministry clearance; and,
- assessment of conformity to the Hurontario/Main Street Corridor Master Plan.

## **OTHER INFORMATION**

### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and servicing matters including noise mitigation, stormwater management, and cash-in-lieu for parkland, which will require the applicant to enter into appropriate agreements with the City.

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

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

**ATTACHMENTS:**

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Cooksville District Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Concept Plan
- Appendix I-6: Renderings
- Appendix I-7: Agency Comments
- Appendix I-8: School Accommodation
- Appendix I-9: 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: Jonathan Famme, Development Planner*

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Gordon Woods Development Limited

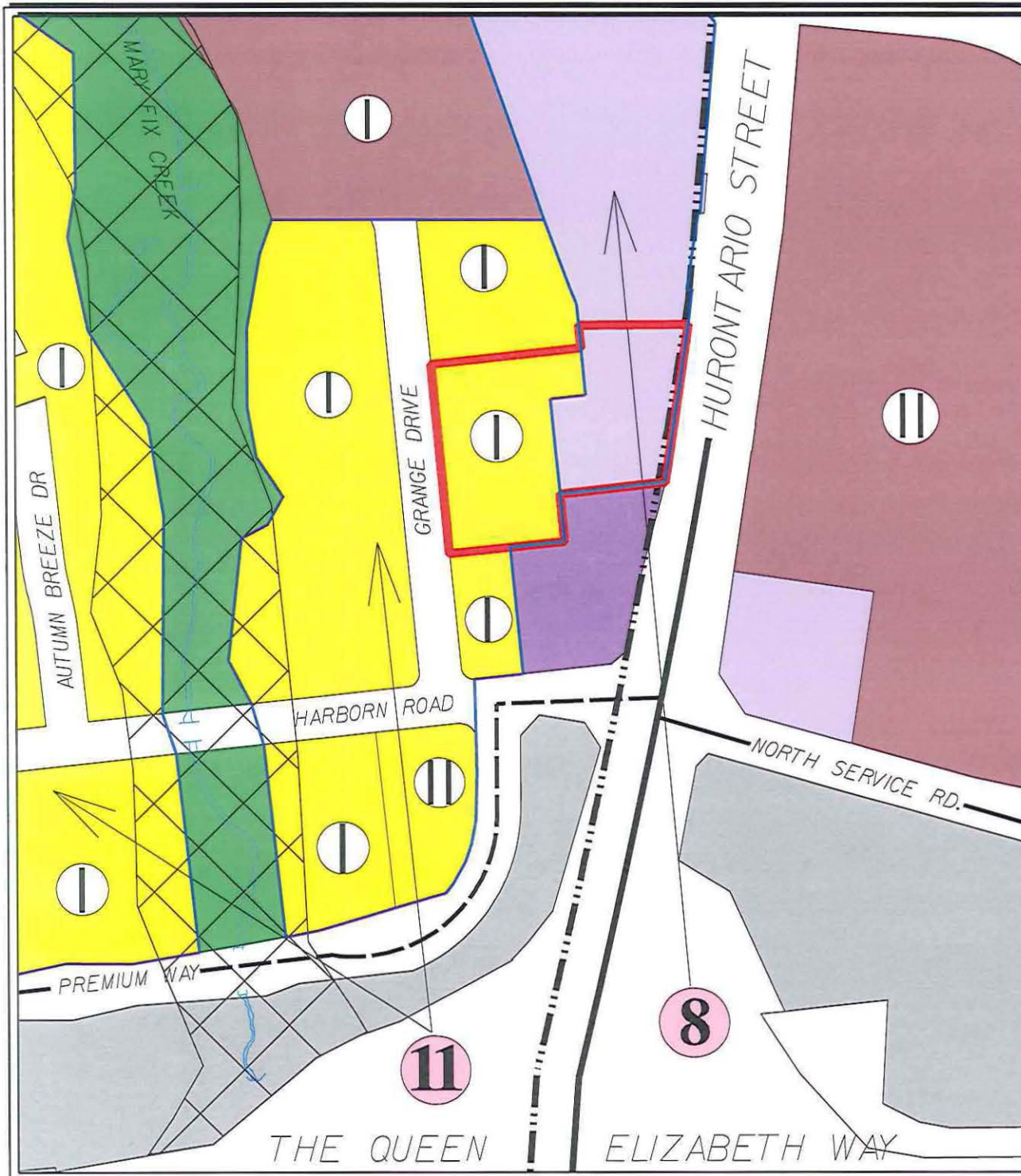
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**Site History**

- May 5, 2003 – Cooksville District Policies and Land Use Map (Mississauga Plan) were partially approved with modifications by the Region of Peel. The subject lands were designated “Office – Special Site 8” and “Residential Low Density I – Special Site 11”.
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned "O" (Office) and “R1” (Detached Dwellings).
- December 9, 2009 – Council approved an Official Plan Amendment from “Residential – Low Density I – Special Site 11” to “Residential – Low Density II – Special Site 11”, and Rezoning from “R1-47” (Detached Dwelling) and “R1-7” (Detached Dwelling) to H-R5-45” (Detached Dwellings), “H-RM5-51” (Street Townhouse Dwellings with Holding Symbol) and H-RM5-52” (Street Townhouse Dwellings with Holding Symbol) to permit one (1) detached dwelling and six (6) street townhouse dwellings for the lands to the southwest of the subject property at the northeast corner of Harborn Road and Grange Drive in connection with file OZ 06/030 W7, Berkley Developments.
- July 7, 2010 – The Hurontario/Main Street Corridor Master Plan (2010) was presented to Council and recommendations were adopted that staff be directed to consider revisions to the Official Plan and Zoning By-law to implement the findings of the Master Plan and support the vision for the Hurontario Street corridor.
- July 4, 2012 – The amendments resulting from the Cooksville District Review were approved in principle by Council, and an adopting By-law is expected once the New Mississauga Official Plan (2011) comes into effect.







# PART OF COOKSVILLE DISTRICT LAND USE MAP COOKSVILLE DISTRICT POLICIES OF MISSISSAUGA PLAN

## LAND USE DESIGNATIONS

- Residential - Low Density I
- Residential - Low Density II
- Residential - Medium Density I
- Residential - Medium Density II
- Residential - High Density I
- Residential - High Density II
- Mainstreet Retail Commercial
- General Retail Commercial
- Convenience Retail Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Institutional
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

## TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Minor Collector (Scenic Route)
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Major Transit Corridor

*Amendment No. 95 Appealed to the Ontario Municipal Board.  
Delete and replace with  
Higher Order Transit Corridor*

## LAND USE LEGEND

- Regulatory Floodplain
- Node Boundary
- Hos - Hospital
- Cem - Cemetery
- Existing Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)

*Amendment No. 95 Appealed to the Ontario Municipal Board*

SUBJECT LANDS



SUBJECT: **GORDON WOODS DEVELOPMENTS LTD.**



FILE NO:  
**OZ 12003 W7**

DWG. NO:  
**12003L**

SCALE:  
**NTS**

PDC DATE:  
**2012 11 19**

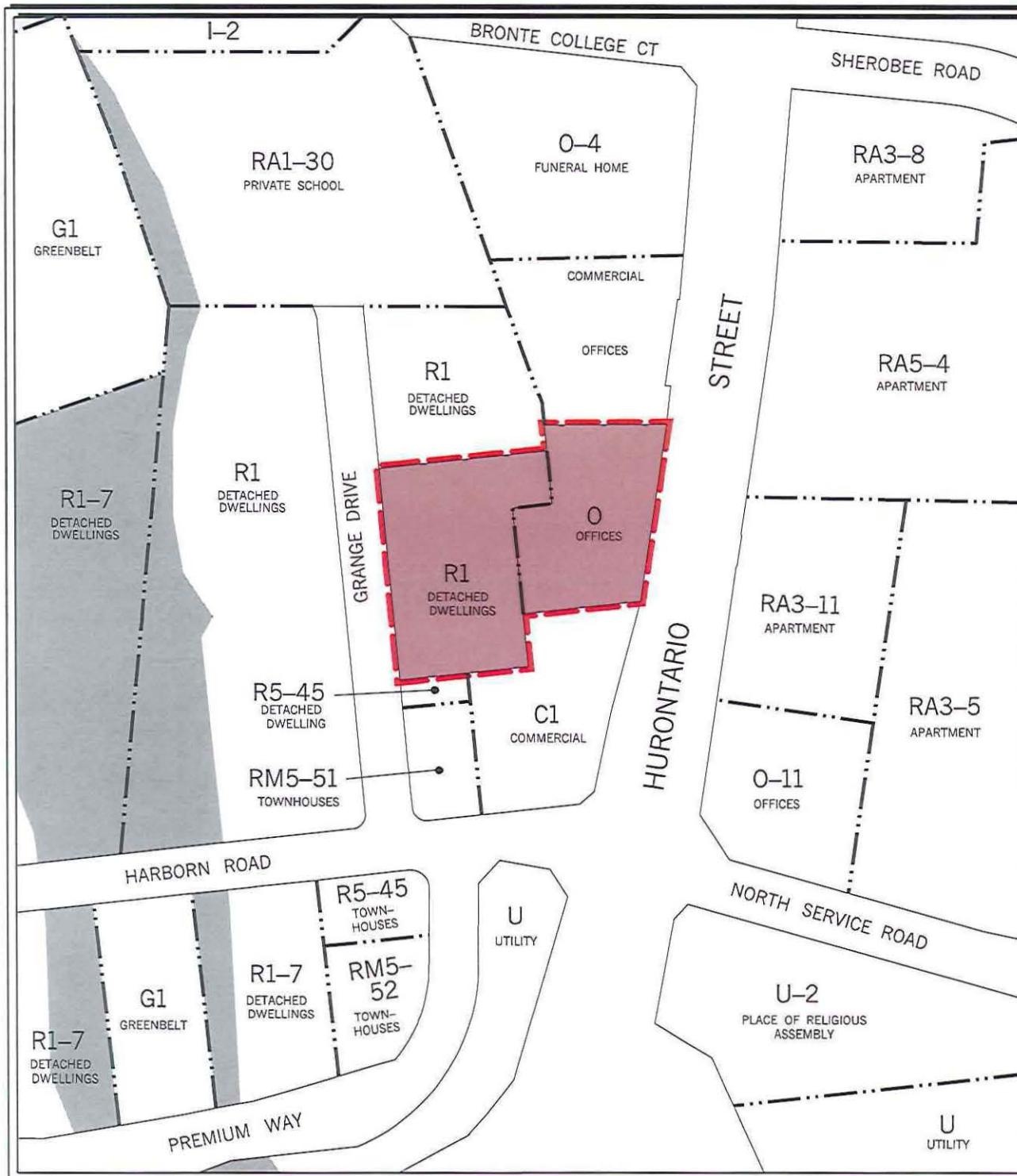
DRAWN BY:  
**K. PROKOP**

APPENDIX 1-3

**MISSISSAUGA**  
Planning and Building

Produced by  
**T&W, Geomatics**





#### LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'OFFICE-SPECIAL SITE 8' AND 'RESIDENTIAL LOW DENSITY I-SPECIAL SITE 11' TO 'RESIDENTIAL HIGH DENSITY II-SPECIAL SITE' AND PROPOSED REZONING FROM 'O' (OFFICE) AND 'R1' (DETACHED DWELLINGS) TO 'RA5-EXCEPTION' (APARTMENT DWELLINGS) TO PERMIT TWO (2) APARTMENT BUILDINGS (36 STOREYS AND 22 STOREYS) CONSISTING OF 559 UNITS WITH RETAIL COMMERCIAL USES AT GRADE, AND 20 BACK-TO-BACK TOWNHOMES.



GREENBELT OVERLAY

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



SUBJECT:

**GORDON WOODS  
DEVELOPMENTS LTD.**



FILE NO:

OZ 12003 W7

DWG. NO:

12003R

SCALE:

1:2500

PDC DATE:

2012 11 19

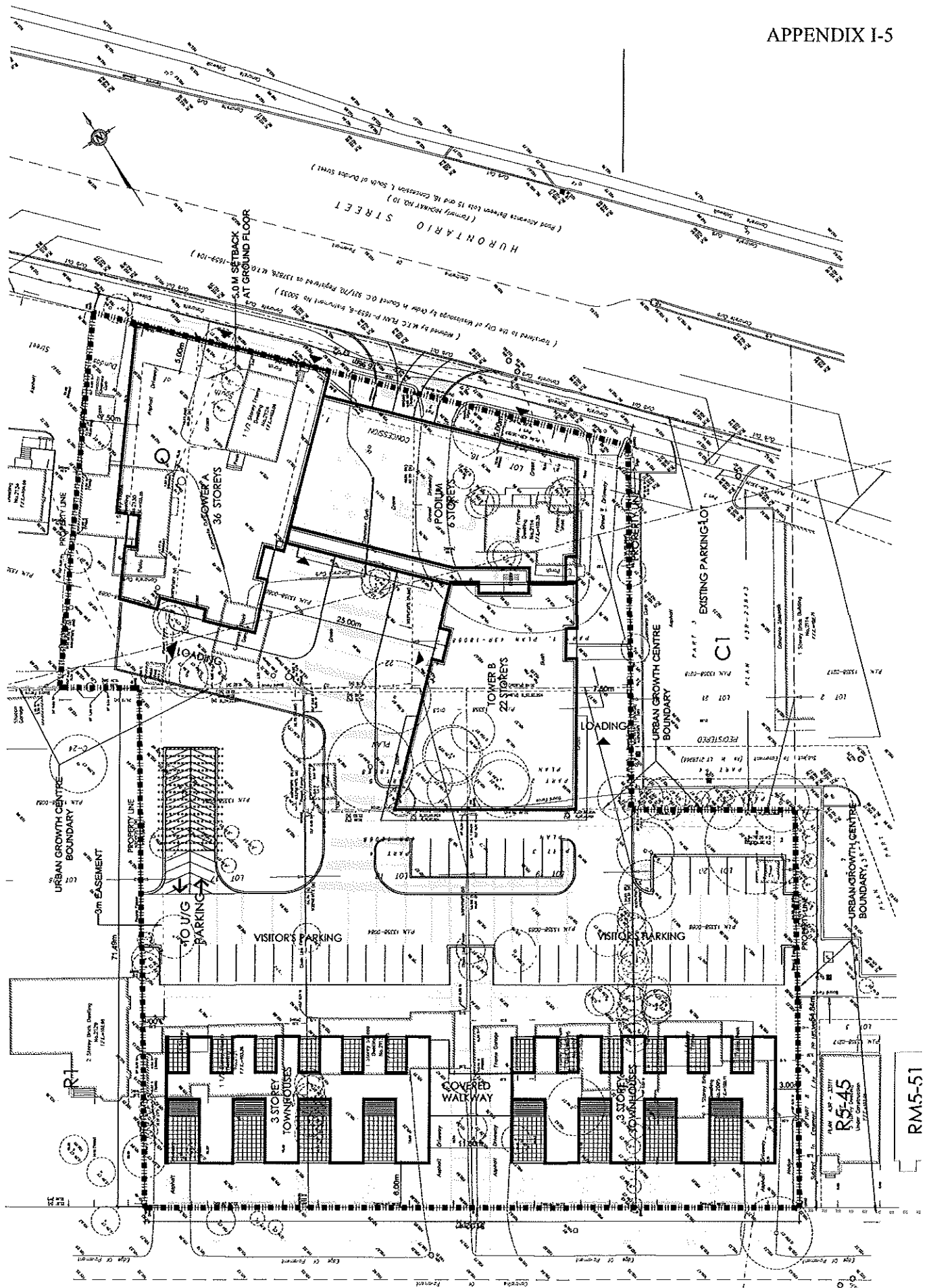
DRAWN BY:

K. PROKOP

APPENDIX 1-4

**MISSISSAUGA**  
Planning and Building

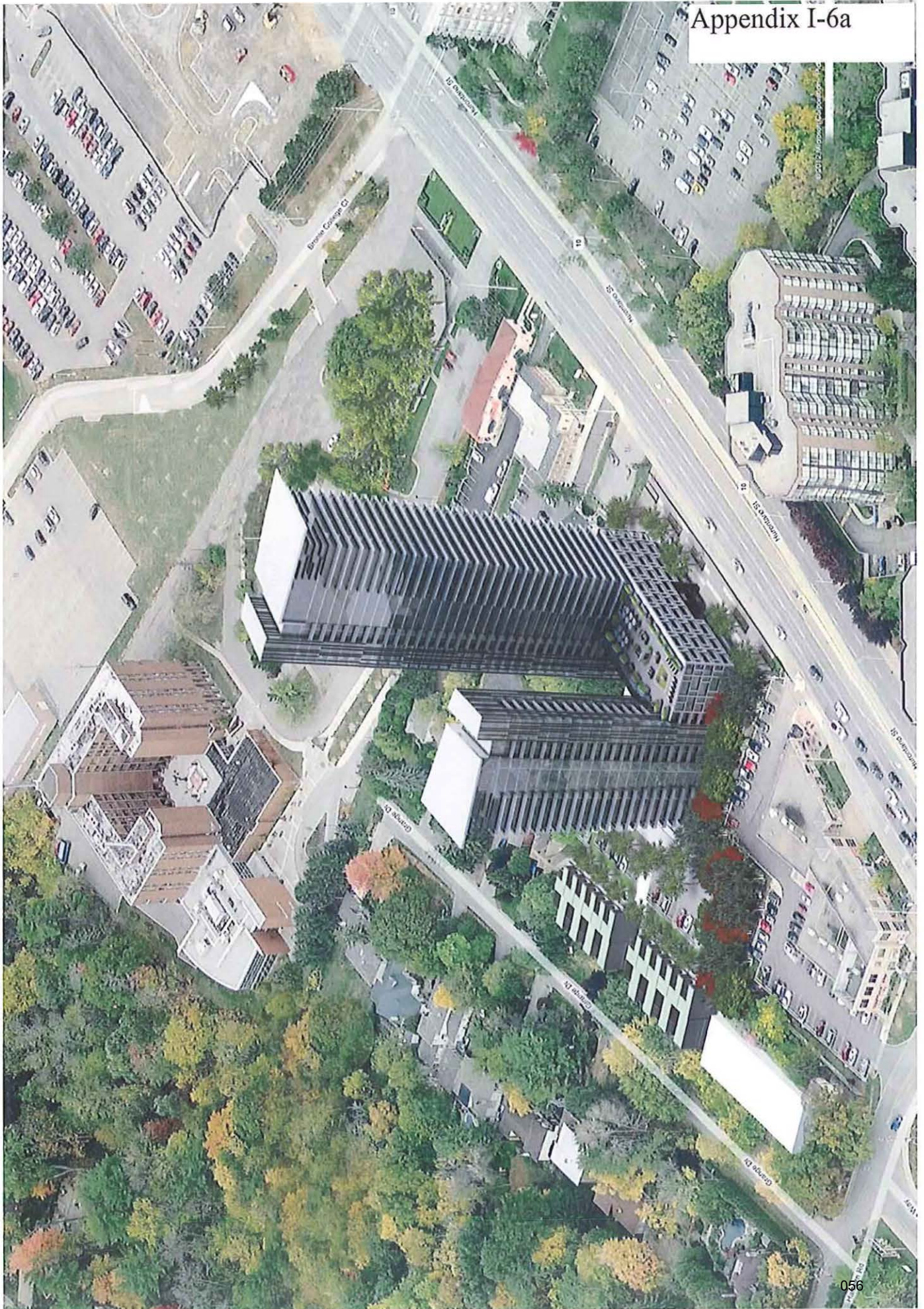
Produced by  
T&W, Geomatics



CONCEPT PLAN

RM5-51









Gordon Woods Development Limited

File: OZ 12/003 W7

**Agency Comments**

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

Agency / Comment Date	Comment
Ministry of Transportation (May 28, 2012)	<p>The Ministry has no objection in principle to the proposed OPA and Rezoning of the property;</p> <p>The proposed rezoned land is within the Ministry's Permit Control Area and therefore an MTO Building and Land Use Permit is required prior to the start of construction;</p> <p>The Ministry will require review of any site plans, and require a Traffic Impact Study, as per Ministry Guidelines, to analyse the impact on existing roads, intersections and interchange ramps; and require Site Servicing and Grading Plans and Stormwater Management Report;</p> <p>Sign Permits are required for signage within 400 m (1,312 ft.) of the QEW.</p>
Region of Peel (July 11, 2012)	<p>Existing 450 mm (17.7") diameter and 300 mm (11.8") diameter watermain are located on Hurontario Street and an existing 150 mm (5.9") diameter watermain is located on Grange Drive.</p> <p>An existing 250 mm (9.8") diameter sanitary sewer is located on Hurontario Street and an existing 1050 mm (41.3") sanitary sewer is located on Grange Drive. A new connection to the 1050 mm (41.3") sanitary sewer may not be permitted due to the size and function of the main. This will be determined through the FSR and detailed site servicing review.</p> <p>A Condominium Water Servicing Agreement may be required.</p>

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Agency / Comment Date	Comment
	<p>The Region is in receipt of a Functional Servicing Report dated March 2012, prepared by Burnside. The reports will not be circulated for review until the following revisions are included: the FSR must reflect the revised number of units (559 condo units and 20 townhouses), hydrant test flows must be submitted and the applicant must complete and submit the single use demand table. The Region is reviewing for capacity only at this stage. Detailed design will be reviewed through the site servicing application.</p> <p>The site servicing drawings submitted with the FSR do not contain details on the private side. Revised site servicing drawings, showing the servicing on private property and in the public right of way, are required for Development Engineering review. Site Servicing approvals are required prior to issuance of building permit</p> <p>Private servicing easements may be required.</p> <p>The Region is to be advised on how the parcels will be consolidated to facilitate this development. This will also affect the location of services. Separate parcels will require separate connections to the municipal servicing. Any unused water and/or sanitary sewer services to the property line shall be abandoned to Regional standards.</p> <p>The Declaration and Description will be required for review prior to registration of the condominium.</p> <p>The subject lands are not within the vicinity of a landfill.</p> <p>At the Site Plan Stage, the applicant will need to identify the waste collection area as well as provide associated elevations, for both condominium towers. An overhead clearance of 7.5 m (24.6 ft.) from obstructions must be provided in the waste</p>

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File: OZ 12/003 W7

Agency / Comment Date	Comment
	<p>collection area and outside of the collection area an overhead clearance of 4.4 m (14.4 ft.) from obstructions must be provided. The waste collection vehicle access route throughout the complex indicating turning radii and turning areas are to be shown at the Site Plan Stage.</p> <p>As the current layout of the 20 Townhouses is not conducive for curbside collection, a waste collection area for them will need to be identified on a drawing at the Site Plan stage. Sufficiently sized the Tower B Loading area may be used for this purpose.</p> <p>The developer will be required to ensure that the recycling collection program is as convenient to each resident as the garbage collection program. Recycling is mandatory within all residential buildings, and waste collection services may be revoked by failing to comply. The following methods may be used:</p> <ol style="list-style-type: none"> <li>1. A single garbage chute with an automated mechanical separation system to divert garbage and recyclable materials into separate bins;</li> <li>2. Two separate chutes for garbage and recyclable materials.</li> </ol> <p>The system to be used is to be identified on Ground Floor Plans (or floor plans where the waste storage rooms are located). The required number of front-end bins for garbage and recyclable materials are also to be shown on these drawings.</p> <p>A private waste hauler will be required for the collection of waste from the commercial units. Residential waste and commercial waste must be kept separate, and need to be</p>

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File: OZ 12/003 W7

Agency / Comment Date	Comment
	<p>clearly identifiable. A commercial waste storage area will need to be provided, which is to be shown on floor plan drawings at the Site Plan stage.</p> <p>For more information, please consult the Waste Collection Design Standards Manual available at:  <a href="http://www.peelregion.ca/pw/waste/reports/">http://www.peelregion.ca/pw/waste/reports/</a>.</p>
Peel District School Board (April 25, 2012)	<p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by this application. Accordingly, the Board has requested that in the event that the application is approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that Bill 51 development applications include the following as a condition of approval:</p> <p>"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development."</p>
Dufferin-Peel Catholic District School Board (April 23, 2012)	<p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p>

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File: OZ 12/003 W7

Agency / Comment Date	Comment
	<p>In addition, if approved, the Dufferin-Peel Catholic District School Board also require that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <ol style="list-style-type: none"> <li>1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed. <ol style="list-style-type: none"> <li>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."</li> <li>(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</li> </ol> </li> <li>2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs, shall be to the Dufferin-Peel Catholic District School Board's specifications, at</li> </ol>



Gordon Woods Development Limited

File: OZ 12/003 W7

Agency / Comment Date	Comment
	locations determined by the Board and erected prior to registration.
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 11, 2012)	<p>The Community Services Department notes that Park 028 "Camilla Park" is located 462 m (1,515.7 ft.) from the subject site. Park 028 has 2 play sites, an unlit mini soccer field and a walkway.</p> <p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions:</p> <p>The Community Services Department requires a streetscape master plan including proposed preliminary grading &amp; utility plan.</p> <p>The Community Services Department indicate that street tree contribution will be required prior to By-law enactment.</p> <p>The Community Services Department indicate that, prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Culture Division (April 10, 2012)	<p>The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.</p> <p>Stage 1 complete. Stage 2 pending.</p>

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File: OZ 12/003 W7

Agency / Comment Date	Comment
City Transportation and Works Department (October 23, 2012)	<p>In comments dated October 23, 2011 this department has now confirmed receipt of the required Utility Plans and Cross-sections verifying the location of the existing services and utility locations within the road allowances having frontage on the application. This information is currently under review along with the revised Site Plan, Site Grading and Servicing Plans, Landscape Plans and Functional Servicing Report received with the Planning and Building circulation dated September 14, 2012.</p> <p>Notwithstanding the findings of the reports and plans currently under review, additional technical details have been requested from the applicant's consulting team to confirm the feasibility of this high density multiple condominium project. Updated comments have also been provided on the Traffic Study submitted in support of the application.</p> <p>Detailed comments and conditions related to the review of transportation and engineering related matters will be provided with the Supplementary Report.</p>
Bell Canada (May 1, 2012)	A detailed review of the Official Plan Amendment and Zoning By-Law Amendment application has been completed and an easement may be required to service the subject property, depending on a review of more detailed applications under the <i>Planning Act</i> .
Canada Post (May 4, 2012)	The apartments fall under the multiple occupancy mail delivery standards. As such, the developer/owner must supply, install and maintain a centralized mailroom facility to Canada Post's specifications. Canada Post requires an enclosed mailroom for buildings with 100 or more units.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>City Community Services Department – Fire and Emergency Services Division City's Economic Development Office Rogers Cable</p>

**Gordon Woods Development Limited****File: OZ 12/003 W7**

Agency / Comment Date	Comment
	Enersource Hydro Mississauga Enbridge Gas Distribution Inc.
	The following City Departments and external agencies were circulated the applications but provided no comments:  City's Realty Services Hydro One Trans-Northern Pipelines Trillium Health Centre

Gordon Woods Development Limited

File: OZ 12/003 W7

## School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>62 Kindergarten to Grade 6</li> <li>18 Grade 7 to Grade 8</li> <li>55 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Floradale Public School <ul style="list-style-type: none"> <li>Enrolment: 735</li> <li>Capacity: 681</li> <li>Portables: 1</li> </ul> </li> <li>Queen Elizabeth Sr. <ul style="list-style-type: none"> <li>Enrolment: 360</li> <li>Capacity: 262</li> <li>Portables: 5</li> </ul> </li> <li>Port Credit Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1,206</li> <li>Capacity: 1,203</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>13 Junior Kindergarten to Grade 8</li> <li>7 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Catherine of Siena (K to 8) <ul style="list-style-type: none"> <li>Enrolment: 600</li> <li>Capacity: 627</li> <li>Portables: 0</li> </ul> </li> <li>St. Martin Secondary <ul style="list-style-type: none"> <li>Enrolment: 922</li> <li>Capacity: 1,026</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

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**File: OZ 12/003 W7**

## **Official Plan Policies**

### **Cooksville District Policies**

#### **Site 8 (Hurontario properties)**

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

- a. funeral homes and nursing homes will also be permitted;
- b. vehicular access and internal circulation and parking must respect both the visual and functional quality of the street as well as the privacy of the residential areas to the west;
- c. efforts must be made to retain the existing vegetation cover maintaining the continuity of the area character;
- d. building height and form should provide a positive scale transition between Hurontario Street and existing residential development to the west;
- e. the building setback from the rear lot line should provide for the retention of natural vegetation to function as a buffer from residential uses to the west.

#### **Site 11 (Grange properties)**

Notwithstanding the provisions of the Residential Low Density I and Residential Low Density II designations on these lands, the following additional policies will apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- f. encourage buildings to be one to two (1-2) storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- g. reduce the hard surface areas in the front yard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;

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**File: OZ 12/003 W7**

- i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;
- j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

**Residential Policies**

**3.2.3.1**

Residential lands will be developed to achieve a compact, orderly urban form generally characterized by lower densities in the interior of communities and higher densities along major roads and near concentrations of retail commercial, community, and transportation facilities.

**3.2.3.2**

High quality and innovative residential design will be promoted in a form which reinforces and enhances the local community character, respects its immediate context and creates a quality living environment. Innovative housing types and zoning standards will be encouraged. Design issues related to built form, scale, massing, orientation, parking, overshadowing, and the quantity and quality of open space will be priorities in assessing the merits of residential development. Broader urban design issues related to the creation of an urban street character, developing a sense of gateway into a community and highlighting district focal points will also be considered in assessing residential development.

**Urban Growth Centre**

**3.13.2.2**

A minimum building height of three (3) storeys is required on lands within the Urban Growth Centre. Where the right-of-way width exceeds twenty (20) metres a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. District policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development.

**3.13.2.3**

The Urban Growth Centre will be planned to achieve an average population to employment ratio of 1:1, measured as an average across the entire Urban Growth Centre.

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**File: OZ 12/003 W7**

**3.13.2.6**

Built form within the Urban Growth Centre should provide for the following characteristics of development:

- a. creation of a sense of gateway to the core area by prominent built form and streetscaping (including street trees) located close to the street;
- b. creation of a sense of place within the Urban Growth Centre by distinctive architecture, landscaping, and cultural heritage recognition.

**3.13.2.7**

Lands immediately adjacent to or within the Urban Growth Centre should provide both a transition between the higher density and height of development within the Urban Growth Centre and lower density and height of development in the surrounding area.

**3.13.2.8**

The Urban Growth Centre will develop as a major regional centre and the primary location for mixed use development. The Urban Growth Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities and building height and the largest commercial component in the City.

**3.13.2.13**

The Urban Growth Centre will be served by higher order transit facilities which provide connections to neighbouring municipalities.

**Outside Intensification Areas**

**3.13.5.1**

Lands designated for residential purposes, outside intensification areas, will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.

**3.13.5.3**

Intensification outside intensification areas 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.

**Gordon Woods Development Limited**

**File: OZ 12/003 W7**

**Policies**

**3.13.6.4**

Built form within intensification areas should provide for the following characteristics of development:

- a. high quality urban design, streetscaping (including street trees) and pedestrian amenity;
- b. built form should be closely related to and integrated with, the streetline, with minimal building setbacks, to provide spatial enclosure and street-related activity;
- c. compatible building bulk, massing and scale of built form to provide an integrated streetscape;
- d. retail use should be encouraged along main street frontages with direct access to the public sidewalk;
- e. no parking lots/areas should be provided between the building and the streetline on principal street frontages, with the exception of on-street parking;
- f. blank building walls should be avoided facing principal street frontages and intersections;
- g. service, loading and garbage storage should be accessed from rear or side lanes;
- h. front building facades should be parallel with the street and provided with periodic indentations for visual relief and features such as urban squares;
- i. signage should integrate with the scale and character of built form;
- j. continuity of built form from one (1) property to the next with minimal gaps between buildings.

**3.13.6.16**

Development should be compatible with the scale and character of a planned area by having regard for the following elements:

- a. natural environment;
- b. natural hazards (flooding and erosion);
- c. natural heritage features/Natural Areas System;
- d. lot frontages and areas;
- e. street and block patterns;
- f. building height;
- g. coverage;
- h. massing;
- i. architectural character
- j. streetscapes;



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**File: OZ 12/003 W7**

- k. heritage features;
- l. setbacks;
- m. privacy and overview;
- n. the pedestrian environment;
- o. parking;
- p. cycling connections;
- q. parkland needs;
- r. community service provisions;
- s. view corridors;
- t. trees/tree canopy/vegetation that do not fall within the Natural Area System.

#### 3.13.6.17

Development proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development densities and scale. Transition in built form will act as a buffer between the proposed development and planned uses, and should be provided through appropriate height, massing, character, architectural design, siting, setbacks, parking, and public and private open space and amenity space.

#### 3.18.7.3

Building and site designs should create a sense of enclosure, pedestrian scale and identity. Enclosure means having built form along the street edge with heights appropriate to its context.

#### 3.18.9.4

Building height and site design will create a gradual scale transition to adjacent buildings.

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### Proposed Zoning Standards

**Proposal for Two (2) Residential Apartment Buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes**

	RA5 Base Zone	Proposed RA5-Exceptions	RI Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Permitted Use	Apartment Dwelling, Long-term Care Dwelling, Retirement Dwelling	Apartment Dwelling, <i>Horizontal Multiple Dwelling, Office, At-Grade Commercial</i>	Detached Dwellings	Office, medical office, financial institution, commercial school, veterinary clinic
Min. Lot Area (Interior)	n/a	n/a	750 m <sup>2</sup> (8,073 sq. ft.)	n/a
Min. Lot Frontage (Interior)	30.0 m (98.4 ft.)	30.0 m (98.4 ft.)	22.5 m (73.8 ft.)	n/a
Min. Front Yard - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.)	7.5 m (24.6 ft.) 8.5 m (27.8 ft.) 9.5 m (31.2 ft.) 10.5 m (34.4 ft.)	<i>Hurontario Street</i> <i>5.0 m (16.4 ft.)</i>  <i>Grange Drive</i> <i>6.0 m (19.7 ft.)</i>  <i>Parking Structure – Below Grade</i> <i>0.0 m (0.0 ft.)</i>	9.0 m (29.5 ft.)	4.5 m (14.8 ft.)
Min. Interior Side Yard - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings	4.5 m (14.8 ft.) 6.0 m (19.7 ft.) 7.5 m (24.6 ft.) 9.0 m (29.5 ft.) 4.5 m (14.8 ft.)  7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional m exceeding 10.0 m (32.8 ft.) to a max. setback of 25.5 m (83.7 ft.)	<b>Fronting Grange Dr</b> <b>3.0 m (9.8 ft.)</b>  <b>Fronting Hurontario</b> <b>7.5 m (24.6 ft.)</b>  <b>height &lt; 13 m (42.6 ft.)</b> <b>3.0 m (9.8 ft.)</b>  <b>height &gt; 26 m (85.3 ft.)</b> <b>7.5 m (24.6 ft.)</b>  <b>to Parking aisle</b> <b>0.0 m (0.0 ft.)</b>	1.8 m (5.9 ft.) on one side of the lot and 4.2 m (13.8 ft.) on the other side	7.5 m (24.6 ft.)

## Gordon Woods Development Limited

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		to Parking Structure – Below Grade 0.0 m (0.0 ft.)		
Min. Rear Yard - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings	7.5 m (24.6 ft.) 10.0 m (32.8 ft.) 12.5 m (41.0 ft.) 15.0 m (49.2 ft.) 4.5 m (14.8 ft.)  7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional m exceeding 10.0 m (32.8 ft.) to a max. setback of 25.5 m (83.7 ft.)		7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Min. Floor Space Index	1.9	1.9	n/a	n/a
Max. Floor Space Index	2.9	4.5	n/a	0.5
Max. Height	the lesser of 77.0 m (252.6 ft.) or 25 storeys	36 storeys	10.7 m (35.1 ft.)	the lesser of 19.0 m (62.3 ft.) or 6 storeys
Min. Landscaped Area	40% of the lot area	30% of the lot area	n/a	n/a
Min. Landscaped Buffer	4.5 m (14.8 ft.) abutting street line and abutting residential, 3.0 m (9.8 ft.) abutting any other lot line	4.5 m (14.8 ft.) abutting street line  3.0 m (9.8 ft.) abutting residential  1.5 m (4.9 ft.) abutting commercial	n/a	4.5 m (14.8 ft.)
Min. Amenity Area	the greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of site area = 3,242 m <sup>2</sup> (34,901 sq.ft.) at 579 units	4.4 m <sup>2</sup> per dwelling unit = 2,548 m <sup>2</sup> (27,426 sq.ft.)	n/a	n/a

## Gordon Woods Development Limited

File: OZ 12/003 W7

	<p>Min. of 50% must be in one contiguous area</p> <p>Min. amenity area to be provided outside at grade = 55 m<sup>2</sup> (592 sq.ft.)</p>	<p><i>Min. of 50% must be in one contiguous area</i></p> <p><i>Min. amenity area to be provided outside at grade = 55 m<sup>2</sup> (592 sq.ft.)</i></p>		
Parking Requirement	<p>Apartment Dwelling</p> <p>Studio – 1.0/unit</p> <p>1 bed – 1.25/unit</p> <p>2 bed – 1.4/unit</p> <p>3 bed – 1.75/unit</p> <p>Visitor – 0.2/unit</p> <p>Retail</p> <p>5.4 per 100 m<sup>2</sup> (1,076 sq.ft.)</p> <p>Horizontal Multiple</p> <p>3 bed - 1.75/unit</p> <p>Visitor – 0.25/unit</p>	<p><i>Apartment Dwelling</i></p> <p><i>Studio – 1.10/unit</i></p> <p><i>1 bed – 1.10/unit</i></p> <p><i>2 bed – 1.10/unit</i></p> <p><i>3 bed – 1.20/unit</i></p> <p><i>Visitor – 0.15 per 1-2 bed unit &amp; 0.2 per 3 bed unit</i></p> <p><i>Retail</i></p> <p><i>4.3 per 100 m<sup>2</sup> (1,076 sq.ft.)</i></p> <p><i>Horizontal Multiple</i></p> <p><i>3 bed - 1.75/unit</i></p> <p><i>Visitor – 0.2/unit</i></p>	2.0/unit	3.2 per 100 m <sup>2</sup> (1,076 sq.ft.)
Min. setback of waste enclosure/loading area to a zone permitting detached and/or semi-detached dwellings	10.0 m (32.8 ft.)	<i>1.75 m (5.7 ft.)</i>	n/a	n/a
Max. Encroachments and Projections	1.0m (3.3 ft.)	<p><i>Roof into front yard setback along Hurontario St. 5.0 m (16.4 ft.)</i></p> <p><i>Balconies into front yard setback along Hurontario St.</i></p>	n/a	n/a

Gordon Woods Development Limited

File: OZ 12/003 W7

		<b><i>5.0 m (16.4 ft.)</i></b> <b><i>Roof into interior side yard setback</i></b> <b><i>1.5 m (3.8 ft.)</i></b> <b><i>Balconies into interior side yard setback</i></b> <b><i>1.5 m (3.8 ft.)</i></b>		
--	--	---	--	--

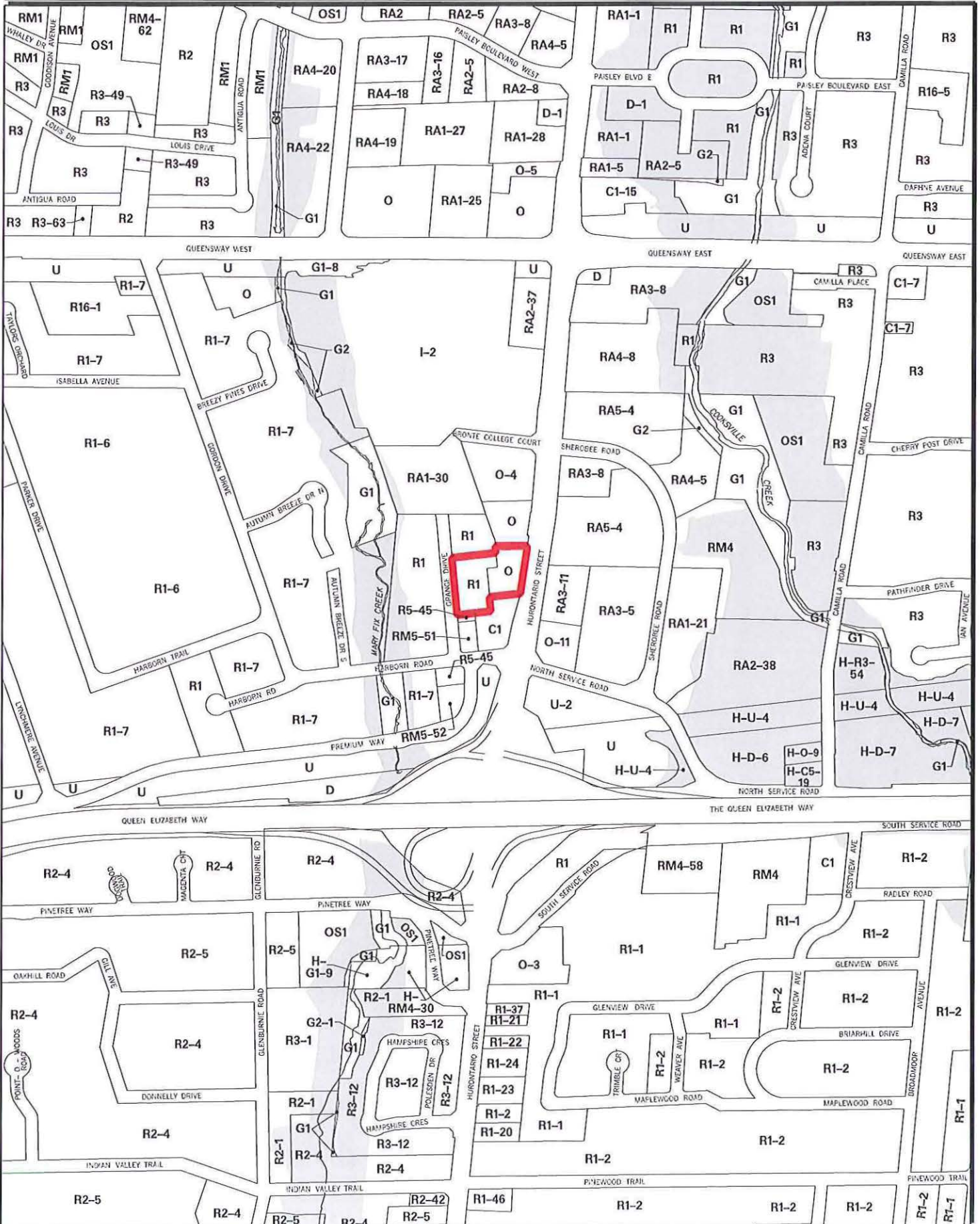
***Note: Bold and Italics denotes exceptions from Base Zone requirements***

K:\PLAN\DEVCONTL\GROUP\WPDATA\PDCI\OZ 12.003 W7 Appendix I-10.doc

# GENERAL CONTEXT MAP

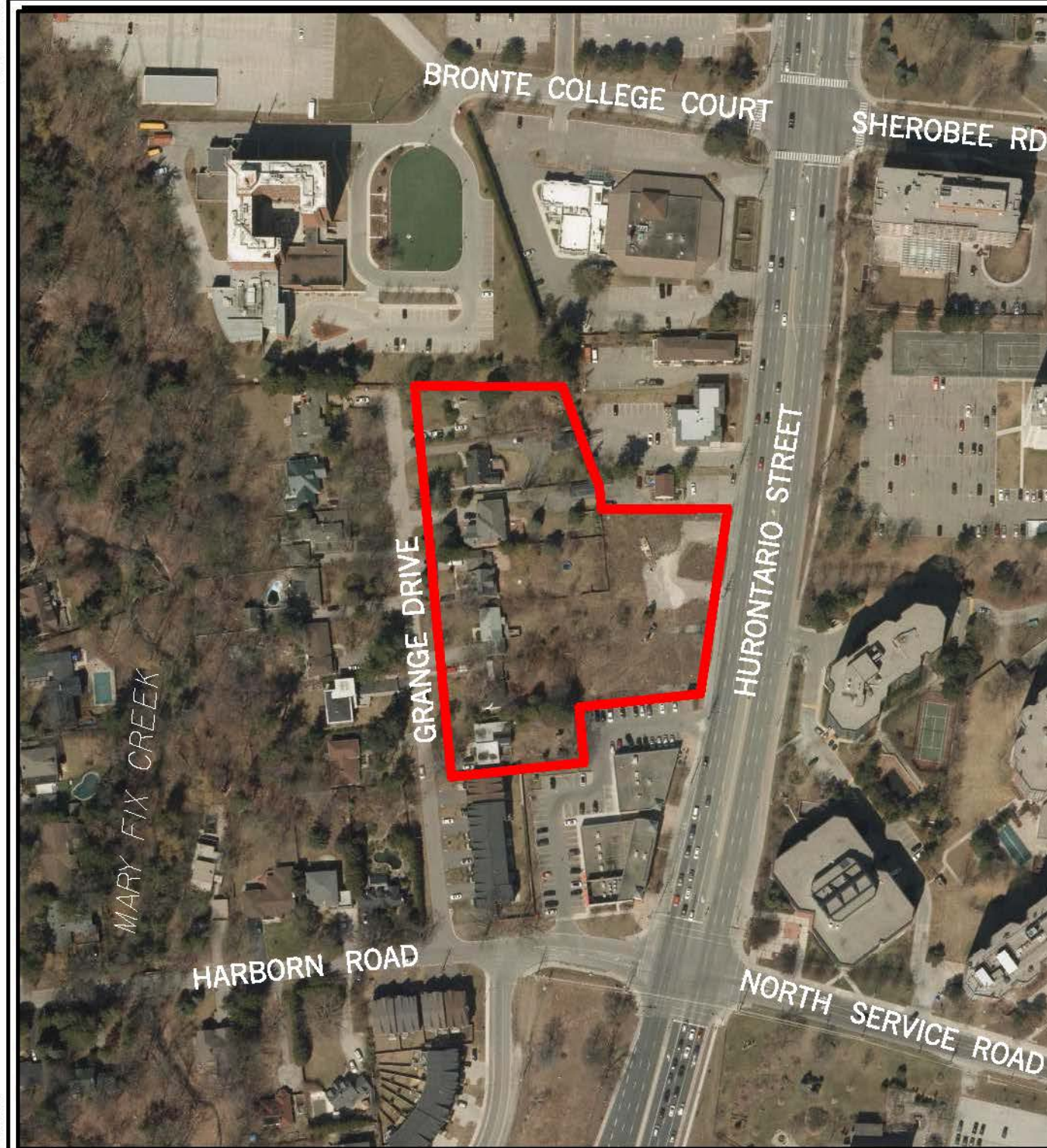
OZ 12003 W7

APPENDIX I-11



K.P.





**LEGEND:**



**SUBJECT LANDS**

**DATE OF IMAGERY: SPRING 2015**



**SUBJECT: GORDON WOODS DEVELOPMENT LTD.**



**FILE NO:**  
**OZ 12003**  
**DWG. NO:**  
**12003 - AERIAL**  
**SCALE:**  
**1:2500**  
**DATE:**  
**2015/10/26**  
**DRAWN BY:**  
**J. BERNARD**

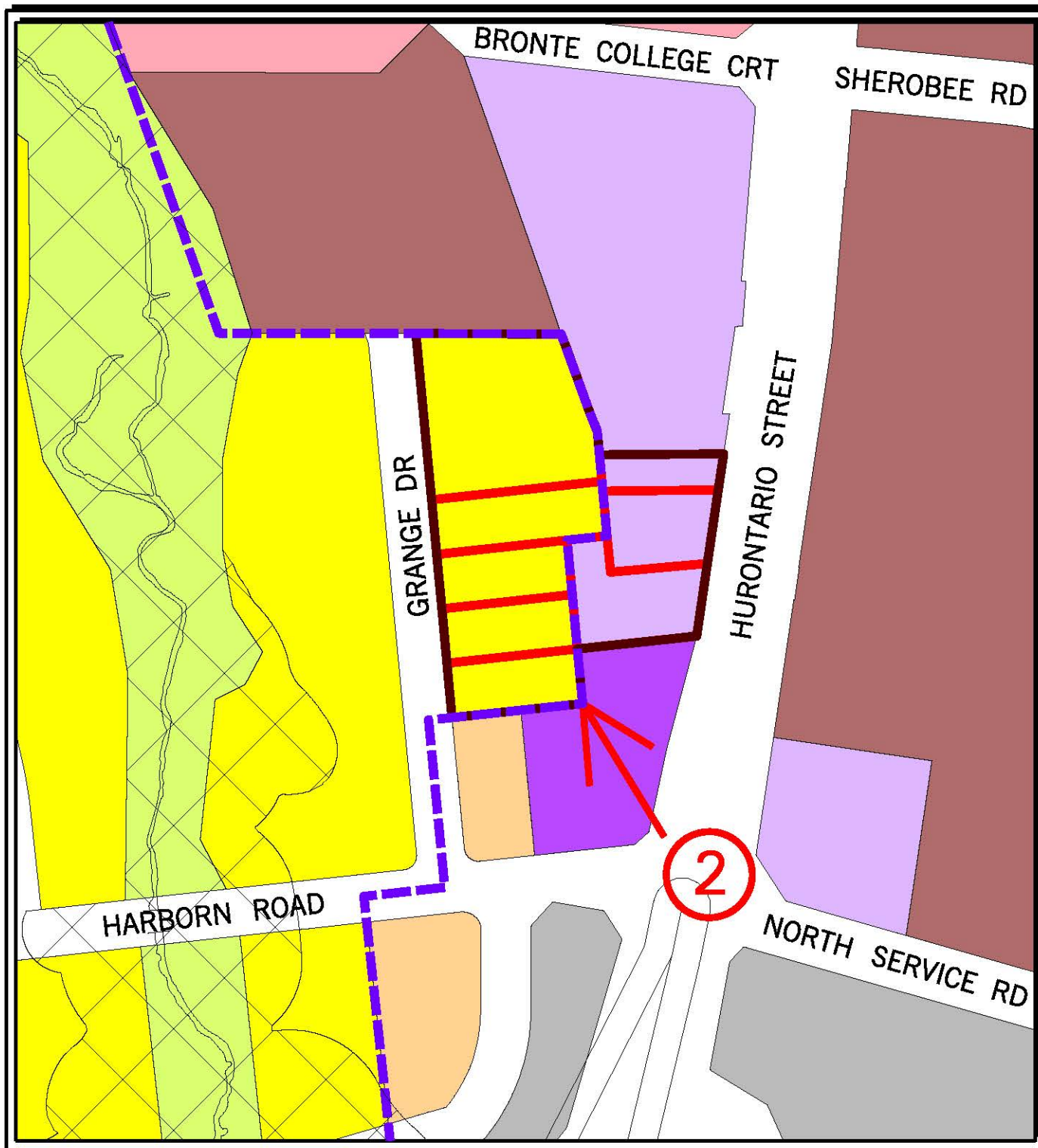
**APPENDIX 2**



**MISSISSAUGA**

Produced by  
**T&W Geomatics**





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

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

**BASE MAP INFORMATION**

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

**City Structure**

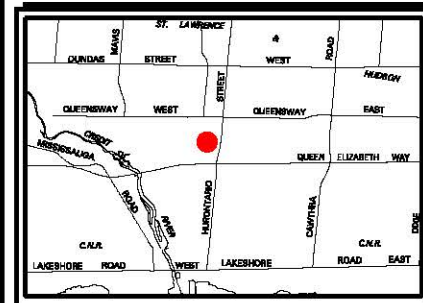
- |                |                      |
|----------------|----------------------|
| Downtown       | Corporate Centre     |
| Major Node     | Employment Area      |
| Community Node | Special Purpose Area |
| Neighbourhood  |                      |

**SUBJECT LANDS**



**MOPAs Appealed to the  
Ontario Municipal Board**  
The information on this schedule reflects Council adopted amendments.  
Areas of this schedule are under appeal.  
For the effect, supporting information refer to the Consultation Tables and MOPA Documents.

**SUBJECT: GORDON WOODS DEVELOPMENT LTD.**



**FILE NO:**  
OZ 12/003

**DWG. NO:**  
12003 - LANDUSE

**SCALE:** 1:2500

**DATE:**  
2015/10/26

**DRAWN BY:**  
J. BERNARD

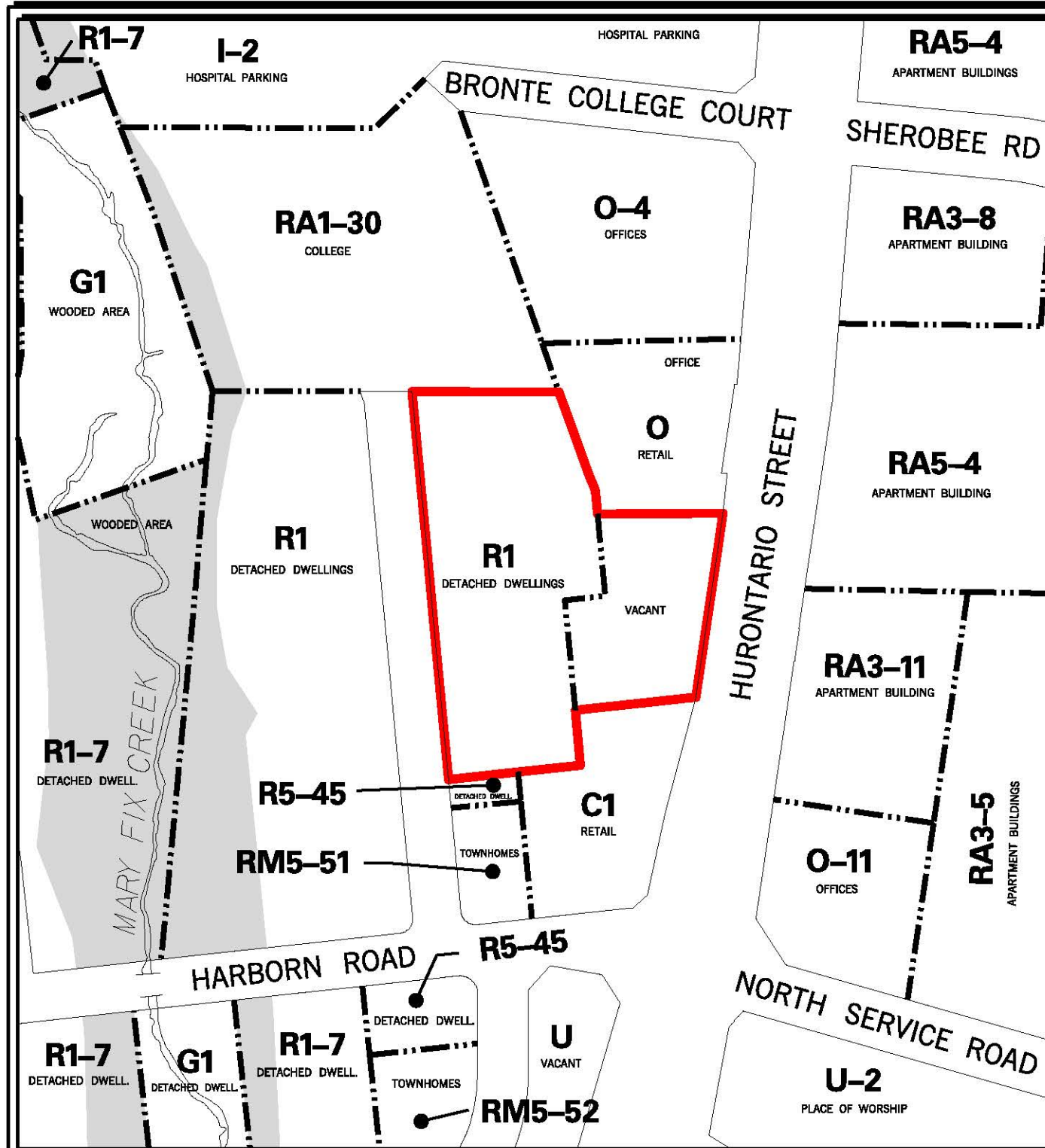


**MISSISSAUGA**

Produced by  
**T&W, Geomatics**  
078

**APPENDIX 3**





## LEGEND:



"PROPOSED OFFICIAL PLAN AMENDMENT FROM  
 "OFFICE - SPECIAL SITE 3 (DOWNTOWN HOSPITAL)"  
 AND "RESIDENTIAL LOW DENSITY I -  
 SPECIAL SITE 4 (COOKSVILLE NEIGHBOURHOOD)",  
 TO "RESIDENTIAL HIGH DENSITY - SPECIAL SITE  
 (DOWNTOWN HOSPITAL)" AND "RESIDENTIAL HIGH  
 DENSITY - SPECIAL SITE (COOKSVILLE  
 NEIGHBOURHOOD), AND PROPOSED REZONING  
 FROM "O" (OFFICE) AND "R1" (DETACHED DWELLINGS)  
 TO RA5-EXCEPTION (APARTMENT DWELLINGS)  
 TO PERMIT TWO (2) APARTMENT BUILDINGS  
 (32 and 25 STOREYS) CONSISTING OF 545  
 UNITS WITH RETAIL COMMERCIAL USES  
 AT GRADE, AND 49 BACK TO BACK TOWNHOMES"

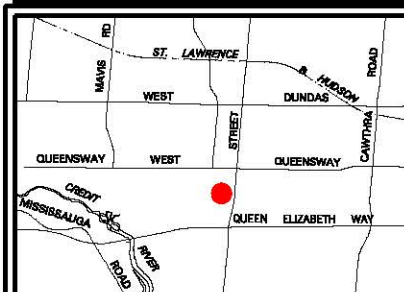


GREENBELT

THIS IS NOT A PLAN OF SURVEY



SUBJECT: GORDON WOODS DEVELOPMENT LTD.



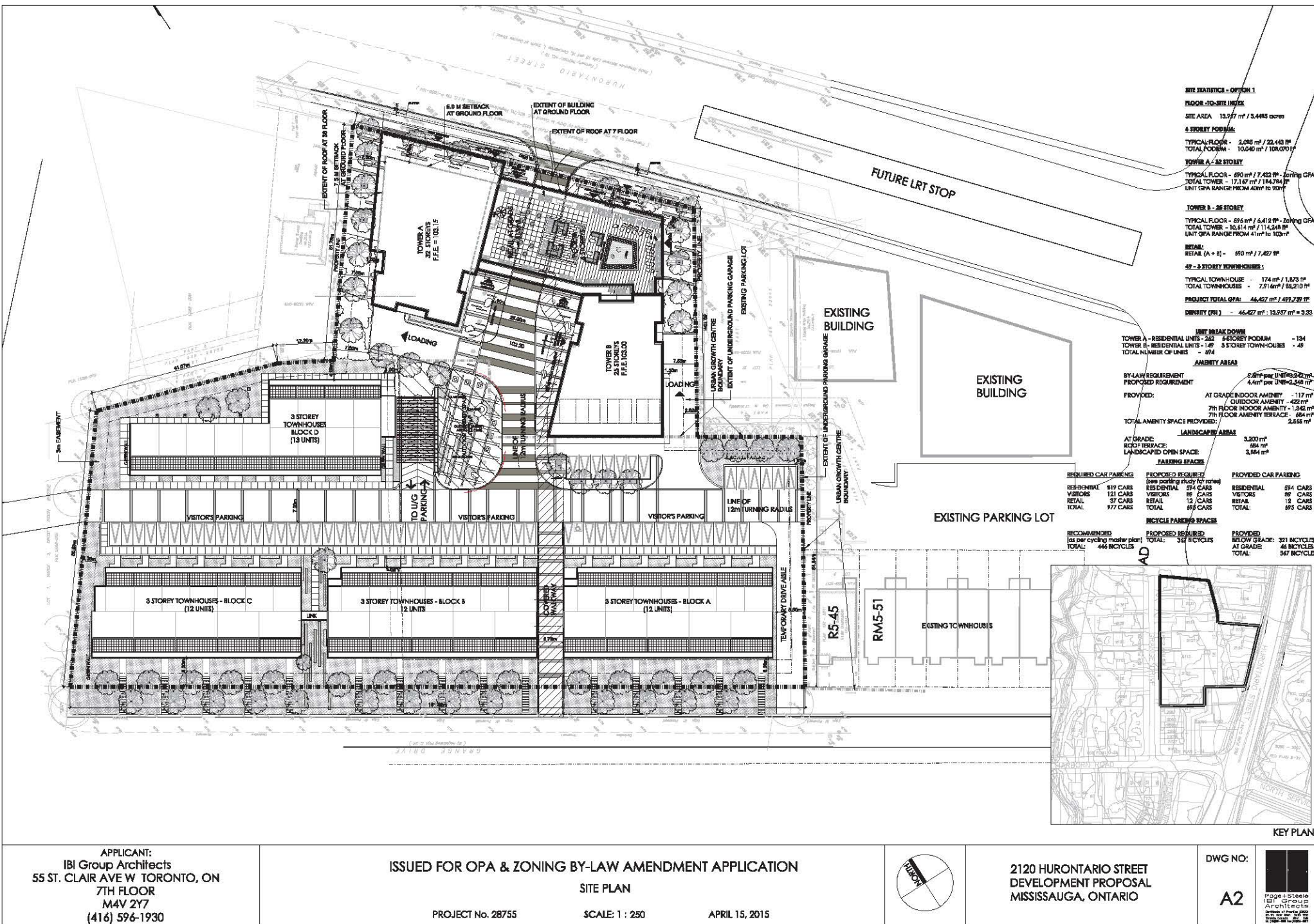
FILE NO:  
 OZ 12003  
 DWG. NO:  
 12003 - REZONING  
 SCALE:  
 1:2500  
 DATE:  
 2015/10/26  
 DRAWN BY:  
 J. BERNARD

APPENDIX 4



MISSISSAUGA

Produced by  
 T&W, Gmatics







SOUTH ELEVATION



EAST ELEVATION

APPLICANT:  
IBI Group Architects  
55 ST. CLAIR AVE W TORONTO, ON  
7TH FLOOR  
M4V 2Y7  
(416) 596-1930

ISSUED FOR OPA & ZONING BY-LAW AMENDMENT APPLICATION

ELEVATIONS

PROJECT No. 28755

SCALE: 1 : 250

APRIL 15, 2015

2120 HURONTARIO STREET  
DEVELOPMENT PROPOSAL  
MISSISSAUGA, ONTARIO

DWG NO:

A14



## Agency Comments

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

Agency / Comment Date	Comment
Ministry of Transportation (July 27, 2015)	<p>The Ministry of Transportation requests updated information for the Traffic Impact Study (TIS) which adheres to their latest TIS guidelines along with the submission of digital Synchro and Sim Traffic files for review.</p> <p>Due to high traffic volume, existing at-capacity operations and close proximity of intersections within the study area as well as future LRT on Hurontario Street; VISSIM Analysis is required to be carried out to see impacts of development additional traffic within the corridor and at the ramp terminals.</p> <p>The intersection of Hurontario and Harborn Road is only 105m away from the westbound off-ramp terminal. Traffic from the off-ramp destined towards the site can cause safety hazards to the through traffic. In addition, long queues of northbound left at the intersection up to ramp terminal will not allow traffic from the off-ramp to enter into the northbound left turn lane. Please provide recommendations how to improve the operations of Hurontario and Harborn/North Service Road intersection.</p> <p>All of the future scenarios show northbound left movements at the intersection of Hurontario and Harborn Road with Level Of Service "F" and queue length exceeding the storage capacity of the left turn lane as well as the distance between the intersection and westbound ramp terminal (which is only 105 m). northbound through queue is also backing up to the ramp terminal. This NBL turn lane at the intersection is coming within the route to be used by site destined traffic from South and QEW (East and West) as primary access to enter into the development (approx. 112 vehicles in PM). As per the analysis, intersection of Hurontario and Harborn/North Service Road is operating at capacity with long queues up to westbound ramp terminal (northbound left and northbound traffic). Adding site generated trips will further deteriorate the operations by generating longer queues that will consequently block the ramp terminal. Operations of the QEW westbound off-ramp terminal will also be impacted by the site generated traffic that will produce long queues reaching up to the mainline QEW and cause safety hazards. The condition will</p>

Agency / Comment Date	Comment
	<p>become worse with addition of future LRT on Hurontario. Therefore, please provide appropriate mitigation measures (including geometric changes required with timeline) to improve the Hurontario and Harborn/North Service Road intersection as well as QEW westbound off-ramp terminal operations to avoid complete breakdown.</p> <p>On the basis of analysis results and mitigation measures presented in the report, the Ministry of Transportation will not support access to the development through Harborn Road / Grange Drive, since it will further deteriorate operations of Hurontario and Harborn/North Service Road intersection, and will impact the QEW westbound off-ramp terminal operations. As a result, it is recommended that access through Bronte College Court and right-in/right-out access through Hurontario should only be considered within the analysis. Otherwise the consultant should present some effective measures/improvements that will improve overall operations of the corridor and support access to the development through Grange Drive.</p>
Region of Peel (July 27, 2015)	<p>Existing 450 mm (17.72 in.) diameter and 300 mm (11.81 in.) diameter watermains are located on Hurontario Street and an existing 150 mm (5.9 in.) diameter watermain is located on Grange Drive.</p> <p>An existing 250 mm (9.84 in.) diameter sanitary sewer is located on Hurontario Street and an existing 1050 mm (41.34 in.) sanitary sewer is located on Grange Drive. A new connection to the 1050 mm (41.34 in.) sanitary sewer may not be permitted due to the size and function of the main. This will be determined through the FSR and detailed site servicing review.</p> <p>A revised FSR completed by Cole Engineering Group Ltd. dated April 2015, was received for the review and comment of Development Engineering. This was forwarded to Program Planning for modelling. Comments state:  Water - a) The Region does not have any plans to construct new infrastructure in the vicinity of the proposed development.  b) A fire flow test on the hydrant closest to the property is to be completed and submitted. This will then be submitted to Program Planning for further modelling, review, and comment.  Waterwater - The Region has no objection to discharging 20.82 L/s of sanitary sewer flow from this development to the existing 1050 mm (41.34 in.) sanitary sewer on the Grange Drive.</p>

Agency / Comment Date	Comment
	<p>Prior to OPA and Rezoning approval Copies of all PINS for the subject lands are required.</p> <p>Front-end collection of garbage and recyclable materials will be provided by the Region of Peel for residential waste, subject to the fulfillment of the outstanding requirements of the Waste Collection Design Standards Manual with regard to a) the waste collection vehicle access route, b) the external waste collection area, and c) the internal waste storage area.</p> <p>As the current layout of the townhouses is not conducive for curbside collection, a waste collection area will need to be identified which meets the requirements for front-end collection. The Tower B Loading area may be used for this purpose.</p> <p>For the commercial units a private waste hauler will be required for the collection of commercial waste. Residential waste and commercial waste must be kept separate, and needs to be clearly identifiable.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (June 11, 2015 and June 8, 2015)</p>	<p>The Peel District School Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>“Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.”</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require that certain warning clauses regarding bussing of students, temporary accommodation and signage be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>
<p>City Community Services Department – Parks and Forestry Division/Park</p>	<p>The Community Services Department notes that Camilla Park (P-028) is located 462 meters from the subject site. The Park has 2 play sites, an unlit mini soccer field and a walkway.</p>

Agency / Comment Date	Comment
Planning Section (August 21, 2015)	Prior to by-law enactment, a cash contribution for street planting will be required. Further, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Community Services Department – Culture Division (June 25, 2015)	An archaeological assessment has been submitted for the additional lands. Ministry clearance remains outstanding.  Street experience improvements along Hurontario and Grange Drive could also include an opportunity for public art. Functional public art could be included as part of the landscape design along both street frontages.
City Community Services Department – Fire and Emergency Services Division (June 5, 2015)	Fire has reviewed the OPA/rezoning applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.  The site is to be developed in conformance with the Ontario Building Code and bylaw 1036-81 with respect to fire department access and fire protection.
City Transportation and Works Department (August 24, 2015)	This department has confirmed the completion of their review of the revised Site Plan, Site Grading and Servicing Plans, Landscape Plans, Traffic Impact Study and Functional Servicing details reflective of the new property limits provided by the applicant's consulting team.  Notwithstanding the findings of the reports and plans currently under review, additional technical details have been requested from the applicant's consulting team to confirm the feasibility of this high density multiple condominium project.  Based on the review of the updated Traffic Impact Study dated May 2015, the consultant has been requested to confirm certain aspects of the traffic impacts from the subject development on the existing road network, including the Queen Elizabeth Way (QEW) interchange/ramps terminals and the feasibility of mitigation measures. Due to the proximity to the QEW, the subject site is under the corridor control of the Ministry of Transportation (MTO) and, therefore, comments and conditions were provided by the MTO with respect to the proposed accesses and the Traffic Impact Study. The applicant is to satisfy the MTO's conditions and the proposal, including the Traffic Impact Study and proposed



Gordon Woods Development Limited

File: OZ 12/003 W7

Agency / Comment Date	Comment
	<p>accesses, are subject to MTO's approval.</p> <p>Detailed comments and conditions related to the review of transportation and engineering related matters will be provided with the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Bell Canada;</li> <li>- Canada Post;</li> <li>- Enersource Hydro Mississauga;</li> <li>- Enbridge Gas Distribution Inc.;</li> <li>- Development Services; and,</li> <li>- Rogers Cable.</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- City's Economic Development Office</li> <li>- City's Realty Services Division;</li> <li>- Hydro One;</li> <li>- Trans-Northern Pipelines; and,</li> <li>- Trillium Health Centre.</li> </ul>

Gordon Woods Development Limited

File: OZ 12/003 W7

## School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																																		
<ul style="list-style-type: none"> <li>Student Yield:               <table> <tr> <td>63</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>16</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>32</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <table> <tr> <td colspan="2">Floradale P.S.</td></tr> <tr> <td>Enrolment:</td><td>729</td></tr> <tr> <td>Capacity:</td><td>711</td></tr> <tr> <td>Portables:</td><td>2</td></tr> <tr> <td colspan="2">Queen Elizabeth Sr.</td></tr> <tr> <td>Enrolment:</td><td>337</td></tr> <tr> <td>Capacity:</td><td>262</td></tr> <tr> <td>Portables:</td><td>4</td></tr> <tr> <td colspan="2">Port Credit S.S.</td></tr> <tr> <td>Enrolment:</td><td>1191</td></tr> <tr> <td>Capacity:</td><td>1203</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	63	Kindergarten to Grade 6	16	Grade 7 to Grade 8	32	Grade 9 to Grade 12	Floradale P.S.		Enrolment:	729	Capacity:	711	Portables:	2	Queen Elizabeth Sr.		Enrolment:	337	Capacity:	262	Portables:	4	Port Credit S.S.		Enrolment:	1191	Capacity:	1203	Portables:	1	<ul style="list-style-type: none"> <li>Student Yield:               <table> <tr> <td>12</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>11</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <table> <tr> <td colspan="2">St. Catherine of Siena</td></tr> <tr> <td>Enrolment:</td><td>558</td></tr> <tr> <td>Capacity:</td><td>668</td></tr> <tr> <td>Portables:</td><td>0</td></tr> <tr> <td colspan="2">St. Martin</td></tr> <tr> <td>Enrolment:</td><td>1033</td></tr> <tr> <td>Capacity:</td><td>1026</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> </li> </ul>	12	Junior Kindergarten to Grade 8	11	Grade 9 to Grade 12	St. Catherine of Siena		Enrolment:	558	Capacity:	668	Portables:	0	St. Martin		Enrolment:	1033	Capacity:	1026	Portables:	0
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12	Junior Kindergarten to Grade 8																																																		
11	Grade 9 to Grade 12																																																		
St. Catherine of Siena																																																			
Enrolment:	558																																																		
Capacity:	668																																																		
Portables:	0																																																		
St. Martin																																																			
Enrolment:	1033																																																		
Capacity:	1026																																																		
Portables:	0																																																		

Gordon Woods Development Limited

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

While the applications were submitted under the policies of Mississauga Plan, the applicant has consented to the application being converted to amend Mississauga Official Plan (2012)

#### Current Mississauga Official Plan Designation and Policies for the Downtown Hospital Character Area

**Office – Special Site 3** which permits major office, secondary office, and accessory uses limited to a maximum of 20% of the total Gross Floor Area. Notwithstanding the provisions of the Office designation, the following additional policies apply:

- a. funeral homes and nursing homes will also be permitted;
- b. vehicular access and internal circulation and parking must respect both the visual and functional quality of the street as well as the privacy of the residential areas to the west;
- c. efforts must be made to retain the existing vegetation cover maintaining the continuity of the area character;
- d. building height and form should provide a positive scale transition between Hurontario Street and existing residential development to the west;
- e. the building setback from the rear lot line should provide for the retention of natural vegetation to function as a buffer from residential uses to the west; and
- f. the lands identified as Area A, located at 2150 Hurontario Street, will be permitted to develop at a maximum floor space index (FSI) of 1.0 (property immediately north of and abutting subject property).

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

**Residential Low Density I – Special Site 4** which permits only detached dwellings.

Notwithstanding the policies of the Plan, the following additional policies apply for 2129, 2137 and 2143 Grange Drive:

- a. the generous front, rear and side yard setbacks will be preserved;
- b. landscaping and natural features will be protected, enhanced, restored, and where possible, expanded;
- c. existing grades and drainage conditions will be preserved unless modified by a City approved drainage plan;
- d. new housing will be encouraged to fit the scale and character of the surrounding development, and take advantage of the features of a particular site, e.g., topography, contours, mature vegetation;
- e. garages should be recessed or be located behind the main face of the house, or in the rear of the property;

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- f. new development will have minimal impact on adjacent development with respect to overshadowing and overlook;
- g. buildings will be encouraged to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, e.g. projecting dormers and bay windows;
- h. hard surface areas in the front yard will be less than half of the front yard;
- i. existing high quality trees will be preserved to maintain the existing mature nature of these areas;
- j. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is discouraged; and
- k. building mass, side yards and rear yards should respect and relate to those of adjacent lots.

Gordon Woods Development Limited have a site specific appeal to MOPA 2 (updated Cooksville District Policies) for 2095, 2107, 2113 and 2121 Grange Drive, and therefore the following version of Mississauga Official Plan Site 4 policies apply: Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply to these properties:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- f. encourage buildings to be one to two (1-2) storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- g. reduce the hard surface areas in the front yard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;
- i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and
- j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

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## Proposed Official Plan Amendment Provisions

**Residential High Density – Special Site** which permits apartment dwellings. Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

- a. Horizontal multiple dwellings will be permitted;
- b. Ground level commercial uses will be permitted;
- c. Office uses will be permitted; and,
- d. Development up to a maximum Floor Space Index (FSI) of 3.33 will be permitted.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications, some of which are summarized in the table below.

## Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 - Direct Growth	Section 5.1.6	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.
	Section 5.1.7	
	Section 5.1.8	
	Section 5.1.9	
	Section 5.3.1.3	Mississauga will protect and conserve the character of stable residential Neighbourhoods.
	Section 5.3.1.4	
	Section 5.3.1.6	
	Section 5.3.1.11	
	Section 5.3.5.1	Mississauga will protect employment lands to allow for a diversity of employment uses.
	Section 5.3.5.5	
	Section 5.3.5.6	
	Section 5.4.4	
	Section 5.4.5	
	Section 5.4.6	
	Section 5.4.11	
	Section 5.4.12	
	Section 5.5.1	
	Section 5.5.2	
	Section 5.5.3	
	Section 5.5.7	

	Specific Policies	General Intent
Section 5 - Direct Growth		<p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure.</p> <p>Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>The Downtown is an Intensification Area and will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban environment.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews.</p>

	Specific Policies	General Intent
<b>Section 5 - Direct Growth</b>		<p>Hurontario Street and Dundas Street have been identified as Intensification Corridors.</p> <p>Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.</p> <p>Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas.</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.</p>
<b>Section 6 – Value the Environment</b>	<p>Section 6.2.8</p> <p>Section 6.2.12</p> <p>Section 6.3.1</p> <p>Section 6.3.19</p> <p>Section 6.3.44</p>	<p>Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.</p> <p>Mississauga will encourage tree planting on public and private lands and will strive to increase the Urban Forest canopy.</p> <p>Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.</p>



	Specific Policies	General Intent
Section 6 - Value the Environment		<p>Development proposals and site alteration for lands within a Residential Woodland will have regard for how existing tree canopy and understorey are protected, enhanced, restored and expanded. A site development plan may be required to demonstrate how the following, among other matters, have been addressed:</p> <ul style="list-style-type: none"> <li>a. existing topography and drainage patterns;</li> <li>b. maintenance of a high proportion of permeable ground cover to facilitate ground water recharge;</li> <li>c. habitat for tolerant canopy birds (both in migration and for breeding);</li> <li>d. habitat for urban wildlife; and</li> <li>e. connections to other elements within the Green System.</li> </ul> <p>Development and site alteration will demonstrate that there will be no negative impacts to the Urban Forest. An arborist report and tree inventory that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement, will be prepared to the satisfaction of the City in compliance with the City's tree permit by-law.</p>
Section 7 - Complete Communities	<p>Section 7.6.1.1 Section 7.6.1.2 Section 7.6.1.3 Section 7.6.1.4 Section 7.6.1.5</p>	<p>Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.</p> <p>Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.</p> <p>A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.</p> <p>The historic character and sense of community will be maintained through the preservation and protection of existing residential Neighbourhoods.</p> <p>New development will be compatible with the physical, social and environmental attributes of the existing community.</p>

	Specific Policies	General Intent
Section 9 - Build a Desirable Urban Form	<p>Section 9.2.2.6 Section 9.3.1.8 Section 9.4.1.3 Section 9.5.1.3 Section 9.5.2.5 Section 9.5.5.1 Section 9.5.5.4</p>	<p>Development on Corridors will be encouraged to face the street, not locate parking between the building and the street, site buildings to frame the street, provide entrances and transparent windows facing the street, and consolidate access points and encourage shared parking, service areas and driveway entrances.</p> <p>The design of developments at intersections and along major streets should be of a highly attractive urban quality.</p> <p>A transit and active transportation supportive urban form will be required along Corridors.</p> <p>Development will support transit and active transportation by locating buildings at the street edge, requiring front doors that open to the street, ensuring active/animated building facades, ensuring appropriate massing for the context, providing pedestrian safety and comfort, and providing bicycle parking.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing street trees and landscaping, and relocating utilities if required, lighting, bicycle parking, public art, and street furniture.</p> <p>Parking should be located underground, internal to the building or to the rear of buildings.</p> <p>Shared parking between developments will be encouraged, where appropriate.</p>

	Specific Policies	General Intent
Section 12 - Downtown	<p>Section 12.1.1.2</p> <p>Section 12.1.1.4</p> <p>Section 12.1.2.2</p>	<p>A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development.</p> <p>Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area.</p> <p>Notwithstanding the Residential High Density policies of the Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys.</p>
Section 16 - Neighbourhoods	<p>Section 16.1.2.1</p> <p>Section 16.6.1.1</p> <p>Section 16.6.2.1</p>	<p>To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots created by land division or units or parcels of tied land (POTLs) created by condominium will generally represent the greater of:</p> <ul style="list-style-type: none"> <li>a. The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m of the subject property. In the case of corner development lots, units or POTLs on both streets within 120 m will be considered;</li> <li>or</li> <li>b. the requirements of the Zoning By-law.</li> </ul> <p>The Residential Low Density I designation, for the area bounded by the Queensway West, Hurontario Street, the Queen Elizabeth Way and Stavebank Road, permits only detached dwellings.</p> <p>Sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur.</p>

	Specific Policies	General Intent
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• 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.</li> </ul>

## Proposed Zoning Standards

**Proposal for Two (2) Residential Apartment Buildings (32 storeys and 25 storeys) consisting of 545 units with retail commercial uses at grade, and 49 back-to-back townhomes**

	<b>RA5 Base Zone</b>	<b>Proposed RA5-Exceptions</b>	<b>R1 Zone (existing Detached Dwelling zone)</b>	<b>O Zone (existing Office zone)</b>
Permitted Use	Apartment Dwelling, Long-term Care Dwelling, Retirement Dwelling	Apartment Dwelling, <b><i>Horizontal Multiple Dwelling, Office, At-Grade Commercial</i></b>	Detached Dwellings	Office, medical office, financial institution, commercial school, veterinary clinic
Min. Lot Area (Interior)	n/a	n/a	750 m <sup>2</sup> (8,073 ft <sup>2</sup> )	n/a
Min. Lot Frontage (Interior)	30.0 m (98.4 ft.)	30.0 m (98.4 ft.)	22.5 m (73.8 ft.)	n/a
Min. Front Yard - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.)	7.5 m (24.6 ft.) 8.5 m (27.8 ft.) 9.5 m (31.2 ft.) 10.5 m (34.4 ft.)	<b><i>Hurontario Street 5.0 m (16.4 ft.)  Grange Drive 6.0 m (19.7 ft.)  Parking Structure – Below Grade 0.0 m (0.0 ft.)</i></b>	9.0 m (29.5 ft.)	4.5 m (14.8 ft.)

	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Min. Interior Side Yard - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings	4.5 m (14.8 ft.) 6.0 m (19.7 ft.) 7.5 m (24.6 ft.) 9.0 m (29.5 ft.) 4.5 m (14.8 ft.)  7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional metre exceeding 10.0 m (32.8 ft.) to a max setback of 25.5 m (83.7 ft.)	<b>Fronting Grange Dr</b> <b>3.0 m (9.8 ft.)</b>  <b>Fronting Hurontario</b> <b>7.5 m (24.6 ft.)</b>  <b>height &lt; 13 m</b> <b>(42.6 ft.)</b> <b>3.0 m (9.8 ft.)</b>  <b>height &gt; 26 m</b> <b>(85.3 ft.)</b> <b>7.5 m (24.6 ft.) to</b> <b>Parking aisle</b> <b>0.0 m (0.0 ft.)</b> <b>to Parking Structure</b> <b>– Below Grade</b> <b>0.0 m (0.0 ft.)</b>	1.8 m (5.9 ft.) on one side of the lot and 4.2 m (13.8 ft.) on the other side	7.5 m (24.6 ft.)
Min. Rear Yard - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings	7.5 m (24.6 ft.) 10.0 m (32.8 ft.) 12.5 m (41.0 ft.) 15.0 m (49.2 ft.) 4.5 m (14.8 ft.)  7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional metre exceeding 10.0 m (32.8 ft.) to a max. setback of 25.5 m (83.7 ft.)		7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Min. Floor Space Index	1.9	1.9	n/a	n/a
Max. Floor Space Index	2.9	<b>3.33</b>	n/a	0.5

	<b>RA5 Base Zone</b>	<b>Proposed RA5-Exceptions</b>	<b>R1 Zone (existing Detached Dwelling zone)</b>	<b>O Zone (existing Office zone)</b>
Max. Height	the lesser of 77.0 m (252.6 ft.) or 25 storeys	<b>32 storeys</b>	10.7 m (35.1 ft.)	the lesser of 19.0 m (62.3 ft.) or 6 storeys
Min. Landscaped Area	40% of the lot area	<b>30% of the lot area</b>	n/a	n/a
Min. Landscaped Buffer	4.5 m (14.8 ft.) abutting street line and abutting residential, 3.0 m (9.8 ft.) abutting any other lot line	<b>4.5 m (14.8 ft.) abutting street line</b>  <b>3.0 m (9.8 ft.) abutting residential</b>  <b>1.5 m (4.9 ft.) abutting commercial</b>	n/a	4.5 m (14.8 ft.)
Min. Amenity Area	the greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of site area = 3,326 m <sup>2</sup> (35,800 ft <sup>2</sup> ) at 594 units  Min. of 50% must be in one contiguous area  Min. amenity area to be provided outside at grade = 55 m <sup>2</sup> (592 ft <sup>2</sup> )	<b>4.3 m<sup>2</sup> per dwelling unit = 2,554 m<sup>2</sup> (27,493 ft<sup>2</sup>)</b>  Min. of 50% must be in one contiguous area  Min. amenity area to be provided outside at grade = 55 m <sup>2</sup> (592 ft <sup>2</sup> )	n/a	n/a



	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Parking Requirement	Apartment Dwelling Studio – 1.0/unit 1 bed – 1.25/unit 2 bed – 1.4/unit 3 bed – 1.75/unit Visitor – 0.2/unit  Retail 5.4 per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> )  Horizontal Multiple 3 bed - 1.75/unit Visitor – 0.25/unit	<b><i>Apartment Dwelling</i></b> <i>Studio – 1.0/unit</i> <b><i>1 bed – 1.0/unit</i></b> <b><i>2 bed – 1.0/unit</i></b> <b><i>3 bed – 1.0/unit</i></b> <b><i>Visitor – 0.15 per unit</i></b>  <b><i>Retail</i></b> <b><i>1.7 per 100 m<sup>2</sup></i></b> <b><i>(1,076 ft<sup>2</sup>)</i></b>  <b><i>Horizontal Multiple</i></b> <b><i>3 bed - 1.0/unit</i></b> <b><i>Visitor – 0.15/unit</i></b>	2.0/unit	3.2 per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Min. setback of waste enclosure/loading area to a zone permitting detached and/or semi-detached dwellings	10.0 m (32.8 ft.)	<b><i>1.75 m (5.7 ft.)</i></b>	n/a	n/a

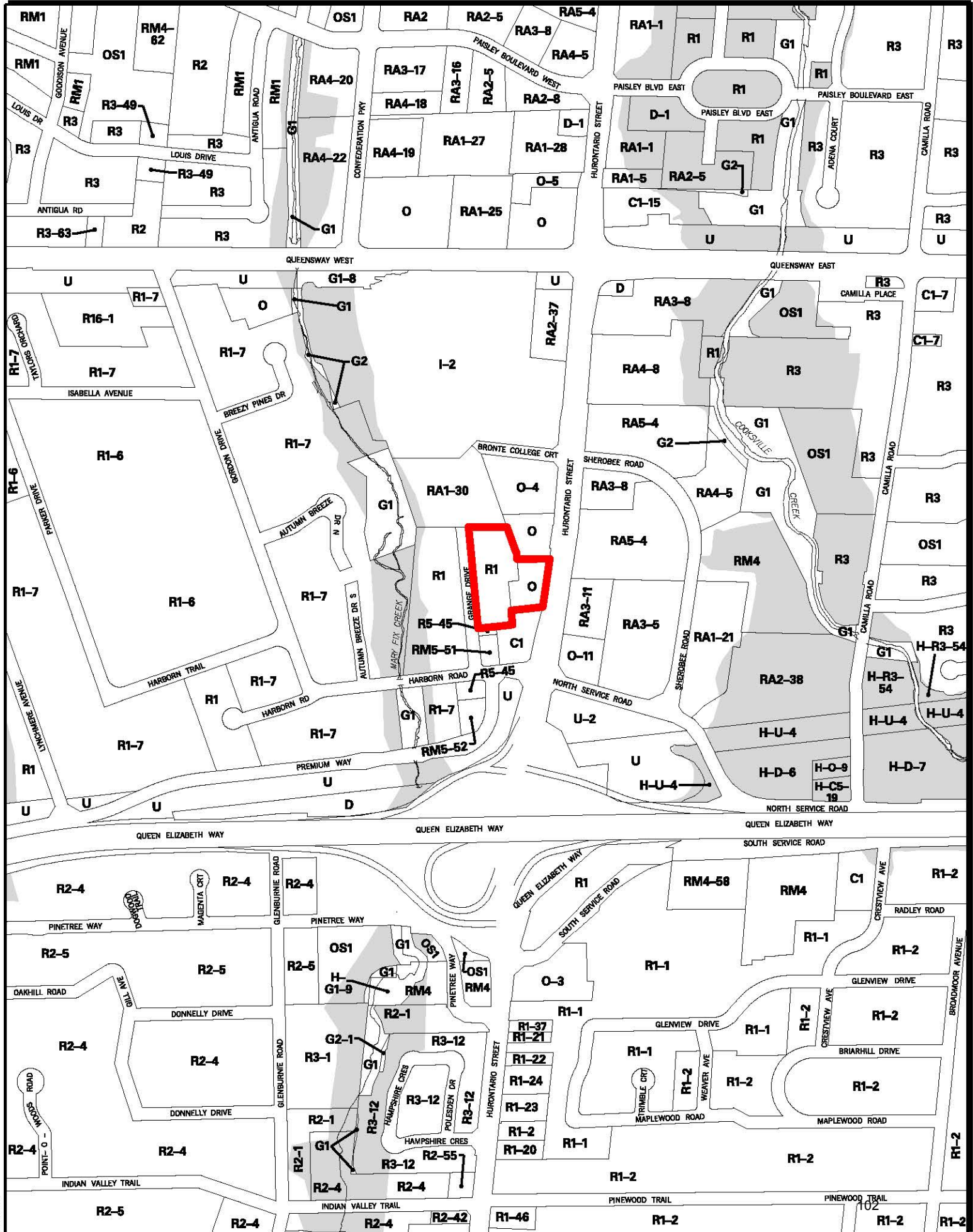
	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Max. Encroachments and Projections	1.0 m (3.3 ft.)	<b><i>Roof into front yard setback along Hurontario St. 5.0 m (16.4 ft.)</i></b>  <b><i>Balconies into front yard setback along Hurontario St. 5.0 m (16.4 ft.)</i></b>  <b><i>Roof into interior side yard setback 1.5 m (4.9 ft.)</i></b>  <b><i>Balconies into interior side yard setback 1.5 m (4.9 ft.)</i></b>	n/a	n/a

**Note: Bold and Italics denotes exceptions from Base Zone requirements**

# GENERAL CONTEXT MAP

OZ 12 / 003 W7

APPENDIX 11



# City of Mississauga Corporate Report



<b>Date:</b> October 2, 2015  <b>To:</b> Chair and Members of Planning and Development Committee  <b>From:</b> Edward R. Sajecki, Commissioner of Planning and Building	<b>Originator's file:</b>  CD.21.FRO
	<b>Meeting date:</b>  2015/10/26

## Subject

RECOMMENDATION REPORT TO REMOVE AN H HOLDING SYMBOL (WARD 1)  
Marina Park (P-112), 15 Front Street South, east side of Front Street South, south of Lakeshore Road West  
Applicant: City of Mississauga

## Recommendation

That the Report dated October 2, 2015, from the Commissioner of Planning and Building recommending approval of the removal of the H holding symbol application, under File CD.21.FRO, City of Mississauga, Marina Park (P-112), 15 Front Street South, east side of Front Street South, south of Lakeshore Road West, be adopted and that the Planning and Building Department be authorized to prepare the necessary by-law for Council's passage.

## Background

Appendices 1 and 2 identify the subject property in the context of the surrounding lands and the existing zoning.

On March 25, 2015, a report from the Community Services Department, dated March 3, 2015 was presented to General Committee providing background information concerning Marina Park (P-112) at 15 Front Street South, including future park development of this site. The report included a recommendation that the Planning and Building Department be directed to lift the H holding provisions to allow for the future development of the park site (see Appendix 3). General Committee passed Recommendation GC-0144-2015 which was adopted by Council and is attached as Appendix 4.

The Community Services report confirmed that the two conditions required to remove the H holding symbol on the property have been fulfilled. The two conditions are as follows:

1. A Master Plan be approved by the City of Mississauga;
2. An Archaeological Assessment be approved by the Provincial Government.

Upon removal of the H holding symbol, the by-law will allow for the future development of the park area in accordance with the Marina Park Master Plan and the uses permitted under the **OS2-9 (Open Space)** and **G1-11 (Greenbelt – Natural Hazards)** zone categories. The Master Plan includes the retention of the existing launch ramps for motorized boats, a parking area for boat trailers and vehicles and a non-motorized boat launch. A copy of the Marina Park Master Plan and a list of permitted uses in the By-law for the property are included in the Community Services Report (Appendix 3 of this report), as Appendices 2 and 3.

## Comments

Section 36 of the *Planning Act* provides the legislative framework for the removal of the H holding symbol and allows municipalities to amend a by-law to remove the H holding symbol. A formal public meeting is not required; however notice of Council's intention to pass the amending by-law must be given to all land owners within 120 m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected land owners by pre-paid first class mail.

The conditions for removing the H holding symbol have been fulfilled since the Marina Park Master Plan and Archaeological Assessment have been approved. If this report is adopted by Council, a by-law will be prepared to remove the H holding symbol on the property.

## Financial Impact

Not applicable.

## Conclusion

Given that the conditions to remove the H holding symbol have now been satisfied, the H holding symbol can be removed.

## Attachments

Appendix 1: Aerial Photograph

Appendix 2: Excerpt of Existing Zoning Map

Appendix 3: Community Services Department Report dated March 3, 2015

Appendix 4: Recommendation GC-0144-2015 Recommendation



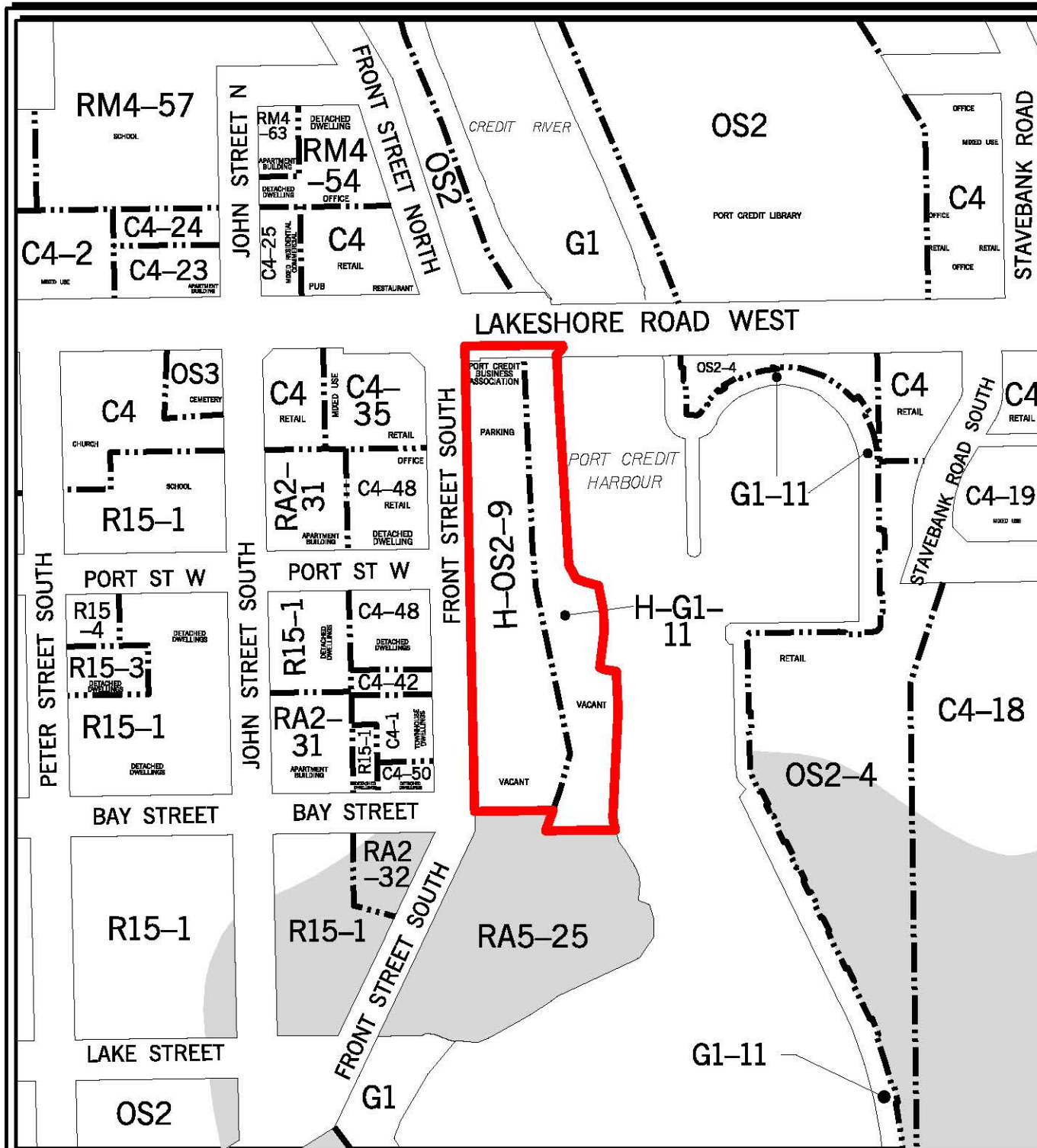
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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Lauren Eramo-Russo, Development Planner





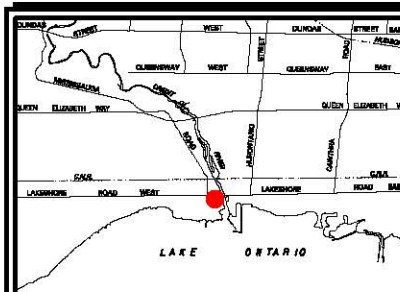
**LEGEND:**

**PROPOSED REMOVAL OF THE  
"H" HOLDING SYMBOL**

THIS IS NOT A PLAN OF SURVEY.

**SUBJECT:**

**CITY OF MISSISSAUGA**



**FILE NO:**  
CD21-FRO W1

**DWG. NO:**  
CD21FRO\_R

**SCALE:**  
1:3000

**DATE:**  
2015/10/26

**DRAWN BY:**  
A.SHAH

**APPENDIX 2**



**MISSISSAUGA**

Produced by  
T&W, Geomatics  
107





## Corporate Report

Clerk's Files

 Originator's  
Files  
CD10.112

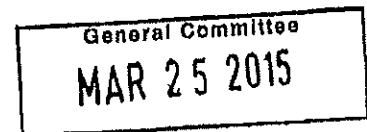
18

**DATE:** March 3, 2015

**TO:** Chair and Members of General Committee  
Meeting Date: March 25, 2015

**FROM:** Paul A. Mitcham, P. Eng., MBA  
Commissioner of Community Services

**SUBJECT:** City initiated lifting of the "H" holding provisions  
Marina Park (P-112), 15 Front Street South  
(Ward 1)



- RECOMMENDATION:**
1. That boat launch ramps be retained in Marina Park (P-112) as outlined in the corporate report dated March 3, 2015 from the Commissioner of Community Services.
  2. That the Planning and Building Department be directed to commence a city initiated lifting of the "H" holding provisions on Marina Park (P-112).

**REPORT  
HIGHLIGHTS:**

- Boat launch ramps are included in the master plan for Marina Park;
- Archaeological evidence of early to mid-nineteenth century facilities has been registered with Ontario Archaeological Sites;
- The above two points were conditions to be resolved prior to the lifting of the "H" holding provisions;
- That the Planning and Building Department be directed to lift the "H" holding provisions to allow for the future development of the park site.

**BACKGROUND:**

Marina Park (P-112) (15 Front St. S.) is located on the east side of Front Street South, south of Lakeshore Road West (See Appendix 1). The riverfront spans approximately 264 metres (866 feet) of shoreline. The park is presently used for charter boat docks, public boat launch ramps and parking.

The property is a major focal point along the City of Mississauga's waterfront park system. It is located within the Old Port Credit Heritage Conservation District. The property is closely associated with the Mississaugas of the New Credit First Nation who fished and camped in the area before participating in the development of harbour facilities with European settlers. Today, the park continues to be a popular destination to launch both motorized and non-motorized boats and for charter boats.

Future Park development of the site is largely predicated upon the recommendations of the Port Credit Local Area Plan, Zoning, the Waterfront Parks Strategy, and pre design studies including the Port Credit Harbour West Parks Class Environmental Assessment.

**The Port Credit Local Area Plan**

Section 5.31.1 of the Port Credit Local Area Plan stipulates that Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

Section 5.31.2 of the Port Credit Local Area Plan specifies that prior to development; Council will approve a master plan in consultation with the public that addresses the future layout of the site, archaeological resource assessment, historical interpretation opportunities and the feasibility of a river trail.

**Zoning Bylaw**

As indicated in Appendix 2, the site is presently zoned Open Space (H-OS2-09) and Greenbelt (H-G1-11). The "H" holding provisions will be lifted upon the approval of a master plan by Council and the completion of an archaeological resource assessment.

**The Waterfront Parks Strategy**

The Waterfront Parks Strategy ("Strategy") was approved by Council on March 26, 2008 and included a conceptual master plan for Marina Park, (See Appendix 3). The conceptual master plan recommended that the existing boat launch ramps be moved off site and that the park become a multi-use civic space for festivals, farmer's markets etc. The Strategy also recommended that a non-motorized boat launch be incorporated into the Port Credit Memorial Park (West) shoreline and be considered at Hacienda Bay in JC Saddington Park.

The approval of the Strategy (GC-0197-2008), included the following recommendation with regard to the boat launch ramps:

"That prior to the finalization of a plan for the development of Marina Park, the proposed elimination of the boat launch ramps be subject to a further review of launch ramp use demand, the accommodation of capacity elsewhere and public consultation; and that the decision on the future of the launch ramps within Marina Park shall be approved by Council."

**Port Credit Harbour West Parks Class Environmental Assessment**

Following the approval of the Strategy, the Community Services Department completed a series of pre design studies for the development of Marina Park including a Class Environmental Assessment (Class EA) to inform infrastructure improvements along the west side of the Port Credit Harbour. The Class EA included agency, stakeholder and public consultation as well as field and technical investigations to evaluate the natural heritage, shoreline, site infrastructure needs and grade changes required to flood proof the park. The Notice of study Completion, dated November 20, 2013 is attached in Appendix 4.

**COMMENTS:****BOAT LAUNCH RAMPS**

As per Council's direction, the Community Services Department completed an analysis of the use of the existing boat launch ramps in 2009.

The analysis indicated that there is sufficient capacity at Lakefront Promenade Park to accommodate the boat traffic from Marina Park.

During the summer of 2012, a parking survey was undertaken at the boat launch ramps at Marina and Lakefront Promenade Parks. There continues to be excess capacity for trailer parking at the Lakefront Promenade Park boat launch ramps.

However, recognizing the historical use of the Port Credit Harbour for fishing and boating, and the desire by the community to keep the "Port" in Port Credit, the Class EA determined that the existing boat launch ramps would remain in Marina Park.

The study further recommended that the existing launch ramps be used solely for motorized boats and that a separate facility for launching non-motorized boats be incorporated into the future park design. Marina Park is the preferred location for a non-motorized boat launch as it offers a sheltered location on the water, proximity to parking and space for supporting activities.

#### **ARCHAEOLOGICAL RESOURCE ASSESSMENT**

A Stage 1 Archaeological Resource Assessment considered the proximity of previously registered archaeological sites, the original environmental setting of the property and its nineteenth and twentieth century development history. The report concluded that there is potential for the presence of significant archaeological resources associated with the development of Port Credit's harbour. A Stage 2 Archaeological Resource Assessment was subsequently carried out in the park. This field investigation yielded evidence of the early to mid-nineteenth century facilities in various locations.

These remains have been registered in the Ontario Archaeological Sites Database as the James Taylor site (AjGv-71). These findings can be used for interpretative purposes in the detailed design of the Marina Park development.

A Stage 3 or 4 Archaeological Resource Assessment may be required if any further archaeological resources are discovered during construction.

#### **MARINA PARK MASTER PLAN**

The Class EA recommendations resulted in a master plan for Marina Park as shown in the large block concept plan for the Port Credit

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Harbour West Parks in Appendix 5. The basis for the plan comes from the Waterfront Parks Strategy's recommendations as well as public input, the Class EA recommendations and associated programming. The plan is also in alignment with Inspiration Port Credit. The difference between the Strategy master plan (Appendix 3) and the Class EA concept plan (Appendix 5) are the retention of the existing launch ramps for motorized boats, a parking area for boat trailers and vehicles and a non-motorized boat launch. Other recommended park elements include multi-use civic space, retention of the charter boat docks and streetscape improvements. Public access along the water's edge will be enhanced including an underpass connection to Port Credit Memorial Park (West) and an elevated, fixed walkway connection to JC Saddington Park.

The proposed layout and program will be finalized during the detailed design of the park redevelopment anticipated in 2016. The public will continue to be consulted during the detailed design process.

#### **REMOVAL OF THE HOLDING PROVISIONS**

The conditions to remove the "H" holding Provisions from the Zoning By-law have been addressed through the completion of the boat launch study, archeological resource assessments and the master plan for Marina Park as shown in the large block concept plan for the Port Credit Harbour West Parks.

It is therefore appropriate to initiate the process to remove the "H" holding provisions.

#### **STRATEGIC PLAN:**

The master plan for Marina Park as shown in the Port Credit Harbour West Parks large block concept plan (Appendix 5) supports the Mississauga Strategic Plan's Strategic Pillars for Change.

**Connect:** The master plan promotes the protection and enhancement of the City's waterfront while providing public access along the water's edge and creating multi use civic spaces for recreation, tourism and economic development. The proposed improvements will maintain and strengthen the City's historical connection to Lake Ontario.

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**Green:** The master plan will protect, enhance and connect the natural environment and promote development that makes use of sustainable green infrastructure.

**FINANCIAL IMPACT:** There is no financial impact in removing the “H” holding provisions.

**CONCLUSION:** The Waterfront Parks Strategy (2008) identified a vision for Mississauga’s waterfront and made recommendations for the development of Marina Park. The strategy’s vision was advanced through pre design studies (including archeological resource assessments) that provide a framework for the shoreline and associated infrastructure improvements. The master plan includes the retention of the boat launch ramps as shown in the large block concept plan for the Port Credit Harbour West Parks (Appendix 5).

The holding provision conditions have been satisfied and that the Planning and Building Department be directed to lift the “H” holding provisions to allow for the future development of the park site.

**ATTACHMENTS:**

- Appendix 1: Park Location Map
- Appendix 2: Marina Park Zoning By-law Provisions
- Appendix 3: Marina Park Master Plan, Waterfront Parks Strategy (2008)
- Appendix 4: Notice of completion – Port Credit Harbour West Parks Class EA
- Appendix 5: Port Credit Harbour Est Parks Large Block Concept Plan (2013)

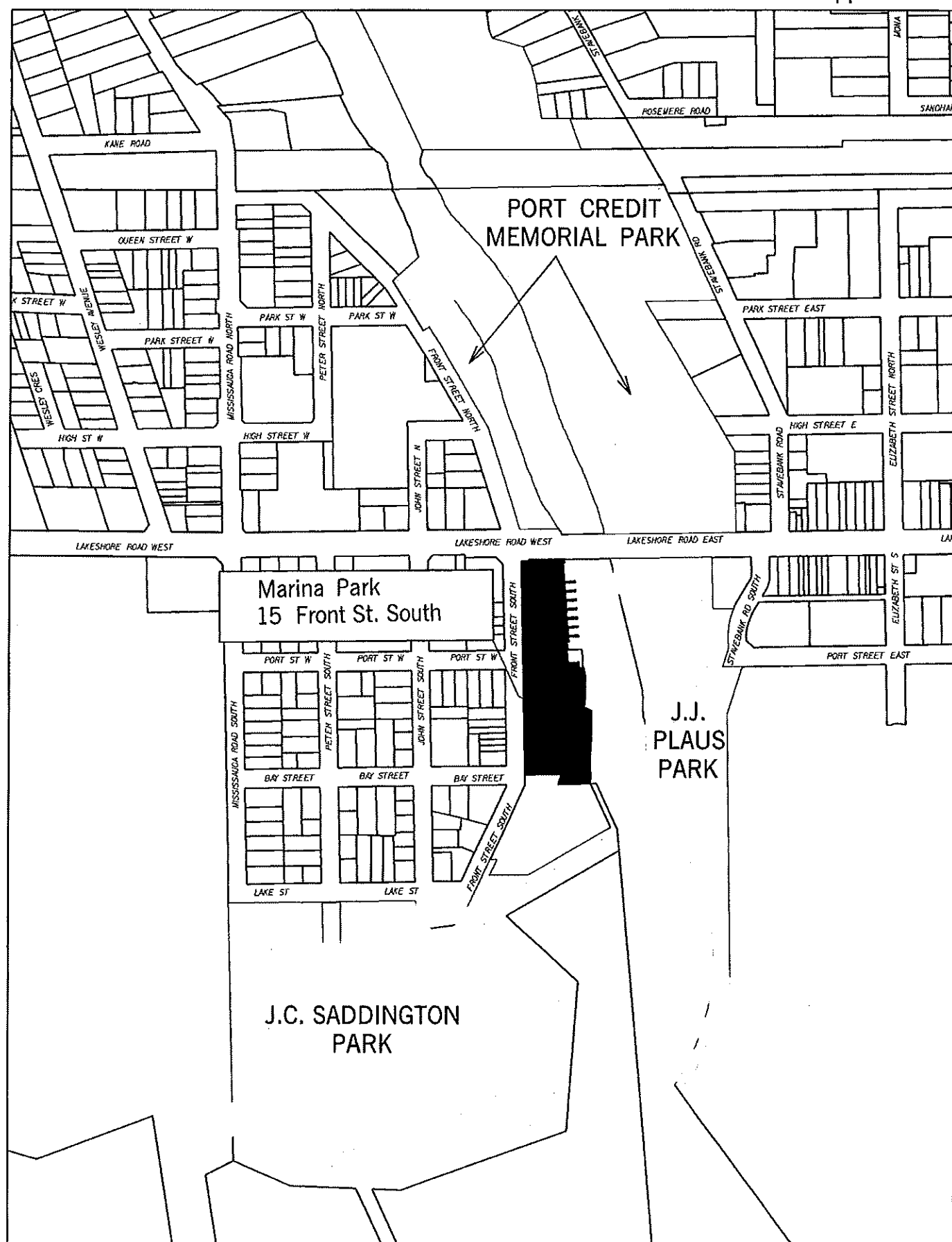


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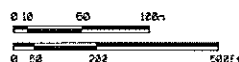
Paul A. Mitcham, P. Eng., MBA  
Commissioner of Community Services

*Prepared By: Jane Darragh, OALA, MCIP, Planner*





Location Map for Marina Park  
15 Front St. South



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Zoning By-law provisions that apply to Marina Park (P-112):

**9.2.3.9 H-OS2-9**

In an OS2-9 zone, the permitted uses and applicable regulations shall be specified for an OS2 zone except that the following additional uses/ regulations shall apply:

**Additional Permitted Uses**

- 9.2.3.9.1 (1) Office  
(2) Medical Office  
(3) Retail Store  
(4) Commercial School  
(5) Banquet Hall/ Convention Centre/ Conference Centre  
(6) Restaurant  
(7) Take-out Restaurant  
(8) Academy for the Performing Arts

**Holding Provision**

The holding symbol "H" is to be removed from the whole or any part of the lands zoned H-OS2-9 ...upon satisfaction of the following requirements:

- (1) A Master Plan be approved by the City of Mississauga;  
(2) An Archaeological Assessment be approved by the Provincial Government

**10.2.2.11 G1-11**

In a G1-11 zone, the permitted uses and applicable regulations shall be specified for a G1 zone except that the following additional uses/ regulations shall apply:

**Additional Permitted Use**

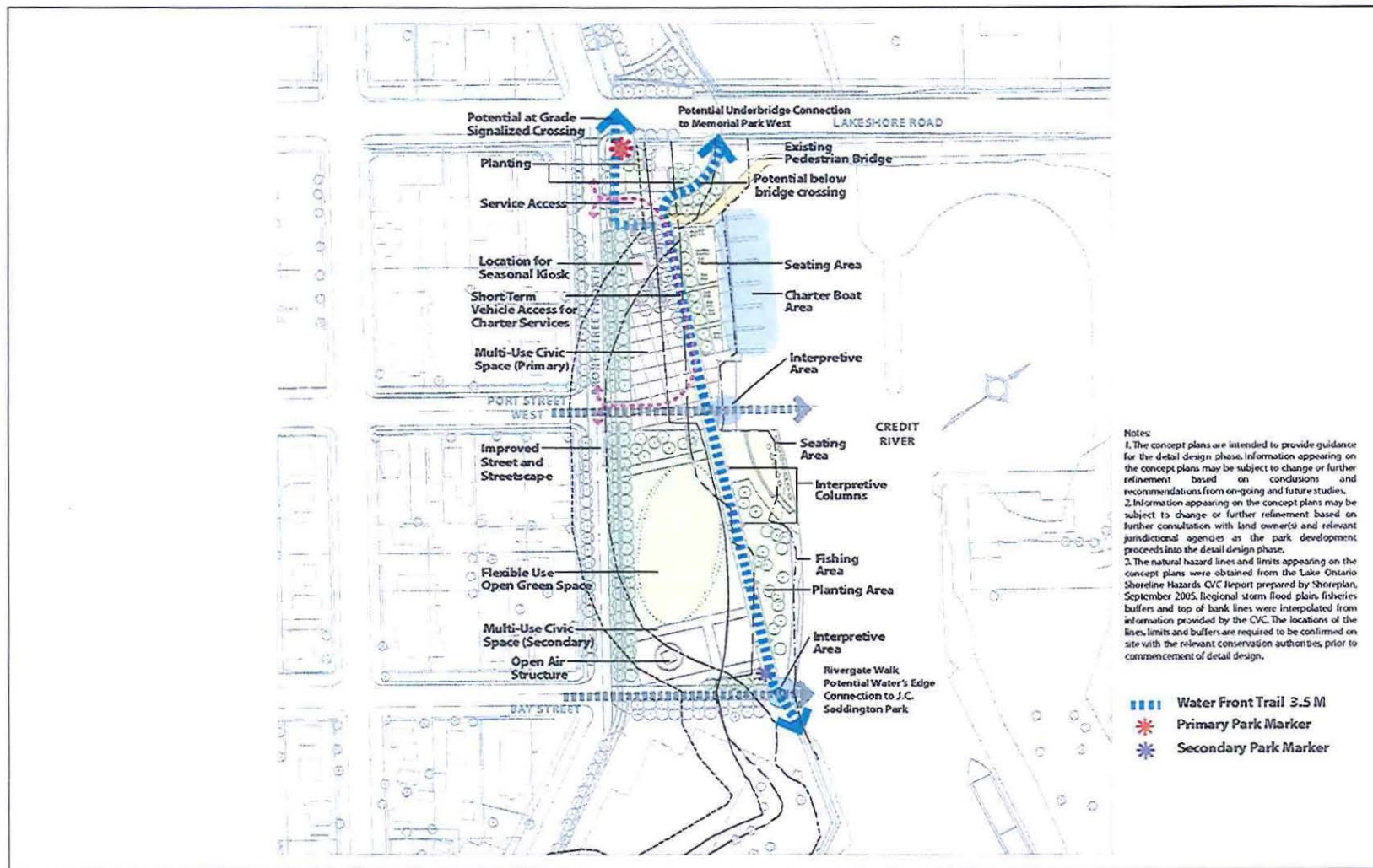
- 10.2.2.11.1 (1) Marina

**Holding Provision**

The holding symbol "H" is to be removed from the whole or any part of the lands zoned G1-11...upon satisfaction of the following requirements:

- (1) A Master Plan be approved by the City of Mississauga;  
(2) An Archaeological Assessment be approved by the Provincial Government



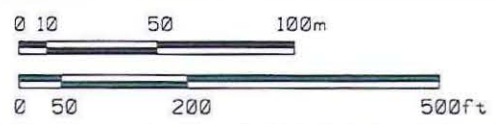


**Notes:**

1. The concept plans are intended to provide guidance for the detail design phase. Information appearing on the concept plans may be subject to change or further refinement based on conclusions and recommendations from on-going and future studies.
2. Information appearing on the concept plans may be subject to change or further refinement based on further consultation with land owners and relevant jurisdictional agencies as the park development proceeds into the detail design phase.
3. The natural hazard lines and limits appearing on the concept plans were obtained from the Lake Ontario Shoreline Hazards CVC Report prepared by Shoreplan, September 2005. Regional storm flood plain, fisheries buffers and top of bank lines were interpolated from information provided by the CVC. The locations of the lines, limits and buffers are required to be confirmed on site with the relevant conservation authorities, prior to commencement of detail design.

- Water Front Trail 3.5 M
- Primary Park Marker
- Secondary Park Marker

Marina Park Master Plan  
Waterfront Park Strategy (2008)



## PUBLIC NOTICE

### NOTICE OF STUDY COMPLETION Port Credit Harbour West Parks Pre-Design Study & Environmental Study Report

The City of Mississauga completed a Municipal Class Environmental Assessment (Municipal Class EA) for the Port Credit Harbour West Parks, which includes Port Credit Memorial Park, Marina Park, J.C. Saddington Park, and the Rivergate easement. The Pre-Design Study & Environmental Study Report (ESR) was undertaken to assess the shoreline, natural heritage and servicing infrastructure needs of the three parks and the Rivergate easement, and to refine the concepts established in the Waterfront Parks Strategy (2008) through detailed technical investigations.

The Study was conducted in accordance with the planning process for **Schedule B** and **Schedule C** projects, as outlined in the Municipal Class EA (October 2000, as amended in 2007 and 2011). After a comprehensive evaluation of alternatives, the ESR recommends the following preferred alternatives for the redevelopment of the Port Credit Harbour West Parks:

- Combination of both hard and natural shoreline treatments in Port Credit Memorial Park (West);
- Underpass pedestrian connection between Port Credit Memorial Park (West) and Marina Park;
- Shoreline improvements and flood proofing of both the north and south ends of Marina Park;
- Non-motorized boat launch dock in the south end of Marina Park;
- Elevated fixed pedestrian walkway at the Rivergate easement connecting Marina Park and J.C. Saddington Park.
- Cobble beach at Hacienda Bay;
- Cobble beach with an extended central headland at the south end of J.C. Saddington Park; and
- Naturalized pond at J.C. Saddington Park.

Next steps in the redevelopment of the Port Credit Harbour West Parks will be to complete the Phase II Environmental Site Assessment for J.C. Saddington Park, resolve the proposed shoreline improvements through detailed design and obtain additional approvals prior to construction.

By the way of this notice, the Pre-Design Study & ESR is placed on record for a 30-day public review period (beginning on **November 20, 2013** and ending on **December 20, 2013**) at the following locations during normal business hours:

**Office of the City Clerk**

City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON, L5B 3C1  
 Monday - Friday: 8:30 a.m. to 4:30 p.m.

**Port Credit Library**

20 Lakeshore Road East  
 Mississauga, ON, L5G 1C8  
 Monday: closed, Tuesday - Thurs: 10:00 am to 9:00 pm,  
 Friday: 10:00 am to 6:00 pm  
 Saturday: 9:00 am to 5:00 pm, Sunday: 1:00 pm to 5:00 pm

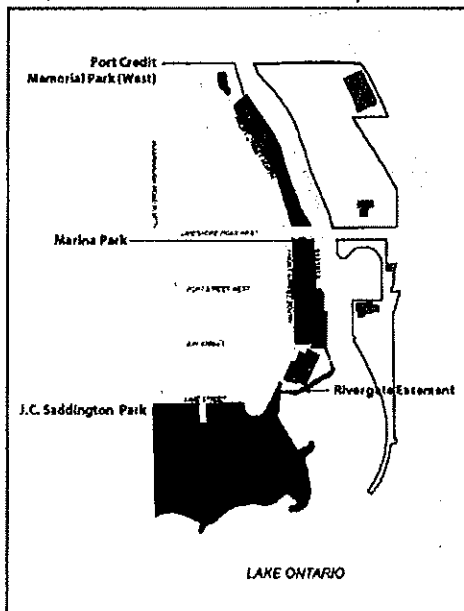
Anyone with an interest in the study is encouraged to review the Pre-Design Study & ESR and provide comments to the City of Mississauga (see below for contact information). If any concerns cannot be resolved by the City of Mississauga during the 30-day review period, a request can be made in writing to the Minister of the Environment for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order). Requests for a Part II Order must be received by the Minister, at the address below, by **December 20, 2013**. A copy of the request must also be sent to the City of Mississauga Project Manager. If no request is received by **December 20, 2013**, the City of Mississauga intends to proceed with the preferred alternatives as outlined in the ESR.

**The Honourable Jim Bradley**

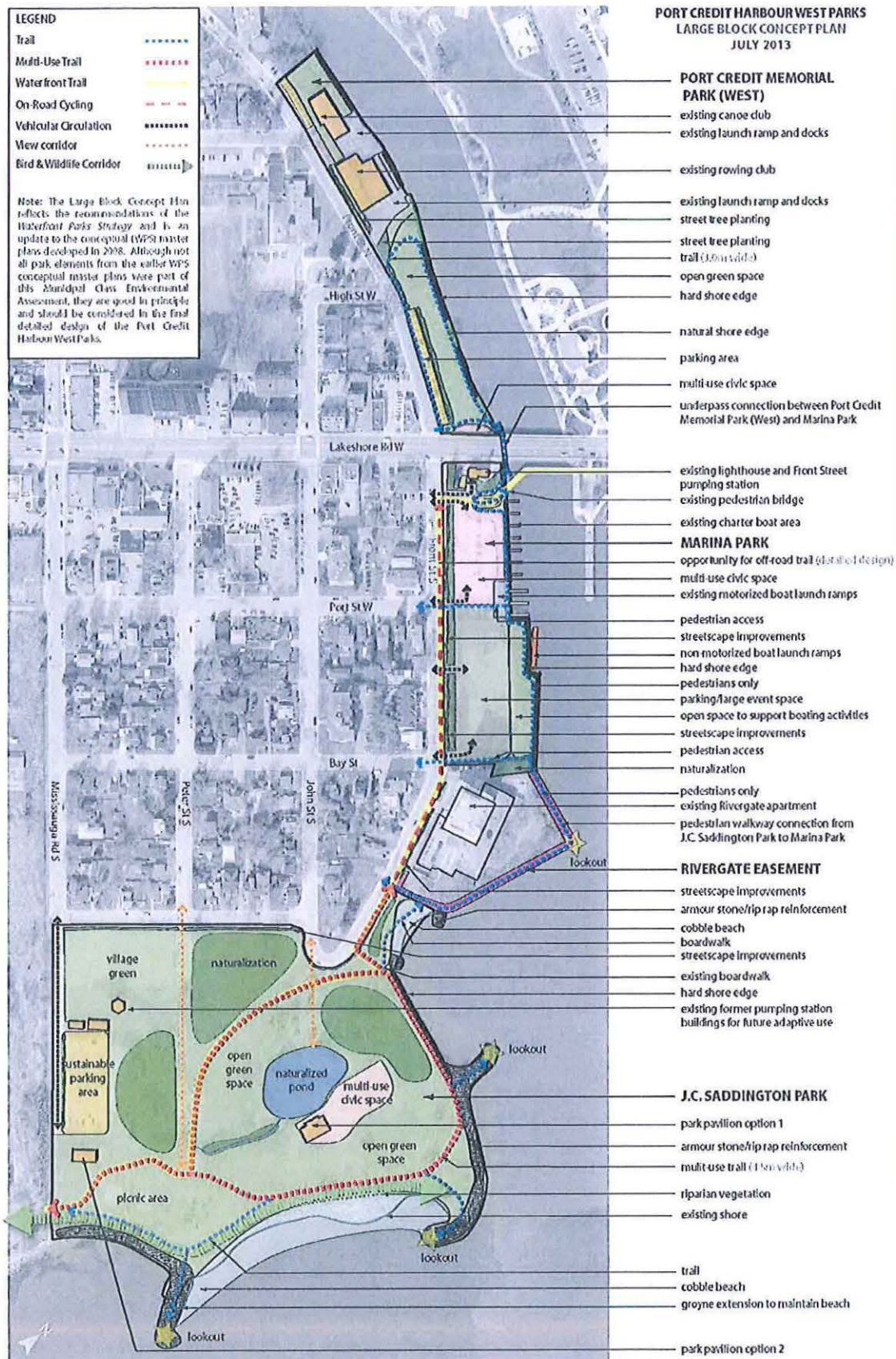
Minister of the Environment  
 77 Wellesley Street West  
 11th Floor, Ferguson Block  
 Toronto, ON, M7A 2T5

**Jane Darragh, OALA, MCIP, RPP**

Project Manager, Planner, Park Planning Section  
 Parks and Forestry Division  
 City of Mississauga  
 201 City Centre Drive, Suite 900  
 Mississauga, ON, L5B 2T4







**City of Mississauga**

**File: CD.21.FRO**

**Recommendation GC-0144-2015**

**GC-0144-2015**

1. That boat launch ramps be retained in Marina Park (P-112) as outlined in the corporate report dated March 3, 2015 from the Commissioner of Community Services.
2. That the Planning and Building Department be directed to commence a city initiated lifting of the H holding provisions on Marina Park (P-112).

<p>Date: October 2, 2015</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's file:</p> <p>OZ 13/016 W1</p> <hr/> <p>Meeting date:</p> <p>2015/10/26</p>
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## Subject

### RECOMMENDATION REPORT (WARD 1)

266-294 Lakeshore Road West, 125-143 High Street West, 5-7 Benson Avenue, north side of Lakeshore Road West, east of Benson Avenue

Applicant: High Benson Holdings Inc.

Applications to permit an 8 storey, 170 unit rental retirement apartment building, an 8 storey, 139 unit apartment building, 16 townhouses and street level retail commercial uses

## Recommendation

That the Report dated October 2, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 13/016 W1, High Benson Holdings Inc., 266-294 Lakeshore Road West, 125-143 High Street West and 5-7 Benson Avenue, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from **Residential Low Density II, Mixed Use, Mixed Use – Special Site 28** and **Mixed Use – Special Site 38** to **Mixed Use – Special Site** to permit retirement dwelling units, apartment dwelling units, townhouses and street level commercial uses consistent with the provisions outlined in Appendix 1 (I-9) be approved.
3. That the application to change the Zoning from **RM7 (Detached, Semi-Detached, Duplex and Triplex Dwellings)**, **C4 (Mainstreet Commercial)** and **C4-17 (Mainstreet Commercial)** to **H-C4-Exception (Mainstreet Commercial with Holding Provision)** to permit retirement dwelling units, apartment dwelling units, townhouses and street level commercial uses in accordance with the proposed revised zoning standards described in Appendix 6 of this report, be approved subject to the following conditions:

- (a) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development;
- (b) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the Peel District and the Dufferin-Peel Catholic District School Boards not apply to the subject lands.
4. That the "H" Holding Provision is to be removed from the **H-C4-Exception (Mainstreet Commercial with Holding Provision)** zoning applicable to the subject lands, by further amendment, upon confirmation from the applicable agencies and City Departments that matters as outlined in the Report dated October 2, 2015, from the Commissioner of Planning and Building, have been satisfactorily addressed.
5. In the event these applications are approved by Council and that a further amendment to remove the "H" Holding Symbol be applied for, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a report outlining the recommended community benefits upon conclusion of the discussions.
6. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

## Report Highlights

- Since the public meeting, revisions have been made to the proposal including the introduction of step backs to the 7<sup>th</sup> and 8<sup>th</sup> floors of the north sides of both apartment buildings, a minor reduction in the overall height of the apartment buildings and an increase in the number of parking spaces. The Rezoning application has also been amended to include an "H" Holding Provision.
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

## Background

A public meeting was held by the Planning and Development Committee on February 23, 2015, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0013-2015 which was adopted by Council and is attached as Appendix 2.

## Comments

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

### REVISED DEVELOPMENT PROPOSAL

The applicant has been working on the issues raised by staff through the technical review and by the community at the public meeting. On June 8, 2015, the applicant submitted a final revised development proposal along with supporting documents to the City for review. Changes include the following:

- the 7th and 8th floors of the north sides of both apartment buildings have been stepped back to reduce their visibility from the north;
- the overall height of both apartment buildings has been lowered by reducing the floor to ceiling heights for each storey. As a result, the rental retirement apartment building height has been reduced from 26.4 m (86.6 ft.) to 24.9 m (81.7 ft.) and the seniors apartment building from 26.4 m (86.6 ft.) to 24.4 m (80.2 ft.);
- The total gross floor area of the apartment buildings has been increased from 21 782 m<sup>2</sup> (234,467 sq. ft.) to 22 154 m<sup>2</sup> (238,471 sq. ft.) by the addition of massing along the Lakeshore Road West frontage. This results in a floor space index (FSI) increase from 2.22 to 2.26;
- The number of proposed parking spaces has been increased from 256 to 288;
- While the overall number of units remains the same, the number of units in the rental retirement apartment building has been reduced by 3 (from 173 to 170) and the number of units in the seniors apartment building has been increased by 3 (from 136 to 139). The total number of two bedroom units for both apartment buildings has been reduced from 87 to 66. The number of one bedroom units has increased from 222 to 243;
- The access driveway has been shifted 0.5 m (1.6 ft.) to the south to provide greater distance separation to the triplex located at 9 Benson Avenue. This will also provide room for additional landscaping.

The revised concept site plan (Appendix 3), building elevations (Appendix 4) and renderings (Appendix 5) are attached. In light of the outstanding development issues, the applicant also proposes that the Zoning By-law incorporate an "H" Holding Provision.

### COMMUNITY COMMENTS

The issues below were identified by residents through written correspondence and at community meetings held by Ward 1 Councillor Jim Tovey on February 10, 2014 and January 21, 2015, at focus group meetings on March 25, 2014, April 21, 2014 and May 27, 2014 and the February 23, 2015 public meeting held by the Planning and Development Committee.



**Comment**

Any proposal should be in keeping with the Port Credit Local Area Plan and the current zoning permissions.

**Response**

Provincial legislation under the *Planning Act* and the City's official plan allow for site-specific changes in Mississauga Official Plan and the City's Zoning By-law if a proposal meets the test of good planning. This recognizes the fact that appropriate development can include proposals that are outside of the planned land use and built form vision for each property as outlined in the City's planning regulations. The Planning Comments section of this report indicates that after a rigorous review process, this project has been found to represent appropriate redevelopment and therefore the planning permissions for the lands should be changed.

**Comment**

The proposed height, scale and density do not fit in with the character of the area. Further, the proposal is outside of an intensification node and is therefore inappropriate.

**Response**

The Planning Comments section of this report addresses these concerns.

**Comment**

If approved, the project will create a precedent for similar sized developments along Lakeshore Road West.

**Response**

Each development application is reviewed on the basis of its own merits, which includes the area context, relevant official plan policies, specific technical reports, and good planning and design principles.

**Comment**

Assembling many lots should not give the developer the right to construct buildings that are not compatible with the neighbourhood.

**Response**

While land assembly does not grant a proponent any additional rights to build, it is a benefit if it supports good planning. In this particular case, the assembly of lots provides the land needed to create appropriate height transitions and buffering to the low density residential community to the north. As outlined in the Planning Comments section, this proposal has been found to be compatible with the neighbourhood.

**Comment**

The added traffic and parking demand to the area will not be acceptable.

**Response**

A Traffic Impact Study was prepared by Read, Voorhees & Associates (updated May 2015) to assess the traffic impacts for both existing traffic and predicted future traffic volumes. The Transportation and Works Department reviewed this study and is satisfied with its findings and the conclusion that this proposed development will not have a significant impact on the level of

service compared to the existing conditions. The study found that site traffic generation will be low at 53 trips (24 inbound/29 outbound) and 95 trips (52 inbound/43 outbound) in the morning and evening peak hours, respectively.

Staff have reviewed the applicant's parking study (updated October 2014) and recommend reduced parking standards as outlined in Appendix 6. These are based on parking survey data from similar existing developments, proposed on-street layby parking spaces and the proposed mix of uses. While these standards are less than the zoning by-law requirements, they are not as significantly reduced as the applicant had requested.

**Comment**

The project will require the removal of many trees and other landscaping on site.

**Response**

An arborist report prepared by Maple Hill Tree Services updated April 2, 2015 identifies trees that can be preserved as well as those that will have to be removed. Staff have worked diligently with the applicant to preserve as many trees as possible and to obtain upgrades to the proposed streetscape plans in order to maximize the number of new trees and associated landscape elements.

**Comment**

The project will create shadow and wind issues along the abutting streets.

**Response**

A shadow study was prepared by Global Architect Inc. dated July 14, 2014 which confirms that the proposal will meet the City's criteria for producing minimal shadow impacts. A wind study was prepared by Rowan Williams Davies & Irwin Inc. dated October 16, 2013 and does not indicate any wind concerns arising from the proposal on adjacent streets. It does recommend wind reduction measures along Lakeshore Road West to improve comfort for pedestrians at the building entrances, particularly during the winter. These details will be addressed at the site plan approval stage.

**Comment**

There should be no connection to the Credit Landing Shopping Centre from High Street West.

**Response**

There will be no vehicular connection to the Credit Landing Shopping Centre. The possibility of a pedestrian connection will be explored during the site plan application review.

**Comment**

The proposed driveway access is too close to the existing triplex at the southeast corner of Benson Avenue and High Street West.

**Response**

Staff asked the applicant to examine shifting the driveway to the south and providing an enhanced landscape buffer, which has been accomplished. The driveway is now proposed to be 5.0 m (16.4 ft.) away from the triplex property. A preliminary landscape plan shows a new 1.8 m (6 ft.) high privacy fence, continuous cedar hedge, ornamental trees and additional landscaping on top of a berm that will screen views to the driveway.

**Comment**

The proposed access to the site should be from Lakeshore Road West, not Benson Avenue.

**Response**

The Transportation and Works Department has indicated that access to the site from Lakeshore Road West should not be considered due to safety concerns associated with direct access onto an arterial road. This is consistent with the City's Official Plan, which discourages direct access points to streets classified as Arterials. This is particularly the case given the proximity of the signalized access to the Credit Landing Shopping Centre just east of the site.

**Comment**

Bird-friendly window treatments should be used.

**Response**

A patterned glass treatment that is bird friendly will be considered for portions of the building during the site plan approval stage.

**Comment**

More information about the soil contamination is needed.

**Response**

The Proposed Remediation Work Plan, dated August 20, 2015 indicates that subsurface investigations were conducted at the site by Terraprobe Inc. during 2014-2015. Based on the extensive subsurface investigations, it is anticipated that all soil will be removed from the site in the location of the underground garage. Soil removal will be continued until clean soil is found. For a significant portion of the site, there will be no soil remaining (i.e. soil will be removed to the bedrock). A Record of Site Condition (RSC) will be submitted for the site to the Ministry of the Environment and Climate Change (MOECC). Remediation of contamination and filing of the RSC is recommended to be an "H" Holding Provision condition of the Zoning By-law which will prevent any development of the site prior to its clean up. Further, the *Environmental Protection Act* prohibits construction of a building in connection with a change of use prior a RSC being filed for the site.

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

Comments updated September 18, 2015 state that a Functional Servicing Report (FSR) dated August 6, 2015 has been reviewed and requires further changes and updated information. Additionally, construction of the temporary Beechwood Pumping station is required before development can proceed. As a result, the Region requires the following "H" Holding Provision as part of the Zoning By-law that must be satisfied prior to removal of the "H":

- Confirmation by the Region of Peel that satisfactory arrangements have been made for water and wastewater services to the site.

**City Transportation and Works Department (T&W)**

Comments updated September 11, 2015 state that the applicant's updated Site Plan, Functional Servicing Report, Grading/Servicing Plans, Streetscape Plans, Noise Feasibility Addendum and

Traffic Impact Study have been received and address T&W's preliminary comments and concerns.

The revised Traffic Impact Study, dated May 2015 by Read, Voorhees & Associates confirms to the satisfaction of T&W that the proposed development will have limited impact on the existing conditions of the surrounding road network.

T&W is in receipt of a Noise Feasibility Addendum which has confirmed that, subject to the appropriate mitigation measures, the development will be in compliance with MOECC noise guidelines. Satisfactory arrangements are to be made with the adjacent property owner to the east to complete the necessary off-site noise mitigation works.

T&W has no objection to the applicant's request that the applications be amended to include an "H" Holding Provision. In the event these applications are approved by Council, the following conditions must be addressed prior to removal of the "H" Holding Provision:

- A Record of Site Condition confirming satisfactory environmental remediation of the lands
- Development Agreement
- Servicing Agreement
- An agreement with the Credit Landing Shopping Centre for the implementation of noise mitigation measures
- Updated Grading Plan
- Dedication of lands to the City required to obtain the ultimate right-of-way for Lakeshore Road West

#### PLANNING COMMENTS

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

The Provincial Policy Statement (PPS) contains the Province's policies concerning land use planning for Ontario and all planning decisions are required to be consistent with these policies. It contains policies that encourage intensification within urban areas, the efficient use of land, infrastructure and public facilities, mixed use developments that are transit supportive and densities that enable active transportation. The proposal conforms to the PPS, as it represents mixed use intensification that is compact while being sensitive to its surrounding context. The applications also conform to the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan), which directs development to settlement areas and encourages intensification and compete communities with a diverse mix of land uses.

##### **Official Plan**

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit 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 followed by a discussion of how the proposed applications address the intent of the criteria.

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

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

The proposal meets the intent, goals and objectives of Mississauga Official Plan. It provides improved housing choices for seniors who live in the neighbourhood and beyond, which is a benefit to the community and is consistent with Policy 7.2.2 of the Official Plan. The main land uses will not change, as residential and retail commercial uses will be maintained on the site, albeit at higher densities. While the lands are not identified as an Intensification Area in Section 5.5, they are beside a Corridor and an Arterial Road and are in proximity to the Port Credit Community Node. As part of a Neighbourhood City Structure element, intensification may be considered where development is compatible in built form and scale to surrounding development and enhances the existing or planning development. Additionally, Section 10.1.2 of the Port Credit Local Area Plan permits heights in excess of existing limits subject to demonstrating several matters including appropriate site size, sky views, shadowing, overall massing and compatible built form.

The word “compatible” is defined in Mississauga Official Plan as not necessarily being the same as, or similar to, the existing or desired development, but coexisting and enhancing an established community without unacceptable adverse impacts. The official plan does not seek replication of the existing building stock but requires sensitivity as new developments integrate into established areas, as well as seeking enhancements for the community. The proposal achieves this, as it will replace a declining commercial strip of buildings with a mid-rise pedestrian and transit supportive mixed-use development that transitions well to the smaller homes located to the north. It will support the objective of establishing a vibrant and walkable mainstreet commercial area along this stretch of Lakeshore Road West. It will provide seniors in Port Credit another housing option so that they can remain in the community as they age, including those that require specialized on-site health care services.

The large assembly of lands has allowed the applicant to address compatibility between the 8 storey apartments and the existing 1 and 2 storey homes. It introduces 3 storey townhomes as a massing transition and makes use of High Street West as an additional separation to the existing community. As noted earlier, the applicant has made changes to the apartments by lowering their overall height and by increasing the 7th and 8th floor step backs on the north side. The result is that the proposed townhouses will almost entirely screen from view the proposed apartments for residents standing in the front yards of the existing High Street West homes. These views are illustrated in Appendix 5, Page 1. For pedestrians walking along the north side of Lakeshore Road West, only the first 4 floors of the mixed-use apartments will be visible due to the significant building step backs (see Appendix 5, Pages 2 and 3).

Regarding site servicing, this development would drain to the Beach Street Sewage Pumping Station, which is currently at capacity. As noted previously, the Region of Peel has requested that a specific condition be incorporated into the Zoning By-law through an “H” Holding Provision to ensure satisfactory site servicing prior to the development proceeding.

An acceptable planning justification report has been submitted by the applicant.

## Zoning

The proposed **H-C4-Exception (Mainstreet Commercial with Holding Provision)** zone is appropriate to accommodate the requested residential and commercial uses. Appendix 6 contains staff's recommended site specific zoning provisions based on its review of the proposed development. An exception schedule will specify the locations of all the buildings as well as the maximum heights and minimum step-backs for each floor of both apartment buildings.

## Bonus Zoning

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

Should these applications be approved by Council, it is recommended that one of the conditions for removal of the "H" Holding Provision be a satisfactory community benefits agreement with the City. Details of the recommended community benefits arrangement will be outlined as part of a future report to Council on the lifting of the "H" Holding Provision.

## Site Plan

Prior to development occurring on the lands the applicant will be required to obtain Site Plan approval. A site plan application has been submitted for the proposed development under file SP 15/075 W1. While the applicant has worked with city departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters including architectural details, landscaping, streetscape elements, pedestrian connections and tree preservation.

## "H" Holding Provision

Section 19.7 of Mississauga Official Plan (MOP) permits the enactment of an "H" Holding Provision to implement the policies of MOP for staging of development and specific requirements. In light of the outstanding development issues, the applicant proposes that the Zoning By-law incorporate an "H" Holding Provision until such time as the matters previously noted in this Report and listed in Appendix 6 have been satisfactorily addressed. Upon confirmation of this, the "H" Holding provision would be removed by further amendment to the Zoning By-law.

## Financial Impact

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

## Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the proposed changes by the applicant and staff are relatively minor, it is recommended that no further public notice be required.

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

1. The proposal is compatible with the surrounding land uses based on the similar residential and commercial land uses adjacent to the site and the complementary nature of the design, which achieves appropriate built form relationships with its context.
2. The proposed Official Plan provisions and zoning standards are appropriate to accommodate the requested uses based on the proposed height, massing, landscaping and general site design.

## Attachments

Appendix 1: Information Report

Appendix 2: Recommendation PDC-0013-2015

Appendix 3: Revised Concept Plan

Appendix 4: Revised Building Elevations

Appendix 5: Building Renderings

Appendix 6: Recommended Zoning Provisions



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner





# Corporate Report

Clerk's Files

APPENDIX 1

Originator's

Files **OZ 13/016 W1**

**PDC** FEB 23 2015

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**DATE:** February 3, 2015

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

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

**SUBJECT:** **Official Plan Amendment and Rezoning Applications**  
**To permit an 8 storey, 173 unit rental retirement apartment**  
**building, an 8 storey, 136 unit apartment building,**  
**16 townhouses and street level commercial uses**  
**266-294 Lakeshore Road West, 125-143 High Street West,**  
**7 Benson Avenue and the rear portion of 5 Benson Avenue**  
**Owner: High Benson Holdings Inc.**

**Public Meeting/Information Report**

**Ward 1**

---

**RECOMMENDATION:** That the Report dated February 3, 2015, from the Commissioner of Planning and Building regarding the applications by High Benson Holdings Inc. to permit an 8 storey, 173 unit rental retirement apartment building, an 8 storey, 136 unit apartment building, 16 townhouses and street level commercial uses under File OZ 13/016 W1, at 266-294 Lakeshore Road West, 125-143 High Street West, 7 Benson Avenue and the rear portion of 5 Benson Avenue, be received for information.

**REPORT  
HIGHLIGHTS:**

- This report has been prepared for the public meeting of February 23, 2015 to hear from the community;
- The project does not conform with the mixed use and residential land use designations and requires a rezoning;
- Community concerns include the overall height and massing of the project, the amount of density proposed and increased

traffic in the area;

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

## BACKGROUND:

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

## COMMENTS:

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	137.3 m (450.5 ft.) – Lakeshore Road West 112.0 m (367.5 ft.) – High Street West 12.2 m (40.0 ft.) – Benson Avenue
Depth:	91.5 m (300.2 ft.)
Gross Lot Area:	1.12 ha (2.76 ac.)
Existing Uses:	- motor vehicle repair uses - office uses - mixed residential/commercial uses - detached homes

The site is made up of 14 properties immediately west of the Credit Landing Shopping Centre in the Indian Heights neighbourhood of Port Credit. On the north half of the site are 9 lots that have detached houses built between the late 1940s and early 1950s. The remaining 5 lots are located along Lakeshore Road West and are stand-alone commercial buildings.

The surrounding neighbourhood has a mixture of commercial and residential uses. Older detached homes are mainly found to the north, although there has been recent infill development including semi-detached houses. A mix of retail, motor vehicle, office and apartment uses are found along this stretch of Lakeshore Road West. The surrounding land uses are described as follows:

North: Detached houses  
East: Credit Landing Shopping Centre  
South: Vacant Imperial Oil lands  
West: Commercial uses, medical office and low-rise apartment buildings

### **DETAILS OF THE PROJECT**

The developer describes the proposal as a continuing care retirement community with different levels of care and independence depending on the needs of the seniors who live there. The project consists of three main parts: a rental retirement apartment (173 units), an apartment building geared towards seniors (136 units) and four blocks of condominium townhouses (16 units).

The rental retirement apartment would contain a common dining room, housekeeping services, on-site medical support, as well as amenities for residents including a hobby room, theatre/chapel, games room, library, crafts room, hair salon, exercise room, and swimming pool. The units will not contain full kitchens.

The seniors' apartment building would contain full kitchens and residents would have to purchase a package of services from the adjacent rental retirement apartment. The developer is uncertain at this time whether the units will be registered as condominiums or whether they will all be rental units. If the units are registered as condominiums, the developer would retain ownership and rent them.

The 16 condominium townhouses would have their main entrance facing High Street West but would have two underground parking spaces directly under each unit. The units would be marketed to seniors. The owners would also have to purchase a package of services from the adjacent rental retirement apartment.

<b>Development Proposal</b>		
Applications Submitted	Received: October 28, 2013 Deemed complete: November 15, 2013 Revised: October 21, 2014	
Developer/Owner	High Benson Holdings Inc.	
Applicant	Freeman Planning Solutions Inc.	
Number of units	325	
Height	8 storeys – apartments 3 storeys – townhouses	
Lot Coverage	49.7%	
Floor Space Index	2.2	
Landscaped Area	38%	
Density	290.6 units/ha 117.6 units/acre	
Gross Floor Area	Residential/Amenity - 24 347 m <sup>2</sup> (262,077 sq. ft.) Commercial - 753 m <sup>2</sup> (8,084 sq. ft.) Total – 25 100 m <sup>2</sup> (270,183 sq. ft.)	
Anticipated Population	823*  *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.  The applicant has estimated the population to be 407 persons given that this is a proposed seniors' retirement development.	
Parking	Required	Proposed
resident spaces	282	202
visitor spaces	31	24
commercial spaces	42	33
Total	355	259 (less 27 for proposed shared parking = 232) 256 shown on site plan (10 surface and 246 underground)

Development Proposal	
Green Initiatives	<ul style="list-style-type: none"> <li>• Use of locally produced materials</li> <li>• Introduction of private Car Share Program featuring hybrid vehicles</li> <li>• Low water requirements for native species landscaping</li> <li>• On-site storm water storage tank and roof-top storage systems</li> <li>• Use of high efficiency systems</li> </ul>

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

## LAND USE CONTROLS

Due to the developer's appeal of the new Port Credit Local Area Plan to the Ontario Municipal Board (OMB), the old Area Plan policies are still in effect for this site. These lands are designated **Residential Low Density II, Mixed Use, Mixed Use – Special Site 28 and Mixed Use – Special Site 38** in the old Port Credit Local Area Plan. The developer has requested to redesignate the lands **Mixed Use – Special Site** to permit the proposed seniors' development.

A rezoning is proposed from **RM7 (Detached, Semi-Detached, Duplex and Triplex Dwellings), C4 (Mainstreet Commercial) and C4 – 17 (Mainstreet Commercial)** to **C4 – Exception (Mainstreet Commercial)** to permit the proposed seniors' development.

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

## Bonus Zoning

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

to the Planning and Development Committee on the provision of community benefits as a condition of approval.

### **WHAT DID THE COMMUNITY SAY?**

Community meetings were held by Ward 1 Councillor, Jim Tovey on February 10, 2014 and January 21, 2015, as well as focus group meetings on March 25, 2014, April 21, 2014 and May 27, 2014. While most of the comments were concerns, there have also been supportive remarks. Representatives of the Town of Port Credit Association (TOPCA) and Cranberry Cove Ratepayers Association have advised that their associations do not support the project, while the Port Credit Business Improvement Area (BIA) has indicated its support.

An overview of both the positive and negative comments raised by the community are listed below. Concerns will be addressed along with issues raised at the public meeting in the Recommendation Report, which will come at a later date.

#### Concerns

- Proposed height, scale and density does not fit in with the character of the area, which is mostly detached houses;
- Any project should be in keeping with what the Port Credit Local Area Plan and the current zoning permits;
- This is not an intensification node and so a project of this magnitude is not appropriate;
- If approved, this project will create a precedent for similar sized developments along Lakeshore Road West;
- Assembling many lots should not give the developer the right to construct buildings that are not compatible with the neighbourhood;
- The added traffic and parking demand to the area will not be acceptable;
- The project will require the removal of many trees and other landscaping on site;
- The project will create overshadowing and wind issues along the abutting streets;

- There should be no connection to the Credit Landing Shopping Centre from High Street West;
- The proposed driveway access is too close to the existing triplex at the southeast corner of Benson Avenue and High Street West;
- The proposed access to the site should be from Lakeshore Road West, not Benson Avenue;
- Bird-friendly window treatments should be used;
- More information about the soil contamination is needed.

#### Supportive Comments

- This project will be a great improvement compared to the businesses that exist along Lakeshore Road West, will provide an excellent streetscape and will revitalize the neighbourhood;
- The developer has worked hard to address concerns of residents;
- It will provide much needed seniors' housing to the neighbourhood and will improve the tax base;
- Higher residential densities are needed if we want to create transit supportive development;
- A seniors' development will have much less impact on traffic compared to a standard residential condominium project.

### **DEVELOPMENT ISSUES**

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

- Are the policies and principles of Mississauga Official Plan maintained by this project;
- Is the proposal compatible with the character of the area given its height, massing, density, uses, landscaping, building configuration and technical requirements;
- Has an appropriate building transition been provided between the existing surrounding homes and commercial buildings and the proposal;



- Is the proposed streetscape design along Lakeshore Road West satisfactory;
- Are the proposed design details and zoning standards appropriate, including the requested reduction in parking rates;
- Have all other technical requirements and studies related to the project been found to be acceptable.

### OTHER INFORMATION

A number of studies and reports have been submitted by High Benson Holdings Inc. in support of the applications. The list is below and the studies are available for review.

- Master Plan, Concept Plan, Site Plan
- Draft Reference Plan
- Elevations/Sections, Floor/Roof Plans
- Engineering Plans
- Landscape Plan
- Utility Plan
- Planning Justification Report
- Urban Design Brief
- Arborist Report and Tree Preservation Plan
- Pedestrian Wind Assessment
- Shadow Study
- Traffic Impact Study
- Phase I Environmental Site Assessment
- Preliminary Phase II Environmental Site Assessment
- Record of Site Condition
- Functional Servicing Report
- Noise Feasibility Study
- Parking Study
- Green Initiatives Letter
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

### Development Requirements


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

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

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

**ATTACHMENTS:**

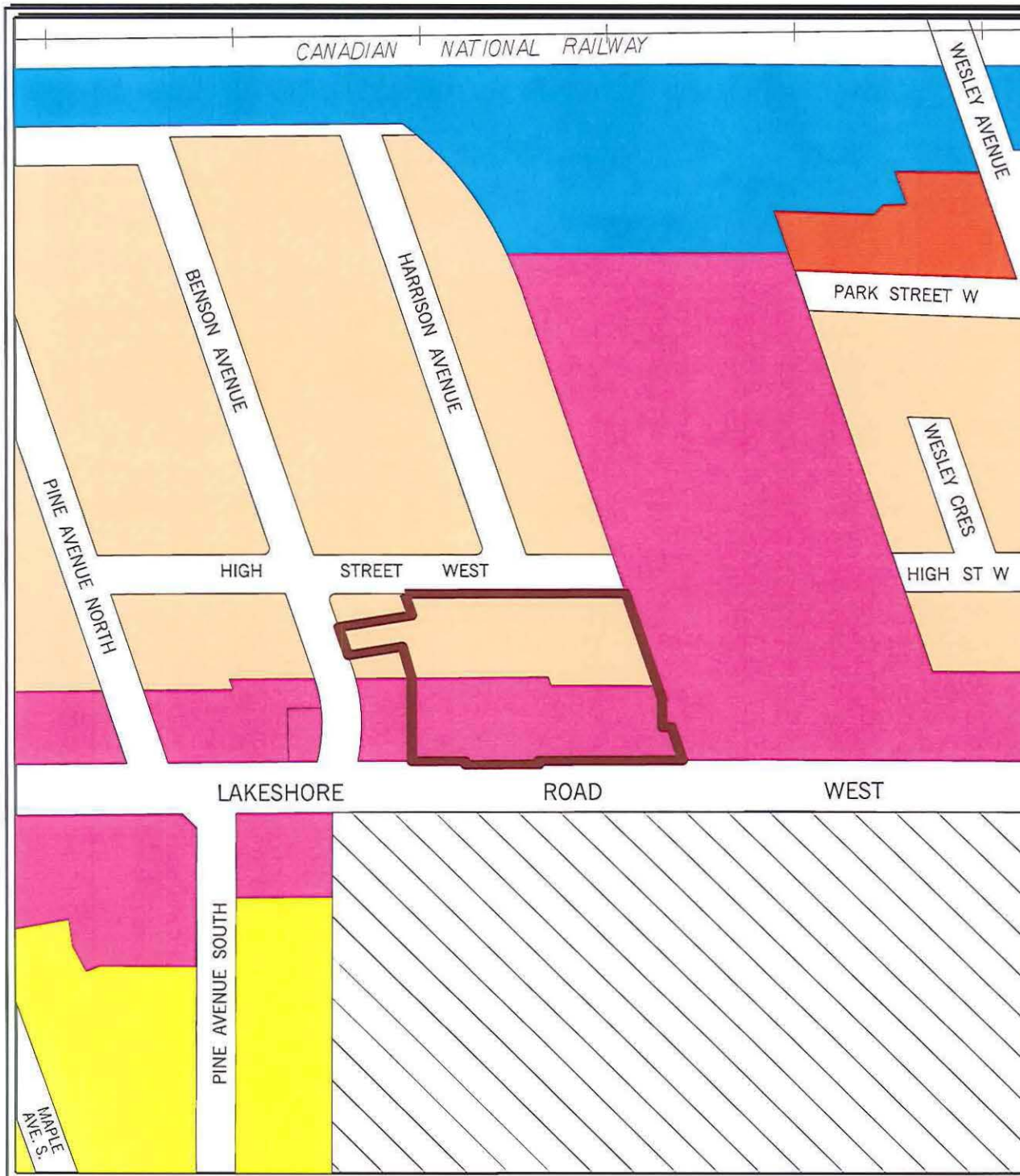
- Appendix I-1: Aerial Photograph
- Appendix I-2: Excerpt of Mississauga Official Plan
- Appendix I-3: Existing Land Use and Proposed Zoning Map
- Appendix I-4: Concept Plan
- Appendix I-5: Elevations
- Appendix I-6: Renderings
- Appendix I-7: Agency Comments
- Appendix I-8: School Accommodation
- Appendix I-9: Summary of Existing and Proposed Official Plan Amendment Provisions and Relevant Mississauga Official Plan policies
- Appendix I-10: Summary of Existing and Proposed Zoning Provisions and Applicant's Draft Zoning By-law Amendment
- Appendix I-11: General Context Map

  
\_\_\_\_\_  
Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Ben Phillips, Development Planner*







# 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	Special Waterfront

## 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

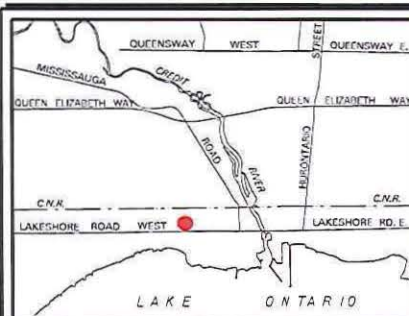
Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

ND2 Region of Peel Non-Decision

SUBJECT LANDS



SUBJECT:  
**HIGH BENSON HOLDINGS INC.**



FILE NO:  
OZ 13016 W1

DWG. NO:  
13016L

SCALE:  
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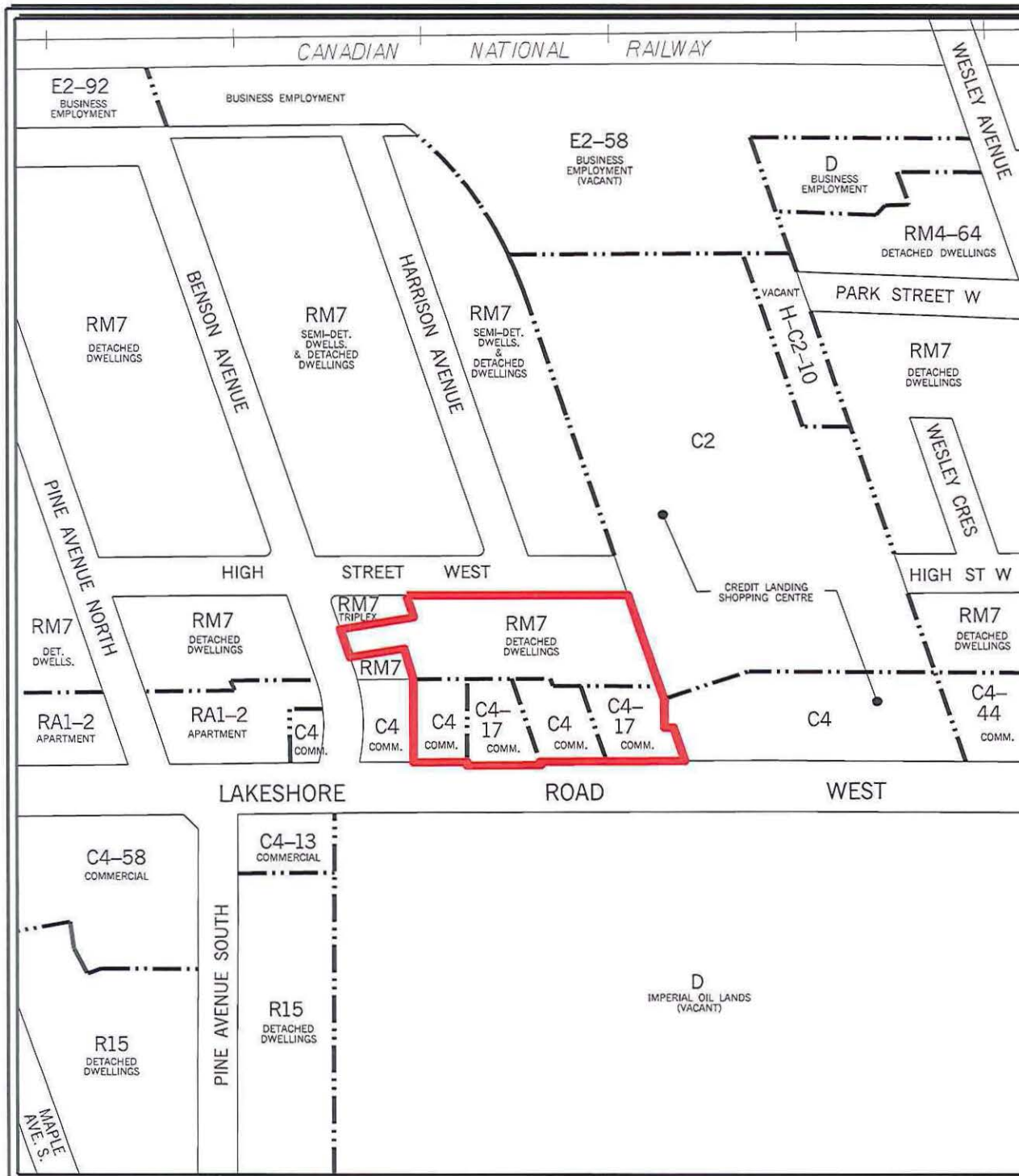
PDC DATE:  
2015 02 23

DRAWN BY:  
B. KRUGER

**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics

APPENDIX 1-2



# LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM "MIXED USE", "MIXED USE-SPECIAL SITE 28", "MIXED USE-SPECIAL SITE 38" AND "RESIDENTIAL LOW DENSITY II" TO "MIXED USE-SPECIAL SITE" AND PROPOSED REZONING FROM "RM7" (DETACHED, SEMI-DETACHED, DUPLEX AND TRIPLEX DWELLINGS), "C4" (MAINSTREET COMMERCIAL) AND "C4-17" (MAINSTREET COMMERCIAL) TO "C4-EXCEPTION" (MAINSTREET COMMERCIAL) TO PERMIT AN 8 STOREY, 173 UNIT RENTAL RETIREMENT APARTMENT BUILDING, AN 8 STOREY, 136 UNIT APARTMENT BUILDING, 16 TOWNHOUSES AND STREET LEVEL COMMERCIAL USES.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN

THIS IS NOT A PLAN OF SURVEY.



## SUBJECT:

**HIGH BENSON HOLDINGS INC.**



FILE NO:  
OZ 13016 W1

DWG. NO:  
13016R

SCALE:  
1:3000

PDC DATE:  
2015 02 23

DRAWN BY:  
B. KRUGER

APPENDIX I-3

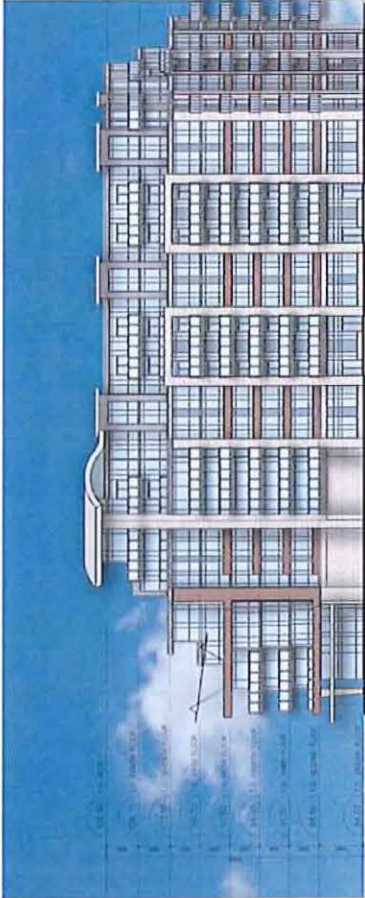
**MISSISSAUGA**  
Planning and Building

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T&W, Geomatics





ELEVATIONS



3- EAST ELEVATION RETIREMENT

ASST SCALE 1/200



4- WEST ELEVATION RETIREMENT

ASST SCALE 1/200



2- NORTH ELEVATION - HIGH STREET

ASST SCALE 1/200



1- SOUTH ELEVATION - LAKESHORE

ASST SCALE 1/200





7- COURTYARD PART WEST ELEVATION APPT.  
ASD SCALE 1/200



6- COURTYARD WEST ELEVATION APPT.  
ASD SCALE 1/200



5- COURTYARD NORTH ELEVATION / PART NORTH RETIREMENT  
ASD SCALE 1/200



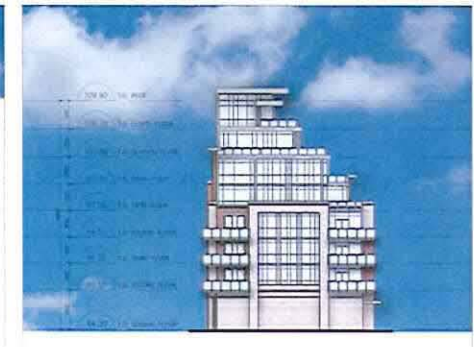
4- COURTYARD SOUTH ELEVATION  
ASD SCALE 1/200



3- COURTYARD EAST ELEVATION RETIREMENT  
ASD SCALE 1/200

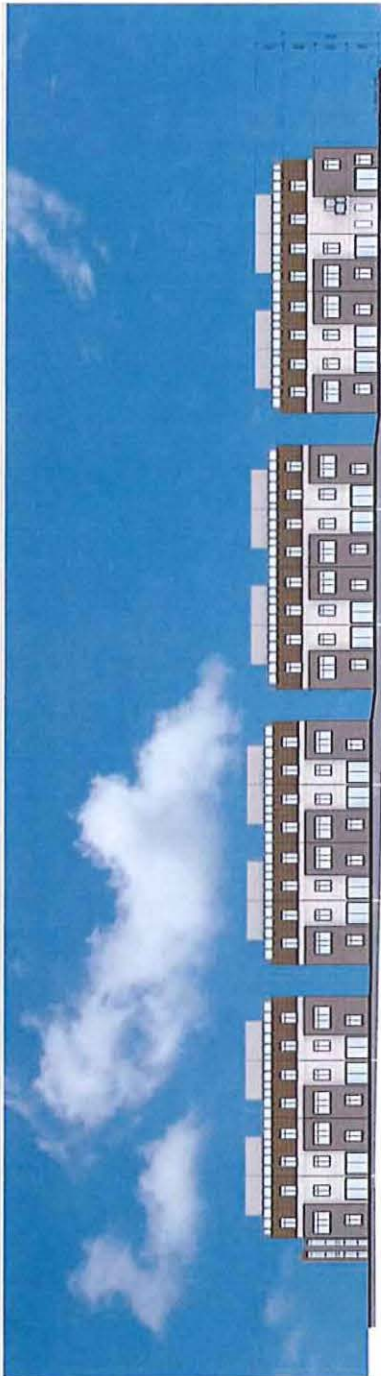


2- PART WEST ELEVATION RETIREMENT  
ASD SCALE 1/200



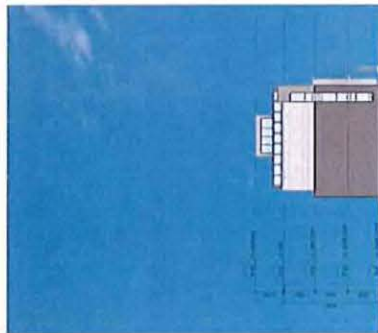
1- PART WEST ELEVATION RETIREMENT  
ASD SCALE 1/200

ELEVATIONS



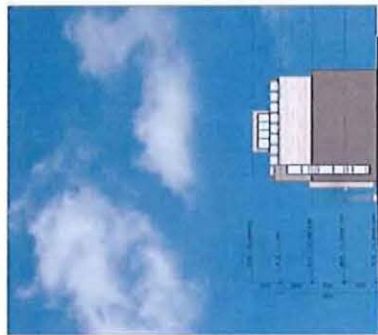
6- SOUTH ELEVATION

ASST SCALE 1/8"=1'-0"



5- INSIDE EAST ELEVATION

ASST SCALE 1/8"=1'-0"



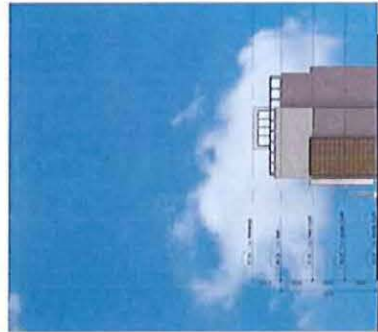
4- INSIDE WEST ELEVATION

ASST SCALE 1/8"=1'-0"



3- EAST ELEVATION

ASST SCALE 1/8"=1'-0"



2- WEST ELEVATION

ASST SCALE 1/8"=1'-0"



1- NORTH ELEVATION

ASST SCALE 1/8"=1'-0"





LAKESHORE ROAD WEST (LOOKING EAST)





## Lakeshore Road Streetscape

LAKESHORE ROAD WEST - CLOSE UP





## Townhouse Frontyard Perspective

APPENDIX I-6  
PAGE 3

HIGH STREET WEST (LOOKING SOUTH)

High Benson Holdings Inc.

File: OZ 13/016 W1

## Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (December 1, 2014)	<p>An existing 150 mm (6 in.) diameter water main is located on High Street. An existing 300 mm (12 in.) diameter water main is located on Benson Avenue. An existing 400 mm (16 in.) and an existing 300 mm (12 in.) diameter water main are located on Lakeshore Road West.</p> <p>An existing 250 mm (10 in.) diameter sanitary sewer is located on High Street. An existing 250 mm (10 in.) diameter sanitary sewer is located on Benson Avenue. An existing 350 mm (14 in.) and an existing 375 mm (15 in.) diameter sanitary sewer are located on Lakeshore Road West.</p> <p>This property drains to the Beach Street Sewage Pumping Station which is currently at capacity. Sanitary servicing for new services will not be available until the new Beechwood Sewage Pumping Station is operational.</p> <p>Curbside collection will be provided by the Region of Peel for the 16 townhouse units. Mixed use buildings within multi-residential complexes must have separate storage areas. On-site waste collection for the commercial portion of the mixed use buildings will be required through a private waste hauler.</p>
Dufferin-Peel Catholic District School Board (November 7, 2014 ) and Peel District School Board (November 26, 2014)	<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>If approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be included in Development and</p>

High Benson Holdings Inc.

File: OZ 13/016 W1

Agency / Comment Date	Comment
	Servicing Agreements and all Agreements of Purchase and Sale.
City Community Services Department – Parks and Forestry Division/Park Planning Section (January 19, 2015)	<p>Community Services indicated that 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 the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p> <p>The developer will be responsible for the cost and construction of any required streetscape corridor and boulevard works along Lakeshore Road West as well as supplying a cash contribution for any boulevard planting on High Street West and Benson Avenue. The developer shall enter into the appropriate agreement with the City outlining these works, which will be detailed through comments by the Transportation and Works Department, Community Services Department and Planning and Building Department.</p>
City Community Services Department – Fire and Emergency Services Division (December 4, 2014)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (T&W) (January 13, 2015)	<p>T&amp;W confirmed receipt of Site Plan, Functional Servicing Report, Grading Plan, Servicing Plan, Composite Utility Plan, Noise Feasibility Study and Traffic Impact Study circulated by Planning and Building.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> <li>• Traffic implications</li> <li>• Grading implications</li> <li>• Storm sewer and stormwater management design</li> <li>• Noise impact and mitigation measures</li> <li>• Final Phase II Environmental Site Assessment and a Record of Site Condition</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>



High Benson Holdings Inc.

File: OZ 13/016 W1

Agency / Comment Date	Comment
GO Transit/Metrolinx (January 12, 2015)	<p>The subject development is within 300 m (984 ft.) of our Lakeshore West rail corridor and as such:</p> <ul style="list-style-type: none"> <li>• The Noise Feasibility Study analysis (prepared by HGC, dated September 12, 2014) contemplates current GO Transit rail traffic forecasts. The report concludes "that with suitable noise control measures integrated into the design of the buildings, it is feasible to achieve the indoor MOE guideline sound levels from the road and rail traffic sources". Outdoor noise levels are not considered to be an issue.</li> <li>• The following warning clause should be included in all development agreements, offers to purchase and agreements of purchase and sale or lease for all residential units within 300 m (984 ft.) of the rail corridor:   <p>"Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."</p> </li> <li>• The Owner shall grant Metrolinx an environmental easement for operational emissions registered on title against the subject residential dwellings in favour of Metrolinx. This easement is essentially a noise warning clause registered on title.</li> </ul>

High Benson Holdings Inc.

File: OZ 13/016 W1

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Canada Post</li> <li>- Development Services</li> <li>- Economic Development Office</li> <li>- Enersource Hydro Mississauga</li> <li>- Rogers Cable</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Conseil Scolaire de Distrique Centre-Sud</li> <li>- Conseil Scolaire Viamonde</li> <li>- Realty Services, Corporate Services Department</li> <li>- Trillium Health Partners</li> </ul>

High Benson Holdings Inc.

File: OZ 13/016 W1

## School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> <li>Student Yield:                37 Kindergarten to Grade 8                11 Grade 9 to Grade 12             </li> <li>School Accommodation:                Riverside Public School                               Enrolment: 257                Capacity: 452                Portables: 0                               Port Credit Secondary School                               Enrolment: 1,192                Capacity: 1,203*                Portables: 1             </li> </ul> <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield:                4 Junior Kindergarten to Grade 8                1 Grade 9 to Grade 12             </li> <li>School Accommodation:                St. Luke Catholic Elementary School                               Enrolment: 533                Capacity: 584                Portables: 0                               Iona Catholic Secondary School                               Enrolment: 1,117                Capacity: 723                Portables: 17             </li> </ul>

Note: Notwithstanding the student yield estimates provided by the school boards as noted above, it is recognized that children are generally not anticipated to be part of this proposed seniors' development.

High Benson Holdings Inc.

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### **Existing Official Plan Provisions**

"Mixed Use" which permits the following uses: commercial parking facility; conference centre; entertainment, recreation and sports facility; financial institution; funeral establishment; motor vehicle rental; overnight accommodation; personal service establishment; post-secondary educational facility; residential; restaurant; retail store; and secondary office. Self-storage facility is not a permitted use.

"Mixed Use – Special Site 28" which notwithstanding the provisions of the Mixed Use designation, the existing motor vehicle repair uses will be permitted; drive-through facilities will not be permitted.

"Mixed Use – Special Site 38" which notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted.

"Residential Low Density II" which permits detached, semi-detached, duplex, triplex and street townhouse dwellings.

### **Proposed Official Plan Amendment Provisions**

In addition to redesignating all of the site to Mixed Use – Special Site, the applicant is proposing to add the following new Special Site policies for the site:

The lands are subject to special site policies which state:

Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- a. Townhouses with building heights not to exceed three storeys of livable space shall be provided along the south side of High Street West;
- b. The total maximum number of retirement dwelling units and/or apartment dwelling units for seniors, with living and health support services will be 325;
- c. A gradation of building heights shall be provided with the maximum building height not to exceed eight storeys;
- d. Street related retail commercial uses, restaurants, personal service uses and office uses will be permitted along Lakeshore Road West.

### Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing these applications. An overview of some of these policies is found below:

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3.5 Section 5.4	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Intensification will generally occur through infilling and the development of existing commercial sites as mixed use areas and is to be sensitive to the context. Intensification 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 Mississauga Official Plan. Appropriate transitions in use, built form, density and scale are to be achieved.  Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.
Section 6 – Value the Environment	Section 6.7.1 Section 6.7.2 Section 6.7.3 Section 6.7.4 Section 6.7.5	Contaminated sites must be identified and appropriately addressed by the proponent of development. This includes the submission of required information identifying potential contamination and planned remedial actions if contamination is confirmed.
Section 7 – Complete Communities	Section 7.2 Section 7.2.1 Section 7.2.2	Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.

High Benson Holdings Inc.

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Section 9 – Building a Desirable Urban Form	<p>Section 9.2.2 Section 9.3.3.10 Section 9.3.3.11 Section 9.5.1 Section 9.5.2 Section 9.5.3</p>	<p>Development in Neighbourhoods is required to be context sensitive and respect the existing or planned character and scale of development.</p> <p>Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.</p> <p>Development on Corridors will be encouraged to achieve a number of things, including the assembly small land parcels to create efficient development parcels, not locate parking between the building and the street, site buildings that frame the street, support of transit and active transportation modes and consolidation of access points.</p>
Old Port Credit Local Area Plan (In Effect for this Site)	Section 2.1.2	<p>The North Residential Precinct is a stable residential area that should be maintained while allowing for infill which is compatible with and enhances the character of the area. Among other things, the 1 and 2 storey building heights, the combination of small building masses on small lots, the juxtaposition of industrial, employment, residential and commercial uses and the well landscaped streetscapes should be preserved.</p> <p>For the Mainstreet Precinct, building heights should be a minimum of two storeys and a maximum of three storeys. Mixed use developments with street related retail commercial uses and a rhythm of closely spaced storefronts lining the street are encouraged.</p>
New Port Credit Local Area Plan (Shall Have Regard For this Site)	<p>Section 10.3.4 Section 10.3.6 Schedule 2A</p>	<p>In the North Residential Neighbourhoods, the predominant characteristics of these areas will be preserved. New development should not exceed 3 storeys.</p> <p>The Mainstreet Neighbourhood Precinct will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street. The assembly of adjacent low density residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. Height limits are between 2 and 4 storeys.</p>

High Benson Holdings Inc.

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Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• 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.</li> </ul>
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High Benson Holdings Inc.

File: OZ 13/016 W1

**Summary of Existing Zoning By-law Provisions**

**"RM7" (Detached, Semi-Detached, Duplex and Triplex Dwellings)**, which permits detached, semi-detached, duplex and triplex dwelling units.

**"C4" (Mainstreet Commercial)** which permits various retail and commercial uses and apartment dwellings.

**"C4 – 17" (Mainstreet Commercial)** which permits the uses as specified for a "C4" zone except that a motor vehicle repair facility – restricted, legally existing on the date of passing of the By-law – shall also be permitted.

High Benson Holdings Inc.

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## Summary of Proposed Zoning By-law Provisions

Zone Standards	Required "C4" Zoning By-law Standards	Proposed "C4-Exception" Zoning By-law Standards
Uses	Apartment Dwelling; Dwelling Unit located above the first storey of a commercial building; range of commercial uses including Retail Store, Personal Service Establishment, Restaurant, Take-out Restaurant, Financial Institution, Office, Medical office, Repair Establishment, Parking Lot.	Condominium Apartment Dwelling, Rental Apartment Dwelling, Retirement Dwelling, Assisted Living Dwellings, Townhouses, Financial Institution, Office, Medical Office, Personal Service Establishment, Repair Establishment, Retail Store, Parking Lot, Restaurant, Take-out Restaurant, Outdoor patio accessory to a restaurant or take-out restaurant.
New Definition	n/a	"Assisted Living Dwelling" means a dwelling unit within a retirement dwelling where a higher level of supervised support and care is provided such as, but not limited to, memory care and may include one or more amenity areas such as but not limited to common dining, lounge, kitchen and recreational areas.
Maximum No. of dwelling units	n/a	325
Maximum Floor Space Index	n/a	2.3
Maximum Height	3 storeys – 12.5 m (41.0 ft.) for flat roofs	Apartments – stepping up to 8 storeys (see draft zoning by-law schedule) Townhouses – 3 storeys and 11.9 m (39.0 ft.) including mechanical penthouse
Maximum gross floor area for commercial uses	n/a	751 m <sup>2</sup> (8,084 sq. ft.)
Minimum Landscaped Area	n/a	35%
Parking Standards	Varies depending on use	Reductions are proposed, see draft zoning by-law
- See applicant's draft zoning by-law for all requested provisions (following pages)		

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law and may impose a holding symbol or provision;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

6.2.5.XX	Exception: C4-XX	Map # 8	By-law
In a C4-XX zone the applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
Permitted Use			
6.2.5.XX.1 Lands zoned RA2-XX shall only be used for the following:			
<div><div>(1) Condominium Apartment Dwelling</div><div>(2) Rental Apartment Dwelling</div><div>(3) Retirement Dwelling</div><div>(4) Assisted Living Dwellings</div><div>(5) Townhouses</div><div>(6) Financial Institution</div><div>(7) Office</div><div>(8) Medical Office</div><div>(9) Personal Service Establishment</div><div>(10) Repair Establishment</div><div>(11) Retail Store</div><div>(12) Parking Lot</div><div>(13) Restaurant</div><div>(14) Take-out restaurant</div><div>(15) Outdoor patio accessory to a restaurant or take-out restaurant</div></div>			
Regulations			
6.2.5.XX.2 The provisions contained in Subsections 2.1.2, 2.1.25 and the regulations of Lines 2.0, 3.0, and 14.0 contained in Table 3.1.2.1 and Lines 16.0, 31.1, 31.2, 33.2, 39.2, 41.2, 42.3 and 42.4 contained in Table 3.1.2.2 and Lines 5.0, 7.0, 8.1, 8.5, 9.1, 9.5, 11.0, 11.1, 12.3, 12.4, 14.0, 15.0 and 16.0 contained in Table 6.2.1 of this By-law shall not apply.			
6.2.5.XX.3 "Assisted Living Dwelling" means a dwelling unit within a retirement dwelling where a higher level of supervised support and care is provided such as, but not limited to, memory care and may include one or more amenity areas such as but limited to a common dining, lounge, kitchen and recreational areas.			
6.2.5.XX.4 Maximum number of dwelling units on lands identified on Schedule C4-XX 325			
6.2.5.XX.5 For the purposes of this By-law, all lands zoned C4-XX shall be considered one (1) lot			
6.2.5.XX.6 Maximum Floor Space Index 2.3			

6.2.5.XX	Exception: C4-XX	Map # 8	By-law
In a C4-XX zone the applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
6.2.5.XX.7	Maximum gross floor area-non-residential used for any combination of permitted uses contained in Sentence 6.2.5.XX.1		751 m2
6.2.5.XX.8	The non-residential uses permitted in Sentence 6.2.5.XX.1 shall be located on the ground floor of the retirement dwelling and condominium and rental apartment dwelling along Lakeshore Road West		
6.2.5.XX.9	Maximum height of townhouses including mechanical penthouse		11.9 m
6.2.5.XX.10	Minimum landscaped area		35%
6.2.5.XX.11	The lot line abutting Lakeshore Road West shall be deemed to be the front lot line		
6.2.5.XX.12	Minimum setback to underground parking structures from all lot lines		0.0 m
6.2.5.XX.13	Minimum number or parking spaces per one-bedroom or two-bedroom condominium or rental apartment dwelling unit		0.80
6.2.5.XX.14	Minimum number or visitor parking spaces per condominium or rental apartment dwelling unit		0.15
6.2.5.XX.15	Minimum number or parking spaces per retirement dwelling unit for occupants		0.14
6.2.5.XX.16	Minimum number or parking spaces per retirement dwelling unit for visitor and staff		0.26
6.2.5.XX.17	Minimum number or parking spaces per assisted living dwelling unit		0.33
6.2.5.XX.18	Minimum number of parking spaces per 100 m2 gross floor area - non-residential for an Office, Personal Service Establishment, Repair Establishment or Retail Store		3.0
6.2.5.XX.19	Minimum number of parking spaces per 100 m2 gross floor area - non-residential for a Financial Institution, Medical Office or Takeout Restaurant		4.85
6.2.5.XX.20	Minimum number of parking spaces per 100 m2 gross floor area - non-residential for a Restaurant		7.65
6.2.5.XX.21	For the purpose of Article 3.1.2.3 - Mixed Use Development Shared Parking of this By-law, the following formula shall apply		

6.2.5.XX	Exception: C4-XX	Map # 8	By-law:		
In a C4-XX zone the applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:					
Table	Percentage of Peak Period (Weekday)				
6.2.5.XX.21	Land Use	Morning	Noon	Afternoon	Evening
	Assisted Living	60	75	100	45
	Retirement Visitors and Staff	45	65	100	65
	Independent Living Visitors	20	20	50	100
	Townhouse Visitors	20	20	50	100
	Financial Institution	100	90	95	10
	Office	100	90	95	10
	Medical Office	100	90	95	10
	Personal Service Establishments	50	50	70	75
	Repair Establishments	50	50	70	75
	Retail Store	50	50	70	75
	Take-out Restaurant	25	65	25	100
	Restaurant	25	65	25	100
	Percentage of Peak Period (Weekend)				
	Land Use	Morning	Noon	Afternoon	Evening
	Assisted Living	50	60	80	40
	Retirement Visitors and Staff	40	60	90	60
	Independent Living Visitors	20	20	60	100
	Townhouse Visitors	20	20	60	100
	Financial Institution	10	10	10	10
	Office	10	10	10	10
	Medical Office	10	10	10	10
	Personal Service Establishments	50	75	100	10
	Repair Establishments	50	75	100	10
	Retail Store	50	75	100	10
	Take-out Restaurant	20	90	50	100
	Restaurant	20	90	50	100
6.2.5.XX.22	Number of loading spaces required for all lands zoned C4-XX				1
6.2.5.XX.23	Minimum setback from a parking structure completely below or above finished grade to a lot line				0.0 m
6.2.5.XX.24	Notwithstanding Schedule C4-XX of this Exception, the maximum projections permitted beyond the buildable area shall be in compliance with the following:				
	(1) porch				1.5 m
	(2) awnings				1.5 m
	(3) window projections and other architectural elements, with or without a foundation, such as but not limited to fireplaces, pilasters and corbel				1.0 m
	(4) balcony				1.5 m
6.2.5.XX.56	Stairs, walkways, planters and ventilation shafts are permitted to encroach into the required yard and landscaped buffer				

6.2.5.XX:	Exception: C4-XX:	Map # 8	By-law:
In a C4-XX zone the applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
6.2.5.XX.26 All site development plans for apartment dwellings, retirement dwellings and townhouse dwellings shall comply with Schedule C4-XX of this Exception			

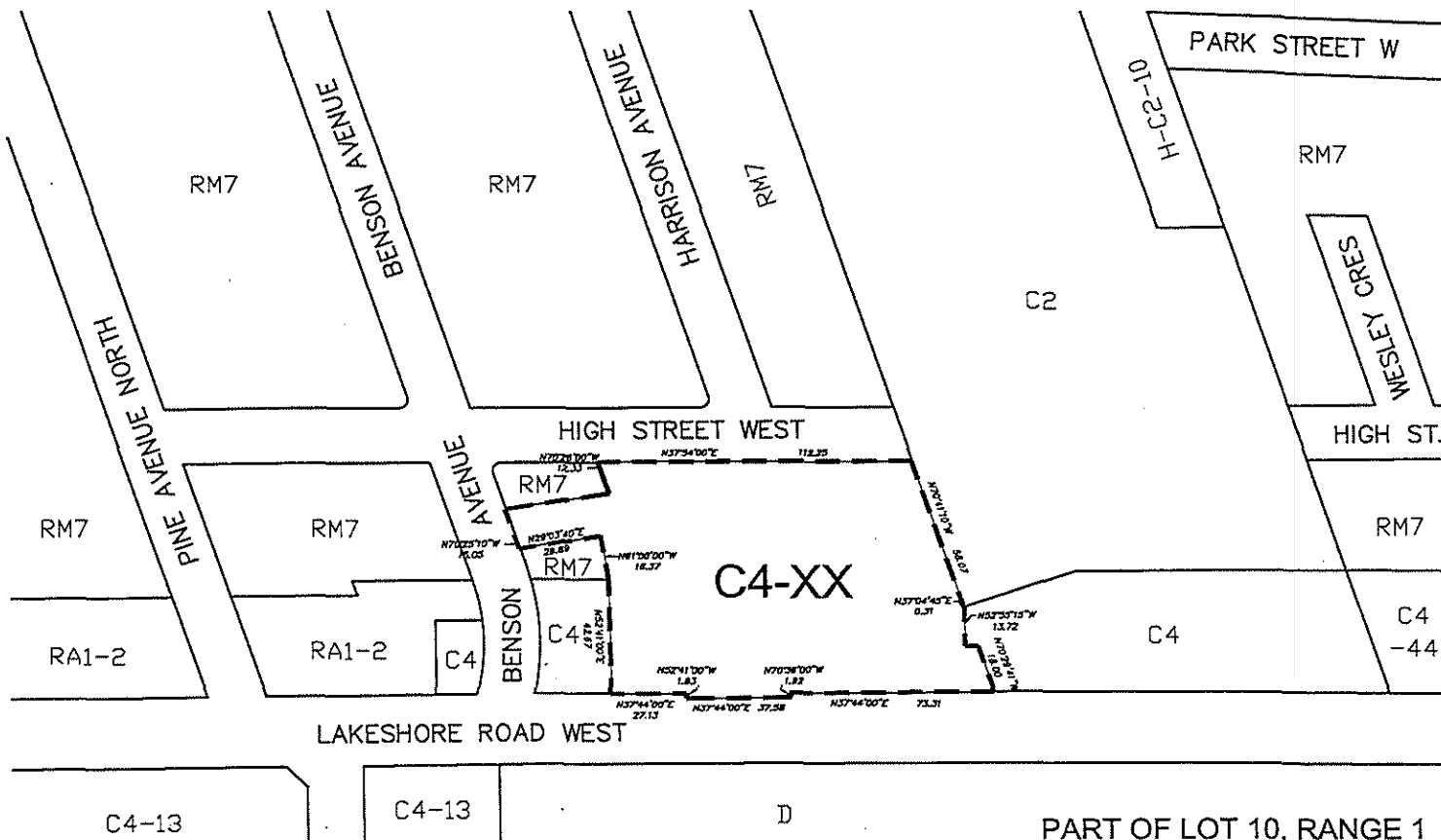
2. Map Number 8 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "RM7", "C4" and "C4-17" to "C4-XX" the zoning of Part of Lot 10, Range 1 Credit Indian Reserve, Part of Lot 4, Lot 5 to Lot 13, Part of Lot 14 and Lot 15 on Registered Plan G-22 in the City of Mississauga, PROVIDED HOWEVER THAT the "C4-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "C4-XX" zoning indicated thereon.
3. This By-law shall not come into force until Mississauga Official Plan (MOP) Amendment Number XXX is in full force and effect.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2015.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



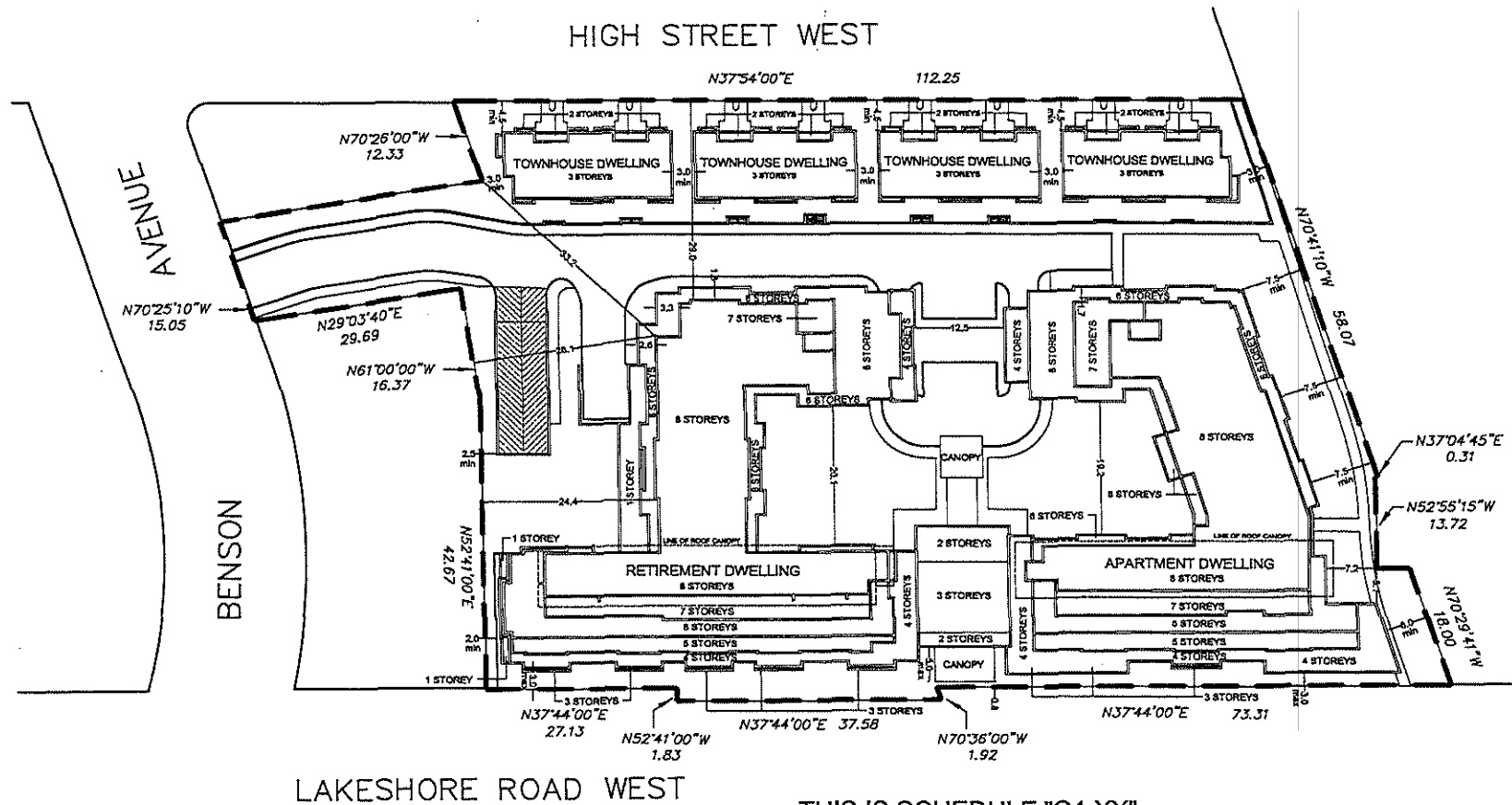


This is not a plan of Survey. Dimensions derived from available office records.

SCALE - 1:2000

THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL ON  
\_\_\_\_\_

PART OF LOT 10, RANGE 1  
CREDIT INDIAN RESERVE  
GEOGRAPHIC TOWNSHIP OF TORONTO  
PART OF LOT 5 & LOTS 6 to 14 INCLUSIVE  
REGISTERED PLAN G-22  
CITY OF MISSISSAUGA



## APPENDIX "A" TO BY-LAW NUMBER \_\_\_\_\_

### Explanation of the Purpose and Effect of the By-law

To permit a Mixed Use development consisting of apartment dwellings, retirement dwellings, townhouses and non-residential uses including financial institution, office, medical office, personal service establishment, repair establishment, retail establishment, retail store, parking lot restaurant and take-out restaurant provided these non-residential uses are situated on the ground floor and along Lakeshore Road West.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "RM7", "C4" and "C4-17" to "C4-XX".

"RM7" permits detached dwellings, semi-detached dwellings, duplex dwellings and triplex dwellings.

"C4" permits Mainstreet Commercial uses.

"C4-17" permits Mainstreet Commercial uses and a motor vehicle repair facility - restricted uses that legally existed on the date that Zoning By-law 0225-2007 as enacted.

"C4-XX" permits apartment dwellings, retirement dwellings with assisted living dwellings, townhouses and non-residential uses including financial institution, office, medical office, personal service establishment, repair establishment, retail store, parking lot, restaurant, take-out restaurant and outdoor accessory patios provided these non-residential uses are situated on the ground floor and along Lakeshore Road West.

### Location of Lands Affected

The lands described as Part of Lot 10, Range 1 Credit Indian Reserve, Part of Lot 4, Lot 5 to Lot 13, Part of Lot 14 and Lot 15 on Registered Plan G-22 located between Lakeshore Road West and High Street West, east of Benson Avenue, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Ben Phillips of the City Planning and Building Department at 905-615-3200 ext. 5751.

## APPENDIX I-II



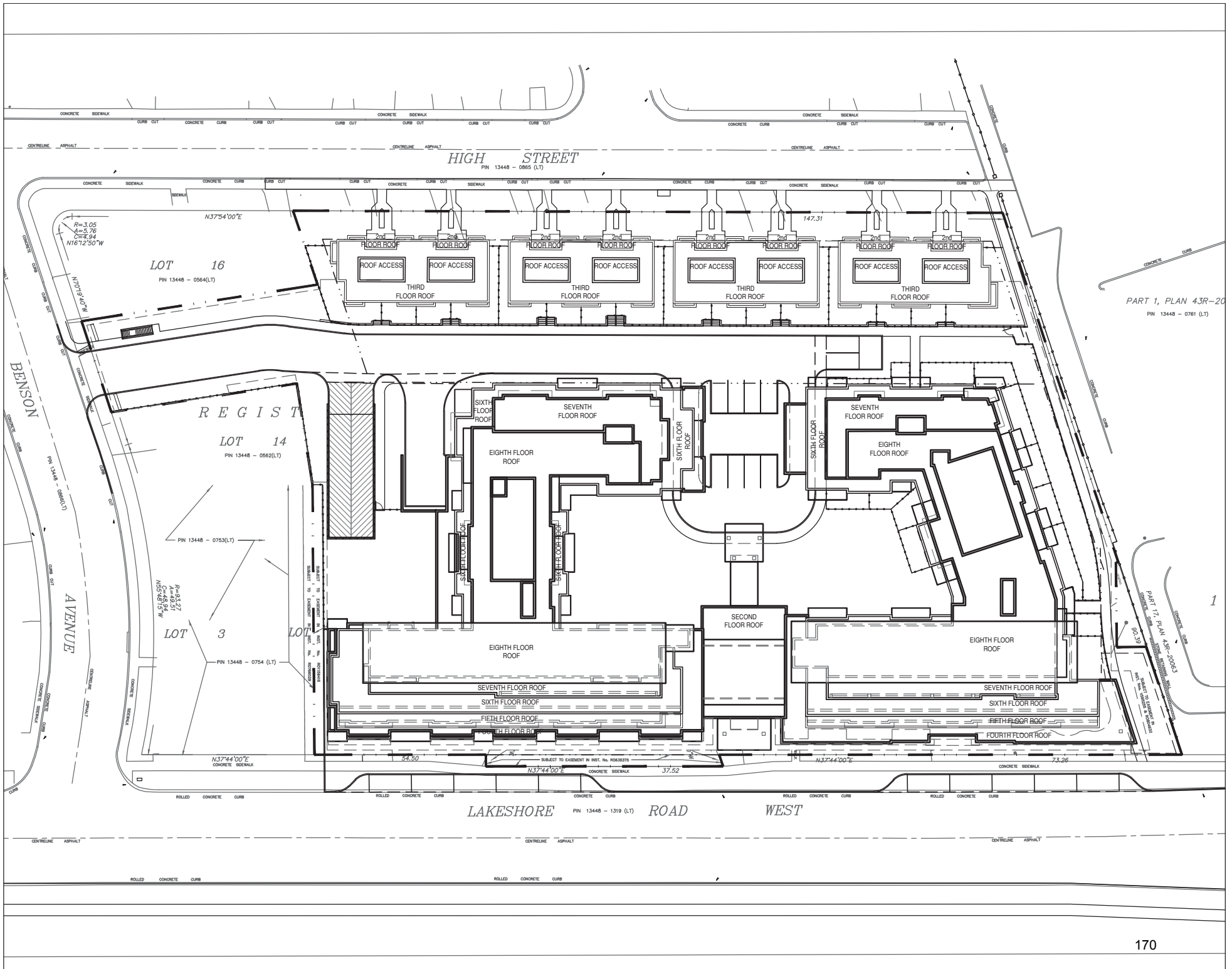
**High Benson Holdings Inc.**

**File: OZ 13/016 W1**

**Recommendation PDC-0013-2015**

PDC-0013-2015

That the Report dated February 3, 2015, from the Commissioner of Planning and Building regarding the applications by High Benson Holdings Inc. to permit an 8 storey, 173 unit rental retirement apartment building, an 8 storey, 136 unit apartment building, 16 townhouses and street level commercial uses under File OZ 13/016 W1, at 266-294 Lakeshore Road West, 125-143 High Street West, 7 Benson Avenue and the rear portion of 5 Benson Avenue, be received for information.







**4- WEST ELEVATION RETIREMENT**  
 (A301) SCALE: 1/200



**3- EAST ELEVATION APARTMENT**  
 (A301) SCALE: 1/200



**2- NORTH ELEVATION - HIGH STREET**  
 (A301) SCALE: 1/200



**1- SOUTH ELEVATION - LAKESHORE**  
 (A301) SCALE: 1/200





HIGH STREET WEST (LOOKING SOUTH)





LAKESHORE ROAD WEST (LOOKING WEST)





LAKESHORE ROAD WEST (LOOKING EAST)

High Benson Holdings Inc.

File: OZ 13/016 W1

**Recommended Zoning Provisions**

<b>Zone Standard</b>	<b>Proposed C4-Exception Zoning By-law Standard</b>
Permitted Uses	Condominium apartment Dwelling, Rental Apartment Dwelling, Assisted Living Dwellings, Townhouses, Financial Institution, Office, Medical Office, Personal Service Establishment, Repair Establishment, Retail Store, Parking Lot, Restaurant, Take-out Restaurant, Outdoor Patio accessory to a restaurant or take-out restaurant
Maximum gross floor area for any combination of permitted non-residential uses	775 m <sup>2</sup> (8,342 sq. ft.)
Minimum Parking Space Requirements:	
<ul style="list-style-type: none"> <li>Per 1 or 2 bedroom condominium or rental apartment dwelling unit</li> </ul>	1.0
<ul style="list-style-type: none"> <li>Visitor parking spaces per 1 or 2 bedroom condominium or rental apartment dwelling unit</li> </ul>	0.19
<ul style="list-style-type: none"> <li>Per retirement dwelling unit</li> </ul>	0.40
<ul style="list-style-type: none"> <li>Per assisted living dwelling unit</li> </ul>	0.33
<ul style="list-style-type: none"> <li>Per 100 m<sup>2</sup> (1,076 sq. ft.) gross floor area – non-residential for an Office, Medical Office, Financial Institution, Personal Service Establishment, Repair Establishment, Takeout Restaurant or Retail Store</li> </ul>	1.0
<ul style="list-style-type: none"> <li>Per 100 m<sup>2</sup> (1,076 sq. ft.) gross floor area – non- residential for a Restaurant</li> </ul>	7.65
Maximum number of dwelling units	325
Maximum Floor Space Index	2.4
Maximum Number of Storeys - Condominium apartment Dwelling, Rental Apartment Dwelling and Assisted Living Dwellings	8
Maximum Number of Storeys – Townhouses	3
Maximum height of townhouses including mechanical penthouse	13.0 m (42.6 ft.)
Minimum Landscaped Area	35%
Minimum setback from a parking structure completely below or above finished grade to a lot line	0.0 m
Number of required loading spaces	1
Maximum projections permitted into required	

High Benson Holdings Inc.

File: OZ 13/016 W1

Zone Standard	Proposed C4-Exception Zoning By-law Standard
setbacks: <ul style="list-style-type: none"> <li>• Porch</li> <li>• Awnings</li> <li>• Window projections and other architectural elements such as fireplaces, pilasters and corbel</li> <li>• Balcony</li> </ul>	1.5 m (4.9 ft.) 1.5 m (4.9 ft.)  1.0 m (3.3 ft.) 1.8 m (5.9 ft.)
An "H" Holding Provision will be added to the Zoning. The following are conditions that must be met to the satisfaction of the City for its removal: <ul style="list-style-type: none"> <li>• A Record of Site Condition confirming satisfactory environmental remediation of the lands</li> <li>• Section 37 Community Benefits Agreement</li> <li>• Development Agreement</li> <li>• Servicing Agreement</li> <li>• An agreement with the Credit Landing Shopping Centre for the implementation of noise mitigation measures</li> <li>• Updated Grading Plan</li> <li>• Dedication of lands to the City required to obtain the ultimate right-of-way for Lakeshore Road West</li> <li>• Confirmation by the Region of Peel that satisfactory arrangements have been made for water and wastewater services to the site</li> </ul>	
Any other development standards required to be generally consistent with the revised concept plan (Appendix 3), revised building elevations (Appendix 4) and Appendix 6, Page 3 (illustrates the buildable area, minimum setbacks/stepbacks and maximum heights, as prepared by the applicant).	





# City of Mississauga Corporate Report



<b>Date:</b> October 2, 2015  <b>To:</b> Chair and Members of Planning and Development Committee  <b>From:</b> Edward R. Sajecki, Commissioner of Planning and Building	<b>Originator's files:</b>  LA.07.CON
	<b>Meeting date:</b>  October 26, 2015

## Subject

Conservation Authorities Act Review

## Recommendation

That the report titled, "Conservation Authorities Act Review" from the Commissioner of Planning and Building dated October 2, 2015 be forwarded by the City Clerk to the Ministry of Natural Resources and Forestry, Region of Peel, City of Brampton, Town of Caledon, Conservation Halton, Credit Valley Conservation and Toronto and Region Conservation Authority.

## Report Highlights

- The Ministry of Natural Resources and Forestry (MNRF) released a discussion paper to solicit input on the programs delivered by conservation authorities, under the *Conservation Authorities Act (CA Act)*.
- The City of Mississauga has benefitted from the watershed management programs delivered by the conservation authorities on matters such as low impact development, natural areas and features protection and climate change risk assessment.
- Recommendations on roles and responsibilities, funding mechanisms and governance are presented for Council's consideration. The recommendations are based on key opportunities for improvements which include:
  - clearly articulating the mandate of conservation authorities and the matters of provincial interest delegated to conservation authorities;
  - identifying a core set of programs to be delivered by conservation authorities;
  - identifying the discretionary services a conservation authority may provide to municipalities within its jurisdiction;
  - applying consistent science based policies, methods, standards and protocols throughout all watersheds;
  - providing secure and adequate Provincial funding for all conservation authorities

core programs;

- managing all watersheds in Ontario through conservation authorities;
- considering Board of Directors composition based on population, the geographic land area of a municipality and local issues; and
- requiring conservation authorities to present annual updates regarding their priorities, achievements and budget to municipalities within its jurisdiction.

## Background

The Ministry of Natural Resources and Forestry (MNRF) has initiated a review of the *Conservation Authorities Act* (CA Act). A discussion paper has been released by MNRF for comment and a series of public consultation meetings have been conducted by MNRF. City staff attended a meeting held in Newmarket on September 2, 2015.

The City of Mississauga has lands in the jurisdiction of Conservation Halton, Credit Valley Conservation and the Toronto and Region Conservation Authority. A map showing areas under the jurisdiction of these three conservation authorities is included as Appendix 1.

The purpose of a conservation authority is to deliver a local resource management program at the watershed scale for both provincial and municipal interests. The City of Mississauga has benefitted from the watershed management programs delivered by the conservation authorities which are based on scientific knowledge, expertise and research.

Conservation authorities demonstrate leadership in many areas such as low impact development, natural areas and features protection and climate change risk assessment. They have collaborated with City staff on projects such as the Dundas Connects and Ninth Line lands studies where flooding is an issue; the Natural Heritage and Urban Forest Strategy; Lakeview Waterfront Connection and the Lakeview Green Street construction projects; 'grey to green' retrofit guides for the management of storm water from different land uses such as roads and multi-residential development.

Program areas delivered by the conservation authorities which directly support City services include:

- climate change;
- species at risk;
- stormwater management;
- natural heritage resources;
- floodplain and natural hazard mapping;
- Lake Ontario shoreline; and
- education and land owner stewardship.

## Comments

The City has a stake in any proposed amendments to the CA Act, specifically changes which may impact management of both public and private lands within Mississauga.

Comments are organized into three specific categories - roles and responsibilities, funding mechanisms and governance. The comments were prepared in consultation with staff from Community Services, Planning and Building and Transportation and Works. Additionally, City representatives on the Board of Directors for Conservation Halton, Credit Valley Conservation and Toronto and Region Conservation Authority were consulted.

### **1. Roles and Responsibilities**

The CA Act provides broad direction on the roles and responsibilities of conservation authorities. In consideration of the existing legislation, four specific aspects need clarification and reconsideration - Mandate, Core Programs, Discretionary Services and Consistency.

#### **a) Mandate**

The legislative powers granted to a conservation authority include, among other things, to study and investigate the watershed and to determine a program whereby the natural resources of the watershed may be conserved, restored, developed and managed.

Conservation authorities have a significant role in research and furthering scientific knowledge in watershed management, which should continue. The responsibilities of a conservation authority can include a wide range of watershed management programs to provide flexibility in developing local resource management programs tailored to local geography, needs and priorities.

While flexibility to respond to local circumstances and changing pressures has its advantages, the mandate of conservation authorities needs to be clearly articulated to avoid potential for duplication of environmental services and responsibilities. Similar to the delegation of a clear role for conservation authorities in protecting people and property from natural hazards, a delegation of conservation authority responsibilities to protect provincial interest in matters related to climate change and natural heritage should be clearly identified in the regulations.

#### *Recommendation:*

*That the mandate of conservation authorities and the delegation of matters of provincial interest to conservation authorities be clearly articulated.*

#### **b) Core Programs**

Programs delivered by each of the 36 conservation authorities in Ontario vary depending on local priorities. A core set of programs should be identified that reflect current issues, such as climate change and resiliency, as well as coordination of interests between federal and provincial water-related and planning-related legislation. This would ensure conservation authorities throughout Ontario are delivering essential programs for watershed management and will help to delineate provincial and municipal roles and responsibilities.

#### *Recommendation:*

*That a core set of programs, that reflect current issues, coordination between different legislation and delegation of provincial interests, be identified for conservation authorities throughout Ontario.*

### c) Discretionary Services

Currently, Memorandums of Understanding (MOU) between a municipality and conservation authorities are prepared to confirm the programs to be delivered. The City of Mississauga MOU with Conservation Halton, Credit Valley Conservation and the Toronto and Region Conservation Authority is included as Appendix 2.

Once a set of core programs has been identified, municipalities and conservation authorities should be able to identify discretionary or enhanced level of services or areas of expertise to be provided based on local conditions and requirements. MOU could continue to be prepared to address the discretionary services that are to be provided.

#### *Recommendation:*

*That municipalities and conservation authorities identify discretionary services to be provided to accommodate local conditions and requirements beyond a standard core set of conservation authority services.*

### d) Consistency

In addition to delivering various watershed management programs, conservation authorities often have different policies, standards and scientific methods for watershed planning. Some examples are various practices for natural hazard and natural feature setback requirements, planning for natural heritage systems and compensation protocols for losses of natural heritage features. This undermines the public perception and understanding of conservation authority requirements and creates challenges for municipalities when preparing municipal documents such as official plans and zoning by-laws which provide guidance to decisions on development. An agency, such as Conservation Ontario which works on behalf of the 36 conservation authorities in Ontario, would be beneficial in developing science based policies, methods, standards and protocols that could be applied consistently throughout all watersheds.

#### *Recommendation:*

*That a coordinating agency be charged with the responsibility of ensuring conservation authorities employ consistent science based policies, methods, standards and protocols.*

## **2. Funding Mechanisms**

Funding for conservation authority programs comes from various sources including provincial funding, municipal levies and self-generated revenue. In 2013, a survey of conservation authorities showed that, municipal levies accounted for roughly 48% of all conservation authority revenue, while self-generated revenue represented 40%, provincial funding represented 10% and federal funding represented 2%. However, this is highly variable from one conservation authority to another. The general trend in past years has been that provincial transfer payments to conservation authorities have declined, while municipal levies and self-generated revenues have increased.

The variation in funding creates difficulties for some conservation authorities in delivering programs if funding from municipal levies or self-generated funds are insufficient. This also results in different fee structures within a municipality for conservation authority services, such as issuing permits.

Stable and reliable provincial funding should be provided to conservation authorities for the core services they are to deliver in the provincial interest. Discretionary services delivered to municipalities should be funded by municipal levies.

#### *Recommendation:*

*That the Province provide stable funding to conservation authorities for core programs delivered in the provincial interest and that additional discretionary conservation authority services be funded by municipal levies.*

### **3. Governance**

Conservation authorities are corporate bodies created through legislation by the Province at the request of two or more municipalities, in accordance with the requirements of the CA Act. Conservation authorities are established on river watershed boundaries to enable natural resource management from a science based perspective. The majority of conservation authorities are located in southern Ontario.

Managing natural resources throughout Ontario on a watershed basis should be considered as there may be benefits, especially when considering issues such as climate change and mitigation measures which have implications that extend beyond watershed boundaries. If the creation of conservation authorities continues to be optional, then the circumstances which determine when a conservation authority does not need to be established, should be identified.

Each conservation authority has a Board of Directors whose members are appointed by participating municipalities in the watershed. Board composition may include municipal councillors, citizens or a combination of both. Representation from each municipality is based on population which determines the municipal levy. Board members decide on the programs and policies of the authority, operational decisions, procurement, staffing and budgets.

The current model of governance has worked well for the City of Mississauga. However, if core programs are funded by the Province rather than municipal levies, the governance model may need to be revisited. In addition to population, consideration of additional factors such as the geographic area of a municipality and local issues such as flood prone areas or areas of environmental significance, may be included in determining representation.

Regular reporting by conservation authorities on Board decisions regarding priorities, achievements and budget should be made to municipalities on an annual basis. The Region of Peel is unique in this respect as it receives reporting, however, this same reporting is not made to the City.

#### *Recommendation:*

*That the creation of conservation authorities throughout Ontario be considered to manage watersheds and deliver programs of provincial interest.*

*That in addition to population, the geographic land area of a municipality and local issues be used to consider representation on a conservation authority Board of Directors.*

*That conservation authorities present annual updates regarding their priorities, achievements and budget to municipalities within their jurisdiction.*

### **Financial Impact**

Not applicable.

### **Conclusion**

Conservation authorities' programs in watershed management, science, monitoring and reporting are important to achieving provincial interests and informing municipal initiatives and local decision making. There are some key opportunities for improving the administration of the CA Act which would assist in



addressing complexities in the increasing provincial, conservation authority and municipal responsibilities shared under various federal and provincial water-related and planning-related legislation.

The recommendations prepared for submission to the MNRF reflect opportunities for improvements to the existing legislation, by clarifying and reconsidering conservation authorities roles and responsibilities, funding mechanisms and governance.

## Attachments

Appendix 1: Jurisdiction of Conservation Authorities  
Appendix 2: City of Mississauga and Conservation Authorities MOU

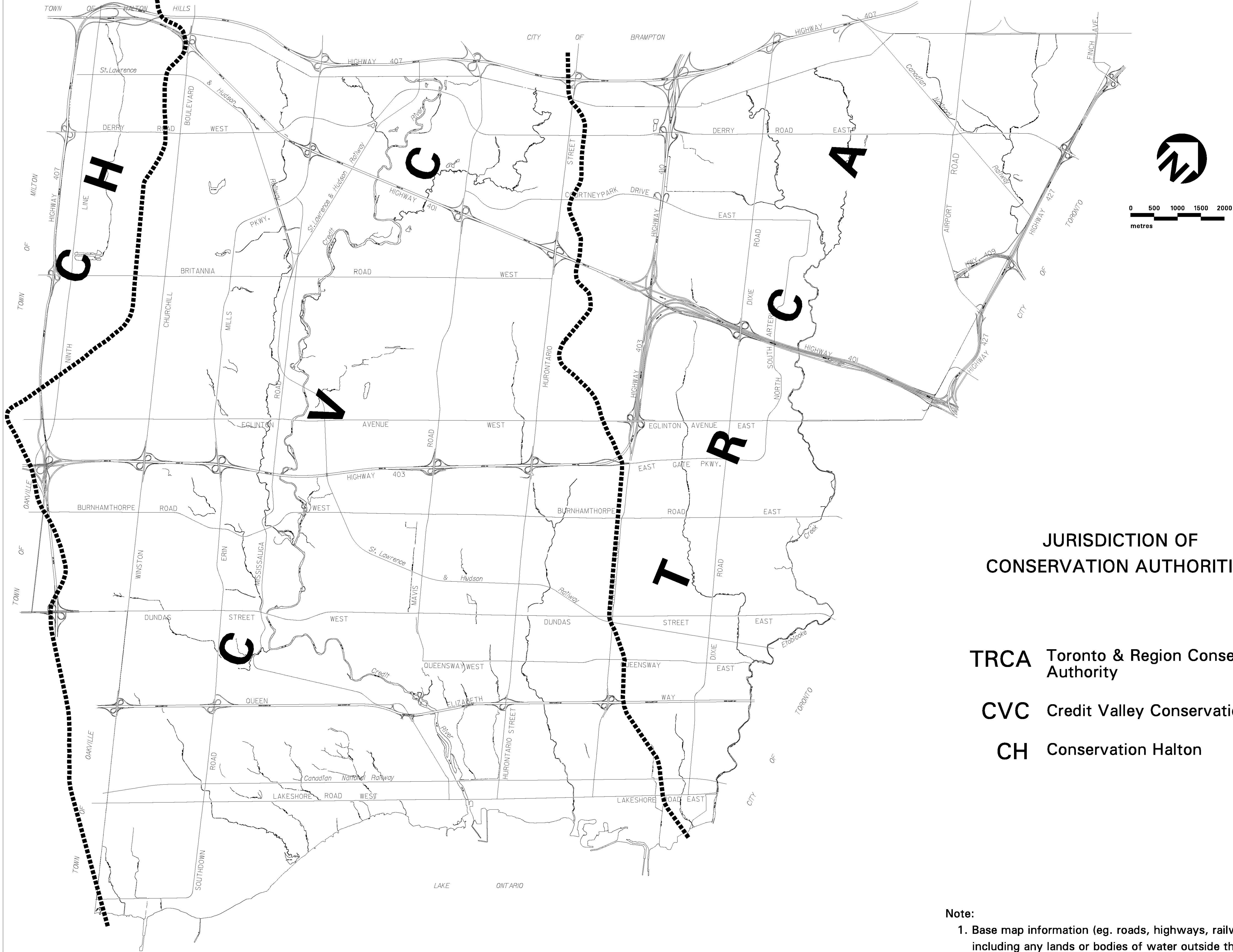


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Edward R. Sajecki,  
Commissioner of Planning and Building

Prepared by: Eva Kliwer, Policy Planner





JURISDICTION OF  
CONSERVATION AUTHORITIES

- TRCA** Toronto & Region Conservation  
Authority
- CVC** Credit Valley Conservation
- CH** Conservation Halton

**Note:**

1. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



AGREEMENT  
FOR PLAN REVIEW, TECHNICAL CLEARANCE AND FEE COLLECTION

BETWEEN  
THE CORPORATION OF THE CITY OF MISSISSAUGA  
(the "City of Mississauga")

AND  
  
CREDIT VALLEY CONSERVATION AUTHORITY  
HALTON REGION CONSERVATION AUTHORITY  
THE TORONTO AND REGION CONSERVATION AUTHORITY  
  
("Conservation Authorities")

Date: July 16, 1997  
Revised: August 19, 1998  
Revised: June 14, 2005

1. THE PURPOSE of this agreement is to:

- a) provide for Conservation Authority's plan review and technical clearance expertise to assist the City of Mississauga to make decisions on planning applications; and
- b) streamline the municipal planning system where opportunities exist to facilitate as much as possible the creation of a "one stop" planning system operating from the City of Mississauga.

2. ROLES AND RESPONSIBILITIES

The Corporation of the City of Mississauga (hereinafter the "City of Mississauga") and the Conservation Authorities agree that:

- a) the City of Mississauga will screen planning and development applications received by it and forward those applications which require conservation authority review to the appropriate Conservation Authority. The screening of the applications will occur in accordance with the Screening Procedures as set out in Schedule 1 attached. The Screening Procedures may be revised from time to time on written consent of each of the Parties;
- b) the Conservation Authorities will provide the City of Mississauga with plan review and technical clearance services, as set out on Schedule 2 attached, in accordance with the Provincial Policy Statements by fulfilling the functions described below:
  - (i) define features and assess the long-term ecological function and biodiversity of natural heritage systems, identifying opportunities, where applicable, for restoration or improvements. Examine the functions of these features and establish requirements and conditions, to determine the need for and adequacy of studies (including environmental impact studies) which assess impacts and propose appropriate development limits defined through policy, mitigation, restoration and/or enhancement measures related to:
    - significant wetlands;
    - significant wildlife habitat;
    - habitats of threatened and endangered species;
    - fish habitat;
    - significant areas of natural and scientific interest;
    - significant woodlands;
    - significant valley lands;
    - flood and erosion dynamic beach hazards;
    - flood and erosion watercourse and valley land hazards;
    - ground water recharge areas;

- ground water quantity and quality;
  - surface water quantity and quality.
- (ii) identify the need for a ground water and surface water taking permit;
- (iii) identify the need for an application to be processed and work through an application for mitigation and compensation under the *Federal Fisheries Act*;
- (iv) advise on the potential need for an application under the *Lakes and Rivers Improvement Act* or any other applicable legislation;
- (v) assist in the technical aspects of applying alternative development standards as a best management practice for stormwater management purposes and enhancement of natural heritage features and functions.
- c) the lead agency for each of the items described in 2b) above is shown on Schedule 3 attached;
- d) any information or data sources provided by the Province or generated through municipal or watershed studies will be shared;
- e) notwithstanding the purpose of this agreement it is recognized that:
- (i) the Conservation Authority will review and provide comments and advice in the context of the policies and land use designations of approved official plans and other guiding municipal documents;
- (ii) effective watershed management and environmental protection also requires the appropriate consideration of regional and local natural resources as identified through official plans, municipal studies, watershed and subwatershed studies, Conservation Authority natural heritage mapping or a site specific proposal;
- (iii) the Conservation Authority will continue to provide comments and recommendations as outlined in 2(b)(i), on planning matters circulated by the City of Mississauga such as official plans and policy amendments and municipal studies; and
- (iv) nothing precludes the Conservation Authority from commenting to the City of Mississauga as they would normally exercise their rights under the *Planning Act*, the *Conservation Authorities Act*, or other applicable legislation.

### 3. TERM AND IMPLEMENTATION

- (1) The City of Mississauga and the Conservation Authority agree:
- a) the term of this agreement shall be for a period of three years from the date of execution by the City of Mississauga and the agreement shall be automatically extended for additional three-year terms, on the same terms and conditions as contained herein at the discretion of the City of Mississauga and the Conservation Authority, until terminated by either party in accordance with subsection 3(2) herein. Notwithstanding the above, the Screening Map may be updated at any time at the discretion of the City of Mississauga and the Conservation Authority;
  - b) that the City of Mississauga Planning and Building Department will monitor the Agreement and request a meeting with the Conservation Authority at least three months prior to the renewal date to review the terms of this Agreement, to incorporate changes in programs of the Parties or changes in Provincial policies;
  - c) to explore further opportunities to streamline the plan review system as it relates to Provincial and Regional/local interests;
  - d) to make provisions for Conservation Authority's staff to attend Ontario Municipal Board Hearings with City of Mississauga staff, with respect to the plan review and technical clearance services provided pursuant to this agreement. Where City of Mississauga staff are attending Hearings in which matters of mutual interest are at issue, City staff may attend to represent both the City and the Conservation Authority's interests, at the mutual agreement of both parties. Notwithstanding the aforesaid, the Conservation Authority will not be precluded from independently appealing a decision to the Ontario Municipal Board if they so choose;
  - e) that fees for plan review and technical clearance services shall be set by the Conservation Authority, as reflected in an approved Schedule of Fees and any approved revisions to be provided to the City of Mississauga to the Commissioner of Planning and Building Department and the Secretary-Treasurer of the Committee of Adjustment. The City of Mississauga shall collect the Application Fee (TRCA), Preliminary Analysis Fee (CVC), or Review Fee (HRCA) and remit any fees collected in a timely manner with the details of the application to the Conservation Authority;
  - f) that the Conservation Authority shall be responsible for collecting any further Processing/Approvals/and/or Final Clearance Fees as required;



- g) that the City of Mississauga shall revise their development application forms to clearly indicate that additional fees may be collected for complex proposals at the sole discretion of the Conservation Authority. The collection of these additional fees will be the sole responsibility of the Conservation Authority;
  - h) that each Conservation Authority shall periodically provide to the City of Mississauga updated digital information to amend the Screening Map, as described in Schedule 2.
- (2) Any party may terminate this agreement at any time upon delivering thirty days written notice of termination, by prepaid registered mail, to all of the other parties, which notice shall be deemed to be received on the fifth business day from the date of mailing.
- (3) Any notice to be given pursuant to this agreement shall be delivered to the parties at the following address:

City of Mississauga  
300 City Centre Drive, Mississauga, ON L5B 3C1  
Attention: Commissioner of Planning and Building

Credit Valley Conservation Authority  
1255 Derry Road West, Mississauga, ON L5N 6R4  
Attention: General Manager

The Toronto and Region Conservation Authority  
5 Shoreham Drive, Downsview, ON M3N 1S4  
Attention: Director, Development Services Division

Halton Region Conservation Authority  
2596 Britannia Road, West R.R.2, Milton, ON L9T 2X6  
Attention: Chief Administrative Officer

Authorizing By-law Number: 0446-2005

Enacted On: November 23, 2005

THE CORPORATION OF THE CITY OF MISSISSAUGA

Crystal Greer  
Crystal Greer, City Clerk  
Corporate Services

December 6/05  
Date

Ed. Sajeki  
Edward R. Sajeki, Commissioner  
Planning and Building

Dec. 6/05  
Date

CREDIT VALLEY CONSERVATION AUTHORITY

Rae Horst  
Rae Horst  
General Manager

Sept 19/05  
Date

THE TORONTO & REGION CONSERVATION AUTHORITY

Brian Denney  
Brian Denney  
Chief Administrative Officer

Aug 24/05  
Date

HALTON REGION CONSERVATION AUTHORITY

Theresa Maguire Garber  
Theresa Maguire Garber  
Chief Administrative Officer

Oct 28/05  
Date

## SCHEDULE -1

### *Screening Procedure*

1. The following Screening Criteria is to be used in conjunction with the Conservation Authority Screening Map to provide the City of Mississauga with a reference for the circulation of development applications and/or policy documents.
2. All policy documents that may affect environmental and/or hazardous issues and/or Conservation Authority lands should be circulated to the appropriate Conservation Authority for comment, e.g. Official Plan Amendments, Policy Amendments, Background Municipal Studies, Subwatershed Studies, Environmental Assessments and other environmental studies, Parkway Belt Exemptions, and Parkway Belt West Plan Amendments.
3. Where the land area of a development application is wholly, or partially within or abutting the Conservation Authority Screening Area described on the Screening Map\*, the following applications should be forwarded, along with the required fee, to the appropriate Conservation Authority as part of the approvals process:
  - a. Site Specific Official Plan Amendment applications.
  - b. Site Specific Rezoning and Minister's Zoning Order applications.
  - c. Plan of Subdivision applications including applications over 5 hectares which are outside the screening area. If there are a number of adjacent development sites each less than 5 hectares and outside of the screening area, those development applications may be circulated to the appropriate Conservation Authority for review.
  - d. Plan of Condominium applications which have not received previous site plan or subdivision approval, including applications over 5 hectares which are outside the screening area.
  - e. Consent applications involving easements, creation of new lots or part lots, and/or lot boundary adjustments or additions.
  - f. Minor Variance applications within or abutting the screening areas for which there is a question as to whether the Conservation Authority's interests may be affected. Where the Conservation Authority has determined that the application does not affect their program or policy interests, no Conservation Authority review fee shall be required.
  - g. Site Plan Approval applications pursuant to Section 41 of the *Planning Act*.
4. For Building Permit applications, the City of Mississauga will advise applicants to confirm any requirements directly with the relevant Conservation Authority and ensure that the application is in accordance with the requirements of the *Ontario Building Code* that building permits shall not be issued for properties that may be subject to flood hazards, until such time as requisite clearances have been

provided by the applicable Conservation Authority. Where the land area of a Building Permit Application is wholly or partially within the Conservation Authority Screening Area described on the Screening Map\* and in accordance with the following criteria, the relevant Conservation Authority will review the subject application:

5. Any works proposed within or adjacent to a valley or stream corridor or other areas regulated by the Conservation Authorities, may require Conservation Authority approval for a Fill, Construction and Alteration to Waterways permit under the Conservation Authority's respective Ontario Regulations. Where it has been identified by the Conservation Authorities that such permits are required, this requirement shall be identified in, and where feasible be a condition of, all *Planning Act* approvals provided by the City of Mississauga.
6. For all development applications not within the Valley and Stream Corridor, regulated areas, or other areas of concern to the Conservation Authorities, the City of Mississauga will be solely responsible for the review, approval, inspection and enforcement of erosion and sediment control measures during the construction period.
7. Within the area of interest of the Conservation Authority, landscape and planting requirements, in addition to sediment and control requirements, may be applied by the Conservation Authorities, and shall be considered by City of Mississauga staff in their review of affected applications.
8. For all applications listed in number 3 (above), the Conservation Authority may require review of, and/or request additional studies in support of, proposed or requisite stormwater management measures.
9. The City of Mississauga and the Conservation Authority recognize that sediment and erosion control generated through land development, including servicing, is a primary concern for the protection of all watercourses, drainage features and other natural heritage features throughout the municipality. As such:
  - a) The City of Mississauga agrees to:
    - i) Maintain a sediment and erosion control by-law; and
    - ii) Review and update development standards with the Conservation Authority as new technology and/or criteria relevant to erosion control are developed.
  - b) The Conservation Authority agrees to:
    - i) investigate a process with the Ontario Ministry of Natural Resources and Fisheries and Oceans Canada to coordinate the compliance and enforcement

process to ensure that all applicable legislation is being used to address sediment and erosion control; and

- ii) to provide sediment and erosion control guidelines, as updated, and provide information on new technology as it becomes available.

\*The location of natural features (e.g. tableland woodlots) outside of the screening area are provided for information purposes. Applications which include, or are adjacent to, these natural features are not required to be circulated to the Conservation Authority. Development applications may, however, be circulated to the Conservation Authority for comment where, in the opinion of staff, such comment would assist in the evaluation of the development application.

## **SCHEDULE-2**

1. "Plan Review" is defined as:
  - (i) reviewing development applications in a timely manner recognizing the *Planning Act* objectives;
  - (ii) delineating the limits of the natural features and systems;
  - (iii) identifying the need for technical reports; and
  - (iv) specifying conditions of approval.
2. "Technical Clearance" is defined as:
  - (i) assessing technical reports submitted by the proponent to determine if the reports satisfy the conditions specified; and
  - (ii) clearing the conditions.
3. "Screening Map" is defined as:
  - (i) a map delineating the area of the interest of the Conservation Authority as may be relevant to policy formulation or development applications. Specifically, the area of interest may include wetlands, valley and stream corridors, regional storm flood plains, watercourses, environmentally significant areas, Areas of Natural and Scientific Interest, rare threatened and endangered species' habitats, woodlands, lake waterfront areas, special policy areas and fisheries habitats.



**SCHEDULE-3**  
**LEAD AGENCIES BY PROVINCIAL INTEREST**

*	Wetlands	CA/R (for those identified in the
*	Wildlife Habitat	CA
*	Endangered & Threatened Species	CA/R
*	Fish Habitat	CA
*	Area of Natural and Scientific Interest	CA/R
	Woodlands	CA/CM/R (for those identified in the
*	Valley lands	CA
	Flood, Erosion, Valley Land Hazard	CA
*	Flood and Erosion Dynamic Beach Hazard	CA
*	Ground Water Recharge/Discharge	CA
*	Ground Water Quality and Quantity	R (for water supply)
		CA (for water resources)
*	Permits to Take Water	CA/MOE
*	Surface Water Quality and Quantity	CM/CA

R = Region of Peel

ROP: Region's Official Plan

CM = City of Mississauga

CA = Conservation Authorities

MOE Ministry of Environment

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# City of Mississauga Corporate Report



<p>Date: October 2, 2015</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's files:</p> <p>CD.04-POR</p> <hr/> <p>Meeting date:</p> <p>10/26/2015</p>
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## Subject

Port Credit GO Station Southeast Area Master Plan Study

## Recommendation

1. That the report entitled "Port Credit GO Station Southeast Area Master Plan Study", dated October 2, 2015 from the Commissioner of Planning and Building, be endorsed; and
2. That planning staff be directed to prepare an Official Plan Amendment to Mississauga Official Plan and the Port Credit Local Area Plan that implements the Port Credit GO Station Southeast Area Master Plan Study.
3. That realty services staff be directed to initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purposes of negotiating the transfer of these lands to Metrolinx in support of the redevelopment of the Port Credit GO station southeast parking lot.
4. That the Planning and Building Department advise Metrolinx of City Council's request that staff be formally included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot.
5. That the Planning and Building Department advise Metrolinx of City Council's request that a smaller parking structure be considered at the Port Credit GO Station in order to promote active transportation and transit usage.

## Report Highlights

- Metrolinx is interested in redeveloping property within Special Site 12 (lands identified in the Port Credit Local Area Plan) for a new parking structure and mixed-use transit oriented development on their southeast parking lot.
- Plan Policy stipulates a comprehensive master plan is required before future redevelopment of Special Site 12. Further, the City must be satisfied the master

plan effectively addresses, among other matters, land use, built form, transportation and heritage.

- Metrolinx engaged IBI Consulting to complete a draft master plan including a public engagement program.
- The proposed Master Plan envisions a vibrant, pedestrian friendly and cohesive area with improved transit facilities and services, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological foot print, and design excellence.
- The master plan recommendations satisfy the policies of the Port Credit Local Area Plan. The recommendations establish a planning framework to guide future redevelopment of this area and to ensure the built form, land use, heritage and transportation issues are appropriately managed.
- Additional issues and initiatives outside of the master plan, which may have bearing on the effectiveness of the Mobility Hub have been identified including: a pedestrian/cycling bridge over the Credit River and potential reduction in the overall amount of new GO Transit parking.

## Background

The redevelopment of the Port Credit GO Station plays an important role in building a City where transit underpins an environmentally responsible, inclusive, vibrant and successful community. As such, under Special Site 12 (see Appendix 1) of the Port Credit Local Area Plan, detailed planning for the site is required. Specifically, plan policy stipulates a comprehensive Master Plan be prepared to ensure a successful transformation of the site to support a mobility hub, addressing, among other matters, land use, built form, transportation and heritage.

### The Proposed Redevelopment

The Port Credit Mobility Hub Study completed in 2011 examined the opportunity for accommodating additional parking and mixed-use transit supportive development on their lands. Subsequently, Metrolinx approached the City of Mississauga in 2014 with respect to their interest in building a new 800 space parking structure (representing a new increase of 400 parking spaces) and mixed-use transit oriented development on their southeast parking lot. Metrolinx also proposed to consolidate the closed portion of the Queen Street East road which they currently lease from the City to support the redevelopment.



Figure 1: Master Plan Area

### Preparation Of Master Plan:

The Master Plan applies to lands shown in Figure 1. The Master Plan covers 12 separate parcels totaling approximately 2 hectares (5 acres), including both private and publicly owned land. This generally includes all of the land south of the Port Credit GO Station, west of Hurontario Street, south of the C.N. railway, east of Helene Street and north of High Street.

Metrolinx, with assistance from the City staff, retained IBI Group to prepare the Port Credit GO Station Southeast Area Master Plan. Preparation of the plan involved research and analysis which informed specific recommendations for managing change and redevelopment in the area.

A comprehensive consultation program supported the planning process including the establishment of a website: [www.mississauga.ca/portal/residents/pcgomasterplan](http://www.mississauga.ca/portal/residents/pcgomasterplan), an Advisory Panel, and using various public engagement opportunities. Each of these tactics were designed to solicit a broad range of input from all stakeholders including adjacent land owners, the general public, and advisory and external groups, including:

- Four Advisory Panel meetings;
- One Public Open House;
- One Urban Design Panel meeting;
- Notices were placed in the newspaper regarding initiation of the study and the public open house;
- Individual meetings with landowners; and
- Departmental and Agency discussions.

The Master Plan made a number of policy and guideline recommendations regarding built form and land use, illustrated in Figure 2, including:

- The GO Station southeast parking lot (Block1) could potentially accommodate two towers (up to 22 storeys in height). Most likely the towers would be residential, although if opportunity arises one tower could incorporate office uses within a 19 storey building. The site could also accommodate a minimum 2,800 sq. m. / 30,140 sq. ft. of employment generating space. Depending on market opportunities and success of proposed incentives, the amount of employment space could increase on the site. In addition to parking required for the mixed-use transit oriented development an 800 space parking structure (net increase of 400 spaces) for GO Transit users is to be accommodated on the site.
- The remaining lands designated mixed-use (Blocks 2 and 4) also have potential to accommodate additional development. Depending on issues such as heritage and property consolidation, an additional two towers containing a mix of residential and employment generating uses could be accommodated. Towers that are illustrated at 10 storeys and 18 storeys reflect size and configuration of properties, and

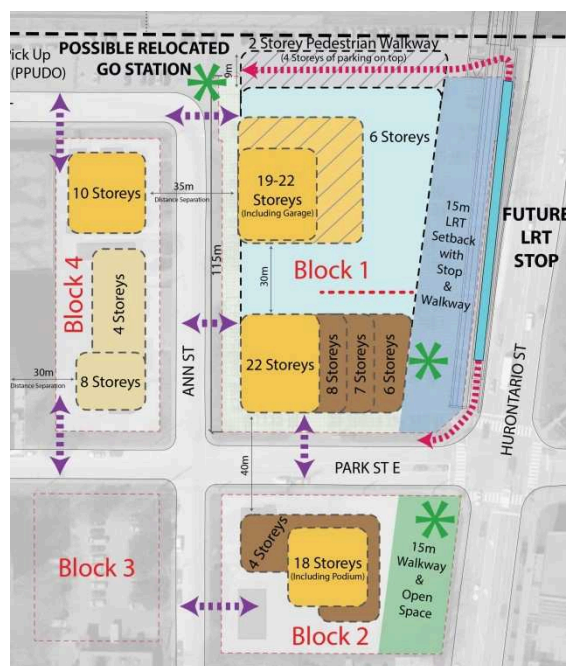


Figure 2: Potential Development/ Built Form (IBI)

further review is required to confirm whether or not the blocks can physically accommodate buildings up to 22 storeys. The Bell Parking lot which is currently designated Utility (Block 3) would require an Official Plan Amendment (OPA) to redevelop which would allow the proposal to be examined in detail.

## Comments

The Master Plan is an important document which forms the basis for future planning and evaluation of development applications in the vicinity of the Port Credit GO Transit station. Due to the size of the Master Plan it has not been attached but can be viewed at the following link: [http://www7.mississauga.ca/documents/pb/main/2015/Port Credit GO Station Area Master Plan.pdf](http://www7.mississauga.ca/documents/pb/main/2015/Port_Credit_GO_Station_Area_Master_Plan.pdf) The stated vision for the Master Plan area is:

- To create a vibrant, pedestrian friendly and cohesive area with improved transit facilities and services, seamless integration of modes of travel, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological footprint, and design excellence;
- To build upon the success of Port Credit as a transit-supportive community. The Master Plan envisions development that respects and complements the character of the surrounding area; and
- To set a precedent for community planning where transportation, intensified land use and urban design are integrated in a sustainable manner to support a thriving Mobility Hub in Port Credit.

Overall, the Master Plan satisfies the Local Area Plan policy objectives. The following comments outline staff's rationale for supporting the Master Plan specifically as it relates to the following policy considerations:

- Built Form;
- Redevelopment of GO Parking Lot;
- Parking Structure Design;
- Employment; and
- Traffic Management.

### Is The Envisioned Redevelopment Appropriate?

The massing of buildings and structures is greater within the Master Plan area than elsewhere in the Port Credit Community Node; however, as illustrated in Figure 3 it is appropriate given:

- this mixed-use area represents the focal point of the Port Credit mobility hub, and is intended to have the



Figure 3: Conceptual Bird's Eye 3-D Modelling – West View Across Hurontario Street (IBI)



greatest heights, densities as well as a mix of uses;

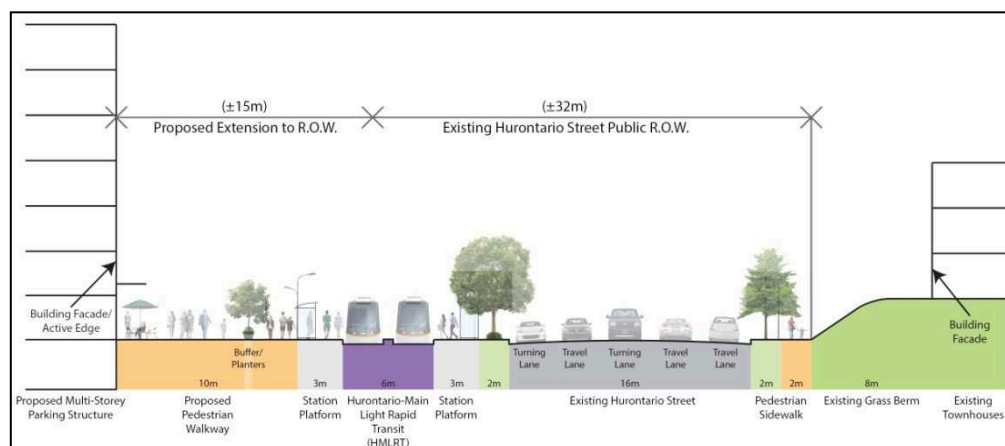
- the site is required to fulfill a number of objectives which impact built form, including accommodating a parking structure, Hurontario/Main Light Rail Transit (HMLRT) station and associated public realm, providing a connection between the HMLRT and GO Station, preserving land for future improvements to accommodate Regional Express Rail, and accommodating transit oriented development; and
- the context supports the envisioned redevelopment (e.g. railway and parking lot to the north act as a buffer; parking garage is a good use of land in immediate vicinity of railway, width of Hurontario Street and public realm support building heights).

### Is The Built Form Appropriate?

Built form policies and guidelines provide direction on height and building mass for the area. A maximum height of 22 storeys is proposed, with the exception of Hurontario frontage. This is consistent with the maximum height identified in the Local Area Plan. A maximum height along Hurontario Street frontage of 8 storeys is proposed. This is supportable based on the width of the street (see Figure 4).

Stepbacks to reinforce the transition between taller elements on the site and existing lower density development to the east (townhouses and mid-rise buildings) are also recommended. The Master Plan also makes provisions for respecting and integrating local heritage resources into the redevelopment. The built form will be reviewed in greater detail through the development approval process.

Is The



**Figure 4: Width And Potential Interface Across Hurontario Street (IBI)**

### Proposed Number of GO Transit Parking Spaces Appropriate?

It is clear that there is a need for more parking currently and in the future at the Port Credit GO Station. Metrolinx, an agency of the Government of Ontario, has the responsibility for determining an appropriate amount of parking for the site and have jurisdiction on transit facilities and supporting infrastructure. However, concern has been expressed from the public and City departments as to the necessity of having an 800 space parking structure (representing a new increase of 400 spaces) for GO Transit. Such a substantive addition in parking appears to be contrary to creating a transit supportive environment in the area. It is recommended that a more ambitious approach to strategic parking management be considered



which could result in a reduced number of spaces and smaller parking structure at the Port Credit GO Station, and promote active transportation and transit.

### Is The Design Of The Parking Structure Appropriate?

The Master Plan provides appropriate guidelines related to built form and design to guide the development of the parking structure. For the portions of the parking structure which cannot incorporate other uses (e.g. office, residential), the Master Plan requires the structure make a positive contribution to the streetscape.

Figure 5 and 6 provide additional examples of parking structures in Indianapolis and Cardiff which have been well designed and visually interesting. These parking structures serve as examples of how a typically utilitarian structure can incorporate design features which translate into urban art works.



Figure 5: Cardiff Bay, Wales (Light Bureau)



Figure 6: Eskenazi Hospital, Indianapolis (Serge Hoeltz)

However, the specific design of the parking structure and associated transit oriented development is ultimately the responsibility of the developer chosen by Metrolinx to develop the site. The proposed design elements will be assessed for appropriateness in the Port Credit context as well as feasibility and longevity given climate conditions, during the approval process.

### Why Lot Consolidation Is Appropriate:

The most appropriate use for these lands (see Figure 7) is a parking structure given proximity to railway which is both a constraint (e.g. sensitive land uses cannot be located in this area) and an opportunity (e.g. potential to provide weather protected environment for people travelling between the HMLRT and GO Station). Not including the closed portion of the Queen Street East road allowance in the development would result in a smaller site, accommodating the same amount of parking and likely less transit oriented development.



Figure 7: Southeast Parking Lot Ownership (IBI)

### How Will A Balance Of Residential and Employment Be Achieved?

It is desirable to enable employment uses at this site to ensure a balanced and well planned development. Although the area benefits from its close proximity to higher order transit, this

alone is not sufficient to foster significant new office or commercial development. The master plan recommends an appropriate approach to getting employment which utilizes a variety of strategies including:

- requiring a minimum amount of space for non-residential uses;
- using incentives (e.g. evaluating proposals based in-part on provision of additional employment space); and
- providing direction on built form.

This approach is reasonable for attaining an appropriate amount of employment uses, and for not over mandating the provision of office and commercial space which could have negative impacts on the area (e.g. create long-term vacancies).

#### How Will The Traffic Be Managed?

A transportation analysis was completed. The analysis concludes the local road network can accommodate future development. However, traffic studies will be required for all development applications to confirm findings.

The area benefits from excellent access to public transit and provides opportunities for shorter trips to be made by walking or cycling which helps reduce vehicular traffic demand. The Master Plan also made a number of important recommendations to minimize traffic impacts (e.g. require Transportation Demand Management in new development, examine how to prioritize bus access, etc.). In addition, staff recommend Metrolinx consider reserving parking spaces in their structure to be used solely during off-peak hours in order to better promote all day usage of the system and reduce traffic at peak periods.

#### Can More Be Done To Support Active Transportation (e.g. opportunity for a bridge over the Credit River)?

As part of the Lakeshore Road Transportation Master Plan and Implementation Strategy, the Transportation and Works Department will be examining any necessary improvements to the Port Credit transportation infrastructure, including the need and justification of an additional crossing (either for active transportation or a combined active transportation / automobile based crossing) of the Credit River (Figure 8). In advance of any findings from this study, the Transportation and Works Department, with support from other departments, is investigating the opportunity of accessing the Mobility Hub Active Transportation Fund for any crossings that maybe justified through the Lakeshore Road Transportation Master Plan study process. This investigation of funding is not intended to predetermine the outcome of the study but rather to off-set any future costs to the City should a new crossing be warranted.



Figure 8: Credit River and Railway Bridge (Adiseshan Shankar)

### Is There A Role For The City In The Metrolinx Request For Proposal (RFP) Process?

Metrolinx will release an Request For Proposal (RFP) in order to select a development partner. The Master Plan will form part of the RFP whereby the bidders will have a clear description of Metrolinx and the City's expectations for future development. Metrolinx has prepared a short-list of three companies that will be sent the RFP and Master Plan, as a result of a Request For Qualifications (RFQ) that was released earlier in the year.

In order to ensure proposed redevelopment of the GO Station Parking Lot is responsive to the Master Plan, it is recommended that City representation be included in the review of the developer submissions to Metrolinx. It should be noted that when the Sheridan Campus was being developed in downtown Mississauga, City staff had the opportunity to review submissions and provide comments. Given the City will be transferring land to the redevelopment site, and may be accommodating temporary parking on other City owned lands (e.g. former lawn bowling site) in order to facilitate the development, a strong case can be made for City participation in the selection process.

### Next Steps

The following are the next steps that need to be undertaken, subsequent to Council endorsement:

- Planning staff prepare the implementing OPA, based on the Master Plan, circulate to department and agencies for comment, and hold a statutory public meeting. It should be noted that the Region has advised they are generally satisfied with the Master Plan, and further detailed comments will be provided after review of the OPA and any subsequent development applications. Additional investigations regarding pumping station capacity will be required based on all potential development in the area, which the Region is undertaking as part of their Distribution and Collection System Master Plan for Greenfield and Intensification projects;
- Realty Services staff initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purpose of negotiating the transfer of the lands to Metrolinx for incorporation into Metrolinx's parking lot redevelopment;
- Council request Metrolinx to include City participation in review of proposals and consider a more ambitious approach to parking management at the GO Station;
- City staff continue discussions with Metrolinx regarding the opportunity of accessing the Mobility Hub Active Transportation Fund;
- Metrolinx and City confirm issues such as funds for public art, applications fees, cash-in-lieu of parkland, and any potential future community benefits and Section 37 bonus provisions associated with the transit oriented development in order to ensure all bidders for the Metrolinx RFP properly understand both planning and financial obligations;
- Planning staff review zoning for lands designated Mixed Use along Ann Street and determine appropriate changes in order to permit additional commercial uses in the existing buildings; and
- Detailed site design and development applications submitted to the City for evaluation.

## Strategic Plan

Aspects of the Master Plan touch upon a number of the Pillars in the Strategic Plan. Specifically it addresses the Pillar entitled “Move – Developing a Transit-Oriented City” and is consistent with the strategic goal to direct growth by supporting transit-oriented development policies and deliberate civic actions.

The Master Plan builds upon the successes of Port Credit as a transit-supportive community, while respecting and complementing the character of the surrounding area.

## Financial Impact

The cost of retaining the IBI Group to prepare the Master Plan was the responsibility of Metrolinx, with the exception of expenses associated with advertising and providing space for public and advisory panel meetings that were covered by the City.

The proposed policy framework is anticipated to result in new development appropriate for the area that will contribute to the City's tax base and finances as well as help support investments being made in higher order transit.

## Conclusion

The Master Plan, represents a comprehensive study that is appropriate to support an amendment to the Local Area Plan as well as to be used in the review of subsequent development applications. Based on the information available at this time (e.g. location of transit station, maximum 400 additional parking spaces, land reserved for Regional Express Rail, mixed use development) the study satisfies the requirements of Special Site policies. Should any key assumptions change then the findings may have to be revisited.

The Queen Street Road allowance should be included in the GO Transit parking lot redevelopment in order to provide a large area which can better accommodate uses envisioned for the site. City staff are investigating the opportunity to access funding in the Mobility Hub Active Transportation Hub for another crossing of the Credit River. City staff acknowledge the need for additional parking, however, suggest Metrolinx consider a more ambitious approach to strategic parking management which could result in a reduction in the number of spaces and promote active transportation and transit.

## Attachments

Appendix 1: Port Credit Local Area Plan Policies Special Site 12



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paul Stewart, Planner

### 13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N. Railway, east of Helene Street, and north of High Street.

13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, further study is required to determine the appropriate type of redevelopment on these lands.

13.1.12.3 These lands are in an important location that can further the development of the Port Credit Mobility Hub. A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form, transportation and heritage resources. In addition, the master plan will:

- a) have regard for other City and Provincial plans, policies and reports such as those related to the future Light Rapid Transit on Hurontario and Mobility Hubs;
- b) determine appropriate access improvements and linkages for pedestrians,

cyclists, and commuters traveling between the GO station and future LRT stop;

- c) provide amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, or grocery stores;
- d) address appropriate design of any parking structures; and
- e) provide of opportunities to accommodate employment uses.

13.1.12.4 Consultation on the comprehensive master plan will occur with the landowners, local community and other stakeholders.

# City of Mississauga Corporate Report



Date: October 2, 2015	Originator's file: CD.05-SHE
To: Chair and Members of Planning and Development Committee	Meeting date: 2015/10/26
From: Edward R. Sajecki, Commissioner of Planning and Building	

## Subject

### Recommendation Report (Ward 2)

Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Sheridan Park Corporate Centre

## Recommendation

That the Report dated October 2, 2015 from the Commissioner of Planning and Building titled "Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Sheridan Park Corporate Centre" be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, revisions to the proposed Zoning By-law amendments are being recommended, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendments is hereby waived.
2. That the proposed amendments to Mississauga Official Plan to revise the existing Sheridan Park Corporate Centre Character Area policies be approved in accordance with Appendix 5 of this report.
3. That the proposed amendments to Zoning By-law 0225-2007 to revise the existing zoning regulations for lands in the Sheridan Park Corporate Centre be approved in accordance with Appendix 7 of this report.

## Report Highlights

- A public meeting was held on June 22, 2015 to hear comments regarding the proposed amendments to Mississauga Official Plan (MOP) and Zoning By-law 0225-2007 for the Sheridan Park Corporate Centre;
- The proposed amendments include changes to the Sheridan Park Corporate Centre Character Area policies by updating the Urban Design policies, introducing new Land Use, Transportation and Environment policies, including new Special and Exempt sites, and to modify the **E2-5 (Employment - Exception)** zone to permit increased density and a



broader range of uses in the Corporate Centre;

- Revisions to the Zoning By-law provisions are recommended in response to comments from Credit Valley Conservation for lands that are part of the Sheridan Creek watershed and that are included in the City's Natural Area Survey;
- Responses are provided to written and verbal comments received; and,
- The recommendation is to approve the proposed amendments as revised, and to forward the implementing documents to Council for adoption.

## Background

In March, 2015, the draft Land Use Master Plan for Sheridan Park Corporate Centre (Master Plan) was circulated to landowners and agencies for comments. A Public Meeting was held on June 22, 2015, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0043-2015 which was adopted by Council and is attached as Appendix 2.

The purpose of this report is to provide a summary of the comments received from both the circulation of the draft Master Plan and the comments received with respect to the policy and zoning direction that was presented at the Public Meeting, the response to each, and to identify the changes that have been made to the proposed land use policies (Appendix 4) and zoning regulations (Appendix 6). In addition, draft Official Plan and Zoning By-law amendment documents have been prepared and are attached as Appendices 5 and 7.

## Comments

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

### **LANDOWNER COMMENTS**

In addition to the comments noted in the Information Report, additional comments were received at, and following, the Public Meeting. All of the comments on the draft Land Use Master Plan, and on the policy and zoning direction contained in the Information Report, are summarized in Appendix 3.

### **OTHER COMMENTS**

Other comments were received that are not applicable in land use planning documents, but can be explored through other processes. Transit improvements, tax-based incentives, reduction in Development Charges, a dedicated bus to/from Clarkson GO Station and programs to encourage the connectivity of businesses within the Park were included in the correspondence.

At the Public Meeting, the President of the Sheridan Park Association (SPA) spoke on behalf of the SPA with respect to the collaboration between the City and the SPA on this project. He noted that the initial landowner interviews and staff attendance at SPA meetings were a positive means of ensuring input from the local businesses and maintaining regular updates on the project.

## UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

**Credit Valley Conservation (CVC)**

Further to their comments dated March 27, 2015, CVC has provided the City with updated Natural Hazard Lands mapping specific to Sheridan Park and the Sheridan Creek watershed. These are areas that have potential for flooding and/or are regulated by the CVC. This new information is incorporated on MOP Schedules 1, 1a, 3, 4 and 10. Schedule "A" of the Zoning By-law Amendment has also been updated to incorporate the **G1 (Greenbelt – Natural Hazards)** zone for the Hazard Lands.

**City Transportation and Works Department (T&W)**

In comments updated on September 10, 2015, T&W advised that the Transportation Policies as included in the draft Mississauga Official Plan Amendment are acceptable.

**City Economic Development Office (EDO)**

In comments received on August 25, 2015, EDO advised that they support the updated policies and zoning regulations. The only remaining concern following the Public Meeting in June was in relation to the exclusion of manufacturing as an accessory use. The proposed policies and permitted uses have been revised to include this permission.

## PLANNING COMMENTS

## Official Plan

Proposed policy changes were included as Appendix I-4 to the Information Report (see Appendix 1). Updates to these proposed changes are outlined in Appendix 4, and have been incorporated in the draft Official Plan Amendment attached to this Report as Appendix 5. A new Context Section is added, which includes wording from CVC comments to emphasize the importance of the natural areas within the Park. A new Environmental Areas section has also been added, which retitles the formerly proposed Greenlands section, and addresses the need for a Master Drainage Plan. Lands identified as Significant Natural Areas (ecologically significant) in the City's Natural Areas Survey are shown as **Greenlands** designation, and include Natural Hazard Lands (flood prone) mapping from CVC.

All other sections have been renumbered, and the Urban Design policies were streamlined to remove repetition from Section 9 - Build a Desirable Urban Form in Mississauga Official Plan. The "Buildings and Spaces" subsection has been renamed to "Buildings and Landscape" and minor changes with respect to terminology and green architecture were added to this section.

The remainder of the proposed sections have been renumbered accordingly, but the policy direction with respect to Business Employment and Transportation policies has not been substantially amended.

The revised policies continue to reflect and implement the objectives and strategies of the draft Land Use Master Plan prepared for the City in December 2014. To reinforce and grow Sheridan Park as a unique science and technology business park, the science and technology and engineering uses are further complemented by uses such as general offices and post-secondary education facilities. This allows flexibility for redevelopment within the Park, and should facilitate the growth and evolution of existing businesses, as well as encourage the development of vacant properties.

Accessory commercial uses continue to be permitted, and a policy has been added which considers that one site in the Park may be appropriate for small scale commercial uses to provide further employee amenities.

The revised policies will also protect and enhance the natural areas in the Park by identifying and designating ecologically significant lands known as Significant Natural Areas as **Greenlands** where they are designated **Business Employment**. Also, the policies are encouraging linkages across private property to promote active transportation for employees and local residents. The modernization of the policies reflects the step toward opening up the Park for more land uses, while retaining the original intent of the importance of research and development in the City of Mississauga and maintaining the campus-like character of the Park.

#### Zoning By-law

Comments were received from Economic Development and the landowner of 2333 North Sheridan Way with respect to manufacturing as a permitted use in Sheridan Park (see Appendix 3 for comments). In response, the **E2-5 (Employment - Exception)** zone has been updated to include permission for the existing manufacturing businesses and their permitted outdoor storage, as well as adding manufacturing as an accessory use to the permitted uses to a maximum of 15% of the gross floor area.

Day care uses were also added as an accessory use to the **E2-5 (Employment - Exception)** zone provided they are not more than 15% of the Gross Floor Area of the building as they could be viewed as providing a convenience for workers to have child care services.

As noted above with respect to environmentally significant lands in the vicinity of Sheridan Creek, and the requirements of Mississauga Official Plan Amendment No. 27 to include all environmentally significant lands as **Greenlands**, the zoning for lands identified as flood prone and ecologically significant will be zoned **G1 (Greenbelt - Natural Hazards)** and **G2 (Greenbelt - Natural Features)**. The remaining "Bodycote" lands in the vicinity of Sheridan Creek will be zoned **H-E2-5 (Employment - Exception with Holding Provision)**, until the Environmental Impact Study is completed. If the EIS identifies lands that should be included or removed from the Greenbelt areas, additional amendments will be brought forward to adjust the mapping.

Lands proposed to be rezoned **G1 (Greenbelt - Natural Hazards)** will no longer be subject to the Greenbelt Overlay, and it will be removed from the zoning map. These changes to the Zoning By-law ensure that the zone categories proposed for Sheridan Park are in conformity with the revised land use designations.

## Financial Impact

Not applicable.

## Conclusion

In accordance with subsection 34 (17) of the *Planning Act*, Council is given the authority to determine if further public notice is required. Since the proposed revisions with respect to the proposed land use policies and zoning regulations that were before Planning and Development Committee on June 22, 2015 are considered to be minor, it is recommended that no further public notice be required regarding these proposed changes.

The proposed Official Plan and Zoning By-law Amendments, as revised, should be approved for the following reasons:

1. The proposed amendments to Mississauga Official Plan - Sheridan Park Corporate Centre policies and to Zoning By-law 0225-2007, as amended, meet the overall intent, goals, objectives and policies of Mississauga Official Plan and will help direct the type and form of future development for the Corporate Centre.
2. The proposed amendments implement the Objectives and Strategies of the draft Land Use Master Plan that was prepared for the City in December 2014, and incorporate most of the proposed Official Plan and Zoning By-law amendments contained in that document.
3. The proposed new Environmental Areas, Business Employment and Transportation policies are appropriate to ensure that the natural areas of the Corporate Centre are protected, while providing a policy framework for existing and future businesses to grow and/or relocate to the Sheridan Park Corporate Centre.
4. The revised **E2-5 and E2-101 (Employment - Exceptions)** zoning standards are appropriate as they bring the zoning regulations into conformity with the updated land use policies.

## Attachments

Appendix 1: Information Report

Appendix 2: Recommendation PDC-0043-2015

Appendix 3: Landowner Comments

Appendix 4: Recommended Mississauga Official Plan Amendments

Appendix 5: Draft Mississauga Official Plan Amendment No. 40

Appendix 6: Recommended Zoning By-law Amendments

Appendix 7: Draft Amendment to Zoning By-law 0225-2007



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Lisa Christie, Zoning By-law Planner



# Corporate Report

**PDC** JUN 22 2015

Clerk's Files

Originator's

Files CD.05-SHE W2

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**DATE:** June 2, 2015

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: June 22, 2015

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

**SUBJECT:** Proposed Amendments to Mississauga Official Plan and  
Zoning By-law 0225-2007: Sheridan Park Corporate Centre

Public Meeting/Information Report Ward 2

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- RECOMMENDATION:**
1. That the Report dated June 2, 2015, from the Commissioner of Planning and Building titled "Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007: Sheridan Park Corporate Centre", be received for information.
  2. That staff report back to Planning and Development Committee on any submissions made with respect to the June 2, 2015 report.

**REPORT  
HIGHLIGHTS:**

- This report has been prepared for the public meeting of June 22, 2015 to report on comments received from the circulation of the Draft Land Use Master Plan in March 2015, and to hear any additional comments from the community;
- The outcome of this project will be new Sheridan Park Corporate Centre Character Area policies and implementing Zoning By-law;
- Community concerns identified to date include individual land owners within the Park wanting to protect their current land uses; less focus on science and technology, greater permission for office uses, greater restrictions on manufacturing and,



permission to expand uses not aligned with the conclusions of the draft Master Plan;

- Prior to the next report, matters to be addressed include adding policies to address active transportation; identifying opportunities to enhance the green space in the Park; property requirements for the Ministry of Transportation to expand the Queen Elizabeth Way; and resolving the opposing views of landowners with respect to future land uses.

## BACKGROUND:

At its meeting on February 2, 2015, Planning and Development Committee considered a report titled "Sheridan Park Corporate Centre – Draft Land Use Master Plan". The report was received for information and Planning staff was given direction to circulate the Draft Land Use Master Plan to City Departments, external agencies, affected landowners and the Sheridan Homelands Residents Association for review and comment. Recommendation PDC 0009-2015 was adopted by Council on February 11, 2015 and is attached as Appendix I-1.

Both the Corporate Report, which provides background information on the Master Plan project, and the Sheridan Park Corporate Centre Draft Land Use Master Plan, are available on-line at: <http://www.mississauga.ca/portal/residents/sheridanparkmasterplan>

The purpose of this Report is to provide a summary of the comments received from the circulation of the Draft Land Use Master Plan ("Master Plan"), and to present a summary of proposed Official Plan and Zoning By-law amendments for Sheridan Park Corporate Centre at a public meeting of Planning and Development Committee for further discussion and comment. Based on any additional comments received, Planning and Building staff will prepare draft Official Plan and Zoning By-law amendments for approval.

## COMMENTS:

From the circulation of the Master Plan, which included over 60 landowners within the Park, comments were received from 5 landowners, the Transportation and Works Department and 3 external agencies. No comments were received from the

neighbouring Sheridan Homelands Residents Association or any further comments from the Sheridan Park Association.

The 5 landowners that commented on the Master Plan had varying opinions with respect to the recommendations in that document. Points of consensus include:

- the Master Plan is a positive step to revitalize and promote the Park;
- flexibility is needed in the policies and zoning to attract complementary and supportive land uses;
- permitting office as a principle use;
- increasing the Floor Space Index from 0.4 to 0.6;
- balance increased density with maintaining the character of the Park;
- reinforcing the science and technology component of the Park;
- the need to facilitate growth and for existing businesses to evolve; and
- protect and enhance the natural areas in the Park, including consideration of private landscaped areas.

Issues with the recommendations in the Master Plan include:

- do not provide percentage caps for Floor Space Index in the policies; they should be included only in the Zoning By-law;
- change the Exempt Site policy for 2333 North Sheridan Way to a Special Site policy;
- do not change any current site specific land use permissions;
- do not prohibit overnight accommodation;
- do not require science and technology uses as a component of an office building;
- allow freestanding restaurant, fitness facility and other employee amenities;
- restrict light industrial and manufacturing uses; suggest that Airport Corporate Centre be used as a guide;
- do not increase the minimum lot frontage requirement;
- do not add either maximum lot coverage or landscaped area requirements;

- do not amend the land use designation at 0 Sheridan Park Drive ("Bodycote" lands) until an ongoing Environmental Impact Study is completed; and
- allow elementary and secondary schools.

Other issues raised that require further consideration include requests for:

- a dedicated bus service to the Clarkson GO station;
- tax based incentive programs to attract new development; and
- reduced Development Charges.

Issues raised by the landowners and any further comments received at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

Agency comments are summarized in Appendix I-2.

Current Sheridan Park Corporate Centre Character Area policies are attached as Appendix I-3. Current Zoning By-law regulations for Sheridan Park are summarized in Section 2.1.6 of the Master Plan.

Based on the recommendations contained in the Master Plan, the City's Strategic Plan, Official Plan policies and the feedback received to date, there are a number of amendments proposed to Mississauga Official Plan and the Zoning By-law.

Appendices I-4 and I-5 contain a summary of the proposed revised policy framework and zoning by-law amendments for the Sheridan Park Corporate Centre Character Area. The key policy changes include:

- delete the restriction for offices only associated with science and technology uses;
- add major office and secondary office uses;
- add post-secondary education facility;
- add an Exempt Site policy for the existing elementary school;

- add a policy to permit freestanding restaurant uses, fitness facility and other employee amenities on a site central to the Park; and
- include Greenlands and Transportation policies to recognize environmentally significant land and how it can support linkages for active transportation.

The key proposed zoning changes include:

- the creation of one zone (E2-5, as revised) for most lands designated Business Employment, to create consistency in the land uses across the Park;
- permission for a broader range of uses that are complementary to a science and technology park, such as universities and colleges, offices, pilot plants and prototype production facilities;
- remove permission for manufacturing from the E2-6 and E2-7 zones and replace with pilot plants and prototype production facilities in the revised E2-5 zone (see above);
- allow overnight accommodation only where it currently exists in the Park;
- increase the floor space index (FSI) to 0.6 where a science and technology related use is part of the building, in lieu of the recommended 67% cap of office space unrelated to science and technology uses, as this is difficult to administer through a zoning by-law regulation;
- increase the minimum lot frontage to 60 m (197 ft.) to reflect the existing lot pattern; and
- increase the front and exterior side yards and landscape requirements to maintain the character of the Park.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** Following the Public Meeting, a Recommendation Report will be prepared for consideration by the Planning and Development Committee, which will address comments received from any external agency and City department, landowners, the public and the Committee and, where necessary, recommend modifications to

the proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Sheridan Park Corporate Centre.

**ATTACHMENTS:**

- Appendix I-1: PDC Recommendation 0009-2015
- Appendix I-2: Agency Comments
- Appendix I-3: Current Sheridan Park Corporate Centre Character Area Policies
- Appendix I-4: Summary of Proposed Mississauga Official Plan Amendments
- Appendix I-5: Summary of Proposed Zoning By-law Amendments



Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Lisa Christie, Zoning By-law Planner*



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## Appendix I-1

**Sheridan Park Corporate Centre****File: CD.05-SHE W2****Planning and Development Committee Recommendation**

- PDC-0009-2015
- "1. That the report titled "Sheridan Park Corporate Centre – Draft Land Use Master Plan" dated January 13, 2015, from the Commissioner of Planning and Building, be received for information.
  2. That the "Sheridan Park Corporate Centre – Draft Land Use Master Plan" by Urban Strategies Inc., dated December 2014 and attached as Appendix I-1 to this report, be circulated to City Departments, external agencies, affected landowners and the Sheridan Homelands Residents Association for review and comment.
  3. That the letter dated January 30, 2015 from Richard E. Perrier, President, Sheridan Park Association, be received."



## Sheridan Park Corporate Centre

File: CD.05-SHE W2

## Agency Comments

The following is a summary of comments from agencies and departments regarding the Draft Land Use Master Plan.

Agency / Comment Date	Comment
Ministry of Transportation (MTO) (March 30, 2015)	<ul style="list-style-type: none"> <li>• MTO has no objections to proposed policy updates;</li> <li>• The Queen Elizabeth Way is to be widened from Winston Churchill to Flavelle Boulevard as part of the Preliminary Design and Environmental Assessment work for HOV lanes from Trafalgar Road to Winston Churchill Boulevard. This will require the shift of North Sheridan Way to the north;</li> <li>• Approximately 17 m (56 ft.) will be needed in the future for work from Flavelle Boulevard to Erin Mills Parkway; and</li> <li>• The minimum setback for all required site works will be 14 m (46 ft.) for site development adjacent to MTO lands.</li> </ul>
Region of Peel (April 16, 2015)	<ul style="list-style-type: none"> <li>• Add policies to the Character Area Policies to address opportunities to increase the share of trips using active transportation;</li> <li>• Set long terms goals for the creation of public/private pathway systems to improve site interconnectivity and link to residential lands to the north and commercial lands to the east and west;</li> <li>• Identify Transportation Demand Management initiatives to achieve changes in the modal split; and</li> <li>• Regional Official Plan policies are no longer under appeal (Section 2.1.3).</li> </ul>
Credit Valley Conservation (March 27, 2015)	<ul style="list-style-type: none"> <li>• Highlight the importance of the study area to natural heritage protection and water management on a Provincial, Regional and City scale;</li> <li>• Encourage that further study of natural areas is required;</li> <li>• Objective is to ensure that private landscaped areas contribute to an interconnected green space network;</li> <li>• Supports the update of MOP schedules 1, 1a, 3, 4 and 10 to reflect CVC Regulation limits, and investigate further the boundaries of natural heritage features/areas;</li> </ul>

## Sheridan Park Corporate Centre

File: CD.05-SHE W2

Agency / Comment Date	Comment
	<ul style="list-style-type: none"> <li>• Greenbelt Overlay to be used to highlight "Future Green Network";</li> <li>• Removal of proposed "H" holding provision in the Zoning By-law should be contingent on receipt of appropriate stormwater and natural area studies;</li> <li>• Supports a proposed Headwaters and Natural Areas Strategy, including impact from proposed completion of Sheridan Park Drive;</li> <li>• Promote "Sustainable Neighbourhood Retrofit Action Plans" and "Partners in Project Green" as part of the overall promotion of the Park.</li> </ul>
City Transportation and Works Department (March 27, 2015)	<ul style="list-style-type: none"> <li>• Identify MiWay Transit Routes 45, 71 and 31;</li> <li>• Strongly supports the extension of Sheridan Park Drive to improve existing traffic circulation, add alternate access and complete the collector road network - within the City's 10-year Capital Plan;</li> <li>• Include multi-use trail on the north and south sides of Sheridan Park Drive;</li> <li>• Policies noted with respect to the <i>Environmental Protection Act</i> and Environmental Site Assessment for all future development applications;</li> <li>• Promote active transportation by providing a north/south multi-use trail to improve pedestrian and cyclist connections in the Park;</li> <li>• Active transportation facilities will be achieved through integration with facilities on private property;</li> <li>• Encourage companies to become members of Mississauga's Smart Commute Network.</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Economic Development</li> <li>- Community Services</li> <li>- Enersource Hydro Mississauga</li> <li>- Hydro One</li> <li>- Trans Northern Pipelines</li> <li>- Enbridge Gas Distribution Inc.</li> <li>- Bell Canada</li> </ul>

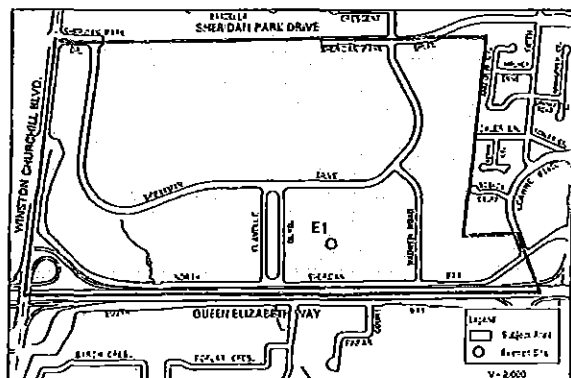
Sheridan Park Corporate Centre

File: CD.05-SHE W2

Agency / Comment Date	Comment
	<ul style="list-style-type: none"><li>- Rogers Cable</li><li>- Canada Post</li><li>- Trillium Health Partners</li><li>- Go Transit (Metrolinx)</li><li>- Town of Oakville</li><li>- Region of Halton</li></ul>

## Current Sheridan Park Corporate Centre Character Area Policies

### 15.5 Sheridan Park



Map 15-5: Sheridan Park Corporate Centre Character Area

#### 15.5.1 Urban Design Policies

15.5.1.1 The campus setting development is characterized by a highly developed landscape plan to enhance the building design and siting. Landscaping is an important architectural element of the overall development, thus requiring buildings to be sited on large lots with generous setbacks from streetlines to maximize landscaping opportunities. The integration of buildings through public pathways and open spaces will further strengthen this development image. Towards the achievement of City urban design objectives, development proposals should address the following:

- a. the enhancement of views to existing visually important natural and built features;
- b. the development of building forms which are sensitive to the existing character of the Character Area;
- c. the maintenance and enhancement of visual and physical links to the City at large, ensuring integration of the Character Area into its broader context;
- d. avoiding reverse frontage lots which contribute negatively to the system of public streets; and
- e. loading and service areas which are not located adjacent to streets and are not exposed to public areas.

#### Community Identity and Design

15.5.1.2 The campus setting development image will be reinforced through appropriate standards for the siting of buildings, building heights, parking and loading spaces, site access, lighting, signage, screening and landscaping. These will be established during the rezoning and site plan approval process and should include enhanced opportunities for natural surveillance, natural access control and territorial reinforcement of the site. Special care will be exercised in the determination of lot size and building coverage in order to attain an acceptable and compatible appearance of development and ensure the preservation and integration of existing natural features and their ecological functions.

#### Buildings and Spaces

15.5.1.3 To achieve and enhance the campus setting development image, the following design guidelines will be used to evaluate the design aspects of development proposals:

- a. buildings and structures will be sited and designed with generous setbacks from streetlines to maximize open space/landscaped areas. Vistas to the buildings may be created through the strategic location of landscape features;
- b. building designs are characterized by ceremonial approach features with well defined front entrances, for example a row of trees and turning circle for passenger drop-off;
- c. the preservation and integration of natural features such as woodlands into future development, is a priority; alterations to the existing topography, natural drainage system, and vegetation are to be minimized;
- d. landscaping and planting for a campus setting should incorporate the following:
  - water features, for example fountains, ponds;
  - ceremonial planting schemes;

- tree planting to define the street edge;
  - interconnecting pathways and open spaces between buildings for public and/or semi-private use;
  - define pedestrian and vehicular routes, and accent entrance ways;
  - provide year round shelter and enhancement to outdoor pedestrian areas;
  - provide summer shade and protection from winter winds; and
  - create clear visual and spatial distinction between publicly accessible and private open space; and
- e. the design of parking and service areas will be integrated with the landscape plan for the site with planting and berms to screen parking from the street. Large expanses of surface parking are to be softened by landscaped islands;
- f. visual and functional relationships between individual buildings and groups of buildings, the promotion of an open space system within the business park, and the relationship of buildings to adjacent streets will be important considerations in evaluating satisfactory design;
- g. the creation of an identifiable street edge will be encouraged on lands adjacent to, and visible from Winston Churchill Boulevard; and
- h. a high standard of building design should have regard for context, level of detail, modulation of façade and consistency of design content.
- laboratories, pilot plants and prototype production facilities;
- b. education and training facilities, but excluding a public school or private school used for elementary or secondary level education and training;
- c. data processing centres;
- d. engineering services;
- e. offices associated with science and technology uses;
- f. hotels; and
- g. accessory commercial uses, namely, conference facilities, fitness facilities, banks and restaurants within buildings provided they do not exceed 15% of the overall floor space.
- 15.5.2.2 Notwithstanding the above, a private school used for elementary and secondary level education and training is permitted on the lands described as Part 2 on Reference Plan 43R-25302 at 2300 Speakman Drive.
- 15.5.2.3 Development will be subject to the following policies:
- a. uses will not exceed a *floor space index (FSI)* of 0.40;
- b. operations must be carried out within enclosed buildings and structures; and
- c. private landowners will be encouraged to provide opportunities for active and passive forms of outdoor recreation.

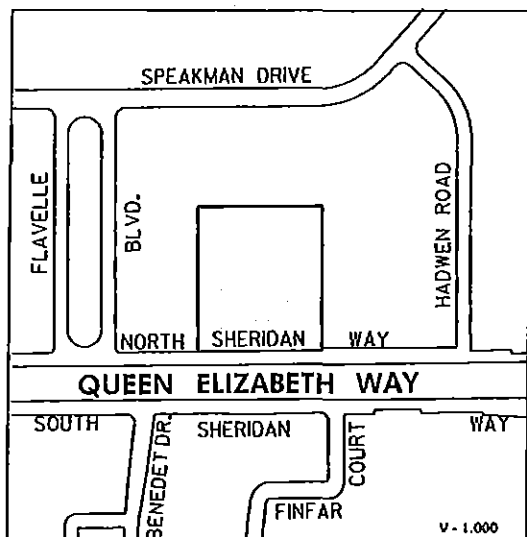
## 15.5.2 Land Use

15.5.2.1 Notwithstanding the Business Employment policies of this Plan, lands designated Business Employment will only be used for the following uses:

- a. facilities involved with scientific and engineering research and development, including:

### 15.5.3 Exempt Site Policies

#### 15.5.3.1 Site 1



15.5.3.1.1 The lands identified as Exempt Site 1 are located on the north side of North Sheridan Way, east of Flavelle Boulevard and west of Hadwen Road and are municipally known as 2333 North Sheridan Way.

15.5.3.1.2 Notwithstanding the Business Employment Policies of this Plan, the following additional uses will be permitted;

- a. industrial uses within enclosed buildings including manufacturing, warehousing, distributing and wholesaling;
- b. office and accessory uses within industrial buildings or in separate buildings within a complex of associated industrial buildings; and
- c. limited outdoor storage areas accessory to an existing permitted use provided they are screened from public view.



**Summary of Proposed Mississauga Official Plan Amendments****15.5 Introduction and Objectives**

- Add introductory paragraphs to describe the objectives of the Character Area policies reinforcing Sheridan Park as a unique science and technology business park; facilitating growth of existing businesses; encouraging development of vacant and under-utilized sites in the Park; encouraging complementary uses that support businesses and provide amenities for employees in the Park; protecting and enhancing the natural areas and open spaces in the Park; and ensuring private landscaped open spaces contribute to an interconnected green space network.

**15.5.1 Urban Design Policies**

- Most Urban Design policies remain relevant;
- Campus like setting is still desirable, while permitting increased development densities;
- Community Identity and Design (Section 15.5.1.2) is further refined through proposed amendments to the Zoning By-law (front and side yard regulations, for example);
- In Section 15.5.1.3, Buildings and Spaces, update policies as follows:
  - a) delete "generous setbacks" as the proposed zoning regulations require 12.5 m (41 ft.) front yard setbacks;
  - b) delete reference to a ceremonial approach and drop off area and define front entrances by landscaped front yards (see proposed zoning regulations for revised regulations with respect to landscaped front yards, front yard setbacks and lot frontage);
  - d) remove reference to "ceremonial planting schemes" and replace with policies encouraging low impact development and best stormwater management practices, also update policies with respect to promoting public/private pedestrian connections;
  - h) remove "consistency of design content" from building design section.

**15.5.2 - Land Use****15.5.2.1 Greenlands**

- Add Greenlands designation to the Land Use Map and include policies to recognize environmentally significant properties;
- Identify and designate all sites subject to Provincial, Regional and municipal natural heritage system and stormwater policies as Greenlands (subject to completion of EIS for 0 Sheridan Park Drive – "Bodycote" lands);
- Show expansion of the City's Natural Heritage System on Schedules 3 and 10;
- Incorporate sustainable stormwater management policies and Low Impact Development policies to ensure future development does not degrade the natural areas or contribute to downstream flooding – note the importance of the campus like setting (significant amount of permeable surfaces) to achieve sustainable future development in the Park;

**Sheridan Park Corporate Centre****File: CD.05-SHE W2**

- Note the importance of public acquisition of all environmentally significant/sensitive lands;
- Support linkages across private property to connect park users on off-street trails - specific focus on North Sheridan Way, Flavelle Boulevard and Hadwen Road to connect to Speakman Drive and transit routes;
- Undertake a Streetscape Master Plan to coordinate street tree planting to link the Park and soften the wide streets;
- Manage green spaces in connection with Region and CVC and promote as an amenity for employees and local residents;
- Identify the need for a stormwater management facility and future public access to the Sheridan Creek headwaters through a Headwaters and Natural Area Strategy.

**15.5.2.2 - Business Employment**

- Add post-secondary education facility to Section 15.5.2.1(b);
- Add professional design services to engineering services to Section 15.5.2.1 (d);
- Delete restriction for offices only associated with science and technology facility from Section 15.5.2.1(e);
- Add secondary office and major office uses;
- Add broadcasting, communication and information technology uses;
- Retain accessory commercial uses in Section 15.5.2.1(g);
- Change reference to bank to financial institution in Section 15.5.2.1(g);
- Add a policy to permit freestanding restaurant uses, fitness facility and other employee amenities on one site central to the Park;
- Delete Section 15.5.2.2 (private school site at 2300 Speakman Drive) and add a new Exempt Site 2 (see below);
- Delete FSI from Section 15.5.2.3(a) as it is more appropriate in the Zoning By-law.

**15.5.3 - Transportation Policies (new Section, former 15.5.3 to be renumbered)**

- Future Ministry of Transportation land requirements may impact the alignment of North Sheridan Way, which will also impact existing landscaping and other features adjacent to that road;
- Show the completion of Sheridan Park Drive on land use schedules;
- Use the completion of Sheridan Park Drive to demonstrate innovative "green" road engineering methods to preserve the Special Management Area that it traverses;
- Include policies to promote Transportation Demand Management, active transportation by utilizing linkages through the Greenlands;
- Promote public/private partnerships to create pedestrian/cycling linkages where it is not feasible to construct municipal sidewalks or a multi-use trail;
- Support construction of Long Term Cycling Routes through the Park, and amend Schedule 7 to show future connections.

## Sheridan Park Corporate Centre

File: CD.05-SHE W2

**15.5.4 - Special Site Policies (new)**

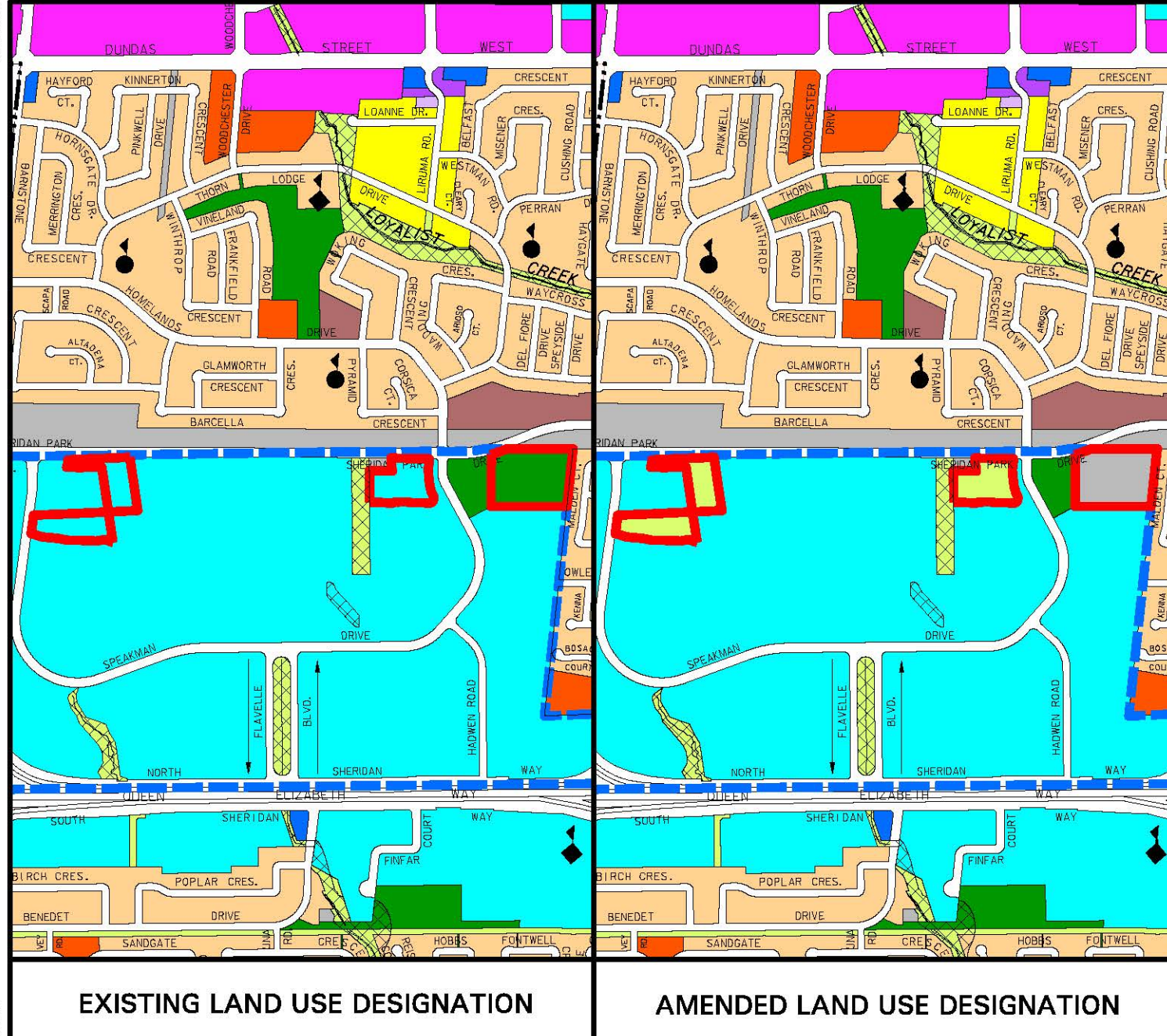
- **Add Special Site 1** to recognize the existing overnight accommodation developments at the southeast quadrant of the Park, and continue to permit other uses as proposed for the Business Employment land use designation, as appropriate for the site's location adjacent to residential dwellings.
- **Add Special Site 2** for 0 Sheridan Park Drive ("Bodycote" lands) to recognize that the land use designation boundaries (Employment and Greenlands), cannot be determined until the ongoing EIS is complete.

**15.5.5 - Exempt Site Policies (formerly 15.5.3)**

- **Retain Exempt Site 1** – 2333 North Sheridan Way – refine policies as per Ontario Municipal Board settlement with landowner; site to stay exempt as traditional employment uses such as warehousing, distributing, wholesaling and outdoor storage are not part of the long term vision for the Park as a science, technology and engineering hub.
- **Add Exempt Site 2** – 2300 Speakman Drive – elementary and secondary schools are not part of the long term vision for the Park as a critical part of the City's employment base; (also see draft Municipal Comprehensive Review).
- **Add Exempt Site 3** – 2185 North Sheridan Way – manufacturing as a primary use of a building is not part of the long term vision for Sheridan Park.

**Mapping Changes**

- **Schedules 1, 1a and 3** – amend to reflect CVC Regulatory Areas, Regional Core Greenlands, Natural Area Survey, results of on-going EIS, watercourse expansion areas.
- **Schedule 4** – amend as necessary to identify Public and Private Open Spaces.
- **Schedule 7** – amend to show new cycling routes that link Sheridan Park to other existing or proposed cycling routes
- **Schedule 10** – amend to identify the Utility and Greenlands sites.



# LAND USE DESIGNATIONS

- |  |  |
|--|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Residential Low Density I      | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Airport               |
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Residential Low Density II     | <span style="display:inline-block; width:15px; height:15px; background-color:lightpink; border:1px solid black;"></span> Institutional         |
| <span style="display:inline-block; width:15px; height:15px; background-color:darkorange; border:1px solid black;"></span> Residential Medium Density | <span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> Public Open Space         |
| <span style="display:inline-block; width:15px; height:15px; background-color:darkred; border:1px solid black;"></span> Residential High Density      | <span style="display:inline-block; width:15px; height:15px; background-color:darkgreen; border:1px solid black;"></span> Private Open Space    |
| <span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> Mixed Use                      | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Greenlands           |
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Convenience Commercial           | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Parkway Belt West     |
| <span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span> Motor Vehicle Commercial     | <span style="display:inline-block; width:15px; height:15px; background-color:gray; border:1px solid black;"></span> Utility                    |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Office                      | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Special Waterfront    |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Business Employment         | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Partial Approval Area |
| <span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span> Industrial                   |  |

## BASE MAP INFORMATION

- |   |  |
|---|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Heritage Conservation District                             | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Civic Centre (City Hall)     |
| <span style="display:inline-block; width:15px; height:15px; background-color:gray; border:1px solid black;"></span> 1996 NEP/2000 NEF Composite Noise Contours                | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> City Centre Transit Terminal |
| <span style="display:inline-block; width:15px; height:15px; background-color:gray; border:1px solid black;"></span> LBPIA Operating Area Boundary See Aircraft Noise Policies | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> GO Rail Transit Station      |
| <span style="display:inline-block; width:15px; height:15px; background-color:gray; border:1px solid black;"></span> Area Exempt from LBPIA Operating Area                     | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Public School                |
| <span style="display:inline-block; width:15px; height:15px; background-color:gray; border:1px solid black;"></span> Natural Hazards   | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Catholic School              |
|   | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Hospital                     |
|   | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Community Facilities         |

## City Structure

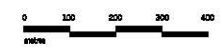
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|--|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Downtown       | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Corporate Centre     |
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Major Node     | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Employment Area      |
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Community Node | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Special Purpose Area |
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Neighbourhood  |  |

AREA OF AMENDMENT

FROM:  
 BUSINESS EMPLOYMENT

TO:  
 GREENLANDS

UTILITY



**MAP 'A'**

Part of Schedule 10  
Land Use Designations  
of Mississauga Official Plan



**EXISTING LAND USE DESIGNATION**

**AMENDED LAND USE DESIGNATION**

## Sheridan Park Corporate Centre

File: CD.05-SHE W2

## Summary of Proposed Zoning By-law Amendments

## Revised definition of Science and Technology Facility:

**Science and Technology Facility** means a **building, structure** or part thereof, used for one or more of the following: scientific and technological research and development including laboratories, **pilot plants, prototype production facilities**, computer and information technology development, including hardware and software, data processing services and engineering and professional design services.

Replace current E2-5, E2-6, E2-7 and E2-31 zones with new E2-5 zone, as follows:

8.2.3.5	Exception: E2-5	Map # 18	By-law
In an E2-5 zone the applicable regulations shall be as specified for an E2 zone except that the following uses/regulations shall apply:			
Permitted Uses			
8.2.3.5.1	Lands zoned E2-5 shall only be used for the following:		
	<ul style="list-style-type: none"><li>(1) Science and technology facility within an enclosed building</li><li>(2) Education and Training Facility</li><li>(3) Broadcasting/Communication Facility</li><li>(4) Information and communications technology</li><li>(5) Office</li><li>(6) Pilot Plant</li><li>(7) Prototype Production Facility</li><li>(8) University/College</li></ul>		
8.2.3.5.2	Maximum percentage of total gross floor area - non-residential that may be used for a banquet hall/conference centre/convention centre, fitness centre, financial institution, restaurant and take-out restaurant provided that such uses are located within, and form an integral part of, the building used for one (1) or more of the uses in Sentence 8.2.3.5.1 of this Exception		15%
Regulations			
8.2.3.5.3	Minimum lot area		0.8 ha
8.2.3.5.4	Minimum lot frontage		60 m
8.2.3.5.5	Maximum floor space index - non-residential for all uses		0.6

## Sheridan Park Corporate Centre

File: CD.05-SHE W2

8.2.3.5	Exception: E2-5	Map # 18	By-law
8.2.3.5.6	Maximum floor space index - non-residential for office		0.4
8.2.3.5.7	Minimum front yard		12.5 m
8.2.3.5.8	Minimum exterior side yard		12.5 m
8.2.3.5.9	Minimum landscape buffer		4.5 m
8.2.3.5.10	Maximum lot coverage		40%
8.2.3.5.11	Minimum landscaped open space area - front yard		50%
Holding Provision			
- details for removal to be finalized upon further discussion with property owner/consultant			

8.2.3.101	Exception: E2-101	Map # 18	By-law 0248-2009
In an E2-101 zone the applicable regulations shall be as specified for an E2 zone except that the following uses/regulations shall apply:			
Permitted Uses			
8.2.3.101.1	Lands zoned E2-101 shall only be used for the following:		
	<ul style="list-style-type: none"><li>(1) Office</li><li>(2) Broadcasting/Communication Facility</li><li>(3) Science and Technology Facility</li><li>(4) Restaurant</li><li>(5) Take-out Restaurant</li><li>(6) Commercial School</li><li>(7) Financial Institution</li><li>(8) Banquet Hall/Conference Centre/Convention Centre</li><li>(9) Overnight Accommodation</li><li>(10) Active Recreational Use</li><li>(11) Recreational Establishment</li><li>(12) Private Club</li><li>(13) Parking Lot</li><li>(14) University/College</li><li>(15) Courier/Messenger Service</li><li>(16) Education and Training Facility</li></ul>		
Regulations			
8.2.3.101.2	The provision contained in Subsection 8.1.4 of this By-law shall not apply		



## Sheridan Park Corporate Centre

File: CD.05-SHE W2

8.2.3.101	Exception: E2-101	Map # 18	By-law: 0248-2009
8.2.3.101.3	For the purposes of this By-law, all lands zoned E2-101 shall be consider one (1) lot		
8.2.3.101.4	Maximum total floor space index - non-residential used for office and overnight accommodation		0.7
8.2.3.101.5	Minimum landscaped area		30% of the lot area
8.2.3.101.6	The lot line abutting North Sheridan Way shall be deemed to be the front lot line		
8.2.3.101.7	Maximum height		5 storeys
8.2.3.101.8	Minimum depth of a landscaped buffer measured from a lot line that abuts a Residential Zone		4.5 m

Other Mapping Changes:

E2-5 to H-E2-5 (0 Sheridan Park Drive "Bodycote lands")

E2-5 to G1 (2400 Flavelle Boulevard - drainage ditch)

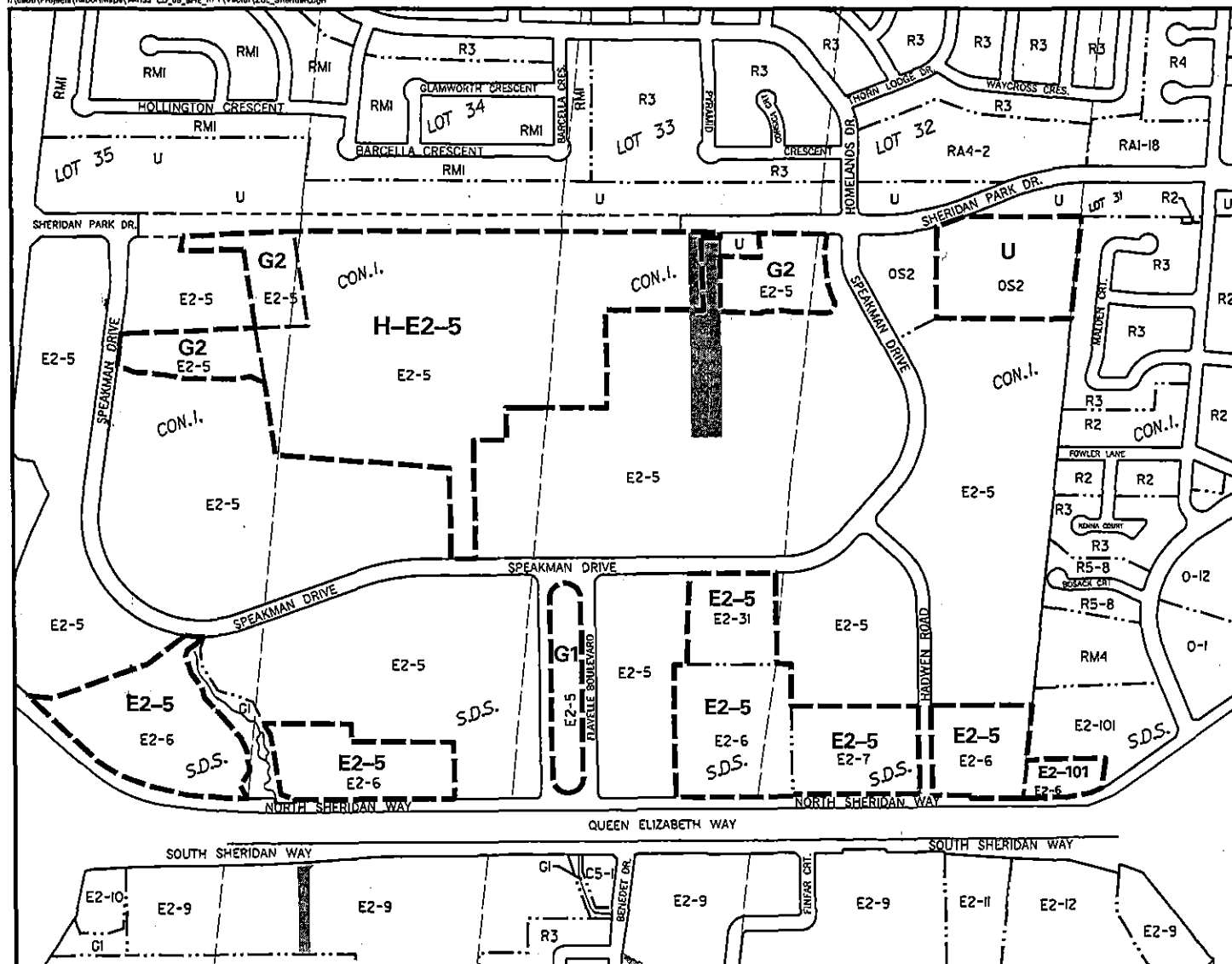
OS2 to U (Region of Peel Herridge reservoir)

Note:

Schedule "A" - illustrates proposed zoning changes

Appendix "B" - hatched areas represent proposed text only changes to existing zones.

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0 70 140 210 280  
metres



GREENBELT OVERLAY

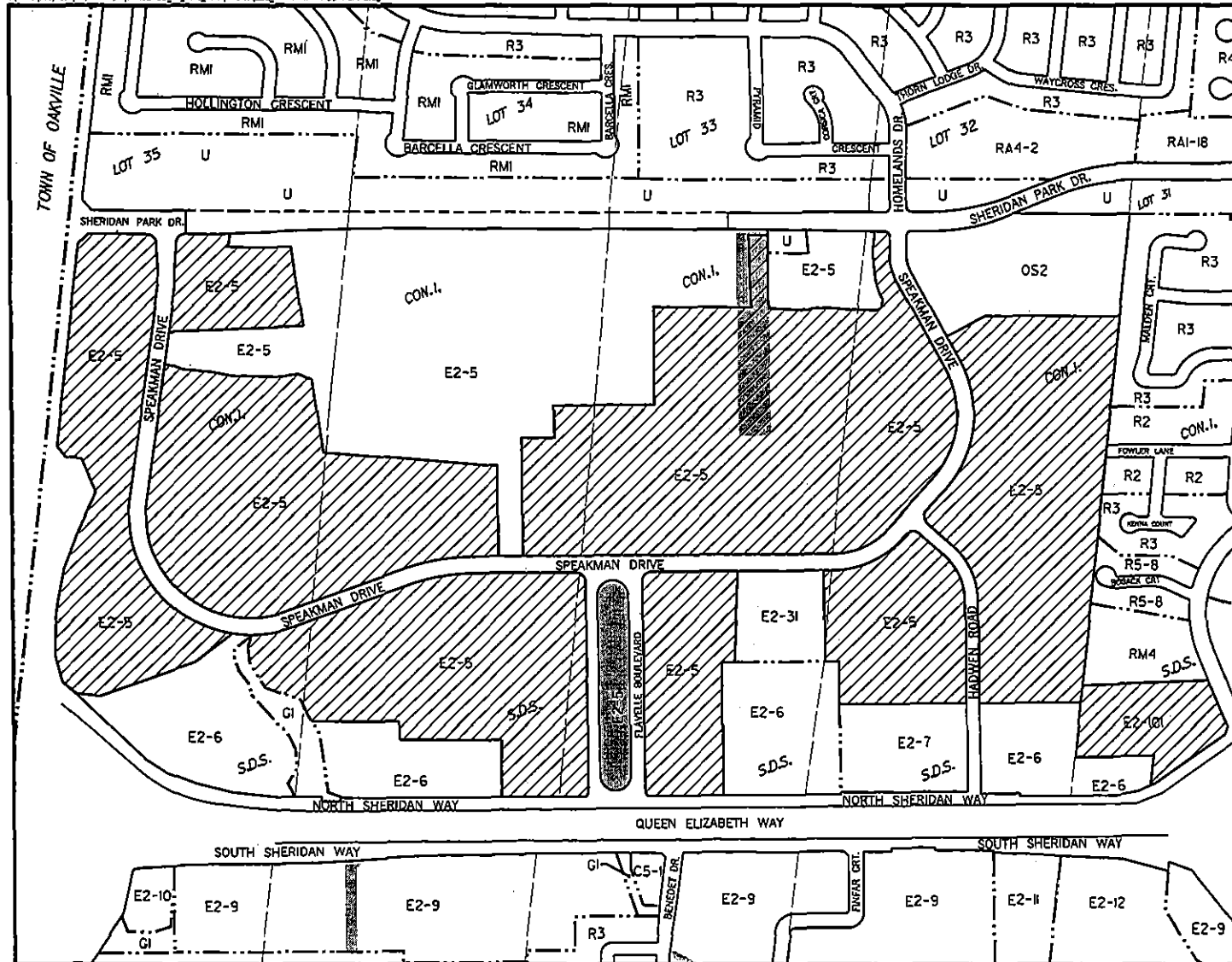
This is not a Plan of Survey.

CITY OF MISSISSAUGA

DRAFT

THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_

PASSED BY COUNCIL ON  
\_\_\_\_\_



0 70 140 210 280  
metres



GREENBELT OVERLAY

This is not a Plan of Survey.

CITY OF MISSISSAUGA

DRAFT

THIS IS APPENDIX "B" TO  
BY-LAW \_\_\_\_\_

**Sheridan Park Corporate Centre**

**File: CD.05-SHE W2**

**Recommendation PDC-0043-2015**

1. That the Report dated June 2, 2015, from the Commissioner of Planning and Building titled "Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007: Sheridan Park Corporate Centre", be received for information.
2. That staff report back to Planning and Development Committee on any submissions made with respect to the June 2, 2015 report.
3. That the following correspondence be received:
  - (a) Letter March 27, 2015 from Ryan Guetter, Vice President, Weston Consulting;
  - (b) Letter dated June 17, 2015, from Brian Parker, Gowling Lafleur Henderson LLP;
  - (c) Letter dated June 22, 2015 from Ken Szekely, Astra Capital Properties Inc.

**Landowner Comments**

	Respondent	Comment	Staff Response/Action
1	Multiple landowners and the Sheridan Park Association	Support for the proposed increase in Floor Space Index (FSI) from 0.4 to 0.6.	The increased FSI is contingent upon maintaining a science and technology component on the site, in keeping with the recommendations of the Master Plan.
2	F. Theiss, Hatch - 2599, 2725 & 2800 Speakman Drive	Continue to permit overnight accommodation throughout the Sheridan Park Corporate Centre.	Allowing overnight accommodation throughout the Park will not necessarily address the concerns with respect to type/quality of accommodation, and does not mean that the location will reduce automobile travel within the Park. Overnight accommodation will continue to be permitted in the eastern end of the Park through a new Special Site policy and revised exception zone. There is a vacant site in this area should market conditions warrant additional construction.
3	F. Theiss, Hatch - 2599, 2725 & 2800 Speakman Drive; D. Shipp, Slate Properties - 2251, 2285 & 2599 Speakman Drive and 2655 & 2699 North Sheridan Way; J. Keyser representing Conor Pacific Development Inc. - 2240 Speakman Drive	Do not restrict office gross floor area and/or require science and technology uses/Rezone to "E2" (Employment) zone.	The conclusions of the Master Plan state that it is important to maintain the original character of the Sheridan Research Park, and to support science, technology and engineering as core uses. To complement these uses, and recognize the changing nature of research, other uses such as communication and information technology are added as permitted uses to the Park.
4	F. Theiss, Hatch - 2599, 2725 & 2800 Speakman Drive; D. Shipp, Slate Properties - 2251, 2285 & 2599 Speakman Drive and 2655 & 2699 North Sheridan Way	Allow freestanding commercial services/Do not allow large concentrations of stand-alone retail and large format retail.	One site in the Park will be considered for redesignation for commercial uses only. It will also be subject to a rezoning application to ensure appropriate location, size and uses are properly assessed.

**Landowner Comments**

	Respondent	Comment	Staff Response/Action
5	J. Keyser representing Conor Pacific Development Inc. - 2240 Speakman Drive	Allow residential uses in Sheridan Park Corporate Centre.	Residential uses are not permitted in Corporate Centres. These Character Areas are for employment uses only, as supported by the recent Municipal Comprehensive Review. To the immediate north of Sheridan Park Corporate Centre is the Sheridan Neighbourhood Character Area, which consists of a mix of dwelling types and tenures, accessible to all current and potential employees in the Park.
6	F. Theiss, Hatch - 2599, 2725 & 2800 Speakman Drive	Zoning regulations to increase the minimum lot frontage, and add an amount for lot coverage and landscaped open space are not necessary.	The conclusions of the Master Plan state that the campus like setting is important to many current Sheridan Park tenants and owners. There is currently a regulation for minimum lot size in the Park, so adding a minimum frontage complements that regulation and ensures that land severances do not result in the Park being subdivided into small parcels. The maximum coverage and landscaped open space regulations (front yards) also contribute to the goal of maintaining a campus like setting.
7	D. Shipp, Slate Properties - 2251, 2285 & 2599 Speakman Drive and 2655 & 2699 North Sheridan Way	Restrict new industrial/light industrial/manufacturing uses and when heavy industrial uses vacate, the site should conform to the new Policies.	Two businesses in the Park are primarily manufacturing, and one is an Exempt site, which permits the use to continue but encourages redevelopment of the property to uses in alignment with the new policies. It is recommended in the Master Plan that manufacturing, as an accessory use, continue to be permitted to allow businesses to grow and develop without having to relocate from the Park. This is reflected in an amendment to the proposed zoning regulations and is supported by the Economic Development Office. Existing manufacturing is also added to the list of permitted uses under the amended E2-5 (Employment Exception) zone.



## Landowner Comments

	Respondent	Comment	Staff Response/Action
8	R. Guetter, Weston Consulting representing 2333 NSW Inc. - 2333 North Sheridan Way	Do not restrict expansion policies for currently exempted site AND leave the exempted site in the new Policy document./Create a site specific policy instead of an exempt policy./Do not remove any currently permitted uses.	<p>As noted in the comments received from the planning consultant, the Exempt Site policies for 2333 North Sheridan Way were the result of an Ontario Municipal Board settlement, therefore no policy changes are proposed for this site.</p> <p>With respect to zoning permissions, some of the uses in the former <b>E2-6 and E2-7 (Employment Exception)</b> zones have been removed to bring the zoning into conformity with Mississauga Official Plan. It is recommended in the Master Plan that typical <b>E2 (Employment)</b> zone uses such as warehousing, distribution facilities, self-storage facilities, and animal boarding establishments no longer be permitted in order that future development/redevelopment be compatible with the remainder of the Park. However, manufacturing as an accessory use has been added to the proposed zoning regulations, as has permission for existing manufacturing and the outdoor storage associated with those existing uses throughout the Park.</p>
9	K. Szekely, Astra Capital Properties Inc. - 2213 North Sheridan Way	Do not remove any currently permitted uses at 2213 North Sheridan Way and create an Exempt site policy to recognize a future redevelopment scheme.	<p>See above with respect to the zoning permissions in Sheridan Park Corporate Centre.</p> <p>With respect to creating an Exempt Site policy, a site will not be pre-designated or pre-zoned for an unspecified project. Should a development application be submitted to the City, it will be reviewed on its merit and amendments to Mississauga Official Plan and the Zoning By-law will be considered through the development approval process at that time.</p>

**Landowner Comments**

	Respondent	Comment	Staff Response/Action
10	S. Sharafeldin, Muslim Association of Canada and A. Bakbak, Olive Grove School - 2270 and 2300 Speakman Drive	Identify these properties as exempt sites to permit elementary and secondary schools, and do not restrict expansion of/conversion to these uses.	Elementary and secondary schools are not part of the long term vision for Sheridan Park Corporate Centre. The conclusions of the Master Plan recommend that 2300 Speakman Drive be identified as an Exempt site to continue to permit the elementary school use, but that over time it be replaced with Business Employment uses. It is further recommended that the existing Exception Zone be replaced to permit the amended E2-5 ( <b>Employment Exception</b> ) uses.
11	T. Taus, Kidszone Childcare Centre - 2275 Speakman Drive	Legalize the existing daycare through the amendments to the Zoning By-law.	The existing daycare was originally approved by the Committee of Adjustment in 2003 on a temporary basis. All extensions to the timelines, and expansions to the business, have occurred through variance applications. To make this use permanent, planning applications for an Official Plan Amendment and a rezoning are the more appropriate processes for a change in land use.
12	B. Parker, Gowling Lafleur Henderson representing Bodycote Canada Property Inc. - 0 Sheridan Park Drive (the "Bodycote" holdings)  (continued on next page)	Do not show any of the property as <b>Greenlands</b> ; support a Special Site for the lands; no land use/zone/mapping changes until an Environmental Impact Study (EIS) is completed as the boundaries of the City's Natural Areas System and Natural Heritage System were questioned.	Section 6.3.26 of Mississauga Official Plan states "Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated <b>Greenlands</b> and zoned to ensure their long term protection. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation." Therefore, any lands within Sheridan Park Corporate Centre that meet this criteria must be redesignated to <b>Greenlands</b> and zoned <b>G2 (Greenbelt – Natural Features)</b> . The balance of the property will remain <b>Business Employment</b> with an <b>H-E2-5 (Employment Exception with Holding Provision)</b> zone until the ongoing EIS is completed.

# Landowner Comments

	Respondent	Comment	Staff Response/Action
			<p>When the EIS is complete and deemed satisfactory to the City and CVC, the policies of Section 6.3.10 will apply. It states "The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study." The designation boundaries can be refined, possibly without amendment to the Plan. The extent of the E2-5 (<b>Employment Exception</b>) zone will be adjusted and the removal of the "H" holding provision will also be addressed at that time.</p> <p>The Natural Hazard Lands mapping was updated by CVC, and is shown on Schedules 1, 1a, 3, 4 and 10 in the official plan amendment, and will be zoned <b>G1 (Greenbelt – Natural Hazards)</b> consistent with CVC comments on the Master Plan. A Greenbelt Overlay will also be added to the zoning maps for the portions of the Natural Hazards lands that overlap with the <b>H-E2-5 and E2-5 (Employment Exception and Employment Exception with Holding Provision)</b> zones. The additional natural hazard lands are associated with Sheridan Creek, and are located primarily on the "Bodycote" property.</p> <p>The "Potential Character Street" was removed from subsequent versions of the Master Plan and is no longer contemplated as an addition to the road network.</p>
		Add the "Potential Character Street" that was identified in a 2012 draft version of the Master Plan.	

## Sheridan Park Corporate Centre

File: CD.05-SHE W2

## Proposed and Final Recommended Amendments to Mississauga Official Plan

Proposed Policy Change	Final Change
<p><b>15.5 Introduction and Objectives</b></p> <ul style="list-style-type: none"> <li>Add introductory paragraphs to describe the objectives of the Character Area policies reinforcing Sheridan Park as a unique science and technology business park; facilitating growth of existing businesses; encouraging development of vacant and under-utilized sites in the Park; encouraging complementary uses that support businesses and provide amenities for employees in the Park; protecting and enhancing the natural areas and open spaces in the Park; and ensuring private landscaped open spaces contribute to an interconnected green space network.</li> </ul>	<ul style="list-style-type: none"> <li>Rename Section 15.5.1 to Context to more accurately describe the intent of the information in this Section.</li> <li>Include the following wording from CVC comments (March 27, 2015) to further clarify the importance of Sheridan Creek: <p>"Sheridan Creek is a 1 035 ha (2,557 ac.) watershed that drains into Rattray Marsh and Lake Ontario. Rattray Marsh is designated as an Environmentally Significant Area, Provincially Significant Wetland and Area of Natural and Scientific Interest. It represents one of the last remaining baymouth bar coastal wetlands on the western end of Lake Ontario. There are opportunities to restore and create unique natural features that were lost when the Sheridan Creek Watershed became urbanized, without compromising the economic value of the land."</p> </li> </ul>
<p><b>15.5.1 Urban Design Policies</b></p> <ul style="list-style-type: none"> <li>Most Urban Design policies remain relevant;</li> <li>Campus like setting is still desirable, while permitting increased development densities;</li> <li>Community Identity and Design (Section 15.5.1.2) is further refined through proposed amendments to the Zoning By-law (front and side yard regulations, for example);</li> <li>In Section 15.5.1.3, Buildings and Spaces, update policies as follows: <ul style="list-style-type: none"> <li>a) delete "generous setbacks" as the proposed zoning regulations require 12.5 m (41 ft.) front yard setbacks;</li> <li>b) delete reference to a ceremonial approach and drop off area and define front entrances by landscaped front yards (see proposed zoning regulations for revised regulations with respect to landscaped front yards, front yard setbacks)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Renumber Section to 15.5.2.</li> <li>Streamline Urban Design Policies (Sections 15.5.2.1 and 15.5.2.2) to remove policies that have a similar intent to those in Section 9 - Build a Desirable Urban Form.</li> <li>Move reference to Streetscape Master Plan to this Section.</li> </ul>

## Sheridan Park Corporate Centre

File: CD.05-SHE W2

Proposed Policy Change	Final Change
<p>and lot frontage);</p> <p>d) remove reference to "ceremonial planting schemes" and replace with policies encouraging low impact development and best stormwater management practices, also update policies with respect to promoting public/private pedestrian connections;</p> <p>h) remove "consistency of design content" from building design section.</p>	
<b>15.5.2 - Land Use</b>	
<p><b>15.5.2.1 Greenlands</b></p> <ul style="list-style-type: none"> <li>• Add Greenlands designation to the Land Use Map and include policies to recognize environmentally significant properties;</li> <li>• Identify and designate all sites subject to Provincial, Regional and municipal natural heritage system and stormwater policies as Greenlands (subject to completion of EIS for 0 Sheridan Park Drive – "Bodycote" lands);</li> <li>• Show expansion of the City's Natural Heritage System on Schedules 3 and 10;</li> <li>• Incorporate sustainable stormwater management policies and Low Impact Development policies to ensure future development does not degrade the natural areas or contribute to downstream flooding – note the importance of the campus like setting (significant amount of permeable surfaces) to achieve sustainable future development in the Park;</li> <li>• Note the importance of public acquisition of all environmentally significant/sensitive lands;</li> <li>• Support linkages across private property to connect park users on off-street trails - specific focus on North Sheridan Way, Flavelle Boulevard and Hadwen Road to connect to Speakman Drive and transit routes;</li> <li>• Undertake a Streetscape Master Plan to coordinate street tree planting to link the Park and soften the wide streets;</li> </ul>	<ul style="list-style-type: none"> <li>• Replace with 15.5.3 - Environmental Areas.</li> <li>• Redesignate lands from Business Employment to Greenlands on Schedule 10 to reflect Natural Heritage policies (see Mapping Changes).</li> <li>• New policy deemed unnecessary as parent Official Plan policies address these matters.</li> <li>• Expansion of the Natural Heritage System must also be shown on Schedules 1, 1a and 4 (see Mapping Changes).</li> <li>• New policy deemed unnecessary as parent Official Plan policies address these matters.</li> <li>• New policy deemed unnecessary as parent Official Plan policies address these matters.</li> <li>• Move to Section 15.5.5 Transportation, but no change to policy intent/content.</li> <li>• Move to Section 15.5.2 Urban Design.</li> </ul>

## Sheridan Park Corporate Centre

File: CD.05-SHE W2

Proposed Policy Change	Final Change
<ul style="list-style-type: none"> <li>• Manage green spaces in connection with Region and CVC and promote as an amenity for employees and local residents;</li> <li>• Identify the need for a stormwater management facility and future public access to the Sheridan Creek headwaters through a Headwaters and Natural Area Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• Recently approved MOPA No. 27, which updated the Living Green section of the Plan, addresses these issues in Sections 6.2.2, 6.2.5 and 6.2.12.</li> <li>• Move to 15.5.3 Environmental Areas and renamed to Master Drainage Plan.</li> </ul>
<p><b>15.5.2.2 - Business Employment</b></p> <ul style="list-style-type: none"> <li>• Add post-secondary education facility to Section 15.5.2.1(b);</li> <li>• Add professional design services to engineering services to Section 15.5.2.1(d);</li> <li>• Delete restriction for offices only associated with science and technology facility from Section 15.5.2.1(e);</li> <li>• Add secondary office and major office uses;</li> <li>• Add broadcasting, communication and information technology uses;</li> <li>• Retain accessory commercial uses in Section 15.5.2.1(g);</li> <li>• Change reference to bank to financial institution in Section 15.5.2.1(g);</li> <li>• Add a policy to permit freestanding restaurant uses, fitness facility and other employee amenities on one site central to the Park;</li> <li>• Delete Section 15.5.2.2 (private school site at 2300 Speakman Drive) and add a new Exempt Site 2 (see below);</li> <li>• Delete FSI from Section 15.5.2.3(a) as it is more appropriate in the Zoning By-law.</li> </ul>	<ul style="list-style-type: none"> <li>• Renumber to 15.5.4.</li> <li>• No change from Public Meeting.</li> <li>• No change from Public Meeting.</li> <li>• No change from Public Meeting.</li> <li>• No change from Public Meeting.</li> <li>• No change from Public Meeting.</li> <li>• Add daycare and manufacturing as accessory uses to a maximum of 15% of the gross floor area.</li> <li>• No change from Public Meeting.</li> <li>• No change from Public Meeting.</li> <li>• No change from Public Meeting.</li> <li>• No change from Public Meeting.</li> <li>• No change from Public Meeting.</li> </ul>
<p><b>15.5.3 - Transportation Policies</b> (new Section, former 15.5.3 to be renumbered)</p> <ul style="list-style-type: none"> <li>• Future Ministry of Transportation land requirements may impact the alignment of North Sheridan Way, which will also impact existing landscaping and other features adjacent to that road;</li> <li>• Show the completion of Sheridan Park Drive on land use schedules;</li> </ul>	<ul style="list-style-type: none"> <li>• Renumber to 15.5.5.</li> <li>• No change from Public Meeting.</li> <li>• New policy deemed unnecessary, road is shown on Schedules 5 and 8 in the</li> </ul>



## Sheridan Park Corporate Centre

File: CD.05-SHE W2

Proposed Policy Change	Final Change
<ul style="list-style-type: none"> <li>• Use the completion of Sheridan Park Drive to demonstrate innovative "green" road engineering methods to preserve the Special Management Area that it traverses;</li> <li>• Include policies to promote Transportation Demand Management, active transportation by utilizing linkages through the Greenlands;</li> <li>• Promote public/private partnerships to create pedestrian/cycling linkages where it is not feasible to construct municipal sidewalks or a multi-use trail;</li> <li>• Support construction of Long Term Cycling Routes through the Park, and amend Schedule 7 to show future connections.</li> </ul>	<p>Official Plan.</p> <ul style="list-style-type: none"> <li>• New policy deemed unnecessary as the Environmental Assessment for road construction will consider the environmental issues.</li> <li>• New policy deemed unnecessary as parent Official Plan policies address these matters.</li> <li>• No change from Public Meeting.</li> <li>• Remove reference to amending Schedule 7, but add policy to identify Speakman Drive as part of the Proposed Secondary Cycling Route Network in the Cycling Master Plan.</li> </ul>
<p><b>15.5.4 - Special Site Policies (new)</b></p> <ul style="list-style-type: none"> <li>• <b>Add Special Site 1</b> to recognize the existing overnight accommodation developments at the southeast quadrant of the Park, and continue to permit other uses as proposed for the Business Employment land use designation, as appropriate for the site's location adjacent to residential dwellings.</li> </ul>	<ul style="list-style-type: none"> <li>• No change from Public Meeting.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Add Special Site 2</b> for 0 Sheridan Park Drive ("Bodycote" lands) to recognize that the land use designation boundaries (Employment and Greenlands), cannot be determined until the ongoing EIS is complete.</li> </ul>	<ul style="list-style-type: none"> <li>• Special Site deemed unnecessary, changes are being made to the Schedules in the Plan to reflect Greenlands and Natural Heritage Areas.</li> </ul>
<p><b>15.5.5 - Exempt Site Policies (formerly 15.5.3)</b></p> <ul style="list-style-type: none"> <li>• <b>Retain Exempt Site 1</b> – 2333 North Sheridan Way – refine policies as per Ontario Municipal Board settlement with landowner; site to stay exempt as traditional employment uses such as warehousing, distributing, wholesaling and outdoor storage are not part of the long term vision for the Park as a science, technology and engineering hub.</li> </ul>	<ul style="list-style-type: none"> <li>• No change from Public Meeting.</li> </ul>

## Sheridan Park Corporate Centre

File: CD.05-SHE W2

Proposed Policy Change	Final Change
<ul style="list-style-type: none"> <li>• <b>Add Exempt Site 2</b> – 2300 Speakman Drive – elementary and secondary schools are not part of the long term vision for the Park as a critical part of the City's employment base.</li> </ul>	<ul style="list-style-type: none"> <li>• No change from Public Meeting.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Add Exempt Site 3</b> – 2185 North Sheridan Way – manufacturing as a primary use of a building is not part of the long term vision for Sheridan Park.</li> </ul>	<ul style="list-style-type: none"> <li>• Exempt site deemed unnecessary as future development of the site will be subject to new policies and zoning regulations.</li> </ul>
<b>Mapping Changes</b>	
<ul style="list-style-type: none"> <li>• <b>Schedules 1, 1a and 3</b> – amend to reflect CVC Regulatory Areas, Regional Core Greenlands, Natural Area Survey, results of on-going EIS, watercourse expansion areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Amend Schedules 1, 1a and 3 to reflect CVC, Natural Hazard lands and Natural Area Survey (NAS) information.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Schedule 4</b> – amend as necessary to identify Public and Private Open Spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• Update Schedule 4 to show Greenlands designations for the NAS areas and the utility designation for the Herridge Water Reservoir.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Schedule 7</b> – amend to show new cycling routes that link Sheridan Park to other existing or proposed cycling routes.</li> </ul>	<ul style="list-style-type: none"> <li>• No change to Schedule 7 (amendments will be made to the Cycling Master Plan).</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Schedule 10</b> – amend to identify the Utility and Greenlands sites.</li> </ul>	<ul style="list-style-type: none"> <li>• Also add all changes to Greenlands in Schedules 1, 1a, 3 and 4, including the most current natural hazard lands mapping from Credit Valley Conservation (note that this mapping is considered base information and will be updated through amendment to Schedules 1, 1a and 3 and does not require an amendment to Mississauga Official Plan).</li> </ul>

Amendment No. 40  
to  
Mississauga Official Plan  
for the  
City of Mississauga Planning Area

DRAFT

By-law No. \_\_\_\_\_

A by-law to Adopt Mississauga Official Plan Amendment No. 40

WHEREAS in accordance with the provisions of sections 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, (the "*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing ("MMAH") authorized the Regional Municipality of Peel (the "Region") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. 40, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The following text and Maps "A", "B", "C", "D" and "E" attached constitute Amendment No. 40 to Mississauga Official Plan, specifically the Sheridan Park Corporate Centre Character Area Policies of Mississauga Official Plan, of the City of Mississauga Planning Area, are adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

Amendment No. 40

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

The following text and Maps "A", "B", "C", "D" and "E" attached constitute Amendment No. 40.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated June 2, 2015, pertaining to this Amendment.

## PURPOSE

The purpose of this Amendment is to update the Sheridan Park Corporate Centre Character Area Policies to reflect the Sheridan Park Corporate Centre Draft Land Use Master Plan. New Context, Urban Design, Environmental Areas and Transportation policies have been added, and to update the Business Employment land use policies within the Sheridan Park Corporate Centre ("Sheridan Park"). New Special and Exempt Sites have been added, and new mapping recognizes additional Greenlands located within the Corporate Centre. While respecting the history of the research park, the amended policies allow a broader range of uses to encourage redevelopment to occur in Sheridan Park.

## LOCATION

The lands affected by this Amendment are located north of the Queen Elizabeth Way, between Erin Mills Parkway and Winston Churchill Boulevard, and constitute the entirety of the Sheridan Park Corporate Centre Character Area, as identified in Mississauga Official Plan.

## BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board.

The subject lands are primarily designated "Business Employment" which permits a variety of office and employment uses. Other land use designations within the Corporate Centre are "Greenlands" and "Public Open Space". A "Utility" designation is being added to the Region of Peel's Herridge Reservoir, to recognize the existing use. Sheridan Park contains significant Natural Areas including the headwaters of Sheridan Creek and large woodlots. These lands are being redesignated to "Greenlands" to recognize these areas.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The changes to the Business Employment land use designation allow a broader range of uses to create greater opportunities for redevelopment of underutilized lands in the Corporate Centre.
2. The new range of land uses will assist the City to meet the employment goals identified in the 2015 Municipal Comprehensive Review.
3. The changes to the Greenlands mapping reflect the presence of significant natural areas and ***natural hazard lands*** associated with Sheridan Creek.



## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 15.5 Sheridan Park is hereby amended by revising the site numbers on Map 15-5: Sheridan Park Corporate Centre Character Area in accordance with the changes to the Special and Exempt Site Policies.
2. Section 15.5.1 Urban Design Policies and 15.5.2 Land Use are hereby deleted and replaced with the following:

### 15.5.1 Context

The Sheridan Park Corporate Centre Character Area is one of the City's four Corporate Centres. It was originally developed as a research park in the 1960's, and retains much of the characteristics of an industrial development of that era.

The objectives of the policies are to reinforce and grow Sheridan Park as a unique science and technology park; facilitate the growth and evolution of the existing businesses; encourage the development of vacant and under-utilized sites and the full occupancy of buildings; and, encourage complementary accessory uses that support businesses and provide amenities for employees.

Additional objectives of the policies are to protect and enhance the natural areas and other open spaces, and to ensure that private landscaped open spaces contribute to an interconnected green space network and an attractive setting for development. Sheridan Park also contains significant natural areas, including the headwaters of the Sheridan Creek and large woodlots.

Sheridan Creek is a 1 035 ha watershed that drains into Rattray Marsh and Lake Ontario. Rattray Marsh is designated as an Environmentally Significant Area, Provincially ***Significant Wetland*** and ***Significant Area of Natural and Scientific Interest***. It represents one of the last remaining baymouth bar coastal wetlands on the western end of Lake Ontario. There are opportunities to restore and create unique natural features that were lost when the Sheridan Creek Watershed became urbanized, without compromising the economic value of the land.

### 15.5.2 Urban Design Policies

#### *Community Identity and Design*

15.5.2.1 A business park within a natural setting creates the identity of Sheridan Park Corporate Centre that distinguishes it from other office parks. The campus like setting is achieved by a combination of public and private open spaces of various sizes, forms and functions. To achieve the City's urban design objectives for Sheridan Park Corporate Centre, development proposals should address the following:

- a. the appropriate balance of revitalization and intensification to ensure that public and private open spaces are prominent features;

- b. building forms that are sensitive to the existing character;
- c. the location and orientation of buildings to form clearly defined frontages and entry points facing onto public streets;
- d. a well-connected pedestrian/bicycle network that links developments to the overall City network;
- e. the layout, design and screening for parking, loading and service areas to minimize the visual impact on the public streets;
- f. the natural features will be protected from development and promoted as amenities for employees and the broader community; and
- g. a **Streetscape** Master Plan will be prepared to coordinate street tree planting and right-of-way design.

#### *Buildings and Landscape*

15.5.2.2 To achieve and enhance the campus like setting, the following design guidelines will be used to evaluate development proposals:

- a. buildings should be set back from streets to maintain generous landscaped areas in the front and to preserve vistas to the building entrances by strategically located landscape elements;
- b. main entrances will be located facing the street frontage with highly transparent windows to engage the landscape and public realm around the building;
- c. the preservation and integration of Natural Heritage Systems and their ecological functions will be achieved by minimizing alterations to the existing topography, natural drainage patterns and vegetation;
- d. landscape design should incorporate the following:
  - **stormwater best management practices;**
  - native plants with low maintenance requirements;
  - a consistent pattern of trees lining the streets to unite the elements of the open space system and refresh the green identity within Sheridan Park Corporate Centre;
  - interconnecting and barrier-free pedestrian pathways, open spaces between buildings, and wayfinding features;
  - well-defined vehicular routes with proper signage;

- accessible outdoor amenity spaces with comfortable microclimates and a proper balance of sun and shade year round provided by structural shelters and/or planting; and
  - clear visual and spatial identification of publicly accessible areas on private lands.
- e. large expanses of surface parking will be softened by landscaped islands with canopy trees;
  - f. an identifiable street edge will be encouraged on lands visible from Winston Churchill Boulevard and the Queen Elizabeth Way;
  - g. a high standard of building materials will be used for the architectural treatment of all facades;
  - h. buildings will be oriented and designed with best practises of green architecture to provide a higher level of comfort and minimize energy consumption.

### 15.5.3 Environmental Areas

15.5.3.1 The City and Credit Valley Conservation will work collaboratively to develop a Master Drainage Plan for all, or portions of Sheridan Park Corporate Centre and the Sheridan Creek **sub-watershed**, to explore opportunities to mitigate flood hazards, flood risks, erosion and/or impacts to water quality, and may identify additional lands as Greenlands. An official plan amendment would be required for the redesignation of lands as determined by the Master Plan.

### 15.5.4 Land Use

#### 15.5.4.1 Business Employment

15.5.4.1.2 Notwithstanding the Business Employment policies of this Plan, lands designated Business Employment will only be used for the following uses:

- a. scientific and engineering research and development facilities, including: laboratories, pilot plants and prototype production facilities;
- b. education and training facilities and post-secondary education facilities, but excluding a public school or private school used for elementary or secondary level education and training;
- c. data processing centres;
- d. engineering and professional design services;
- e. major offices and **secondary offices**;
- f. broadcasting, communication and information technology facilities; and
- g. commercial and manufacturing accessory uses.

15.5.4.1.3 Accessory uses will be a maximum of 15 percent of the total Gross Floor Area and limited to commercial, daycare and manufacturing activities within enclosed buildings.

15.5.4.1.4 A freestanding building with commercial uses intended to serve the employees in the Sheridan Park Corporate Centre Character Area will be permitted, the location of which is to be determined. An official plan amendment will be required for the redesignation of lands to accommodate commercial uses. **Major retail** uses will not be permitted.

15.5.4.1.5 Development will be subject to the following policies:

- a. operations must be carried out within enclosed buildings and structures; and
- b. private landowners will be encouraged to provide opportunities for active and passive forms of outdoor recreation.

#### 15.5.5 Transportation Policies

15.5.5.1 Development along Queen Elizabeth Way may be impacted by planned improvements to the highway by the Ministry of Transportation, including a potential realignment of North Sheridan Way.

15.5.5.2 Where it is not feasible to construct a sidewalk or multi-use trail on municipal property, private/public partnerships will be promoted to create internal pedestrian and cycling connections.

15.5.5.3 Support linkages across Greenlands to create connections within Sheridan Park Corporate Centre, with specific focus on north-south connections from Speakman Drive to the extension of Sheridan Park Drive and to transit routes.

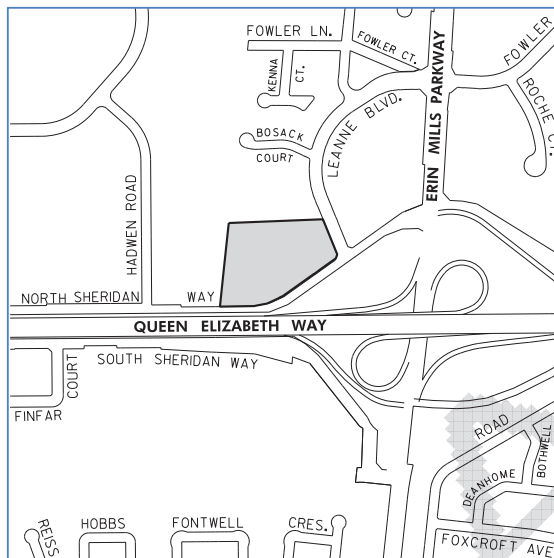
15.5.5.4 Speakman Drive will be identified as a Secondary Cycling Route, as defined in the Cycling Master Plan.

3. Add Section 15.5.6, Special Site Policies, Sheridan Park Corporate Centre Character Area of Mississauga Official Plan, as follows:

#### 15.5.6 Special Site Policies

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

##### 15.5.6.1 Site 1



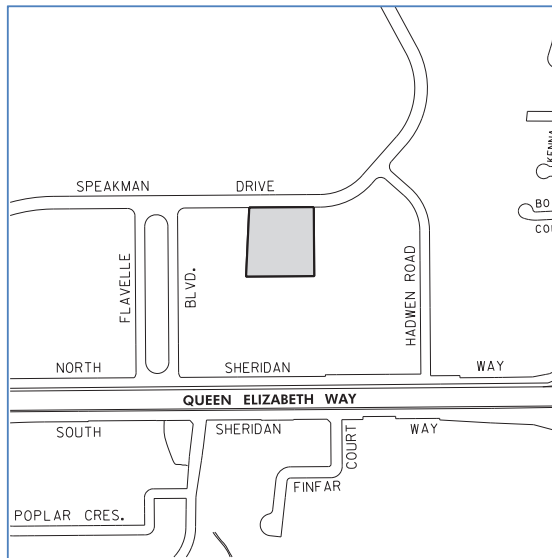
15.5.6.1.1 The lands identified as Special Site 1 are located on the north side of North Sheridan Way, west of Erin Mills Parkway.

15.5.6.1.2 Notwithstanding the policies of this Plan, overnight accommodation will also be permitted.

4. Section 15.5.3, Exempt Site Policies, Sheridan Park Corporate Centre Character Area of Mississauga Official Plan, is hereby renumbered to 15.5.7 and the reference to "Business Employment" in Policy 15.5.3.1.2 is deleted.

5. Section 15.5.7, Exempt Site Policies, Sheridan Park Corporate Centre Character Area of Mississauga Official Plan, is hereby amended by adding the following:

15.5.7.2 Site 2



15.5.7.2.1 The land identified as Exempt Site 2 is located on the south side of Speakman Drive, east of Flavelle Boulevard and is municipally known as 2300 Speakman Drive.

15.5.7.2.2 Notwithstanding the policies of this Plan, the existing private school is permitted, but is encouraged to be redeveloped for other permitted uses.

6. Schedule 1, Urban System of Mississauga Official Plan, is hereby amended by adding lands to the Green System, as shown on Map "A" of this amendment.
7. Schedule 1a, Urban System - Green System of Mississauga Official Plan, is hereby amended by adding lands to the Green System, as shown on Map "B" of this amendment.
8. Schedule 3, Natural System of Mississauga Official Plan, is hereby amended by adding land to the Natural System, as shown on Map "C" of this amendment.
9. Schedule 4, Parks and Open Spaces of Mississauga Official Plan, is hereby amended by adding Public and Private Open Spaces and by changing Public and Private Open Spaces to Utilities as shown on Map "D" of this amendment.
10. Schedule 10, Land Use Designations of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from "Business Employment" to "Greenlands", and "Public Open Space" to "Utility" and removing Natural Hazards as shown on Map "E" of this amendment.

### IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated August 11, 2015.

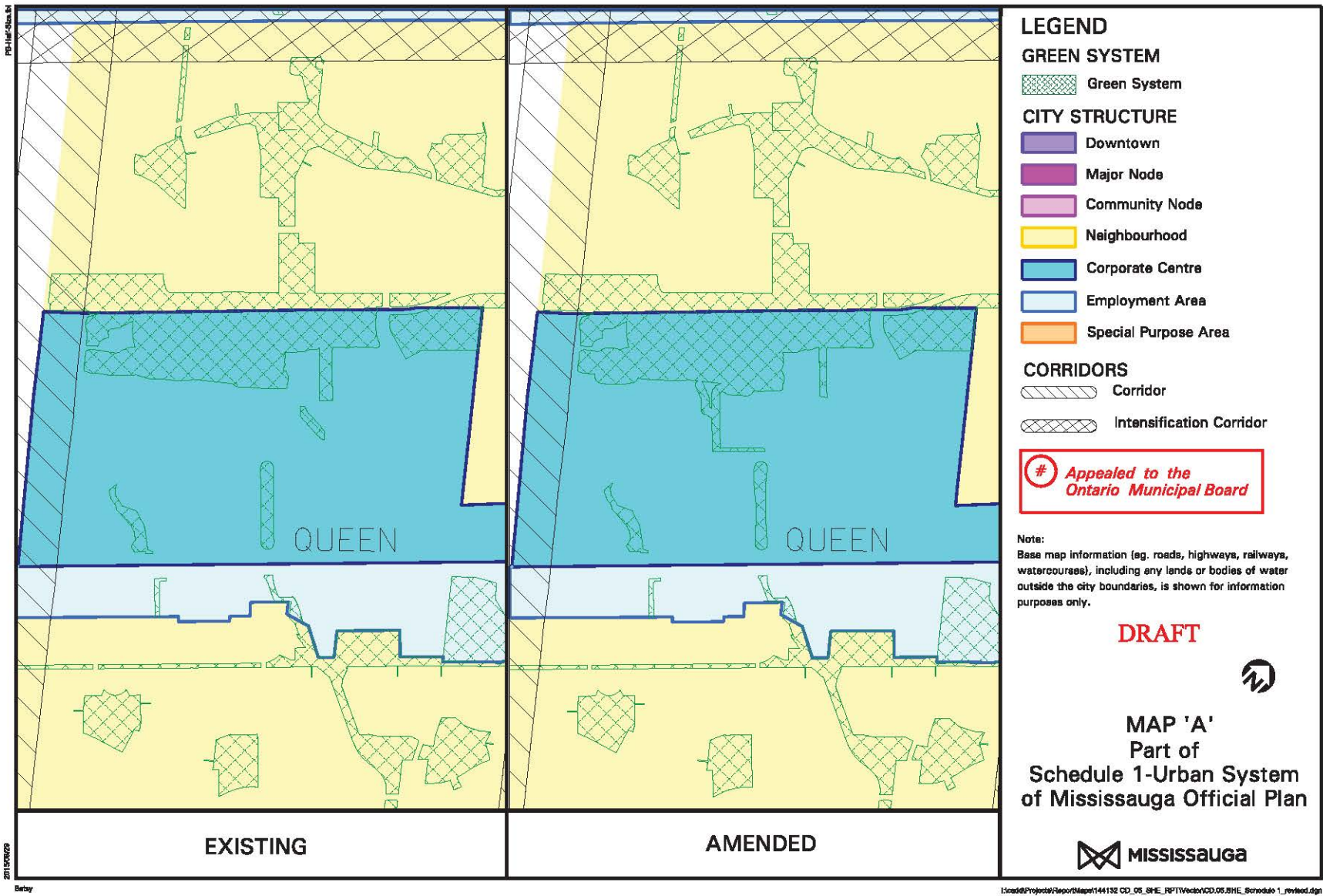
### INTERPRETATION

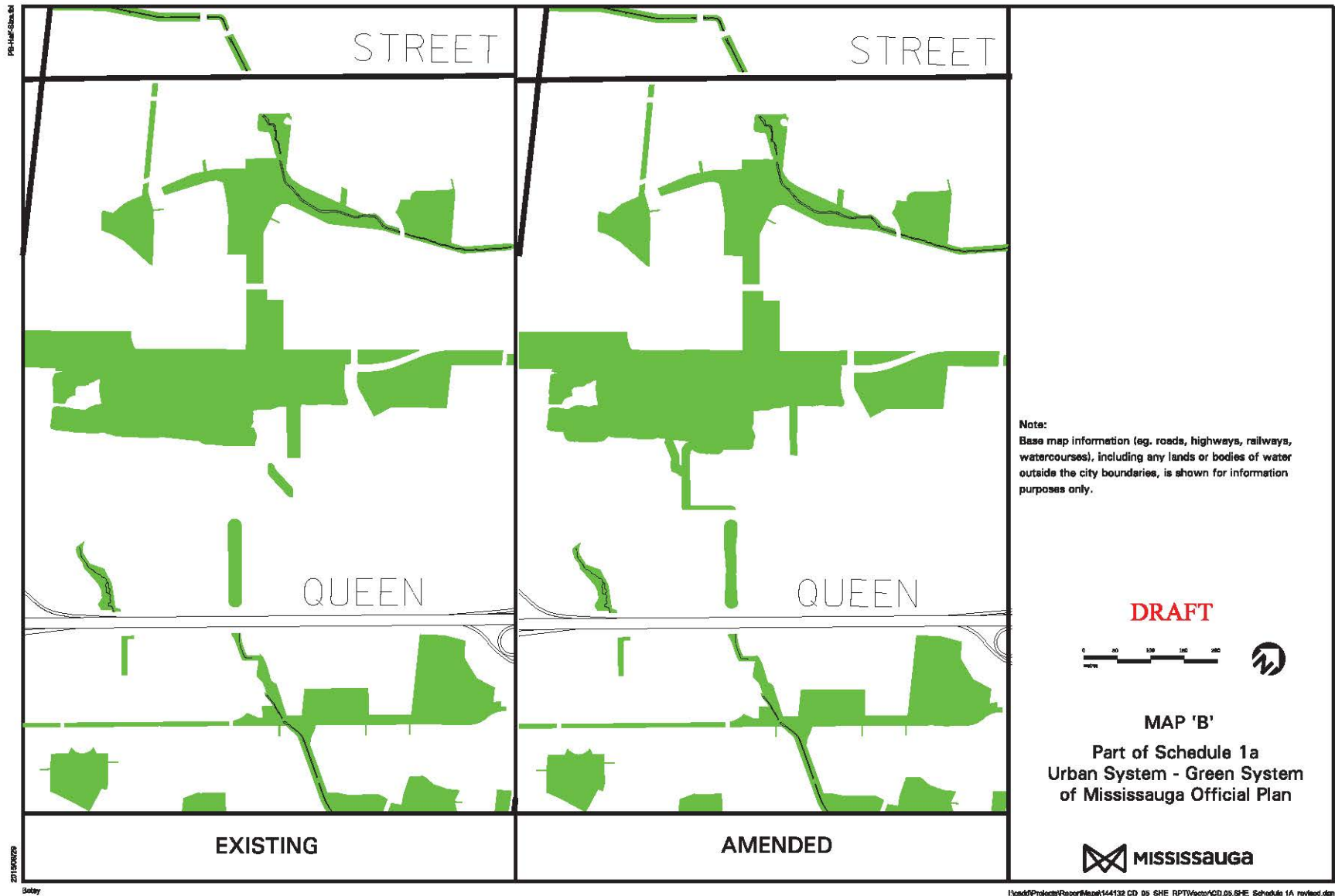
The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

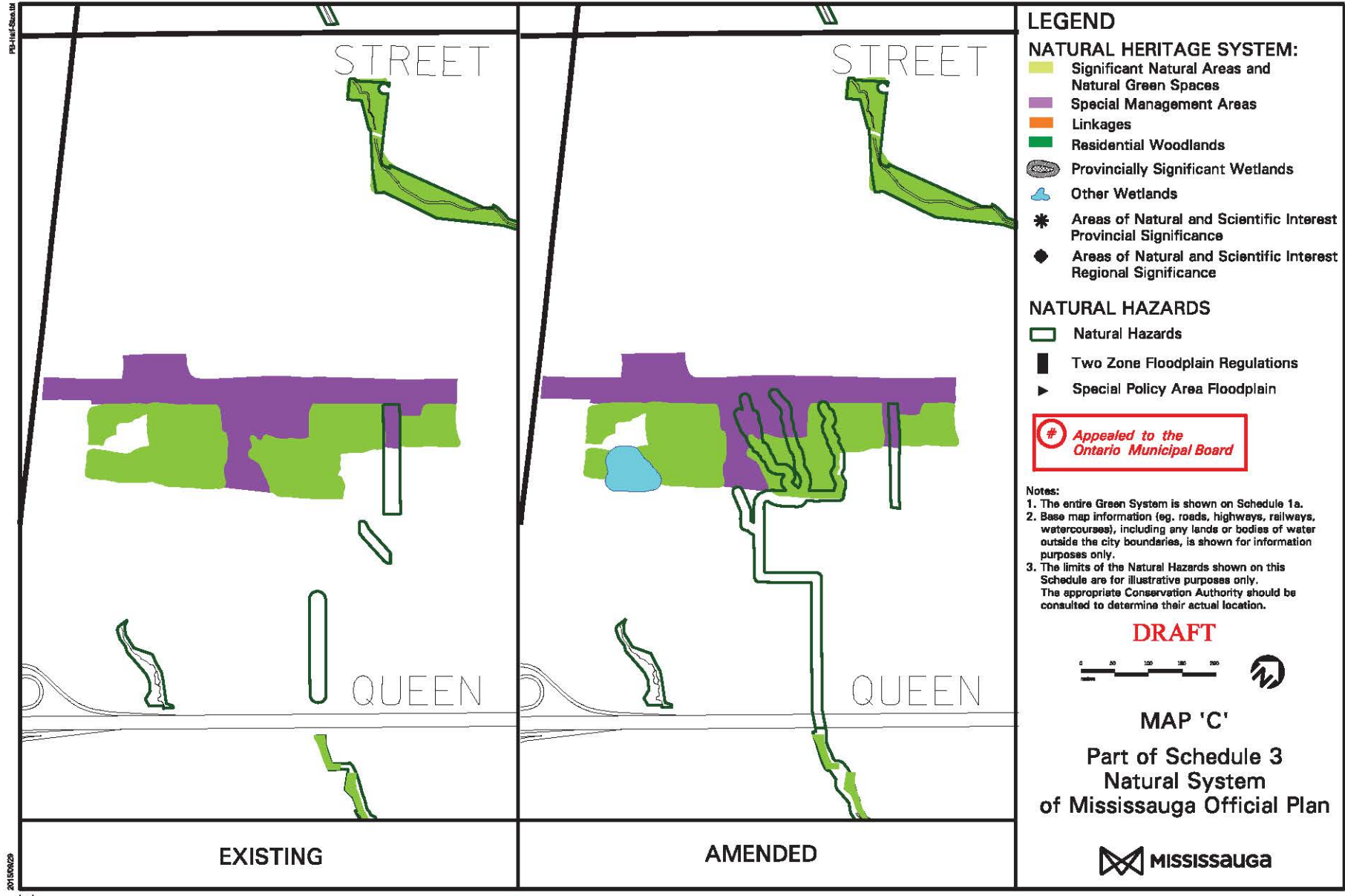
This Amendment supplements the intent and policies of Mississauga Official Plan.

<http://teamsites.mississauga.ca/sites/18/MOPA/CD.05-SHE.MOPA40.lc.September.15.2015.docx>



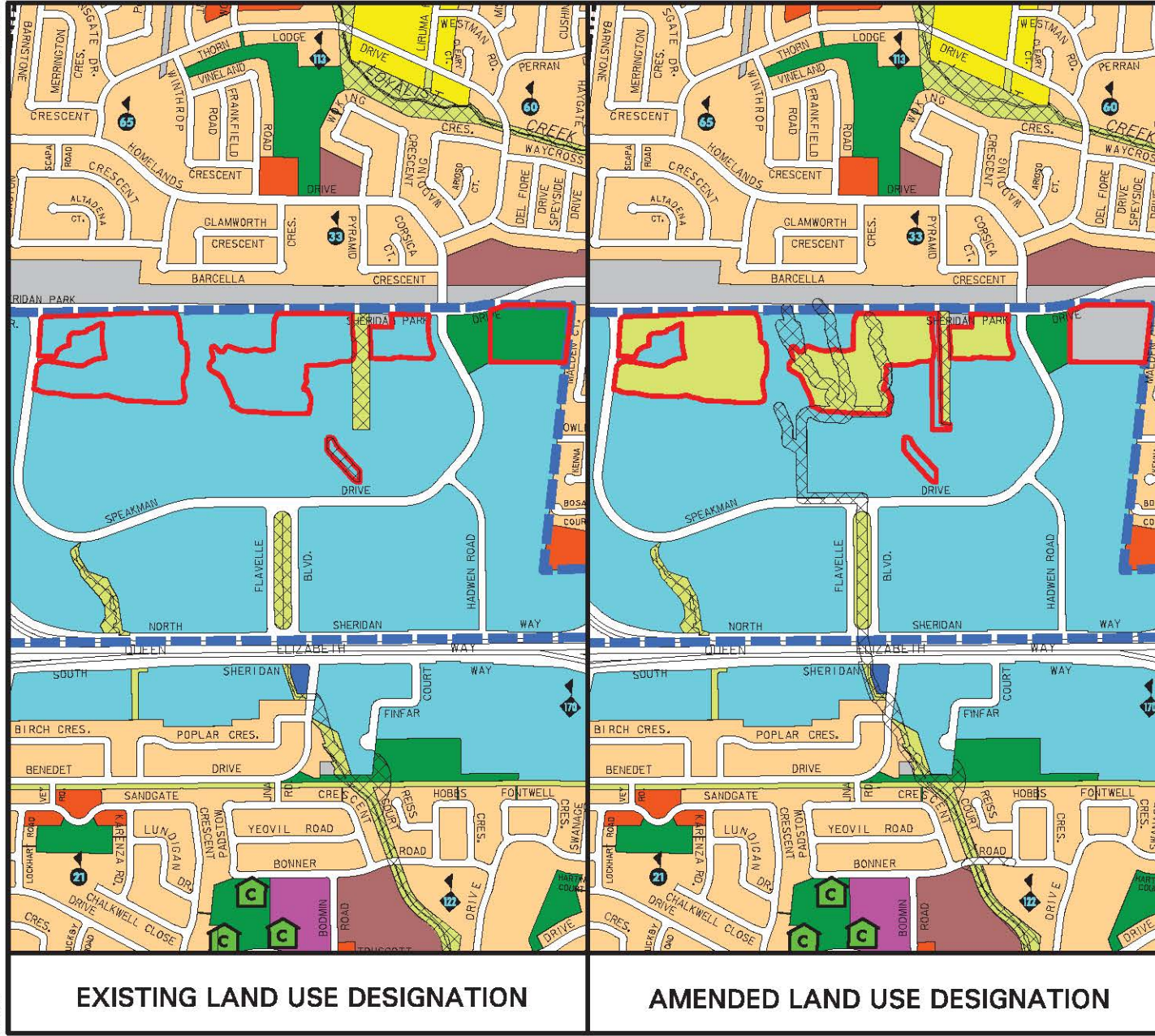












**LAND USE DESIGNATIONS**

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

**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	

AREA OF AMENDMENT

**FROM:**

BUSINESS EMPLOYMENT
PUBLIC OPEN SPACE

**TO:**

GREENLANDS
UTILITY

**DRAFT**

0 100 200 300 400  
metres

**MAP 'E'**  
Part of Schedule 10  
Land Use Designations  
of Mississauga Official Plan

**MISSISSAUGA**

APPENDIX I

PUBLIC MEETING

All property owners within the Sheridan Park Corporate Centre and the Sheridan Homelands Residents Association were invited to attend a Public Meeting of the Planning and Development Committee held on June 22, 2015 in connection with this proposed Amendment.

The President of the Sheridan Park Association spoke with respect to the positive collaboration between the City and the Association on the Master Plan project. Representatives for three landowners in the Corporate Centre also spoke at the Public Meeting, one to request that high schools be permitted in the Park, one to request that manufacturing remain a permitted use, and one to request that the Park be treated more like City Centre, and allow residential uses.

Appendix II

DRAFT



A by-law to Adopt Mississauga Official Plan Amendment No. 40

WHEREAS in accordance with the provisions of sections 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, (the "*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing ("MMAH") authorized the Regional Municipality of Peel (the "Region") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. 40, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The following text and Maps "A", "B", "C", "D" and "E" attached constitute Amendment No. 40 to Mississauga Official Plan, specifically the Sheridan Park Corporate Centre Character Area Policies of Mississauga Official Plan, of the City of Mississauga Planning Area, are adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**Sheridan Park Corporate Centre****File: CD.05-SHE W2****Summary of Recommended Changes to Proposed Zoning By-law Amendments**

<b>Proposed Zoning Change</b>	<b>Final Change</b>
Revised definition of <b>Science and Technology Facility</b>	No change from Public Meeting.
Replace current E2-5, E2-6, E2-7 and E2-31 zones with new E2-5 zone.	Add existing manufacturing to the new E2-5 zone. Add day care and manufacturing as accessory uses to the new E2-5 zone.
Proposed E2-101 zone	No change from Public Meeting.
E2-5 to H-E2-5 (0 Sheridan Park Drive "Bodycote lands")	The H-E2-5 Exception zone will only apply to the portions of 0 Sheridan Park Drive that are not identified as Natural Hazard lands or are not on the Natural Areas Survey (NAS). Natural Hazard lands will be zoned G1, and lands in the NAS will be zoned G2.
E2-5 to G1 (2400 Flavelle Boulevard - drainage ditch and portion of 0 Sheridan Park Drive)	Also remove Greenbelt Overlay.
OS2 to U (Region of Peel Herridge reservoir)	No change from Public Meeting.
Schedule "A" - illustrates proposed zoning changes	Amended as per above noted changes. Also add Greenbelt Overlay on part of the hydro corridor zoned U.
Appendix "B" - hatched areas represent proposed text only changes to existing zones.	Amended as per above noted changes.

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by amending the definition of "**Science and Technology Facility**" in Section 1.2 as follows:

<b>Science and Technology Facility</b>	means a <b>building, structure</b> or part thereof, used for <b>one or more of the following</b> : scientific and technological research and development including laboratories, <b>pilot plants, prototype production facilities, computer and information technology development, including hardware and software development, data processing services and engineering and professional design services.</b>
--	---

2. By-law Number 0225-2007, as amended, is further amended by deleting Exception Table 8.2.3.5 and substituting the following therefor:

8.2.3.5	Exception: E2-5	Map # 18	By-law:
In an E2-5 zone the applicable regulations shall be as specified for an E2 zone except that the following <b>uses</b> /regulations shall apply:			
<b>Permitted Uses</b>			
8.2.3.5.1	Lands zoned E2-5 shall only be used for the following:		
(1)	<b>Science and Technology Facility</b>		
(2)	<b>Education and Training Facility</b>		
(3)	<b>Broadcasting/Communication Facility</b>		
(4)	<b>Office</b>		
(5)	<b>Pilot Plant</b>		
(6)	<b>Prototype Production Facility</b>		
(7)	University/College		
(8)	<b>Manufacturing facility</b> legally existing on the date of passing of this By-law		

8.2.3.5	Exception: E2-5	Map # 18	By-law:
8.2.3.5.2	A <b>banquet hall/conference centre/convention centre</b> , fitness centre, <b>financial institution, restaurant, take-out restaurant, day care</b> and manufacturing provided that such <b>uses</b> are located within, and form an integral part of, the <b>building</b> used for one or more of the <b>uses</b> in Sentence 8.2.3.5.1 of this Exception		
<b>Regulations</b>			
8.2.3.5.3	Minimum <b>lot area</b>		0.8 ha
8.2.3.5.4	Minimum <b>lot frontage</b>		60.0 m
8.2.3.5.5	Maximum <b>floor space index - non-residential</b> for all uses		0.6
8.2.3.5.6	Maximum <b>floor space index - non-residential</b> for <b>office</b>		0.4
8.2.3.5.7	Maximum percentage <b>gross floor area - non-residential</b> of a <b>building</b> for any <b>uses</b> listed in Sentence 8.2.3.5.2 of this Exception		15%
8.2.3.5.8	Minimum <b>front yard</b>		12.5 m
8.2.3.5.9	Minimum <b>exterior side yard</b>		12.5 m
8.2.3.5.10	Minimum depth of a <b>landscaped buffer</b> measured from any <b>lot line</b>		4.5 m
8.2.3.5.11	Maximum <b>lot coverage</b>		40%
8.2.3.5.12	Minimum of 50% of the <b>front yard</b> shall be <b>landscaped area</b>		
<b>Holding Provision</b>			
The holding symbol H is to be removed from the whole or any part of the lands zoned H-E2-5 by further amendment to Map 18 of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirement:			
(1) delivery of an Environmental Impact Study that is satisfactory to the City Transportation and Works Department and Credit Valley Conservation.			

3. By-law Number 0225-2007, as amended, is further amended by deleting Exception Tables 8.2.3.6, 8.2.3.7 and 8.2.3.31 for the lands identified on the attached Schedule "A".

4. By-law Number 0225-2007, as amended, is further amended by deleting Exception Table 8.2.3.101 and substituting the following therefor:

8.2.3.101	Exception: E2-101	Map # 18	By-law:
In an E2-101 zone the applicable regulations shall be as specified for a E2 zone except that the following <b>uses/regulations</b> shall apply:			
<b>Permitted Uses</b>			
8.2.3.101.1	Lands zoned E2-101 shall only be used for the following:		
	<div><div>(1)</div><div><b>Office</b></div></div> <div><div>(2)</div><div><b>Broadcasting/Communication Facility</b></div></div> <div><div>(3)</div><div><b>Science and Technology Facility</b></div></div> <div><div>(4)</div><div><b>Restaurant</b></div></div> <div><div>(5)</div><div><b>Take-out Restaurant</b></div></div> <div><div>(6)</div><div><b>Commercial School</b></div></div> <div><div>(7)</div><div><b>Financial Institution</b></div></div> <div><div>(8)</div><div><b>Banquet Hall/Conference Centre/Convention Centre</b></div></div> <div><div>(9)</div><div><b>Overnight Accommodation</b></div></div> <div><div>(10)</div><div><b>Active Recreational Use</b></div></div> <div><div>(11)</div><div><b>Recreational Establishment</b></div></div> <div><div>(12)</div><div><b>Private Club</b></div></div> <div><div>(13)</div><div><b>Parking Lot</b></div></div> <div><div>(14)</div><div>University/College</div></div> <div><div>(15)</div><div>Courier/Messenger Service</div></div> <div><div>(16)</div><div><b>Education and Training Facility</b></div></div>		
<b>Regulations</b>			
8.2.3.101.2	The provision contained in Subsection 8.1.4 of this By-law shall not apply		
8.2.3.101.3	For the purposes of this By-law, all lands zoned E2-101 shall be consider one <b>lot</b>		
8.2.3.101.4	Maximum <b>floor space index - non-residential</b> used for <b>office and overnight accommodation</b>	0.7	
8.2.3.101.5	Minimum <b>landscaped area</b>	30% of the <b>lot area</b>	
8.2.3.101.6	The <b>lot line</b> abutting North Sheridan Way shall be deemed to be the <b>front lot line</b>		
8.2.3.101.7	Maximum <b>height</b>	5 <b>storeys</b>	
8.2.3.101.8	Minimum depth of a <b>landscaped buffer</b> measured from a <b>lot line</b> that abuts a Residential Zone	4.5 m	

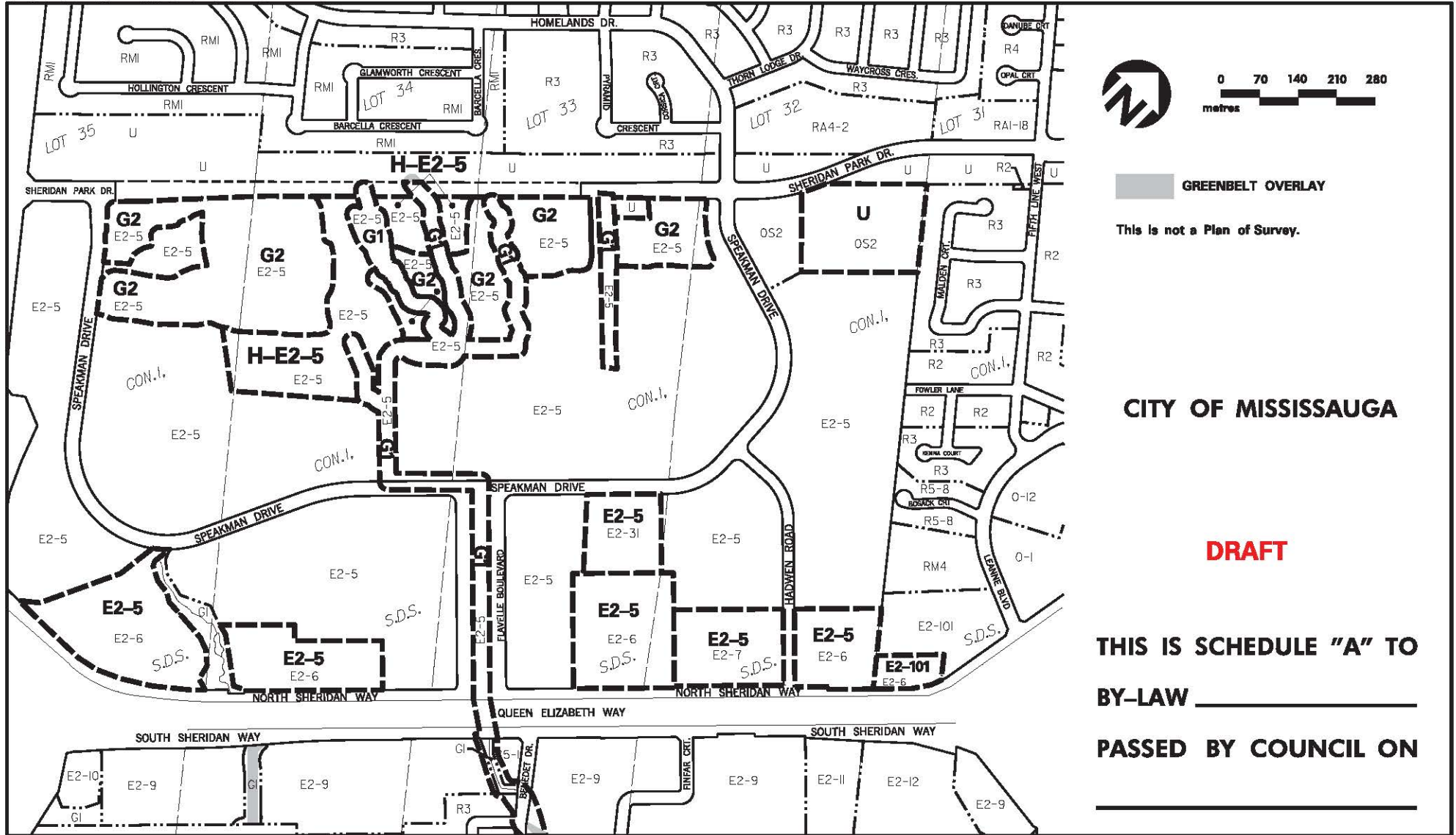
5. The greyed-out text, identified in Items 1 to 4 inclusive of this By-law, is for information purposes only and does not form part of the amendments contained in this By-law.

6. Map Number 18 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "E2-5" to "H-E2-5", "G1" and "G2"; "E2-6", "E2-7" and "E2-31" to "E2-5"; "E2-6" to "E2-101"; and, "OS2" to "U" the zoning of Part of Lots 31, 32, 33, 34 and 35, Concession 1, South of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "H-E2-5", "E2-5", "E2-101", "G1", "G2" and "U" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "H-E2-5", "E2-5", "E2-101", "G1", "G2" and "U" zoning indicated thereon.
7. Map Number 18 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by deleting therefrom and adding thereto the "Greenbelt Overlay" to Part of Lot 33, Concession 1, South of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "Greenbelt Overlay" shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law.
8. This By-law shall not come into force until Mississauga Official Plan Amendment Number 40 is in full force and effect.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2015.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK





**APPENDIX "A" TO BY-LAW NUMBER \_\_\_\_\_**Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to implement land use policies for the Sheridan Park Corporate Centre by revising and updating the existing zone categories and regulations.

This By-law amends the zoning of the properties outlined on the attached Schedule "A" from "E2-5" (Employment - Exception) to "H-E2-5" (Employment - Exception) , "G1" (Greenbelt - Natural Hazards) and "G2" (Greenbelt - Natural Features); "E2-6" (Employment - Exception), "E2-7" (Employment - Exception) and "E2-31" (Employment - Exception) to "E2-5" (Employment - Exception); "E2-6" (Employment - Exception) to "E2-101" (Employment - Exception); and, "OS2" (Open Space - City Park) to "U" (Utility).

"E2-5" permits a limited range of employment uses with a Floor Space Index of 0.4 times the lot area.

"E2-6" permits a broader range of employment uses than "E2-5" with a Floor Space Index of 0.4 times the lot area.

"E2-7" permits a broader range of employment uses than "E2-5" with a Floor Space Index of 0.6 times the lot area, including office uses.

"E2-31" permits a limited range of employment uses, including a private school, with a Floor Space Index of 0.4 times the lot area.

"E2-101" permits a range of employment uses with a Floor Space Index of 0.7 for overnight accommodation and office uses.

"OS2" permits City parkland.

"E2-5" (amended) permits a broader range of land uses, maintaining a science and technology component, with a Floor Space Index ranging from 0.4 to 0.6 times the lot area, depending on the type of uses.

Upon removal of the "H" provision, "E2-5" will permit the range of uses as noted above.

"E2-101" (amended) permits a range of employment uses, but no longer includes manufacturing, warehousing or wholesaling facilities, among other employment uses, in conformity with the land use policies for Sheridan Park Corporate Centre. The Floor Space Index remains at 0.7 for overnight accommodation and office uses.

"G1" permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

"G2" permits natural protection area and natural heritage features and areas conservation.

"U" permits utility building, water treatment facility, sewage treatment facility and electric transformer and distribution facility.

The "Greenbelt Overlay" is removed from lands that are rezoned to "G1" from "E2-5" where it is currently shown on Map 18, and further is added to lands identified by Credit Valley Conservation as Natural Hazard Lands, in the hydro corridor to the north of the site.

Location of Lands Affected

Portions of the Sheridan Park Corporate Centre Character Area, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Portions of the Sheridan Park Corporate Centre Character Area, in the City of Mississauga, as shown on the attached Map designated as Appendix "B".

Further information regarding this By-law may be obtained from Lisa Christie of the City Planning and Building Department at 905-615-3200 ext. 5542.

<http://teamsites.mississauga.ca/sites/18/Bylaws/CD.05.SHE.lc.September.15.2015.docx>

