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## Planning and Development Committee

### Date

2016/09/06

### Time

7:00 PM

### Location

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

### Members

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

### 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/planninganddevelopment>

**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
4. MATTERS TO BE CONSIDERED
  - 4.1. Sign Variance Application 16-1222 (Ward 5) - Sign By-law 0054-2002, as amended
  - 4.2. PUBLIC MEETING (Ward 5)  
Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan  
File: EC.07.AIR W5
  - 4.3. PUBLIC MEETING (Ward 1)  
Application for rezoning to permit a mixed-use development consisting of three 5 storey apartment buildings, with two of the buildings containing commercial uses at grade fronting Lakeshore Road East and Dixie Road, a 10 storey apartment building and a 4 unit townhouse block with access onto St. James Avenue, 1345 Lakeshore Road East, north of Lakeshore Road East and west of Dixie Road  
Owner: Lago Terrace Developments Inc.  
File: OZ 13/008 W1
  - 4.4. PUBLIC MEETING (Ward 1)  
1 Port Street East Comprehensive Master Plan Implementation - Proposed Official Plan Amendment  
File: CD.21.POR W1
  - 4.5. INFORMATION REPORT (All Wards)  
Conservation Authorities Act Review  
File: LA.07.CON

- 
- 4.6. INFORMATION REPORT (All Wards)  
Comments on Provincial Long Term Affordable Housing Strategy Update and Bill 204  
File: CD.06.AFF
- 4.7. RECOMMENDATION REPORT (Ward 1)  
Proposal to revise the zoning to restrict the height of sloped roof houses and eaves and add a maximum house depth regulation for residential properties within Ward 1 not subject to infill housing regulations; and to limit the height of flat roof homes for certain residential zones in Ward 1 along Hurontario Street not included in By-law 0171-2015 passed by Council in June, 2015  
File: CD.06.REP W1
- 4.8. SECTION 37 COMMUNITY BENEFITS AND ADDENDUM SUPPLEMENTARY REPORT (Ward 8)  
2550 and 2560 Eglinton Avenue West, Southwest corner of Eglinton Avenue West and Erin Mills Parkway  
Owner: Daniels HR Corporation  
File: OZ 13/005 W8
5. ADJOURNMENT

City of Mississauga  
**Corporate Report**



Date: 2016/08/16

To: Chair and Members of Planning and Development Committee

From: Ezio Savini, P. Eng, Chief Building Official

Originator's files:  
 BL.03-SIG (2016)

Meeting date:  
 2016/09/06

## Subject

**Sign Variance Application 16-1222 (Ward 5) - Sign By-law 0054-2002, as amended**

## Recommendation

That the following Sign Variances **not be granted**:

- (a) Sign Variance Application 16-1212  
 Ward 5  
 Aryzta and Konica Minolta  
 5875 Explorer Dr.

To permit the following:

- (i) Four (4) fascia signs erected on the 3<sup>rd</sup> storey of the building.

## Background

The applicant has requested a variance to the Sign By-law to permit the installation of four (4) fascia signs on the third storey of the building. The Planning and Building Department staff has reviewed the application and cannot support the request. As outlined in Sign By-law 0054-2002, the applicant has requested the variance decision be appealed to the Planning and Development Committee.

## Comments

The property is located on the west side of Explorer Drive adjacent to Highway 401. The applicant is proposing the installation of four (4) fascia signs on the third storey of the building whereas Sign By-law 0054-2002, as amended, prohibits fascia signs above the first storey.

The applicant has proposed four new fascia signs on the third storey of the building in support of their two major tenants who desire visibility from motorists travelling along both directions of Highway 401. The Sign By-law only permits fascia signs within the limits of the first storey for

offices buildings up to three storeys in height. For office buildings over three storeys in height, the Sign By-law permits two additional fascia signs between the limits of the top floor and the parapet or roof level, in addition to the fascia signs within the limits of the first storey.

Recognizing the need for visibility, staff has advised the applicant they are willing to support a variance to allow fascia signs on the third storey of the two building elevations that are most visible (north and west), any additional signage could be incorporated into a ground sign as permitted in the By-law. The applicant is not willing to amend their application to accommodate this request. As a result, staff recommends the application be refused.

## Financial Impact

None.

## Conclusion

Allowing the requested variance would set an undesirable precedence for excessive sign displays above the first storey of a building and deviate from the intent of the Sign By-law.

## Attachments

Appendix 1: Location and elevations of proposed fascia signs



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Ezio Savini, P. Eng, Chief Building Official

Prepared by: Darren Bryan, Supervisor Sign Unit



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

August 23, 2016

**FILE:** 16 - 1212

**RE:** Aryzta and Konica Minolta  
 5875 Explorer Dr. - Ward 5

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

<b>Section 13</b>	<b>Proposed</b>
A fascia sign shall not be erected above the upper limit of the first storey.	Four (4) fascia signs erected on the 3 <sup>rd</sup> storey of a building.

**COMMENTS:**

The applicant has proposed four new fascia signs on the third storey of the building in support of their two major tenants who desire visibility from motorists travelling along both directions of Highway 401. The Sign By-law only permits fascia signs within the limits of the first storey for office buildings up to three storeys in height. For office buildings over three storeys in height, the Sign By-Law permits two additional fascia signs between the limits of the top floor and the parapet or roof level, in addition to the fascia signs within the limits of the first storey.

Recognising the need for visibility, staff has advised the applicant that they are willing to support a variance to allow fascia signs on the third storey of the two building elevation that are most visible (north and west), any additional signage could be incorporated into a ground sign as permitted in the By-Law. The applicant is not willing to amend their application to accommodate this request. As a result, staff recommend the application be refused.



April 13, 2016

Attn: City of Mississauga - Sign Permit Dept.

**Re: Aryzta - 5875 Explorer Dr.**

**Rationale:**

We are proposing to have four new wall signs on the upper levels of this building on the North West, North East and South East elevations.

The City of Mississauga limits the number of upper level signs. However, the building at 5875 has a large area above the upper floor windows suitable for signage advertising. These upper bands are ideal places for the tenant names of the building to place identification signage. Two major tenants, Konica Minolta and Aryzta are seeking 3 and 1 sign respectively.

Konica Minolta and Aryzta both wish to attract the attention of motorists travelling North East and South West bound along Hwy. 401, Macdonald-Cartier Fwy. This would warrant the need for signs on the North elevation. Furthermore, due to the curved nature of Explorer Drive and the tangential surfaces of the building, two additional partial elevations are also suitable for signage to provide adequate wayfinding and advertising to motorists and pedestrians as they traverse this road.

The proposed signs are similar in style to existing signs on the adjacent buildings and are in keeping with the overall character of the area and do not impinge upon or adversely affect any of the neighbouring properties.

Furthermore, the sign type is of a class that is permitted in the current sign district and doesn't contravene any of Mississauga's sign bylaw. Public safety is not jeopardized in any way and there are no contentions to public interest. The wording of the sign is not gawdy or attention-seeking, but of a suitable font and colouring.

For these reasons and more, I would ask for a variance to allow for the proposed wall sign.

Thank you,

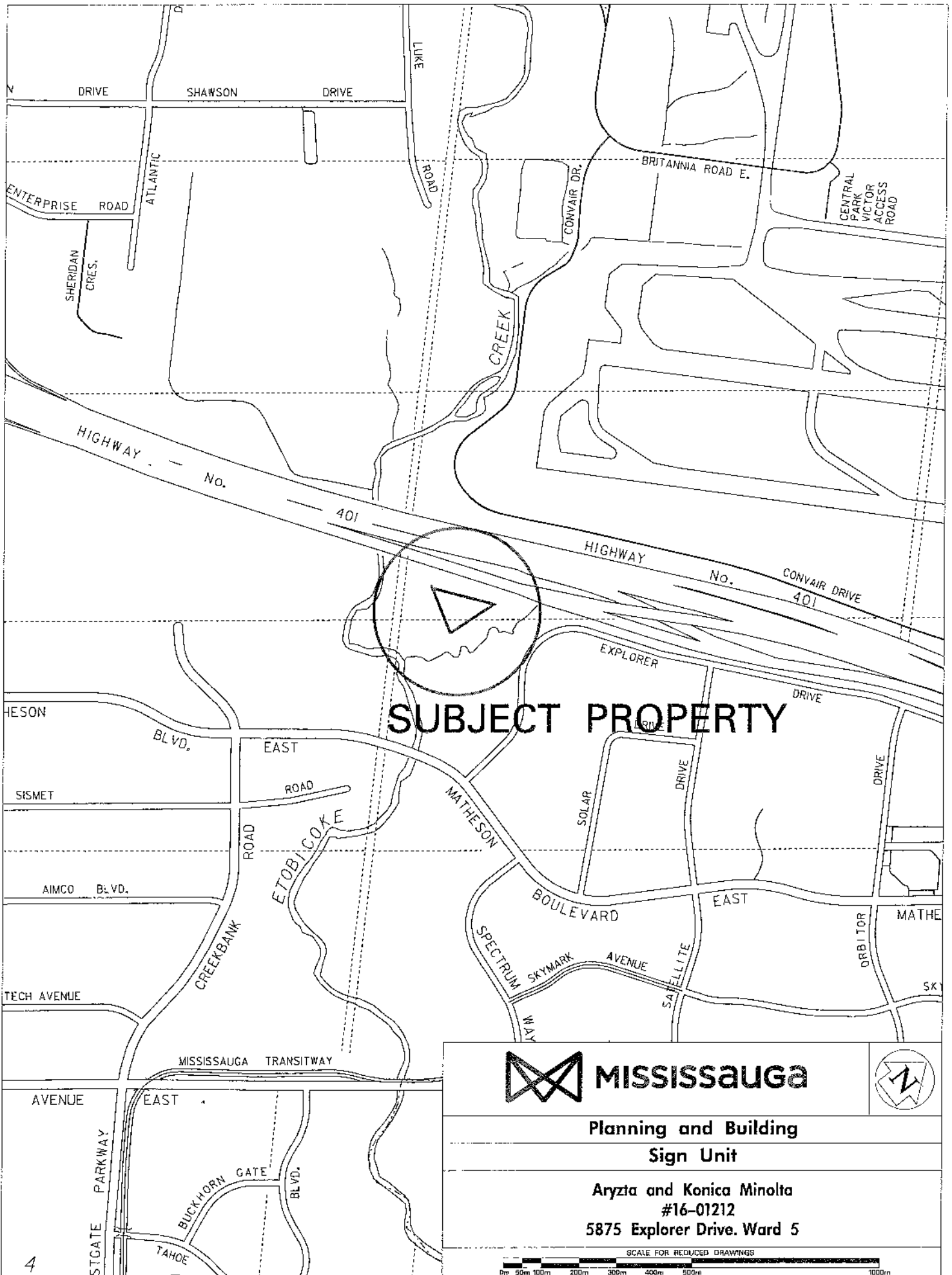
A handwritten signature in blue ink, appearing to read "Shaun Creaney", with a stylized flourish at the end.

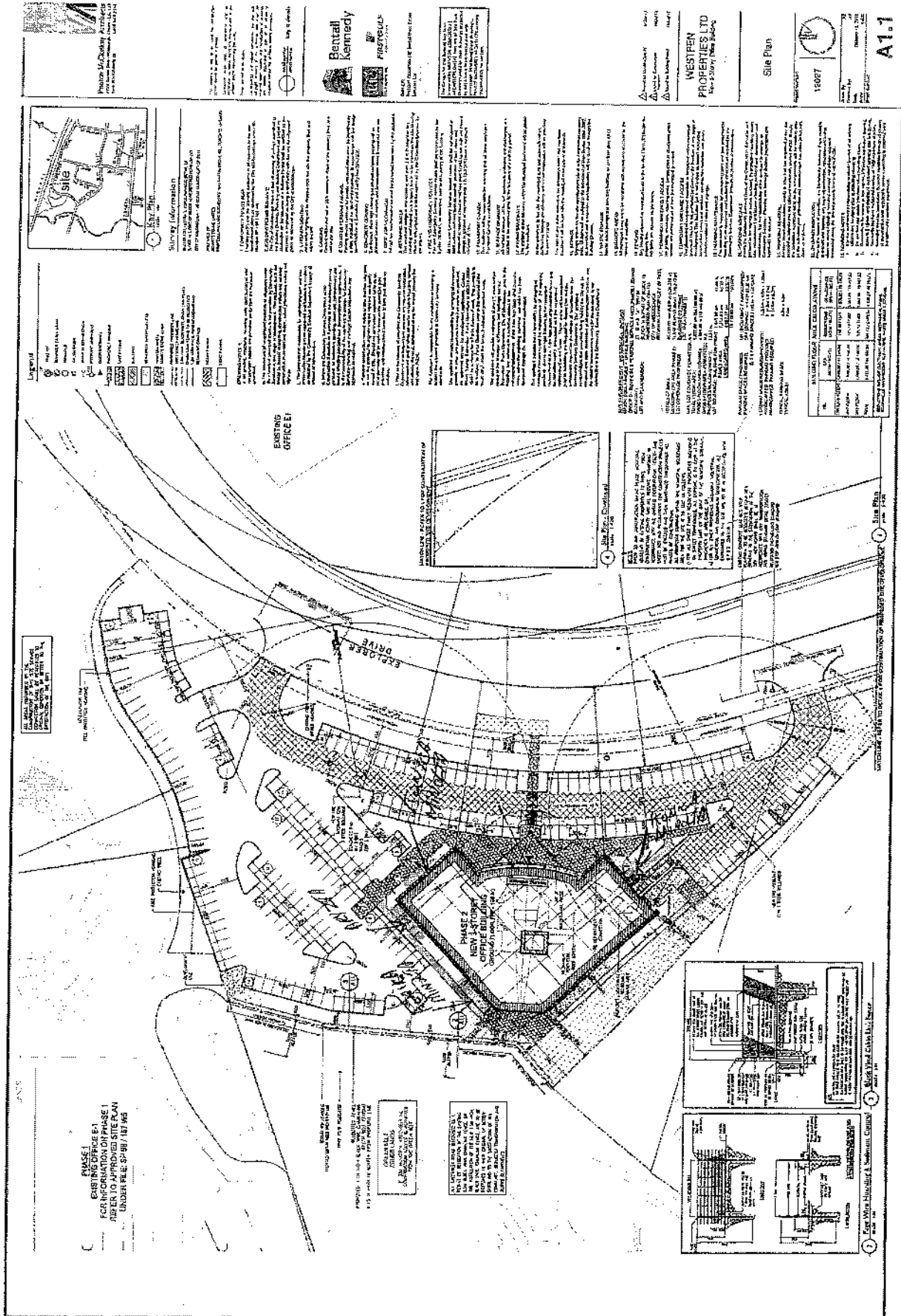
Shaun Creaney on behalf of Jason Noseworthy

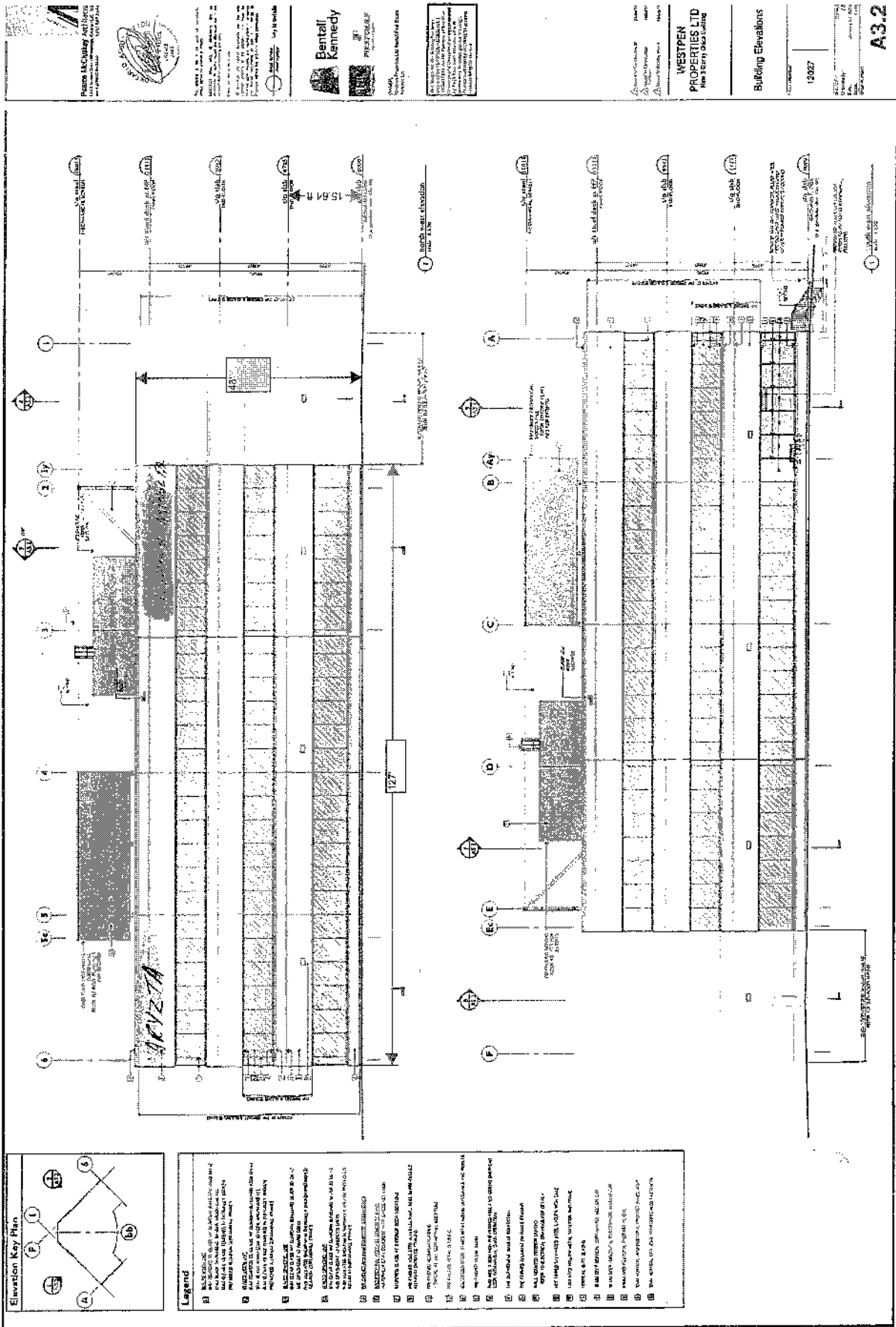
Priority Permits Ltd.

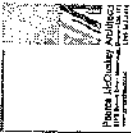
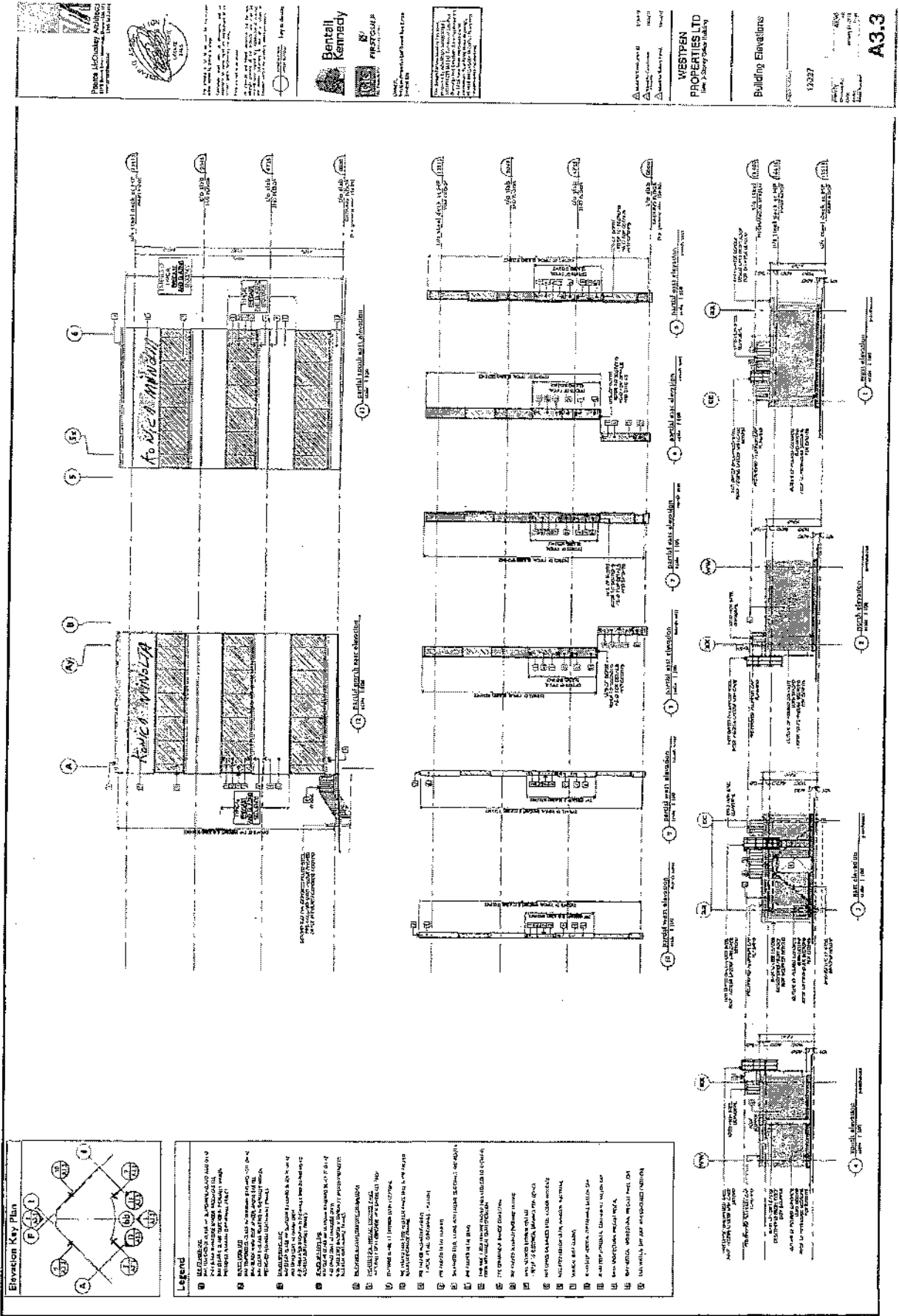
Ph: 289-389-8951

Email: [ryan@prioritypermits.com](mailto:ryan@prioritypermits.com)









**Bentall-Kennedy**  
 Building Equipment  
 10000 Bentall-Kennedy Drive  
 Dallas, Texas 75243  
 (214) 343-1000



**Westpac Properties Ltd.**  
 10000 Westpac Drive  
 Dallas, Texas 75243  
 (214) 343-1000

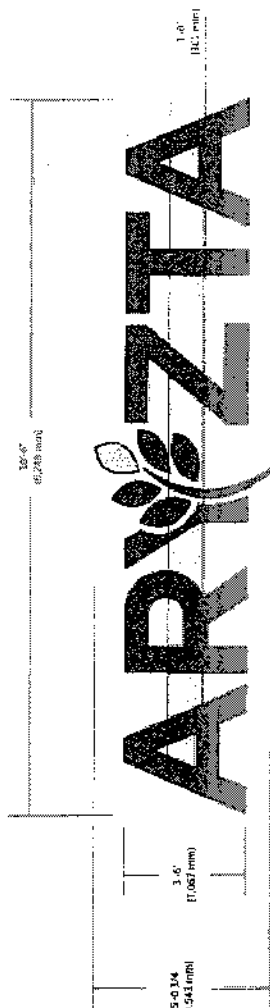
**Building Elevations**  
 10000 Building Drive  
 Dallas, Texas 75243  
 (214) 343-1000

**10000**  
 10000 Building Drive  
 Dallas, Texas 75243  
 (214) 343-1000

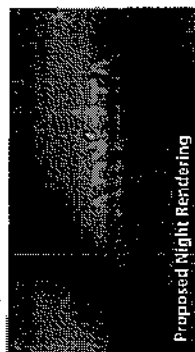
**A3.3**  
 10000 Building Drive  
 Dallas, Texas 75243  
 (214) 343-1000

# Channel Letters w. Carrier Box - Option 1

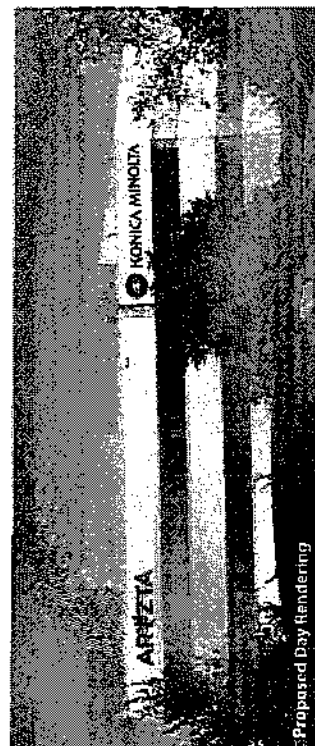
## SIGN 1



### VISUAL REFERENCE



Proposed Night Rendering



Proposed Day Rendering



555 Elmhurst Road  
Toronto, Ontario, Canada M1H 4B3  
www.pattisonsign.com  
Tel: (416) 750-1111  
Fax: (416) 759-0845  
Toll Free: 1-800-268-6536

A 2017 Patent Pending Design

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Job No. \_\_\_\_\_

Project ID: 611-7707  
Date: 05-JAN-2016  
Scale: 1/4" = 1'-0"  
Sales: G. Gannon  
Designer: MAP-06

Rev: 05-FEB-2016  
Date: \_\_\_\_\_

Technical Requirements  
☒ 120V ☐ 347V  
☐ Other \_\_\_\_\_

Customer Approval  
Date: \_\_\_\_\_

**ARTWORK NOT PRODUCTION**  
SPECIFIC REASONS:  
PMS COLOUR MATCH FOR BUILDING REQUIRED  
SITE SURVEY REQUIRED

**ARIZTA**  
5875 Explorer Drive  
Mississauga, ON

### Colours

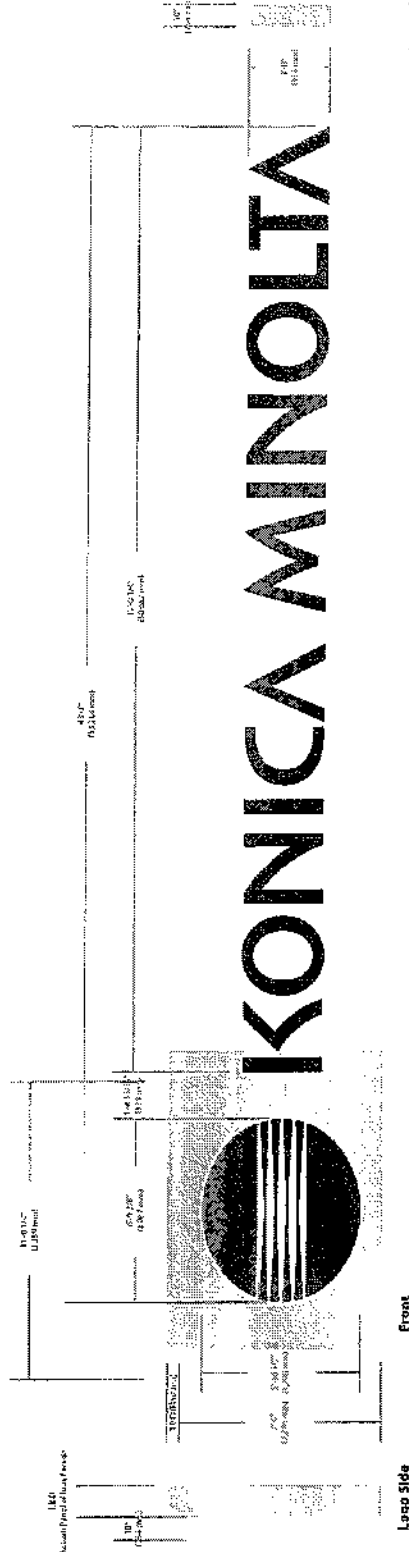
- Letters & Logo:  
Digitally printed red to match PMS 483 U.  
Trimcaps & returns painted to match PMS 483 U.  
Yellow Leaf:  
Digitally printed yellow to match PMS 129 U.  
Trimcaps & returns painted to match PMS 129 U.  
Carrier Box:  
Painted to match building facade (colour TBD).

### Specifications

- Supply & Install One (1) Set of  
Channel Letters & Logo On a Carrier Box  
Aluminum construction  
White LED Illumination  
Letters & Logo  
#7328 white acrylic face w/ digitally printed red vinyl to match PMS 483 U applied first surface.  
10" returns & trimcaps painted to match PMS 483 U.  
Yellow Leaf  
#7328 white acrylic face w/ digitally printed yellow vinyl to match PMS 129 U applied first surface.  
10" returns & trimcaps painted to match PMS 129 U.  
Carrier Box:  
Aluminum construction.  
Painted to match building facade (PMS colour match needed).  
Mounted directly to building.

ALL SIZES & DIMENSIONS ARE  
SUBJECT TO SITE SURVEY

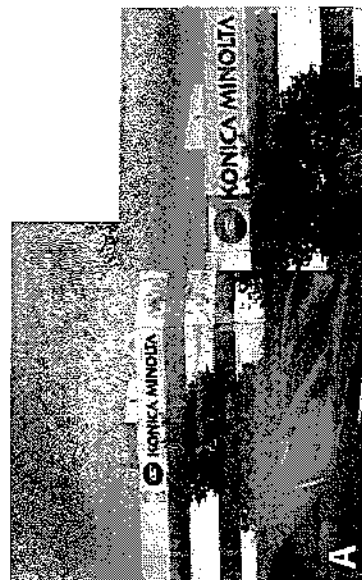
# SIGN 2



Logo Side

Front

Letter Side



Logo requires support structure to extend building facade (red outline)

## Specifications:

- Supply and Install**
- One (1) set of Channel Letters and Logo with support structure (faux facade) include flashing to match building
- Aluminum construction
- LED Illumination
- Letters:**
  - Returns Painted 20% Black
  - Day/Night Acrylic Face
  - Diffuser applied second surface
  - Trim Cap Painted Black (to match face)
- Logo:**
  - Returns Painted 20% Black
  - White Acrylic Face
  - Digitally Printed Logo face applied
  - Trim Cap Painted Black (to match return)
- Support Structure (Faux Facade):**
  - Aluminum construction
  - Flashing installed to match building
  - All panels painted to match building facade
  - Mounted to building

## Colors:

- Letters:**
  - Day/Night Acrylic Face
  - Trim Cap Painted to Match Acrylic
  - Returns 20% Black
- Logo:**
  - White Acrylic
  - Digitally Printed Blue (C-05, M-50, Y-0, K-0)
  - Trim cap and Returns Painted 20% Black
- Support Structure:**
  - Painted to Match Building Facade
  - Match Building Flashing

Job No.	Project ID: FAJ-4313	Rev. B:	Approved For Construction	Customer Approval	<b>NOT PRODUCTION ARTWORK</b> Making vector file Text: PMS match for bldg
Date: 20-OCT-2015	Scale: 1"=1'-0"	Date:	LED <input type="checkbox"/> 24V <input type="checkbox"/>	Date	
Designer: JMM			Other <input type="checkbox"/>		

KONICA MINOLTA  
5875 Explorer Dr  
Minneapolis, OH

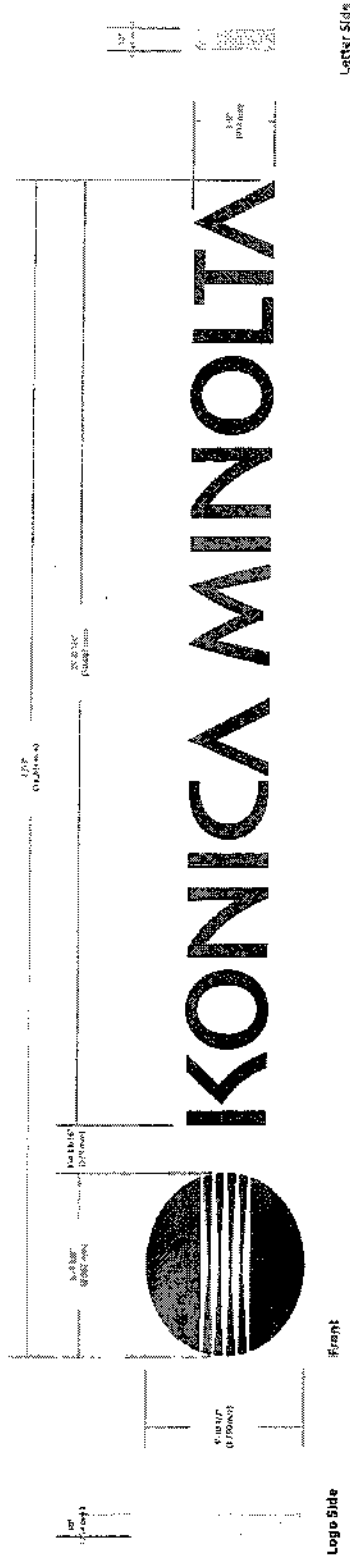


551 Robinson Road  
Toronto, Ontario, Canada M5T 1A8  
www.pattison-sign.com  
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# SIGN 3-4



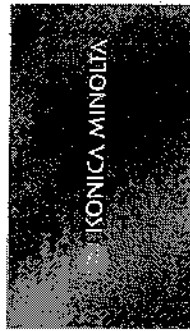
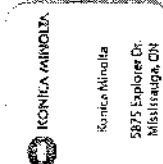
**Job No.**

Project ID: 981-4413  
 Date: 28 OCT 2015  
 Scale: 1"=1'-0"  
 Sales: P. Brown  
 Designer: JMM

Rev: 01  
 Date:

Material: 3/4" ALUMINUM  
☐ 15W ☐ 347W  
☐ Other

Customer Approval  
 Date:



Night Rounding Representing all Signage



- Letters:**
- Day/Night Acrylic Face
  - Trim Cap Painted to Match Acrylic
  - Returns 20% Black

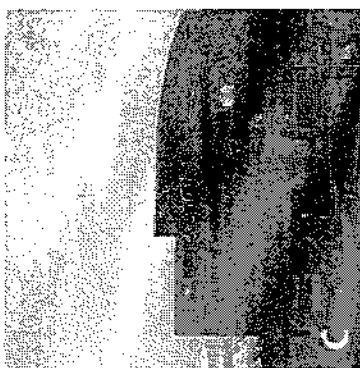
- Logo:**
- White Acrylic
  - Digitally Printed Blue (C45 M50 Y50 K50)
  - Trim cap and Returns Painted 20% Black

## Specifications:

**Supply and Install**  
 Two (2) sets of  
 Chemical Letters and Logo  
 Aluminum construct on  
 LED Illumination

- Letters:**
- Returns Painted 20% Black
  - Day Night Acrylic Faces
  - Diffuser applied second surface
  - Trim Cap Painted Black (To match return)

- Logo:**
- Returns Painted 20% Black
  - White Acrylic Face
  - Digitally Printed Logo face applied
  - Trim Cap Painted Black (To match return)



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City of Mississauga  
**Corporate Report**



Date: 2016/08/16

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:  
EC.07-AIR

Meeting date:  
2016/09/06

## Subject

**Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan  
PUBLIC MEETING**

## Recommendation

That the submissions made at the public meeting held on September 6, 2016 to consider the report titled "Proposed amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building, be received.

## Background

On July 6, 2016, City Council approved recommendation PDC-0049-2016, which included the following:

1. That a public meeting be held to consider the proposed amendments to Mississauga Official Plan contained in the report titled "Proposed amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building.

The report is attached as Appendix 1.

## Comments

The purpose of the public meeting is to receive comments on the proposed amendments to the aircraft noise policies in Mississauga Official Plan.

Subsequent to the public meeting, a report will be prepared for consideration by the Planning and Development Committee which will address comments received and where appropriate will recommend changes to the proposed amendments.

## Financial Impact

Not applicable.

## Conclusion

Following the public meeting, a report will be prepared for consideration by the Planning and Development Committee to address comments received from the public and other stakeholders.

## Attachments

Appendix 1: Report titled "Proposed amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Policy Planner

# City of Mississauga Corporate Report



Date: 2016/06/06	Originator's files: EC.07-AIR
To: Chair and Members of Planning and Development Committee	
From: Edward R. Sajecki, Commissioner of Planning and Building <b>PDC JUN 27 2016</b>	Meeting date: 2016/06/27

## Subject

INFORMATION REPORT (Ward 5, 6, 11)

Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan

File: EC.07-AIR

## Recommendation

1. That a public meeting be held to consider the proposed amendments to Mississauga Official Plan contained in the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building.
2. That the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building, be circulated to the Region of Peel and the Greater Toronto Airports Authority.

## Background

Mississauga Official Plan (MOP) has policies pertaining to aircraft noise that set out the restrictions on development within the areas subject to high levels of aircraft noise. These areas are within the Toronto – Lester B. Pearson International "Airport Operating Area" (AOA), as shown on Appendix 1, and include all or parts of these Character Areas:

- Malton Community Node and Neighbourhood;
- Meadowvale Village and East Credit Neighbourhoods;
- Gateway and Airport Corporate Centres; and
- Gateway and Northeast Employment Areas.

The AOA captures all areas above the 30 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour. These areas are subject to higher noise levels due to their proximity to the airport operations and runways. The NEP/NEF composite noise contours are shown in Appendix 2.

The 2014 Provincial Policy Statement, the Region of Peel Official Plan (ROP) and MOP all restrict the development, redevelopment and infill of new residential and other sensitive land uses in the AOA. Limited redevelopment and infill is permitted for lands below the 35 NEP/NEF composite noise contour and only existing development is permitted above this noise contour. Appendix 3 summaries land use permissions in the AOA.

The recent local area planning process for Malton (MyMalton) has brought the restrictive nature of the aircraft noise policies into question as they are stifling community revitalization opportunities in Malton. That the aircraft noise policies are overly restrictive to development in Malton, was confirmed by a recent environmental noise study conducted in Malton in areas between the 30 and 40 NEP/NEF composite noise contour lines. That study found aircraft noise levels were less than what is reflected by the noise contours.

Outdated policies also exist for the lands within the Meadowvale Village and East Credit Neighbourhoods located in the AOA and identified as "Exempt Area". The policy refers to applications that may be processed for approval if filed prior to February 1, 1997, a time of greenfield development and subdivision applications. These lands are now fully developed.

## Comments

Mississauga is a mature municipality and all future development will consist of redevelopment and infill (with the exception of the Churchill Meadows Designated Greenfield Area and the Ninth Line Corridor lands). While there is little flexibility on building heights in the AOA, there is potential to mitigate aircraft and other transportation noise sources (i.e. road, rail) to meet acceptable sound level limits in accordance with the applicable Provincial Government noise guideline,<sup>1</sup> through building design and siting options. Development density restrictions in the current aircraft noise policies are therefore not necessary if noise can be appropriately mitigated.

Staff have consulted with Peel Region and Greater Toronto Airports Authority (GTAA) staff to amend the aircraft noise policies. The proposed amendments are outlined in Appendix 4. The amendments generally include:

<sup>1</sup> Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning, Publication NPC-300 (August 2013)

- delete outdated policies and consolidate and simplify policies;
- clarify that all future development in the AOA is in the form of redevelopment and infill;
- require that a noise warning clause be included in agreements registered on title;
- change "Exempt Area" terminology to "Exception Area" for the portion of lands within the Meadowvale Village and East Credit Neighbourhood Character Areas that are located in the AOA;
- add the portion of lands in the Malton Community Node and Neighbourhood Character Areas that are located in the AOA, as an "Exception Area"; and,
- provide conditions for allowing residential or other sensitive land uses within the Exception Areas.

Proposed amendments to MOP policies will require approval by the Region of Peel which will require amendment of relevant ROP policies. Regional staff plan to commence the ROP amendment process following the endorsement of the proposed MOP amendments by City Council. As part of the Region's amendment process, Regional staff will consult with and seek approval from the Province on policy amendments pertaining to airports, particularly with a proposed new policy that removes density restrictions for redevelopment and infill within the AOA, including above the 35 NEP/NEF composite noise contour (see Appendix 4).

## Strategic Plan

Under the strategic pillars, "Connect: Completing Our Neighbourhoods" and "Green: Living Green", the Strategic Plan identifies the need to develop walkable, connected neighbourhoods and vibrant communities, and nurture the health of people and the environment. The proposed aircraft noise policy amendments will provide more opportunity for Malton to revitalize its existing communities through infill and redevelopment. They will also help to protect growing communities from aircraft noise by requiring appropriate noise mitigation in development proposals for residential or other sensitive land uses.

## Financial Impact

Not applicable.

## Conclusion

The proposed amendments will update the aircraft noise policies and make them more succinct and clear. They will also allow for infill and redevelopment opportunities in Malton, subject to prescribed conditions. A public meeting is required to consider the proposed amendments.

## Attachments

Appendix 1: Airport Operating Area

Appendix 2: NEP/NEF Composite Noise Contours

Appendix 3: Land Use Permissions in the Airport Operating Area

Appendix 4: Proposed Aircraft Noise Policy Amendments



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Edward R. Sajecki, Commissioner of Planning and Building

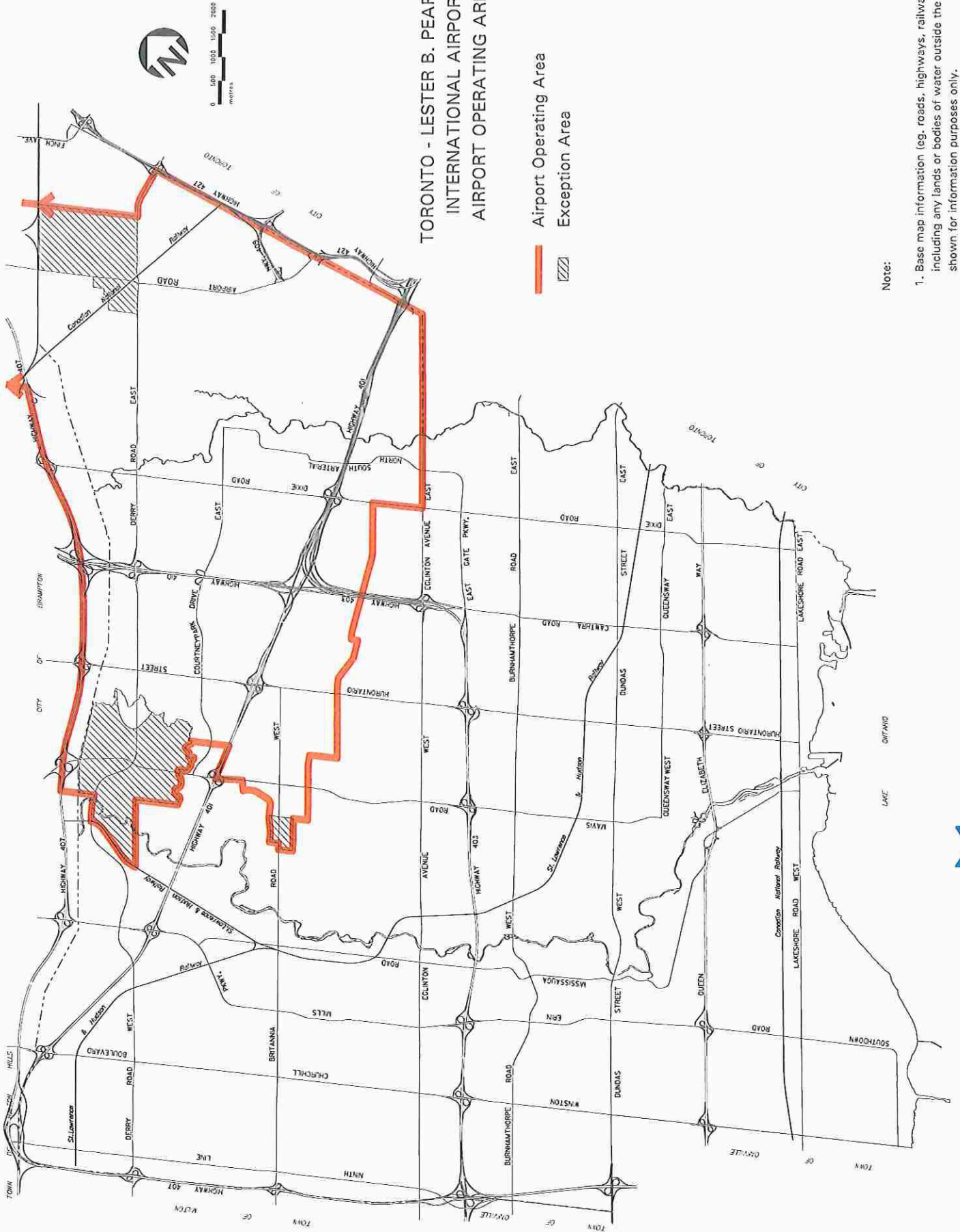
Prepared by: Sharleen Bayovo, Policy Planner

TORONTO - LESTER B. PEARSON  
INTERNATIONAL AIRPORT  
AIRPORT OPERATING AREA

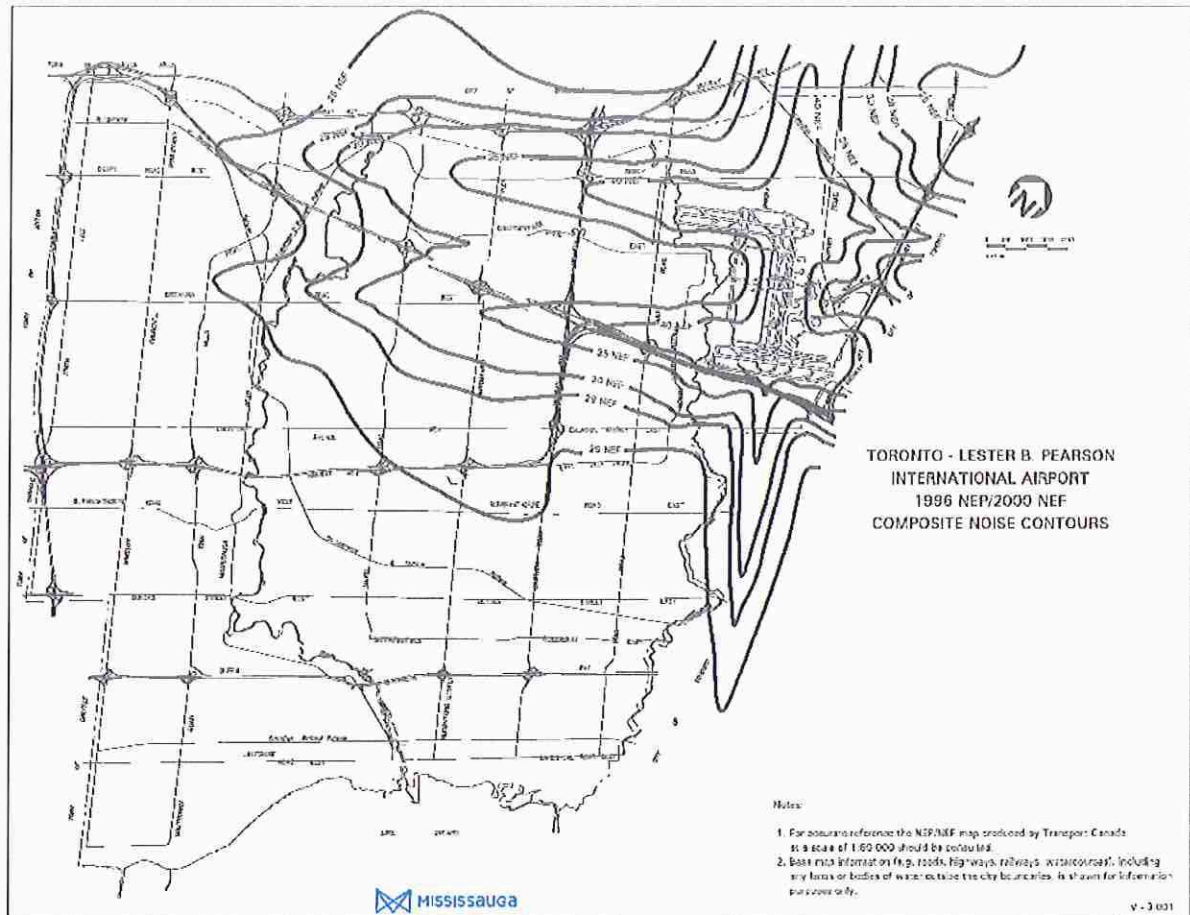
Airport Operating Area  
Exception Area

**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.



## NEP/NEF COMPOSITE NOISE CONTOURS



1996 NEP/2000 NEF Composite Noise Contours

## Appendix 3

**Land Use Permissions in the Airport Operating Area (AOA)****2014 Provincial Policy Statement**

- Prohibit new residential development and other sensitive land uses in areas near airports above 30 NEP/NEF
- Consider redevelopment or infilling of existing residential uses and other sensitive land uses above the 30 NEF/NEP only if it can be demonstrated that there will be no negative impacts on the long-term function of the airport

**Peel Region Official Plan**General policy for lands within the AOA

- Prohibit the development, redevelopment and infill of new residential and sensitive land uses
- Direct municipalities to define exceptions

Exceptions for lands below 35 NEF/NEP

## Residential:

Exceptions limited to redevelopment and infilling

## Other Sensitive Land Uses:

Exceptions limited to redevelopment and infilling

Exceptions for lands above 35 NEF/NEP

## Residential:

No exceptions

## Other Sensitive Land Uses:

No exceptions

## Mississauga Official Plan

### General Policy for lands within the AOA

Prohibit new development, redevelopment and infill

- which increases the number of dwelling units beyond that permitted by existing zoning
- of other sensitive land uses (hospitals, nursing homes, daycare facilities and public and private schools)

### Exceptions for lands below 35 NEF/NEP

#### Residential:

Lands within "Exempt Area" (Meadowvale Village and East Credit) allow development, redevelopment and infill subject to conditions

- appropriate airport noise conditions included in approval
- lands designated residential prior to February 1, 1997
- application filed prior to February 1, 1997
- redevelopment and infill has density not greater than the highest density of immediately adjacent existing residential development within the AOA

Lands within Malton allow redevelopment or infilling provided

- it does not significantly increase the number of dwelling units
- density not greater than the highest density of immediately adjacent existing residential development within the AOA

#### Other Sensitive Land Uses:

Lands within Malton, Meadowvale Village and East Credit may allow redevelopment or infilling on an individual basis.

Lands within Gateway and Airport Corporate Centres allow redevelopment or infilling for daycare if accessory to an employment use.

### Exceptions for lands above 35 NEF/NEP

#### Residential:

No exception policies. As such, only existing uses permitted.

#### Other Sensitive Land Uses:

No exception policies. As such, only existing uses permitted.

## PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENTS

Section 6.10, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by adding the following paragraph to the end of the preamble:

The applicable Provincial Government environmental noise guideline for sound level limits is the Environmental Noise Guideline, Publication NPC 300 or its successor.

Section 6.10.2, Aircraft Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby deleted and replaced with the following:

### 6.10.2 Aircraft Noise

There are areas of Mississauga that are subject to high levels of aircraft noise. As a result, policies are required that set out the restrictions on development within the areas subject to high levels of aircraft noise. The policies of this Plan are based on a six runway configuration of the Airport.

6.10.2.1 Lands within the Airport Operating Area as identified on Map 6-1 are developed for a variety of uses including residential, industrial and office. Development in this area consists of redevelopment and infill.



Figure 6-18. Although the Airport contributes to the city's strong economy, some communities are directly affected by the sound levels emitted by the airplanes

6.10.2.2 Uses listed in Table 6-1 that are located at or above the corresponding 1996 *noise exposure projection (NEP)*/2000 *noise exposure forecast (NEF)* contour as determined by the Federal Government, will require a noise study accounting for all sources of noise as a condition of development. The noise study is to be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.

Table: 6-1 Noise Studies

LAND USE <sub>1</sub>	Noise Exposure Projection (NEP)/Noise Exposure Forecast (NEF) Contour
Residential Passive use parks Public and private schools Day care facilities Libraries Place of religious assembly Theatres Auditoria Hospitals Nursing Homes	25 or Greater
Hotels Motels Retail or service commercial Office Athletic fields Playgrounds Outdoor swimming pools	30 or Greater
Industrial Warehousing Arena	35 or Greater
1. Land uses as identified by the Federal Government with respect to compatibility with airport operations, in accordance with TP1247 ☐ Aviation ☐ Land Use in the Vicinity of Aerodromes	

6.10.2.3 Mississauga will require tenants and purchasers to be notified in accordance with the applicable Provincial Government environmental noise guideline when the proposed development is located at the ***noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour*** of 25 and above, as determined by the Federal Government. A noise warning clause shall be included in agreements that are registered on title, including condominium disclosure statements and declarations. In addition, noise warning notices are required in enrollment documents for schools and daycares.

6.10.2.4 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or accessory use with the following exceptions:

- a. lands identified as ☐Exception Area☐ as shown on Map 6-1, and

- b. daycare facilities accessory to an employment use in the Gateway Corporate and Airport Corporate Character Areas below the 35 *noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour*.



Map 6-1: Airport Operating Area and Exception Area

6.10.2.5 Applications for residential or other sensitive land uses for lands where permitted within the Airport Operating Area may be processed for approval provided that all of the following are satisfied:

- an Acoustic Feasibility Study will be submitted as part of a complete development application to verify that mitigated indoor and outdoor noise levels do not exceed the sound level limits established by the applicable Provincial Government environmental noise guideline;
- development that includes outdoor passive recreation areas will generally not be permitted in locations where the mitigated outdoor noise is greater than 60 dBA;

- c. appropriate conditions relating to noise mitigation that are consistent with the findings of the Acoustic Feasibility Study, are included in the approval;
- d. aircraft noise warning agreements between the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the applicant, are included in the approval; and
- e. conditions for the provision of an aircraft noise warning notice for users of a proposed development's outdoor facilities and space, where located above the 30 *noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour*, are included in the approval.

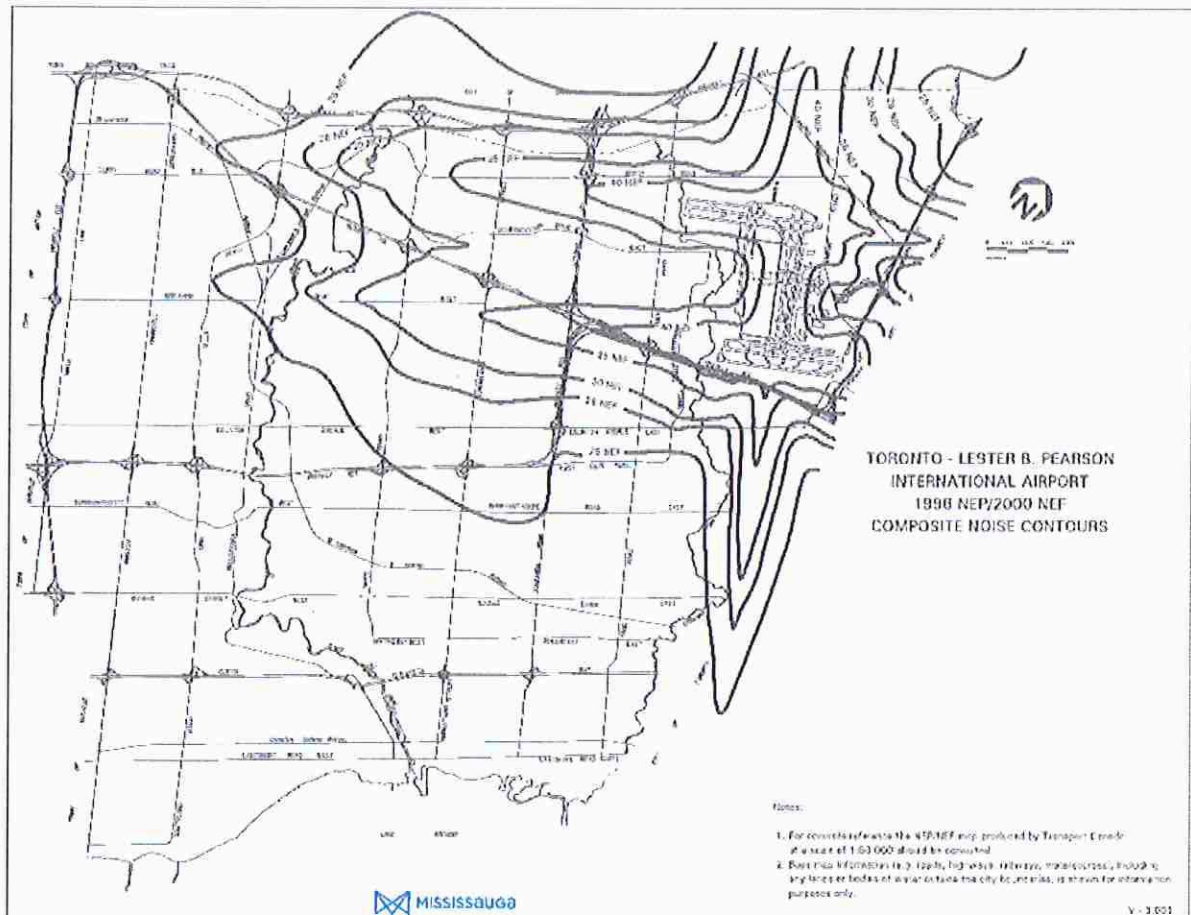


Figure 22: 1996 NEP/2000 NEF Composite Noise Contours

# City of Mississauga

## Corporate Report



Date: August 16, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
OZ 13/008 W1

Meeting date:  
2016/09/06

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Applications to permit a mixed use development ranging from 3 - 10 storeys in height and containing 336 apartment units, 4 townhouse units fronting onto St. James Avenue, 2 live/work units and 13 commercial units located at street level, fronting onto Lakeshore Road East and Dixie Road and to protect the natural features associated with the Applewood Creek**

**1345 Lakeshore Road East, northwest corner of Lakeshore Road East and Dixie Road**

**Owner: Lago Terrace Developments Inc.**

**File: OZ 13/008 W1**

## Recommendation

That the report dated August 16, 2016, from the Commissioner of Planning and Building regarding the application by Lago Terrace Developments Inc. to permit a mixed use development ranging from 3 - 10 storeys in height and containing 336 apartment units, 4 townhouse units fronting onto St. James Avenue, 2 live/work units and 13 commercial units located at street level, fronting onto Lakeshore Road East and Dixie Road under file OZ 13/008 W1, 1345 Lakeshore Road East, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community. The proposed development conforms to the **Mixed Use** policies of the Lakeview Local Area Plan, however, an amendment to the **Greenlands** designation on the westerly portion of the site will be required to reflect the revised delineation of the floodplain that will be confirmed once the adjacent Applewood Creek culvert is constructed
- Community concerns identified to date relate to traffic, overlook and site design
- Prior to the next report, matters to be considered include the appropriateness of the proposed amendment and the satisfactory resolution of other technical requirements,

including the delineation of the floodplain and other studies related to the project

## Background

The application has been circulated for technical comments and a community meeting was held on June 20, 2016. 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	
Frontages:	81.61 m (267.75 ft.) on Lakeshore Road East 125.04 m (410.2 ft.) on Dixie Road 81.33 m (266.83 ft.) on St. James Avenue
Depth:	Approximately 136.0 m (446.2 ft.)
Gross Lot Area:	1.26 ha (3.12 ac.)
Existing Uses:	Former Sheridan Ford car dealership (now unoccupied)

The property is located in the Lakeview Neighbourhood Character Area which is an established residential neighbourhood that consists mostly of detached dwellings. The site is also within the Lakeshore Corridor Precinct – Outer Core Area which extends from west of the site to the City's easterly boundary on both the north and south sides of Lakeshore Road East. Lands west of Applewood Creek along the north side of Lakeshore Road East are characterized by apartment buildings ranging in height from 7 -10 storeys and a motel. To the east, there is a commercial plaza, motel and lands pending redevelopment for a 4 storey mixed use residential and commercial project. Opposite the property, on the south side of Lakeshore Road East, is the Small Arms Inspection Building on lands currently owned by the Toronto Region Conservation Authority (TRCA) which has historical significance and a future Park 358 (not yet named), commonly known as the Arsenal Lands.

The surrounding land uses are:

North: Detached homes and Applewood Creek  
 East: Commercial plaza (Dixielake Plaza) and detached homes  
 South: Arsenal lands, including Small Arms Inspection Building  
 West: Applewood Creek, Green Acres Motel and apartments

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

**DETAILS OF THE PROJECT**

The application is to permit a mixed use development with four apartment buildings ranging from 4 to 10 storeys in height, with two of the buildings containing commercial uses at grade facing Lakeshore Road East and Dixie Road and 3 storey townhouses with access onto St. James Avenue. A private condominium road internal to the site is proposed with access onto St. James Avenue and Dixie Road (see Appendices 5 and 6). The majority of the parking will be located in an underground parking garage.

<b>Development Proposal</b>		
Application submitted:	Received: May 1, 2013 Deemed complete: June 27, 2013 Revised: April 18, 2016	
Owner:	Lago Terrace Developments Inc.	
Applicant:	Glen Schnarr & Associates	
Number of units:	Apartment Units: 336 Townhouse Units: 4 Live/Work Units: 2 Commercial Units: 13	
Existing Gross Floor Area:	2 300 m <sup>2</sup> (24,757.00 ft <sup>2</sup> ) Former car dealership (now unoccupied)	
Height:	3 - 10 storeys	
Lot Coverage:	46.5 %	
Floor Space Index:	2.23	
Landscaped Area:	35%	
Net Density:	269.8 units/ha (109.2 units/ac.) (apartment and townhouse units)	
Gross Floor Area:	27 764.0 m <sup>2</sup> (298,859 ft <sup>2</sup> )	
Road type:	Private condominium road	
Anticipated Population:	852* *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	437 spaces	437 spaces
Visitor	68 spaces	68 spaces
Commercial	52 spaces	52 spaces

Additional information is provided in Appendices 1 to 11.

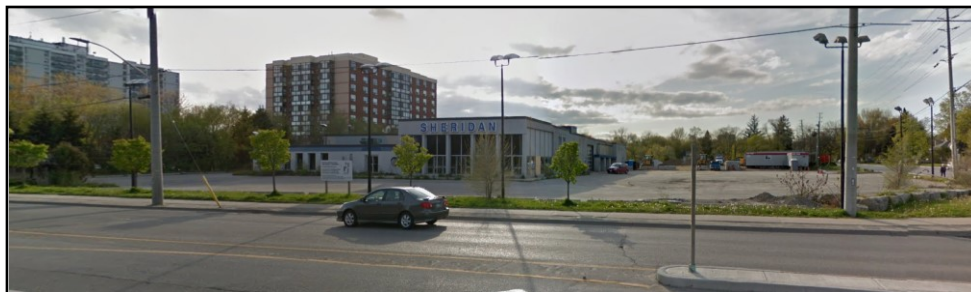


Image of existing conditions



Rendering of proposed mixed use development

## LAND USE CONTROLS

The site is located within the Lakeview Neighbourhood Character Area and is designated **Mixed Use – Special Site 8** and **Greenlands** in the Lakeview Local Area Plan.

The proposed development is in conformity with the **Mixed Use** land use designation of the Lakeview Local Area Plan. However, through the processing of this application, an amendment to the **Greenlands** designation on the westerly portion of the site, as shown on Appendix 3, will be required to reflect the revised delineation of the floodplain that will be confirmed in consultation with the Credit Valley Conservation once the adjacent Applewood Creek culvert is constructed.

A rezoning is proposed from **C4-13** (Mainstreet Commercial) to **C4 - Exception** (Mainstreet Commercial) to permit the proposed mixed use development in accordance with the proposed zone standards contained within Appendix 10. The western portion of the property contains a greenbelt overlay and will be rezoned to **G2** (Greenbelt – Natural Features) to allow for a natural regeneration area as a buffer adjacent to the delineation of the valley lands associated with the Applewood Creek.

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

### **Bonus Zoning**

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

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

A community meeting was held by Ward 1 Councillor, Jim Tovey on June 20, 2016.

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

- The potential overlook onto the adjacent low density houses
- The potential for increased traffic using the surrounding local residential streets during peak traffic times
- The appearance of the commercial units ensuring that they have an attractive presence on Lakeshore Road East and Dixie Road
- The redevelopment of these lands should provide for an attractive and upgraded streetscape

### **DEVELOPMENT ISSUES**

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed Zoning By-law exception standards appropriate?
- Is the design and functioning of the site sensitive to the surrounding context?
- Has the delineation of the floodplain line for the Applewood Creek been confirmed in response to the construction of the adjacent culvert?
- 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:

- Planning Justification Report
- Survey, Concept Plan, Elevations and Rendering
- Draft Official Plan Amendment and Zoning By-law
- Phase I Environmental Site Assessment
- Traffic Impact Study
- Functional Servicing Report
- Noise Study
- Arborist Report and Tree Preservation Plan
- Draft Zoning By-law Amendment

## Development Requirements

There are engineering matters including: grading, servicing 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 the issues have been resolved.

## Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

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

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Concept Plan

Appendix 6: Building Elevations

Appendix 7: Agency Comments

Appendix 8: School Accommodation

Appendix 9: Summary of Applicable 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: David Ferro, Development Planner

### Site History

- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands were designated **Mixed Use – Special Site 18** in the Lakeview Neighbourhood Character Area that allowed for a car dealership in addition to the uses permitted under the **Mixed Use** designation.
- May 1, 2013 – Applications for Official Plan Amendment and Rezoning applications submitted for the subject property.
- October 14, 2015 – Lakeview Local Area Plan came into force and is applicable to the subject property, which designated the subject property **Mixed Use – Special Site 8** maintaining the uses in the **Mixed Use** designation and adds townhouse dwellings as an additional permitted use. The Lakeview Local Area Plan also indicates that for lands located within the Lakeshore Corridor Precinct – Outer Core Area, residential uses are allowed on the ground floor. The plan also contains “Map 3 – Lakeview Local Area Plan Height Limits” that suggests a height range of 2 – 10 storeys for the subject property.



**LEGEND:**



**SUBJECT LANDS**

NOTE: DATE OF AERIAL WAS SPRING 2015



**SUBJECT: LAGO TERRACE DEVELOPMENTS INC.**



FILE NO:  
OZ 13008 W1  
DWG. NO:  
13008A  
SCALE:  
1:2500  
PDC DATE:  
2016 09 06  
DRAWN BY:  
B. KRUGER

Appendix 2



**MISSISSAUGA**

Produced by  
T&W, Geomatics



## LEGEND:

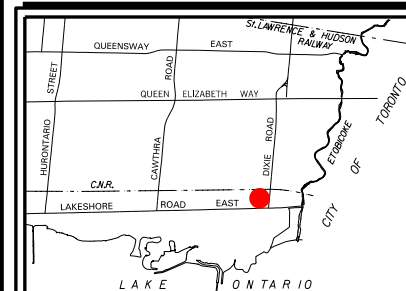


PROPOSED OFFICIAL PLAN AMENDMENT TO PROTECT THE NATURAL FEATURES OF THE APPLEWOOD CREEK AND PROPOSED REZONING FROM 'C4-13' TO 'G2' AND 'C4-EXCEPTION' TO PERMIT A MIXED USE DEVELOPMENT RANGING FROM 3-10 STOREYS IN HEIGHT AND CONTAINING 336 APARTMENT UNITS; 4 TOWNHOUSE UNITS FRONTING ONTO ST. JAMES AVENUE; 2 LIVE/WORK UNITS AND 13 COMMERCIAL UNITS LOCATED AT STREET LEVEL; FRONTING ONTO LAKESHORE ROAD EAST.



SUBJECT:

**LAGO TERRACE  
DEVELOPMENTS INC.**



FILE NO:  
OZ 13008 W1

DWG. NO:  
13008R

SCALE:  
1:2600

PDC DATE:  
2016 09 06

DRAWN BY:  
B. KRUGER

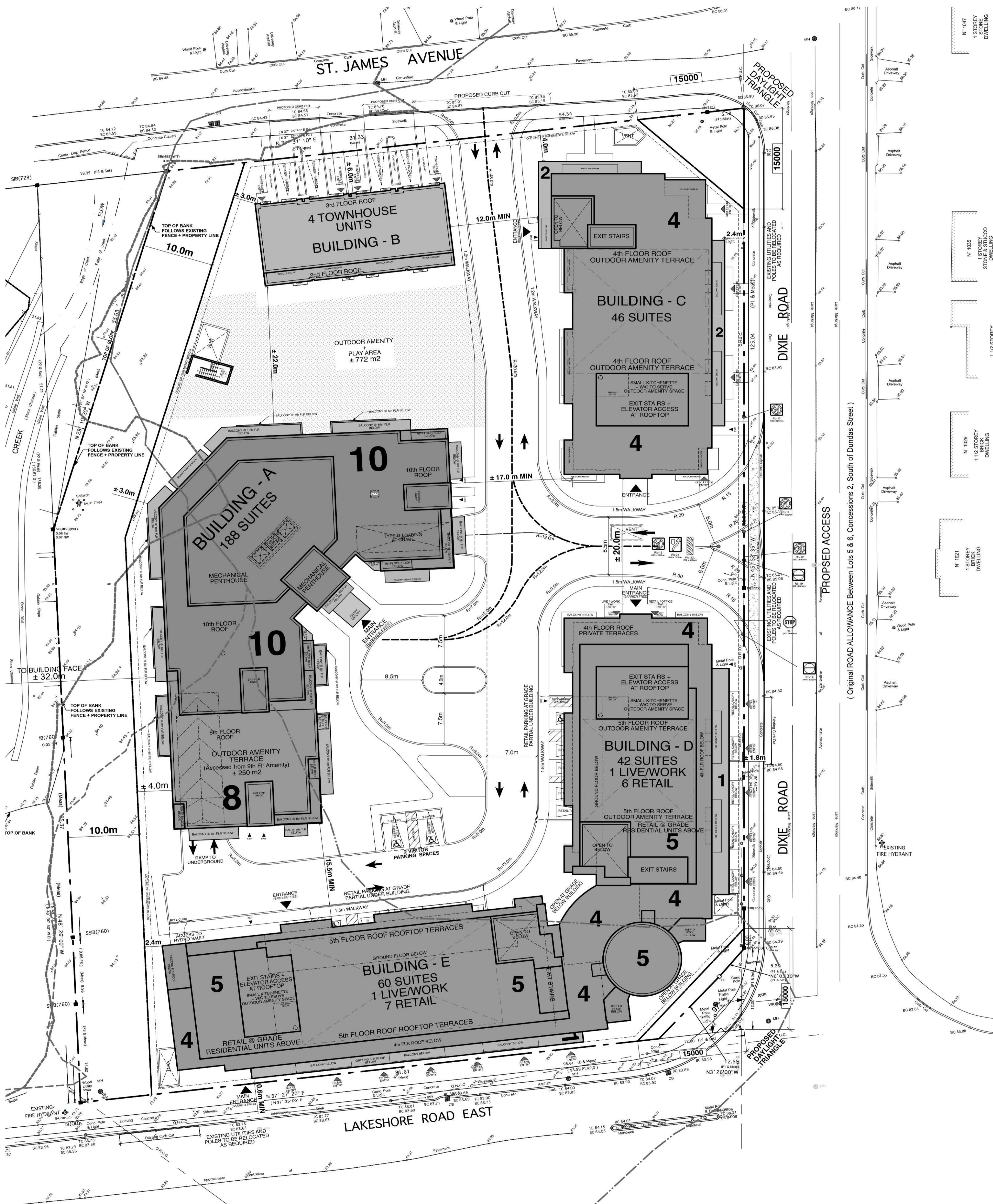
Appendix 4



**MISSISSAUGA**

Produced by  
T&W, Geomatics





Lago Terrace Developments Inc.

File: OZ 13/008 W1

# Building Elevations



Dixie Road Frontage



Lakeshore Road Frontage



St. James Avenue Frontage

Lago Terrace Developments Inc.

File: OZ 13/008 W1

**Agency Comments**

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

<b>Agency / Comment Date</b>	<b>Comment</b>
Region of Peel (July 18, 2016)	<p>Existing 300 mm (12 in.) and 500 mm (20 in.) diameter water mains are located on Lakeshore Road East. A 500 mm (20 in.) diameter watermain on Dixie Road and a 300 mm (12 in.) diameter watermain are located on St. James Avenue.</p> <p>An existing 250 mm (10 in.) diameter sanitary sewer is located on Dixie Road. An existing 250 mm (10 in.) diameter sanitary sewer is located on St. James Avenue. An existing 1500 mm (60 in.) diameter sanitary sewer is located on Lakeshore Road East to which a connection is not permitted due to size and function.</p>
Dufferin-Peel Catholic District School and Peel District School Board (July 5, 2016)	<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 Servicing Agreements and all Agreements of Purchase and Sale.</p>
Credit Valley Conservation (June 28, 2016)	<p>CVC has issued a permit to replace the Applewood Creek culvert at Lakeshore Road East. This may address flooding concerns in the area. Prior to recommending approval of the proposed Zoning By-Law amendment, CVC staff will require supporting documentation that demonstrates that the property is not subject to any flooding hazards.</p> <p>In accordance with CVC policy, CVC staff does not support flood plain alterations/cut and fill measures to create additional useable area or to accommodate or facilitate development unless the proposed modification has been addressed through a comprehensive environmental study.</p> <p>The Applewood Creek culvert and new crossing at Lakeshore</p>

Lago Terrace Developments Inc.

File: OZ 13/008 W1

Agency / Comment Date	Comment
	<p>Road East has not been constructed at this point in time. As such, all as-designed flood elevations proposed are subject to change based on as-built confirmation once the structure is completed.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (July 22, 2016)</p>	<p>The site is located directly across the street from future City Park P-358 (Not yet named) which is zoned “OS2” (Open Space). Orchard Hill Park (P-145) which is located within 0.3 km (0.19 miles) of the site contains a play structure and is zoned “OS1” (Open Space).</p> <p>It is the Community Services Department understanding that the applicant is working with Credit Valley Conservation (CVC) and City Transportation and Works Department staff to determine the limits of development. The full extent of the future greenbelt shall be dedicated to the City for conservation purposes. CVC is to confirm the appropriate buffer setback to the greenbelt. Additional comments/requirements regarding the future greenbelt may be provided at a later date.</p> <p>Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (July 25, 2016)</p>	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration include:</p> <ul style="list-style-type: none"> <li>• Noise Feasibility Study</li> <li>• Grading and Servicing Plan</li> <li>• Functional Servicing Report with stormwater management</li> <li>• Phase II Environmental Site Assessment</li> <li>• Slope stability confirmation</li> <li>• Traffic Impact Study</li> </ul> <p>Should the development be phased, easements in favour of the future condominium corporations or public easements may be required.</p> <p>In addition, this application will require the approval of Credit Valley Conservation, in regards to any stormwater management requirements, top of bank or slope stability issues as well as the flood line limit.</p> <p>The above aspects will be addressed in detail prior to the</p>

Lago Terrace Developments Inc.

File: OZ 13/008 W1

Agency / Comment Date	Comment
	Recommendation Report.
Mississauga Transit (February 10, 2016)	An on-street stop in front of Building "C" will be required which includes a minimum of a 15.0 m (49.2 ft.) clear zone to accommodate both 12.0 m (39.4 ft.) and 18.0 m (59.0 ft.) articulated buses. The location of the stop must be set in front of Building "C" in order for the stop to be serviced and to allow the ability for southbound operators to complete the left turn from Dixie Road to Lakeshore Road East.
Other City Departments and External Agencies	<p>The following City Departments offered no objection to the application provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Fire</li> <li>• Economic Development</li> <li>• Metrolinx</li> <li>• Canada Post</li> <li>• Bell Canada</li> <li>• Heritage Planning</li> <li>• Enersource</li> </ul>

Lago Terrace Developments Inc.

File: OZ 13/008 W1

**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>29</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>13</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>16</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <p>Janet I. McDougald</p> <table> <tr> <td>Enrolment:</td><td>457</td></tr> <tr> <td>Capacity:</td><td>552</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Allan A. Martin Sr.</p> <table> <tr> <td>Enrolment:</td><td>482</td></tr> <tr> <td>Capacity:</td><td>538</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Cawthra Park S.S.</p> <table> <tr> <td>Enrolment:</td><td>1,318</td></tr> <tr> <td>Capacity:</td><td>1,044</td></tr> <tr> <td>Portables:</td><td>5</td></tr> </table> </li> </ul>	29	Kindergarten to Grade 5	13	Grade 6 to Grade 8	16	Grade 9 to Grade 12	Enrolment:	457	Capacity:	552	Portables:	0	Enrolment:	482	Capacity:	538	Portables:	0	Enrolment:	1,318	Capacity:	1,044	Portables:	5	<ul style="list-style-type: none"> <li>Student Yield:               <table> <tr> <td>12</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>5</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <p>Queen of Heaven</p> <table> <tr> <td>Enrolment:</td><td>410</td></tr> <tr> <td>Capacity:</td><td>561</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Paul C.S.S</p> <table> <tr> <td>Enrolment:</td><td>708</td></tr> <tr> <td>Capacity:</td><td>807</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> </li> </ul>	12	Junior Kindergarten to Grade 8	5	Grade 9 to Grade 12	Enrolment:	410	Capacity:	561	Portables:	0	Enrolment:	708	Capacity:	807	Portables:	0
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Lago Terrace Developments Inc.

File: OZ 13/008 W1

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

#### Current Mississauga Official Plan Designation and Policies for the Lakeview Neighbourhood Character Area and Lakeview Local Area Plan.

Majority of the subject property is designated **Mixed Use** which permits residential, retail store, restaurant, commercial parking facility, financial institution, in addition to a host of other commercial type uses. However, the **Mixed Use** designation does not permit self-storage facility, detached and semi-detached dwellings. The western portion of the subject property is designated **Greenlands** which permits conservation, flood control and erosion management, passive recreational activity and parkland.

In addition, the Lakeview Local Area Plan indicates that notwithstanding the general **Mixed Use** policies, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:

- residential uses may be permitted on the ground floor.

The subject property is also designated as **Special Site 8** in the Lakeview Local Area Plan which permits townhouse dwellings with access on St. James Avenue.

Map 3 – Lakeview Local Area Plan Height Limits indicates a height range of 2 – 10 storeys for the subject property.

#### Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Chapter 4 - Vision	Section 4.5	<p>Mississauga will direct growth by:</p> <ul style="list-style-type: none"> <li>• Focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities.</li> <li>• Protecting stable areas and natural and cultural heritage; and</li> <li>• Achieving balanced population and employment growth.</li> </ul> <p>Mississauga will complete communities by:</p> <ul style="list-style-type: none"> <li>• Promoting an urban form and development that supports public health and active living;</li> <li>• Ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs for residents through all stages of their lives; e.g. housing, transportation, employment, recreation, social interaction and education.</li> </ul> <p>Mississauga will foster a strong economy by:</p> <ul style="list-style-type: none"> <li>• Supporting existing and future office, industrial, institutional and commercial businesses;</li> <li>• Promoting new office development in strategic locations;</li> </ul>

Lago Terrace Developments Inc.

File: OZ 13/008 W1

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Section 5.3.5 - Neighbourhoods	<p>...Neighbourhoods are characterized as physically stable areas with a character that is to be protected. Therefore, Mississauga's Neighbourhoods are not appropriate areas for significant intensification. This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character.</p> <p>5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>5.3.5.3 Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this plan.</p> <p>5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
Chapter 6 – Value The Environment	Section 6.3 – Green System – Natural Heritage System	<p>6.3.9 Mississauga's Natural Heritage System is composed of the following:</p> <ul style="list-style-type: none"> <li>• Significant Natural Areas;</li> <li>• Natural Green Spaces;</li> <li>• Special Management Areas;</li> <li>• Residential Woodlands; and</li> <li>• Linkages.</li> </ul> <p>6.3.10 The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>6.3.11 Minor refinements to the boundaries of the Natural Heritage System may occur through Environmental Impact Studies, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan. Major boundary changes require an amendment to this Plan.</p>

Lago Terrace Developments Inc.

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	Specific Policies	General Intent
Chapter 9 – Build a Desirable Urban Form	Section 9.2.2 – Non-intensification Areas	<p>9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>a. respect existing lotting patterns;</li> <li>b. respect the continuity of front, rear and side yard setbacks;</li> <li>c. respect the scale and character of the surrounding area;</li> <li>d. minimizing overshadowing and overlook on adjacent neighbours;</li> <li>g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> <p>9.2.2.6 Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. assemble small land parcels to create efficient development parcels;</li> <li>b. face the street, except where predominant development patterns dictate otherwise;</li> <li>c. not locate parking between the building and the street;</li> <li>d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;</li> </ul>
Chapter 11 – General Land Use Designations	Section 11.2.6 Mixed Use	<p>11.2.6.2 Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p> <p>11.2.6.3 Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.</p> <p>11.2.6.4 Residential uses will be combined on the same lot or same building with another permitted use.</p> <p>11.2.6.5 Residential uses will be discouraged on the ground floor.</p>

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	Specific Policies	General Intent
Lakeview Local Area Plan	Section 6.2 Neighbourhood Character areas	<p>Neighbourhoods are stable areas, primarily residential in nature and not expected to experience significant change. Where corridors traverse through Neighbourhoods, intensification may occur along corridors where appropriate.</p> <p>6.2.1 Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.</p> <p>6.2.3 Intensification will be sensitive to the existing character of the residential areas and the planned context.</p>
	Section 6.3 Lakeshore Road Corridor	<p>The principal document identifies Lakeshore Road East through Lakeview as a Higher Order Transit Corridor. This corridor will accommodate multimodal transportation facilities and a mix of commercial, office, residential and cultural uses.</p> <p>Development in the Lakeshore Corridor Precinct should have regard for the character of the Neighbourhoods, providing appropriate transitions in height, built form, and density.</p> <p>6.3.1 Intensification will occur through infilling or redevelopment.</p> <p>6.3.2 Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.</p> <p>6.3.3 Intensification will address matters such as:</p> <ul style="list-style-type: none"> <li>a. contribution to a complete community;</li> <li>b. contribution to the mainstreet character;</li> <li>c. respecting heritage; and</li> <li>d protecting views to the waterfront.</li> </ul>

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	Specific Policies	General Intent
Lakeview Local Area Plan	Section 10.3 Lakeshore Corridor	<p>10.3.4 Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.</p> <p>10.3.5 Appropriate transition to adjacent low density residential will be required.</p> <p>10.3.6 To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:</p> <ul style="list-style-type: none"> <li>a. maintaining an appropriate average lot depth for mainstreet commercial;</li> <li>b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;</li> <li>c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and</li> <li>d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.</li> </ul> <p>10.3.7 Development will provide an appropriate streetscape treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:</p> <ul style="list-style-type: none"> <li>a. landscaping and planting;</li> <li>b. street furnishings;</li> <li>c. public art;</li> <li>d. quality building materials; and</li> <li>e. building design elements and features including</li> <li>f. articulated rooflines such as parapets and towers.</li> </ul>

Lago Terrace Developments Inc.

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

**C4-13 (Mainstreet Commercial)**, which permits retail store, restaurant, take-out restaurant, personal service establishment, financial institution, medical office, office and apartment dwelling, among other uses.

**Proposed Zoning Standards**

	<b>Existing C4-13 Zoning By-law Standards</b>	<b>Proposed C4 - Exception Zoning By-law Standards</b>
Uses	All uses permitted in the general C4 zone regulations	All uses permitted in a C4 zone, with the additional uses such as: Retirement Dwelling, Art Gallery, Museum and Outdoor Patios. The following uses are subtracted from the uses permitted in a C4 zone: Veterinary Clinic, Animal Care Establishment, Funeral Establishment
New Definition	N/A	"Live/Work Unit" shall only be located within the first storey of the identified buildings within the site exception schedule and have the main front entrance facing Lakeshore Road East and Dixie Road.
Maximum Floor Space Index	N/A	2.3
Maximum G.F.A. Non-Residential	N/A	1 300 m <sup>2</sup> (13,993.1 ft <sup>2</sup> )
Maximum Height	3 Storeys	10 Storeys
Loading Space for Commercial Uses	1 Space	0 Spaces
Minimum Landscaped Area	N/A	35%
Minimum Separation Distances to Residential Zones	60 m for restaurants and take-out restaurants	Table 2.1.2.1.1 Lines 1.0 and 3.0 shall not apply
Parking Standards	Varies depending on use	Mixed Use Development Shared Parking formula
See applicant's draft Zoning By-law for all requested provisions. Further Zoning By-law regulations required will be identified following further studies.		

Lago Terrace Developments Inc.

File: OZ 13/008 W1

(OZ 13/008 W1 – Lago Terrace Developments Inc.)

Appendix I

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

WHEREAS pursuant to section 34 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 adding the following Exception Table:

6.2.5.XX	Exception: C4-XX	Map # 6	By-law:
<b>In a C4-XX zone the applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:</b>			
<b>Permitted Use</b>			
6.2.5.XX.1	Lands zoned C4-XX shall only be used for the following: <ol style="list-style-type: none"> <li>(1) Condominium Apartment Dwelling</li> <li>(2) Rental Apartment Dwelling</li> <li>(3) Retirement Dwelling</li> <li>(4) Street Townhouse Dwelling</li> <li>(5) Condominium Townhouse Dwelling</li> <li>(6) Rental Townhouse Dwelling</li> <li>(7) Financial Institution</li> <li>(8) Office</li> <li>(9) Real Estate Office</li> <li>(10) Medical Office – Restricted</li> <li>(11) Personal Service Establishment</li> <li>(12) Repair Establishment</li> <li>(13) Retail Store</li> <li>(14) Commercial School</li> <li>(15) Live Work Unit</li> <li>(16) Art Gallery, Museum</li> <li>(17) Parking Lot</li> <li>(18) Restaurant</li> <li>(19) Take-out restaurant</li> <li>(20) Outdoor patio accessory to a restaurant or take-out restaurant</li> </ol>		
<b>Regulations</b>			
6.2.2.XX.2	The provisions contained in Subsections 2.1.2, 2.1.25 and the regulations of Lines 16.0, 31.3, 31.4, 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	"Live Work Unit" means a dwelling unit with accessory commercial/office in the same unit and where the "Live Work Unit" shall be the primary dwelling of the occupant and located within a building, structure or part thereof used for apartment dwelling, retirement dwelling, non-residential uses as noted in sentence 6.2.5.XX.1 or any combination thereof.		

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6.2.5.XX	Exception: C4-XX	Map # 6	By-law
6.2.5.XX.4	For the purposes of this By-law, all lands zoned C4-XX shall be considered one (1) lot.		
6.2.5.XX.5	Maximum Floor Space Index		2.3
6.2.5.XX.6	Maximum gross floor area-non-residential used for any combination of permitted uses, excluding Live Work Units, contained in Sentence 6.2.5.XX.1		1,300
6.2.5.XX.7	The non-residential uses permitted in Sentence 6.2.5.XX.1 shall be located on the ground floor of the retirement dwelling or apartment dwelling along Lakeshore Road East and/or Dixie Road		
6.2.5.XX.8	Maximum height of townhouses not including rooftop mechanical penthouse		3 storeys
6.2.5.XX.9	Maximum height of apartment dwelling, or retirement dwelling excluding rooftop mechanical penthouse		
	Within 30m of Dixie Road frontage		5 storeys
	Within 30m of Lakeshore Road East frontage		5 storeys
	Other		10 storeys
6.2.5.XX.10	The mechanical floor area penthouse of a building containing an apartment dwelling or retirement dwelling may include a kitchenette, lounge area, washroom facilities and barrier free access exclusively for the common use of on-site residents using the rooftop amenity area but said area shall not be included for the purposes of calculating Floor Space Index		
6.2.5.XX.11	Maximum gross floor area of any mechanical floor area penthouse when it includes a kitchenette, lounge area, washroom facilities and barrier free access as noted in Sentence 6.2.5.XX.10		110 m <sup>2</sup>
6.2.5.XX.12	Minimum landscaped area		35%
6.2.5.XX.13	The lot line abutting Lakeshore Road East shall be deemed to be the front lot line		
6.2.5.XX.14	Minimum setback from a parking structure completely or partially below or above finished grade to all lot lines		0.0 m
6.2.5.XX.15	Minimum number of visitor parking spaces per townhouse dwelling		0.0
6.2.5.XX.16	Minimum number of visitor parking spaces per condominium or rental apartment dwelling unit		0.2
6.2.5.XX.17	Minimum number of parking spaces per 100 m <sup>2</sup> gross floor area – non-residential		
	Financial Institution, Medical Office – Restricted, Real Estate Office		4.85
	Office, Retail Store, Personal Service Establishment, Repair Establishment, Art Galleries and Museums		3.0
6.2.5.XX.18	Minimum number of parking spaces per Live Work Unit for occupants and visitors		1.0

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6.2.5.XX.19	For the purpose of Article 3.1.2.3 – Mixed Use Development Shared Parking of this By-law, the following formula shall apply				
Table 6.2.5XX.20	<b>Percentage of Peak Period (Weekday)</b>				
	Land Use	Morning	Noon	Afternoon	Evening
	Apartment Dwelling Visitors	20	20	50	100
	Live Work Unit	20	20	50	100
	Financial Institution	70	75	100	80
	Office	100	90	95	10
	Real Estate Office	90	80	100	50
	Medical Office – Restricted	100	90	95	10
	Commercial School	50	50	70	75
	Personal Service Establishments	50	50	70	75
	Repair Establishments	50	50	70	75
	Retail Store	50	50	70	75
	Art Galleries, Museum	50	50	70	75
	Take-out Restaurant	25	65	25	100
	Restaurant	25	65	25	100
	<b>Percentage of Peak Period (Weekend)</b>				
	Land Use	Morning	Noon	Afternoon	Evening
	Apartment Dwelling Visitors	20	20	60	100
	Live Work Unit	20	20	60	100
	Financial Institution	90	90	90	20
	Office	10	10	10	10
	Real Estate Office	50	50	50	20
	Medical Office – Restricted	10	10	10	10
	Commercial School	50	75	100	10
	Personal Service Establishments	50	75	100	10
	Repair Establishments	50	75	100	10
	Retail Store	50	75	100	10
	Art Galleries, Museum	50	75	100	10
	Take-out Restaurant	20	90	50	100
	Restaurant	20	90	50	100
6.2.5XX.21	Number of loading spaces required for all lands zoned C4-XX				0
6.2.5XX.22	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				2.5 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, balcony structure, balcony roof				2.0 m
	(5) main entry feature				10.0 m

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6.2.5XX.23	Stairs and/or stair enclosures, walkways, planters, trellis, or other landscape features and ventilation shafts are permitted to encroach into the required yard and landscaped buffer
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2. Map Number 6 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 "C4-13" to "C4-XX" and "G2-4(XX)" the zoning of Lots 2, 23, 24 and Part of Lots 1, 3, and 22. Registered Plan H-23 in the City of Mississauga, PROVIDED HOWEVER THAT the "C4-XX" and "G2-4(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" and "G2-4(XX)" zoning indicated thereon.

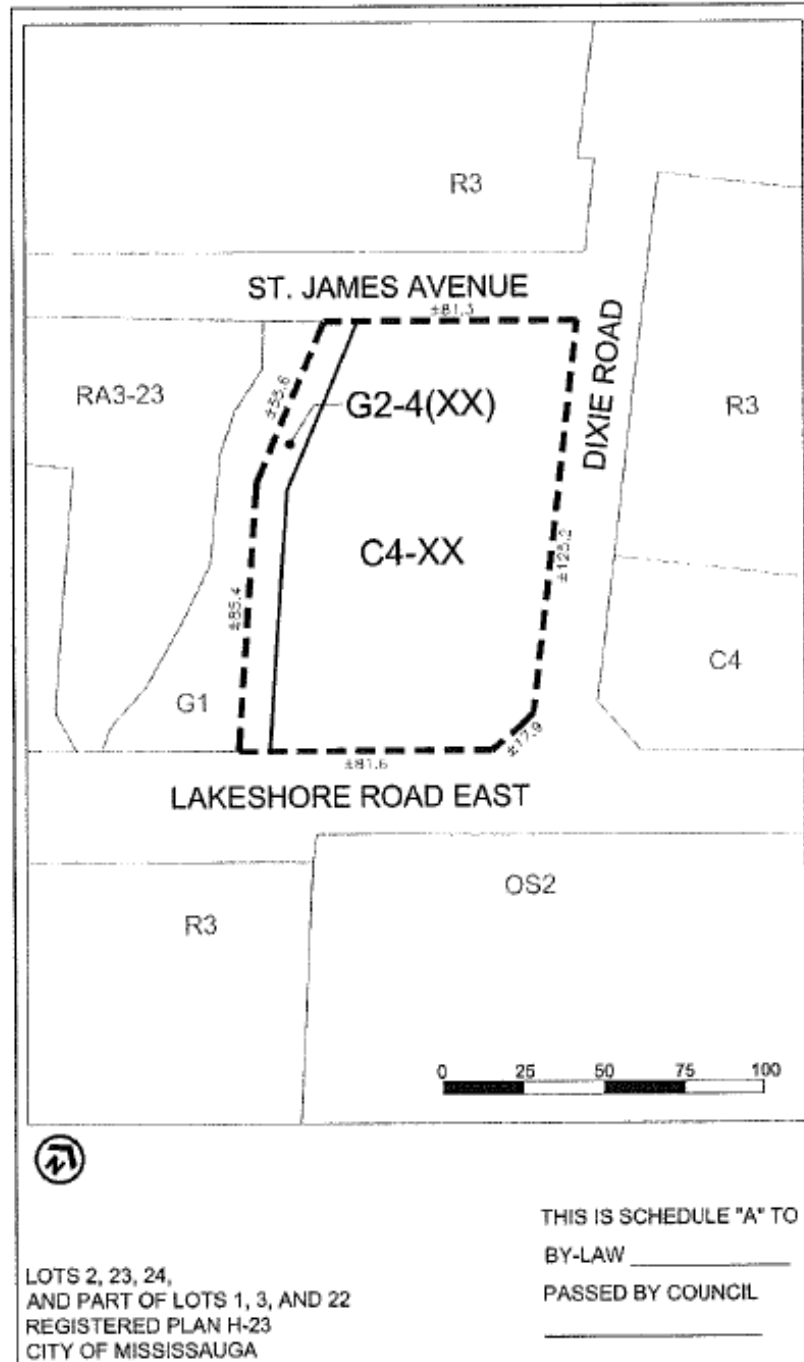
ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_  
2016.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

Lago Terrace Developments Inc.

File: OZ 13/008 W1

INSERT MAP/SCHEDULE

Lago Terrace Developments Inc.

File: OZ 13/008 W1

**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 but not limited to financial institution, offices, personal service establishment, retail store, and restaurants provided these non-residential uses are situated on the ground floor and along Lakeshore Road East and Dixie Road.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C4-13" to "C4-XX" and "G2-4(XX)".

"C4-13" permits Mainstreet Commercial uses and motor vehicle sales, leasing and/or rental facility-restricted uses that legally existed on the date that Zoning By-law 0225-2007 as enacted.

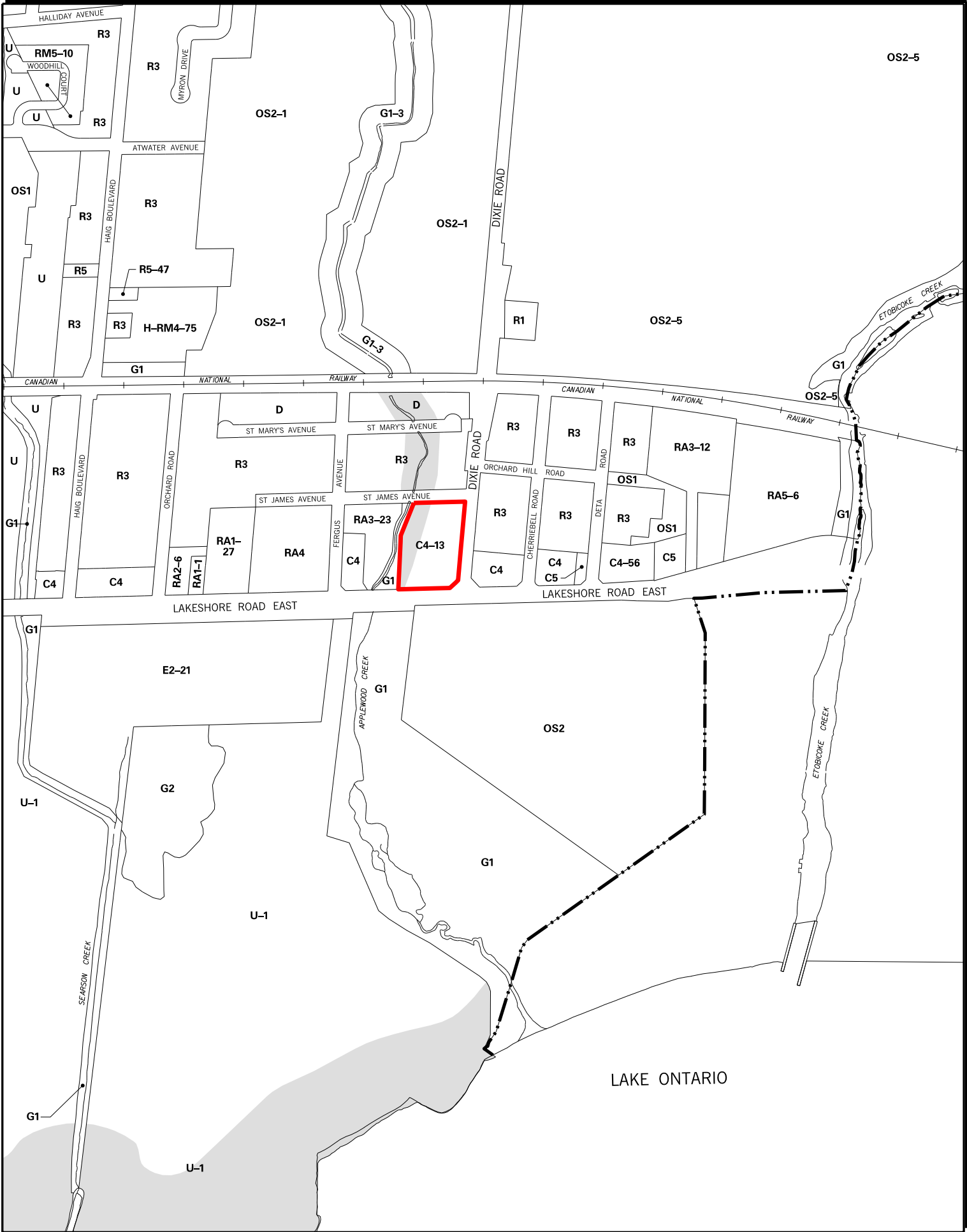
"C4-XX" permits apartment dwellings, retirement dwellings, townhouses and non-residential uses including financial institution, office, medical office, personal service establishment, repair establishment, retail store, parking lot, restaurant, take-out restaurant and outdoor accessory patios provided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

"G2-4(XX)" permits open space to act as a natural regeneration area adjacent the existing Applewood Creek park block.

Location of Lands Affected

The lands described as located at the northwest corner of Lakeshore Road East and Dixie Road, 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 David Ferro of the City Planning and Building Department at 905-615-3200 ext. XXXX.



City of Mississauga

# Corporate Report



Date: August 16, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
CD.21.POR

Meeting date:  
2016/09/06

## Subject

### PUBLIC MEETING INFORMATION REPORT

#### 1 Port Street East Comprehensive Master Plan Implementation - Proposed Official Plan Amendment - Public Meeting

## Recommendation

1. That the submissions made at the Planning and Development Committee Public Meeting held on September 6, 2016, regarding the report titled "1 Port Street East Comprehensive Master Plan Implementation - Proposed Official Plan Amendment - Public Meeting," dated August 16, 2016, from the Commissioner of Planning and Building, be received.
2. That staff report back to Planning and Development Committee on the submissions made from the public, and comments made from circulated departments and agencies, regarding the proposed changes to the Mississauga Official Plan to implement the 1 Port Street East Comprehensive Master Plan

## Background

Under the banner of Inspiration Port Credit (IPC), staff led a comprehensive community engagement process and obtained technical expertise to develop a Master Plan and draft Official Plan Amendment (OPA) for 1 Port Street East. This site is owned by Canada Lands Company and is currently operating as the Port Credit Harbour Marina (PCHM). The Master Plan was approved by Council on June 8, 2016. At the same meeting, Council directed staff to hold a public meeting to consider the draft OPA as required under the *Planning Act*. This statutory public meeting, supported by the information in this report, represents the next step in the process.

## Comments

### OFFICIAL PLAN

The draft OPA (Appendix 1) intends to implement the vision and guiding principles of the Master Plan, creating an iconic and vibrant waterfront at 1 Port Street East. It provides guidance on matters of critical importance such as land use, urban design, transportation, phasing, environmental sustainability, and implementation tools. Highlights of the draft OPA are described below.

### Land Use

- Enables marina and marina related uses as part of the “Mixed Use” designation, helping to protect for the key marina element of the site.
- Enables the development of two parks: Arrival Park and Destination Park.
- Enables a continuous waterfront promenade.
- Much of the site will remain as “Mixed Use,” and the amendment proposes policy changes intended to incentivize an active balance of uses on the site.
- Requires a minimum area for ground floor non-residential uses to help activate the street life of the site.
- Requires office space on the site to help deliver a live-work neighbourhood.

### Urban Design

- Consideration of a landmark building on the site, which would be subject to a design competition.
- A building height regime with taller buildings along Port Street East stepping down to the water (with the exception of the landmark building).
- Supports an urban mixed-use context near to the Port Credit Mobility Hub by proposing reduced parking standards and ensuring that parking facilities are appropriately designed to create the vibrant urban street life intended for the site.

### Transportation

- Supports the creation of an urban waterfront neighbourhood through a street network of smaller blocks.
- Alternative design standards for the street network to enhance the urban character, further creating spaces that prioritize pedestrians and cyclists.

### Environment

- Directs all development on the site to be designed for minimum LEED Gold standard.
- Includes measures that contribute to the health of the environment and promote innovative green infrastructure.
- Alternative energy requirements, suggesting either a District Energy system or other on-site alternative energy systems.

### Staging of Development

- Allows for existing marina related businesses to continue to operate until appropriate infrastructure is in place to allow uninterrupted use.
- Mitigation of site contamination issues prior to development.
- Development will be considered in increments, and non-residential uses will be incorporated into these increments.

### Implementation

- Suggests priorities for the consideration of possible community benefit opportunities under Section 37 of the *Planning Act*, including:
  - Marina facilities
  - Affordable housing
  - Public art
  - Streetscape improvements
  - Alternative energy systems serving the Port Credit community.

### BUILT FORM GUIDE

The draft OPA also includes proposed changes to the Port Credit Local Area Plan's Appendix 1: Built Form Guide. These changes will ensure that the future built form at 1 Port Street East is consistent with the Master Plan, which creates a distinct urban waterfront neighbourhood. As the Built Form Guide is not part of the Official Plan, these changes are not subject to a formal amendment.

### NEXT STEPS

- Staff review of comments/submissions from the public and stakeholders regarding the draft OPA.
- Continued work with CLC to identify mechanisms to protect for a future marina.
- Report to Council on the satisfactory arrangements for the continuation of a marina at the site prior to recommending approval of the OPA.
- Staff to continue to investigate the possible use of a Development Permit System.
- Staff to continue to explore partners, funding, and mechanisms for affordable housing on the site.
- Detailed phasing plan, site plan, and development applications will be submitted to the City for evaluation.

### Strategic Plan

This project addresses the visionary action of the "Prosper" pillar to create a model sustainable community on the waterfront.

## Financial Impact

Not Applicable

## Conclusion

The proposed amendment to Mississauga Official Plan is intended to implement the 1 Port Street East Comprehensive Master Plan. The public meeting provides members of the community the opportunity to provide comments on the proposed changes. A report on comments will be brought back to Planning and Development Committee for final consideration.

## Attachments

Appendix 1: Draft Official Plan Amendment.



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ruth M. Marland, MCIP, RPP, Strategic Leader

Appendix 1 – Draft Official Plan Amendment

1 Port Street East  
Draft Amendments to Mississauga Official Plan and Port Credit Local Area Plan

Amendments to Mississauga Official Plan

- Amend Chapter 8 Create a Multi-Modal City to add Policy 8.2.2.9 as follows:

Multi-modal connections are intended to be shared streets that accommodate, where feasible, pedestrian and cycling routes primarily, with a secondary purpose of providing vehicular access, including for emergency and service vehicles. The connections are typically absent of traffic control devices. The speed of vehicular traffic movement is substantially reduced, which encourages users of the space to negotiate through passage. Design emphasis is placed on a high quality pedestrian and cycling environment.

INSERT FIGURE (PICTURE OF A SHARED STREET), WITH THE FOLLOWING CAPTION: Multi-modal connections, intended to be shared streets, are absent of traffic control devices and reduce the speed of vehicular movement. This is achieved through design changes such as surface treatments, materials, textures, lighting and the use of minimum radii and lane widths, together with features which introduce intrigue, interest, uncertainty and promote an intelligent response to risk among pedestrians, cyclists and drivers. There is less reliance on signs, signals, road markings, curbs, barriers and other features which imply predictability, standardization and consistency.

- Table 8-4: Road Classification – Local Roads, second table, of Chapter 8 Create a Multi-Modal City, be amended by adding the following:

	Character Area	Street	Jurisdiction	R-O-W Range**
#	Port Credit Community Node	Port Street East (from Stavebank Road to Helene Street)	Mississauga	20-28 m
	Port Credit Community Node	Unnamed Street (North-South Spine)	Mississauga	17-25 m

- Policy 11.2.6.1 be amended to allow the following use:
  - maker spaces*
- Chapter 20 Glossary be amended to add the following:

Maker Spaces means premises, such as community or artisan workshops or community studios, used for producing or making custom-made goods in limited quantities, using techniques that do not involve mass production. The use of these premises and equipment may require a fee.
- Amend Schedule 1: Urban System to be consistent with Map 1 to OPA\_
- Amend Schedule 1a: Urban System – Green System to be consistent with Map 2 to OPA\_ Amend Schedule 4: Parks and Open Spaces to be consistent with Map 3 to OPA\_
- Amend Schedule 7: Long Term Cycling Routes to be consistent with Map 4 to OPA\_
- Amend Schedule 10: Land Use Designations to be consistent with Map 5 to OPA\_ to redesignate portions of the Mixed Use designation to Public Open Space and Greenlands to Public Open Space.

Amendments to Port Credit Local Area Plan

- Section 10.2.4 Harbour Mixed Use Precinct

1<sup>st</sup> Paragraph – be amended as follows:  
“...Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.”

3<sup>rd</sup> Paragraph to be deleted and replaced with the following:  
The marina lands south of Port Street have redevelopment potential. A comprehensive Master Plan was undertaken for the property municipally known as 1 Port Street East, which incorporates extensive public input provided through numerous consultation sessions and used as the basis for site specific policies. The Master Plan can inform development on the subject lands and provides information on how the policies of this Area Plan may be implemented.

New policy be added as follows:

10.2.4.5 It is envisioned that the lands municipally known as 1 Port Street East is developed for an iconic and vibrant waterfront neighbourhood and destination with a full service marina that achieves the following:

- a. is woven into the fabric of Port Credit and the city;
- b. supports the overall vision of Port Credit as an evolving waterfront village;
- c. celebrates the site’s unique urban waterfront context;
- d. promotes development that is financially viable and economically sustainable;
- e. provides for a mix of uses including, residential, office and retail, including indoor and outdoor markets, and maker spaces;
- f. links the marine and cultural histories of the site together; and
- g. draws people to the water’s edge to live, work, make, learn, shop and play.

- Section 13.0 Special Sites, Special Site 8 be deleted and replaced with the following:

**13.1.8 Site 8**  
Insert new Site Map to reflect Areas (See separate document with marked up map)

13.1.8.1 The lands identified as Special Site 8 are located south of Port Street East and east of the Credit River and is municipally known as 1 Port Street East.

13.1.8.x Affordable housing will be provided in accordance with the City of Mississauga’s affordable housing policies.

13.1.8.x The overall ***floor space index (fsi)*** will be between 2.0 and 2.5.

Land Use - Open Space

13.1.8.x A continuous water’s edge promenade linking JJ Plaus Park with the Waterfront Trail and St. Lawrence Park will be provided, and will be generally a minimum of 15 metres in width.

13.1.8.x Area D1 will be the full width of the pier from JJ Plaus Park to the water’s edge (inside of the water’s edge promenade). Its northern boundary will be a minimum of 60 metres from the water’s edge, and its minimum area will be 0.3 ha exclusive of the waterfront promenade and adjacent streets.

13.1.8.x Area D2 will have open street frontages on three sides, be a minimum of 40 metres in its east-west width, and will have a minimum area of 0.13 ha.

13.1.8.x The existing Breakwater/Ridgetown is designed primarily as engineered structures to protect the marina basin and are currently not in a form that would permit public use. Further studies, such as engineering and design, will be required and prepared to the satisfaction of the City and appropriate conservation authority before the area can become integrated as part of the open space network for additional trails and lookouts along the water.

13.1.8.x The City, in partnership with Credit Valley Conservation and other agencies having jurisdiction, will explore the feasibility of potential limited lake fill opportunities adjacent to or within the open space area, including associated habitat improvements.

13.1.8.x Notwithstanding the Public Open Space land use designation, accessory buildings will be less than 500 m2 of gross floor area.

13.1.8.x A detailed Pedestrian Realm Network Master Plan will be prepared to identify and confirm the design of the various open space elements, including the design of any accessory buildings or structures.

- 13.1.8.x Notwithstanding the policies of this Plan, the following additional uses are permitted within Area D:
- a. marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment; and
  - b. on-site winter boat storage.

Land Use – Mixed Use

- 13.1.8.x Notwithstanding the policies of this Plan, the following additional uses are permitted in Area C:
- a. marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment; and
  - b. on-site winter boat storage.

13.1.8.x The proposed boat repair facility will be located adjacent to Port Street East, and within the eastern half of Area C.

13.1.8.x The equivalent of a minimum of five percent of the total gross floor area (gfa) will be provided for at-grade, non-residential uses in Areas A and B. Retail and service commercial uses will be limited in size to a maximum of 3,800 m<sup>2</sup> per individual business.

13.1.8.x A minimum of 6,000 m<sup>2</sup> of office space will be provided in stand-alone or mixed use buildings. A maximum of 20 percent of the proposed gfa for office space may be developed at-grade in any individual building. The remainder of the proposed office space is to be located on floors above-grade.

13.1.8.x Retail and service commercial uses are required at-grade in Area B for all buildings with frontage adjacent to Port Street East or adjacent to Area D.

Urban Design

13.1.8.x Parking facilities located above grade and adjacent to the street system will be entirely screened by “liner” buildings incorporating a mix of uses between the parking structure and street space.

13.1.8.x Parking requirements for the Site will be reduced in recognition of its urban mixed use context. Appropriate parking standards will be implemented by the zoning by-law.

13.1.8.x Buildings on Areas B1 and B2 may be joined together over top of the multi-modal connection, by an above grade arcade. The arcade element must be a minimum of 4-storeys above grade, and will span a minimum of 15-17 metres, at least matching the right-of-way width of the multi-modal connection.

13.1.8.x The City will consider the potential for a landmark building with a maximum height of 22 storeys or 77 metres, whichever is less, on Area A1.

Transportation

13.1.8.x A fine grained street system will be developed consistent with Map X: Street System.

13.1.8.x The City may consider increased or decreased right of way widths and alternative design standards to achieve specified community design objectives for all streets. Changes to right of way widths will require an official plan amendment.

Environment

13.1.8.x Development on the site will be designed to meet the minimum LEED Gold standard.

- 13.1.8.x All development will contribute to the health of the environment and promote innovative infrastructure by incorporating measures such as:
- a. active transportation, and include facilities for pedestrian, cyclists, transit and vehicles;
  - b. efficient and sustainable water, waste water and stormwater management systems;
  - c. site or area specific district energy and/or deep lake cooling systems;
  - d. renewable energy components in all development;
  - e. innovative garbage collection and utility delivery strategies;
  - f. installing green roofs or white roofs; and
  - g. installation of light-coloured paving material or any paving material with a solar reflectance index of at least 29.

13.1.8.x The development of a district energy system will be encouraged in the area or on the site. Where a district energy system is not provided, all development will be required to include on-site renewable or alternative energy systems which produce 25 percent of projected energy use.

Staging of Development

- 13.1.8.x The staging of development on the site will be required to ensure the following:
- a. the need to mitigate existing site contamination issues, prior to any development;
  - b. that the existing marina-related businesses can continue to operate, until alternative and appropriate building spaces and infrastructure are developed to

accommodate their continued and uninterrupted operation; and

c. the requirement that new development incorporate office floor space and other non-residential floor space in conjunction with the development of new residential dwelling units.

13.1.8.x Mississauga will consider development applications on the site in increments of a maximum of 30,000 m<sup>2</sup> of gfa.

13.1.8.x New development on Areas A4 and B4 will not be permitted until other site requirements have been provided and are available on-site or elsewhere in the city, including the following:

- a. appropriate marina-related infrastructure;
- b. office;
- c. retail and service commercial floor space; and
- d. boat repair facility.

Implementation

13.1.8.x In determining community benefit accrued under Section 37 of the *Planning Act*, the following priorities will be considered:

- a. improvements to the components to the public open space;
- b. improvements to the marina facilities;
- c. improvements to streetscape;
- d. public art installations;
- e. establishment of new non-profit community or cultural services and facilities, including child care, library facilities, maker spaces, artist workshops, gallery spaces and/or performance spaces;
- f. provision of dedicated affordable housing units;
- g. achievement of criteria for LEED Platinum status; and/or
- h. provision of district energy and/or deep lake cooling systems that serve the broader Port Credit community.

- Section 14.0 Implementation, Policy 14.4 is deleted and replaced with the following:  
Prior to development, a master plan for the former refinery will be prepared to the City’s satisfaction.

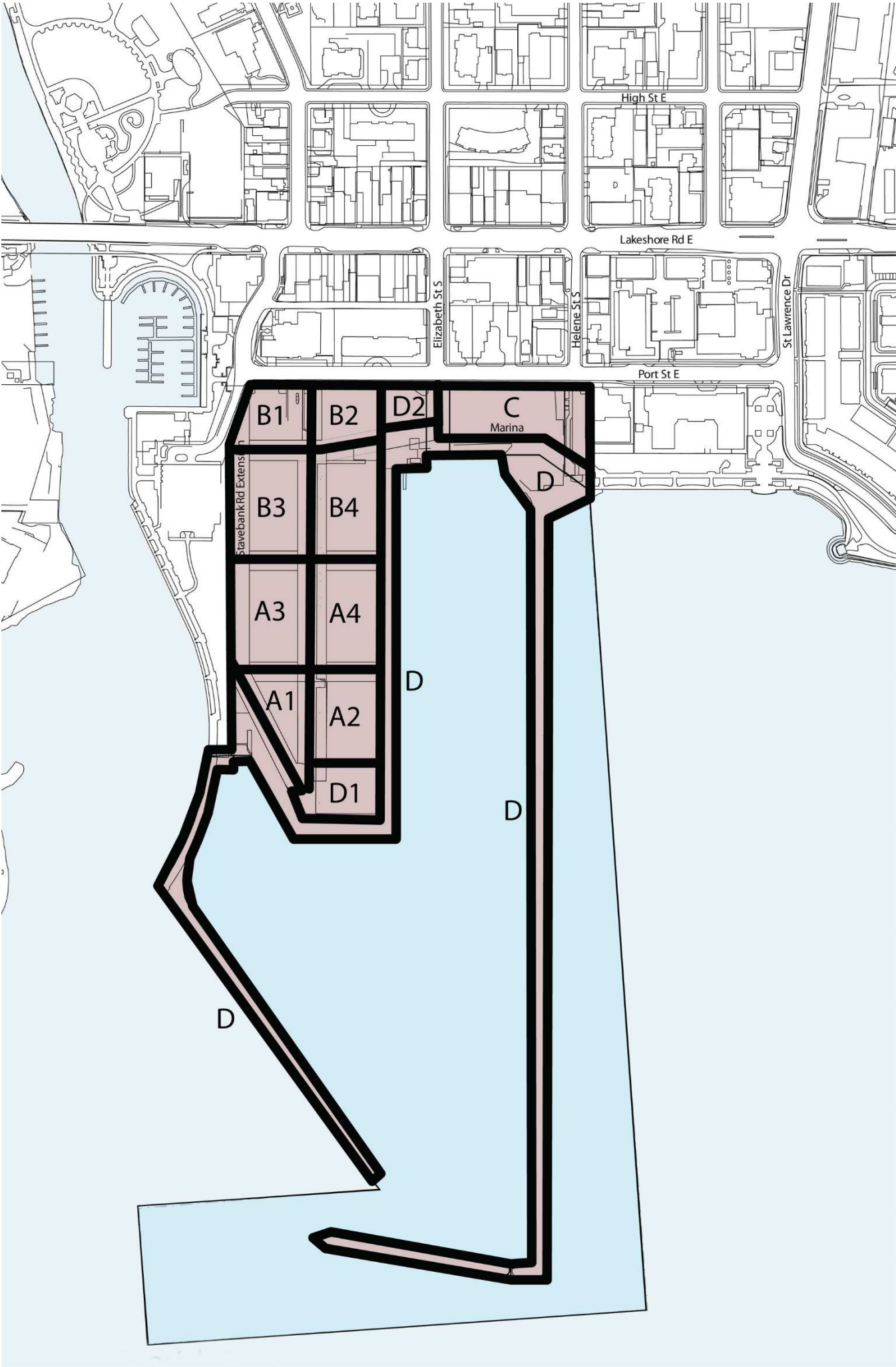
- Amend Schedule 2B Port Credit Community Node Height Limits to be consistent with Map 6 to this amendment.

**Appendix 1: Built Form Guide**

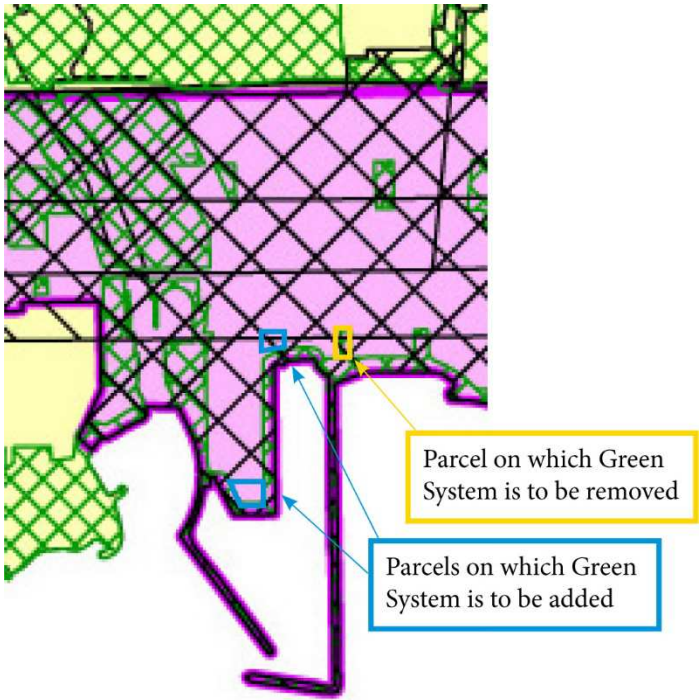
2.3.4 Harbour Mixed Use Precinct

Delete the 3<sup>rd</sup> paragraph and replace with the following:

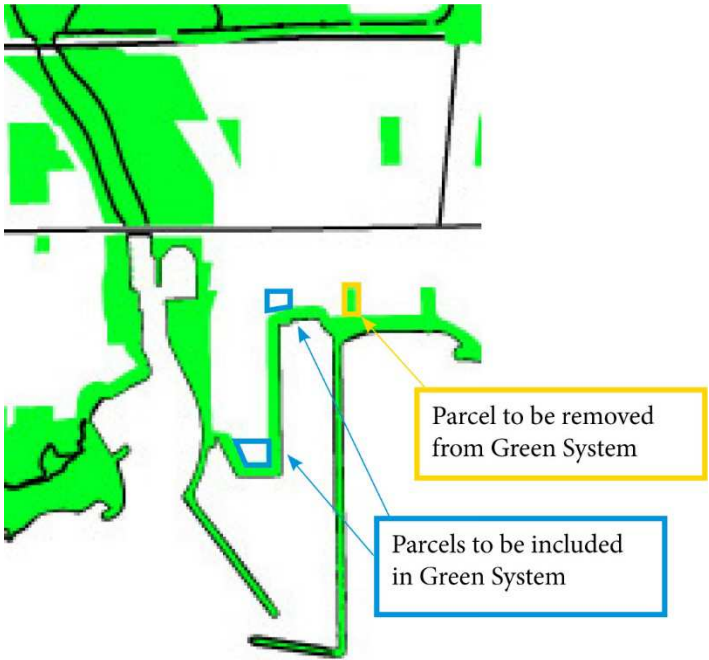
Buildings on the 1 Port Street East site (Special Site 8) have been comprehensively planned and considered as a distinct, urban waterfront neighbourhood. The site is intended to be iconic and vibrant with a full service marina. Notwithstanding the direction provided in this Built Form Guide, all development on Special Site 8 shall be informed by, and generally consistent with the relevant information included within the 1 Port Street East Comprehensive Master Plan (May 2016).



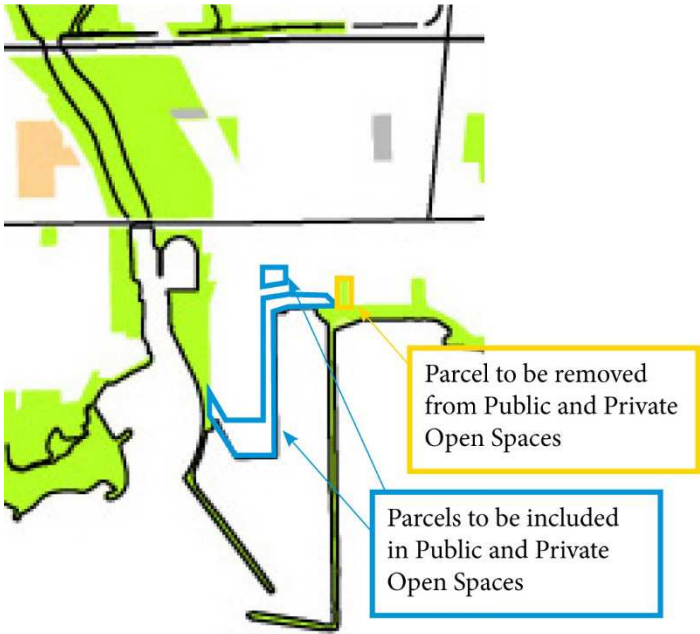
Location Map



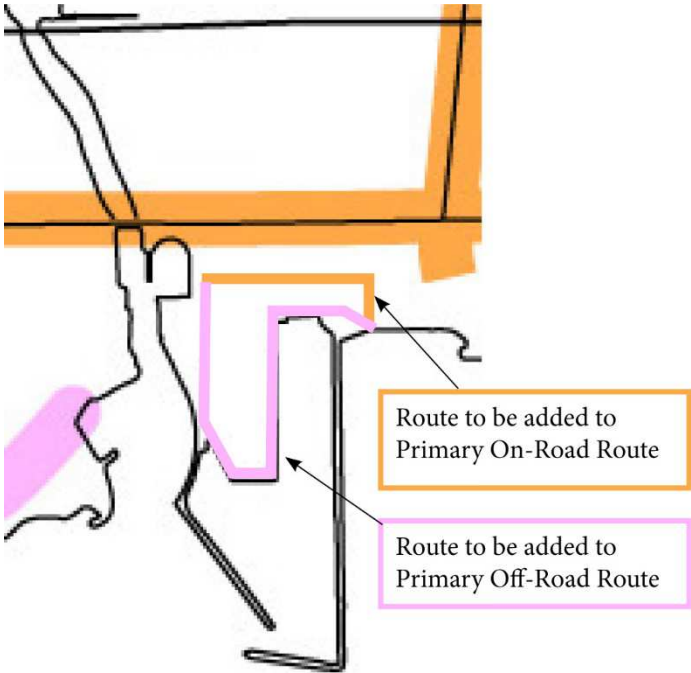
Map 1 to OPA\_: Excerpt of Schedule 1 Urban System



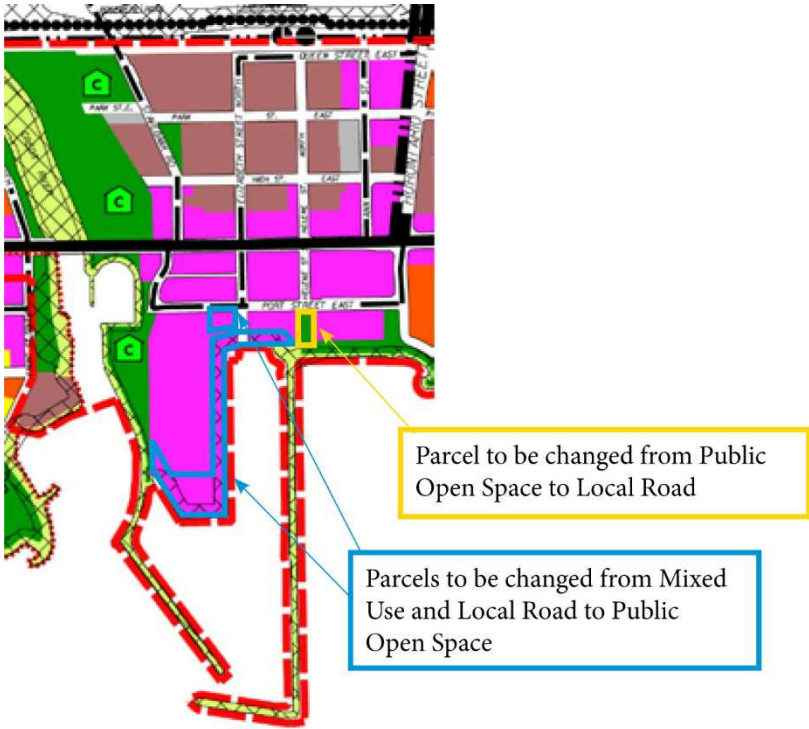
Map 2 to OPA\_: Excerpt of Schedule 1a Urban System – Green System



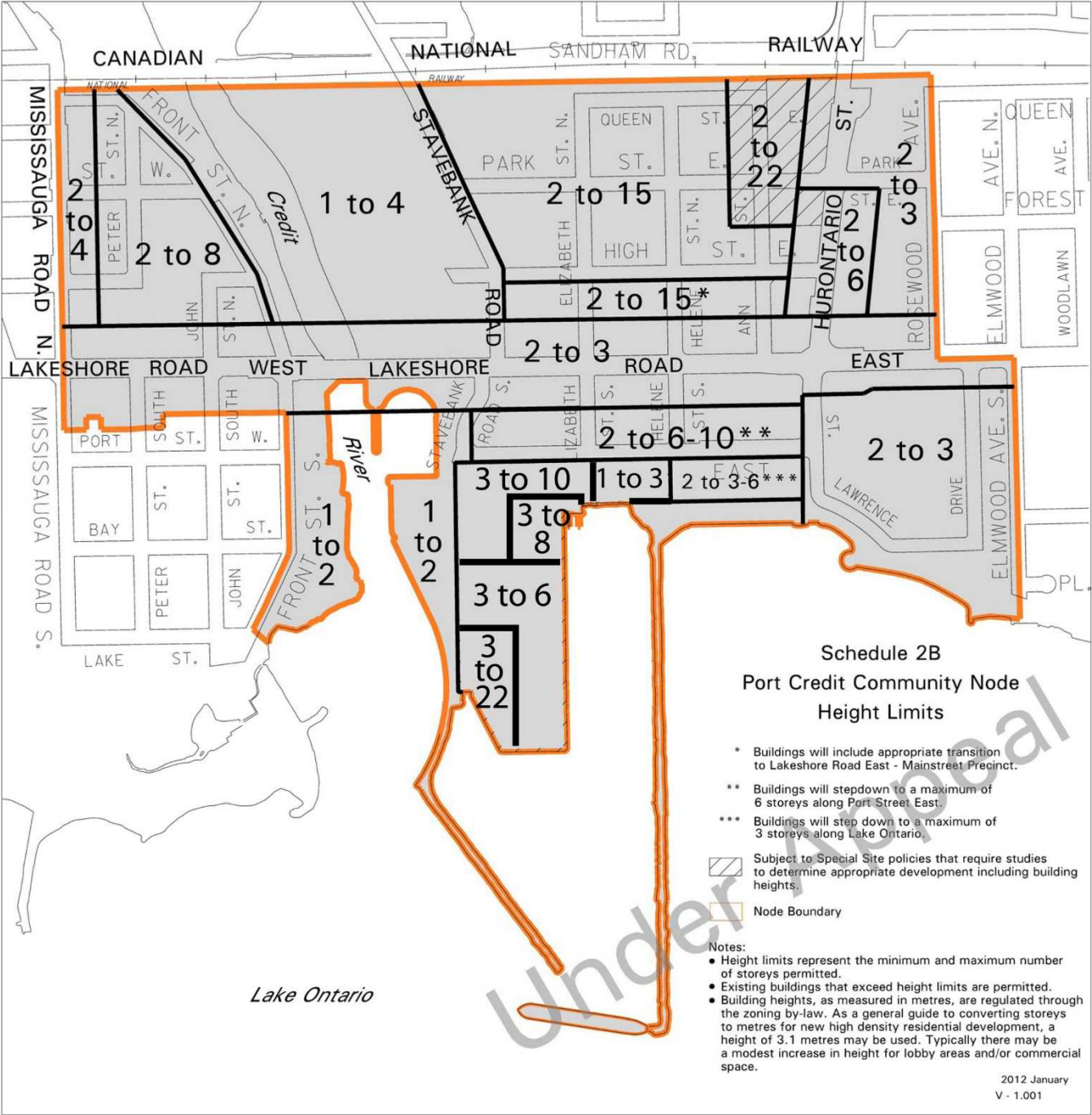
Map 3 to OPA\_: Excerpt of Schedule 4 Parks and Open Spaces



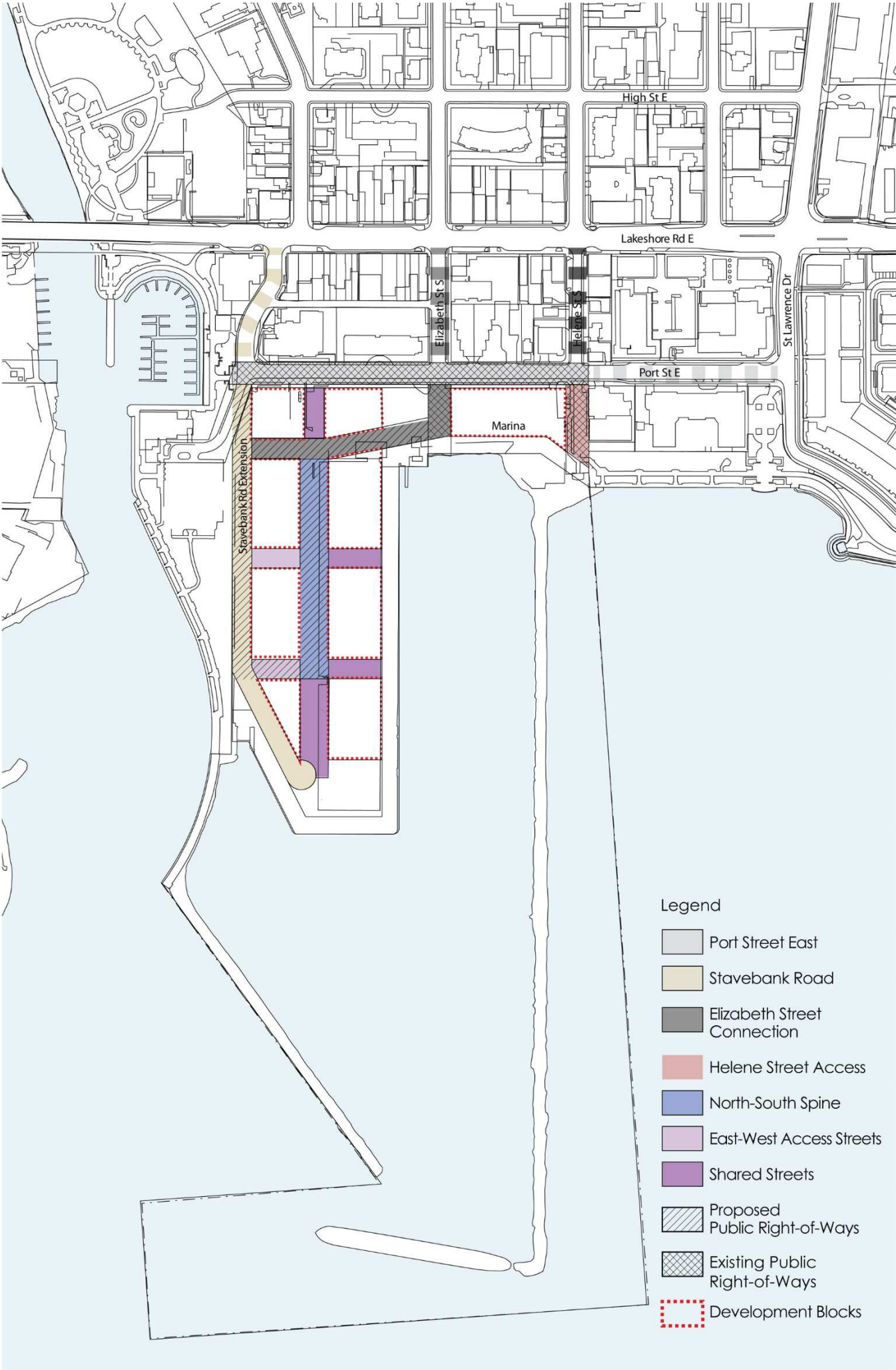
Map 4 to OPA\_: Excerpt of Schedule 7 Long Term Cycling Routes



Map 5 to OPA\_: Excerpt of Schedule 10 Land Use Designations



Map 6 to OPA\_: Schedule 2B Port Credit Community Node Heights



Map 7 to OPA\_ : Street System

# City of Mississauga

## Corporate Report



Date: August 16, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:  
LA.07.CON

Meeting date:  
September 6, 2016

## Subject

**Information Report (All Wards)**

**Conservation Authorities Act Review**

**File: LA.07.CON**

## Recommendation

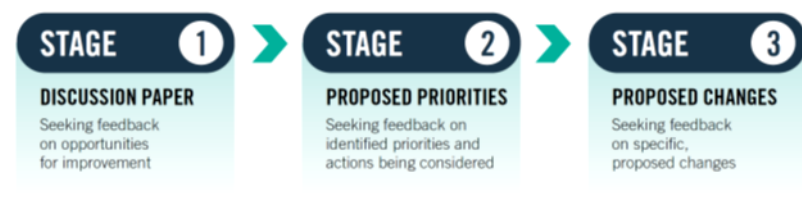
That the report titled, "Conservation Authorities Act Review" from the Commissioner of Planning and Building dated August 16, 2016 be approved and forwarded, by the City Clerk, to the Ministry of Natural Resources and Forestry, Region of Peel, City of Brampton, Town of Caledon, Conservation Halton, Credit Valley Conservation and Toronto and Region Conservation Authority.

## Background

The Ministry of Natural Resources and Forestry (MNRF) is updating the Conservation Authorities Act (CA Act) legislation, regulatory and policy framework. The review is being conducted in three stages, as shown in Figure 1. The first stage was initiated in July 2015 with the release of a discussion paper to solicit input on the roles and responsibilities, funding mechanisms and governance of Conservation Authorities. Comments to the MNRF on the discussion paper were presented in a report to the Planning and Development Committee on October 26, 2015. The report can be viewed at

[http://www7.mississauga.ca/documents/agendas/committees/pdc/2015/10-26-2015\\_-\\_PDC\\_Agenda.pdf](http://www7.mississauga.ca/documents/agendas/committees/pdc/2015/10-26-2015_-_PDC_Agenda.pdf).

FIGURE 1: THE CONSERVATION AUTHORITIES ACT REVIEW PROCESS



The current, second stage, involves consultation on proposed priorities for updating the legislative, regulatory and policy framework that governs the creation, operation and activities of conservation authorities, and introduces actions being considered by the MNRF in support of achieving these priorities. The priorities are outlined in a consultation document, "Conserving

Our Future, Proposed Priorities for Renewal”, available at <http://apps.mnr.gov.on.ca/public/files/er/conserving-our-future-proposed-priorities-for-renewal.pdf>

The last stage of the review will involve consultation on specific proposed changes to the existing legislation, and regulatory and policy framework.

## Comments

In consultation with staff from Community Services, Planning and Building, and Transportation and Works, comments on the five priorities and actions, outlined in the consultation document, were prepared and are outlined in this report.

### Priority #1: Strengthening Oversight and Accountability in Decision-making

Strengthening oversight and accountability provisions in the *CA Act* is intended to formalize practises across all conservation authorities and ensure that conservation authority programs and services are governed in a fair and transparent manner that reflects modern best management practises for board operations. Actions include adding a purpose statement to the act and regulations, defining the roles and responsibilities of all parties and updating processes and requirements for the establishment, amalgamation, enlargement and dissolution of a conservation authority.

The actions proposed under Priority #1 reflect the City’s comments on improvements to the governance of conservation authorities. The City’s recommendations on the creation of conservation authorities throughout Ontario and the geographic land area of a municipality to consider representation on the Board of Directors, should be given further consideration when the requirements for the establishment, amalgamation, enlargement and dissolution of a conservation authority are being determined for future consultation.

### Priority #2: Increasing Clarity and Consistency in Roles and Responsibilities, Processes and Requirements

Increasing clarity and consistency in roles and responsibilities is intended to provide all parties with greater certainty in the roles and responsibilities conservation authorities are expected to carry out on behalf of the Province and partner municipalities and, where appropriate, promote greater consistency in the delivery of these programs and services. Actions include delineating between Provincially mandatory programs and services and local optional services, providing clarity and consistency in applying regulations and providing Provincial policy direction.

The City’s recommendations on updating conservation authorities mandate, core programs and discretionary have been addressed in the actions proposed under Priority #2.

### Priority #3: Improving Collaboration and Engagement Among All Parties Involved in Resource Management

Improving collaboration and engagement is intended to support conservation authorities in their efforts to coordinate programs and services among themselves and with the Province and to formalize best management practises for engaging with Indigenous Peoples, stakeholders and members of the public. Actions include establishing a Provincial one-window led by MNRF for programs and services delivered at the watershed planning scale, developing an enhanced business relationship with Conservation Ontario and ensuring board decisions are informed by an appropriate diversity of views and perspectives reflective of local interests.

The actions proposed under Priority #3 reflect the City's recommendation that a coordinating agency be charged with the responsibility of ensuring conservation authorities employ consistent science based policies, methods, standards and protocols. If the MNRF intends to provide a one-window approach, resources and funding should be committed to this function to provide services in a responsive manner.

### Priority #4: Modernizing Funding Mechanisms to Support Conservation Authority Operations

The Province is proposing to update funding mechanisms to enhance their efficiency and effectiveness and ensure that appropriate measures for fiscal accountability are in place. Proposed actions include enhancing clarity, consistency and accountability in the use of municipal levies and in the development and use of user fees and generated revenue, and improving clarity in the use of Provincial funding processes.

The actions under Priority #4 reflect the City's recommendations that conservation authorities present annual updates regarding their priorities, achievements and budget to municipalities within their jurisdiction. The City's recommendation that the Province provide stable funding to conservation authorities for core programs delivered in the Provincial interest has been acknowledged, however it isn't apparent how the action of clarifying the use of Provincial funding processes will result in stable funding to conservation authorities.

### Priority #5: Enhancing Flexibility for the Province to Update the Conservation Authorities Act Framework in Future

Greater flexibility within the CA Act to formally delegate the delivery of programs and services by the Minister is proposed to respond to future changes in the framework and conditions for resource conservation and management in Ontario resulting from increases in population and density and new challenges such as climate change. The actions being considered include giving the Minister the authority to develop additional natural resource conservation and management programs and services, and the delegation of programs and services to conservation authorities, other public bodies, not-for-profit organizations, municipalities and other Ministries.

The need to provide greater flexibility for the Minister in administering the *CA Act* was not identified in the review of the discussion paper. Although it is not evident that this is a necessary improvement to the legislation, provided that there is clear Provincial policy direction to guide on appropriate future changes which are within the mandate of the legislation, this change can be supported.

## Financial Impact

Not applicable.

## Conclusion

The MNRF has proposed a comprehensive set of priorities and supporting actions which capture key opportunities for improving the roles and responsibilities, funding mechanisms and governance of conservation authorities under the *CA Act*.

Future proposed changes for updating the legislative, regulatory and policy framework that governs the creation, operation and activities of conservation authorities should further address stable funding for Provincially mandated conservation authority programs, criteria for creating conservation authorities and a clear Provincial policy direction.



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Eva Kliwer, Policy Planner

City of Mississauga

# Corporate Report



Date: 2016/08/16

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:  
CD.06.AFFMeeting date:  
2016/09/06

## Subject

Information Report (All Wards)

**Comments on the Provincial Long-Term Affordable Housing Strategy Update and Bill 204: Promoting Affordable Housing Act, 2016**

File: CD.06.AFF

## Recommendation

That the report titled, "*Comments on the Provincial Long-Term Affordable Housing Strategy Update and Bill 204: Promoting Affordable Housing Act, 2016*" from the Commissioner of Planning and Building, dated August 16, 2016, be received and forwarded by the City Clerk to the Ministry of Municipal Affairs, Ministry of Housing and Region of Peel.

## Report Highlights

- In March 2016, the Province released the Long-Term Affordable Housing Strategy (LTAHS) update. The LTAHS takes bold steps to continue to transform the housing system in Ontario. The update reflects current realities, new research and incorporates best practices.
- To support the initiatives in the LTAHS, the Province also introduced Bill 204: Promoting Affordable Housing Act, 2016. This included amendments to the *Planning Act* to enable municipalities to apply inclusionary zoning (IZ) and changes to the *Development Charges Act, 1997*, requiring development charge exemptions for second units in new homes.
- It is recommended that:
  - Flexibility in requiring cash-in-lieu and off-site replacement units be incorporated in IZ to ensure units are provided in appropriate developments and the IZ contribution is not lost.
  - Clear Provincial direction be provided on a number of matters including program targets, units set aside, the use of Section 37, nature of incentives and the municipal role in the implementation of IZ in a two-tiered municipal structure.
  - Changes to the *Development Charges Act, 1997* and Ontario Building Code are supported in principle to remove barriers in the development of second units.

- Clarification is required as to when the development charge exemption would apply as well as the changes and timing of changes to the Ontario Building Code.

## Background

In March 2016, the Province released the Long-Term Affordable Housing Strategy (LTAHS) update. The LTAHS, initially introduced in 2010, was the first strategy of its kind in Ontario. It sought to transform the housing system in the Province to one with greater flexibility and a more community-based approach to housing and the delivery of services. The LTAHS update continues to take bold steps that reflect current realities, new research and best practices.

The Province held consultation sessions in 2015 to update the LTAHS. The City of Mississauga submitted comments on the update in a report titled “*Ontario’s Long-Term Affordable Housing Strategy Update – Comments*” dated June 2, 2015 that included:

- exploring incentives and tools to assist with the development of new affordable housing and the development of legal, safe second units;
- assistance for municipalities in determining the safety conditions of second units in relation to right-of-entry for inspection;
- the Province to lead in the collection of data and monitoring of affordable housing, best practices, education programs and a Province-wide registry for second units;
- advocating for a national affordable housing strategy and the Long Form Census; and,
- engaging the insurance industry as stakeholders in the creation of legal, safe second units.

The report is available at:

[http://www7.mississauga.ca/documents/agendas/committees/pdc/2015/06-22-2015\\_-\\_PDC\\_Agenda\\_1.30pm.pdf](http://www7.mississauga.ca/documents/agendas/committees/pdc/2015/06-22-2015_-_PDC_Agenda_1.30pm.pdf).

Pursuant to Council direction, Mississauga staff also met with senior provincial staff to discuss a range of common affordable housing initiatives.

### **The LTAHS and the City’s Comments**

The LTAHS update has responded to the City’s comments to address the supply of affordable housing in a number of ways:

- providing municipalities with additional tools to develop affordable housing, particularly purpose-built rental housing, such as IZ; and,
- exploring additional funding mechanisms to develop legal, safe second units such as the expansion of Provincial renovation programs and review of Ontario Building Code requirements.

The following matters included in the City's comments have not been addressed:

- assistance for municipalities in determining the safety conditions of second units in relation to right-of-entry for inspection;
- undertaking a leadership role in the availability of data associated with monitoring affordable housing, a second unit education program and Province-wide registry of second units; and,
- engaging the insurance industry as stakeholders in the creation of second units.

Additionally, the City advocated for the reinstatement of the Long Form Census and a National Housing Strategy. These matters are the responsibility of the Federal government and have been, or are being, addressed.

### **Bill 204**

To support the initiatives in the LTAHS, the Province introduced *Bill 204: Promoting Affordable Housing Act, 2016* (Bill 204). Bill 204 proposes changes to:

- *The Planning Act* – IZ is introduced to give municipalities the ability to require affordable housing units in development proposals.
- *The Development Charges Act, 1997* – Requires development charge exemptions for second units in new homes.
- *The Housing Services Act, 2011* - Requires Regional Service Managers to conduct enumeration of persons who are homeless.
- *The Residential Tenancies Act, 2006* – Disallows tenants to be evicted on the grounds that they are no longer eligible for rent-geared-to-income programs.

Bill 204 passed first reading in May 18, 2016 and is anticipated to be brought forward for second reading in the Fall of 2016. Comments on the draft legislation were requested by August 16, 2016. Preliminary staff comments have been provided and are attached as Appendix 1 to this report.

## **Comments**

One of the goals in the LTAHS is to maintain an appropriate and sustainable housing supply. This report focuses its commentary on initiatives around this goal, Bill 204 amendments to the *Planning Act* and changes for Second Units (*Development Charges Act, 1997* and Ontario Building Code).

The focus on housing supply is closely related to the City's Affordable Housing Program, the City's authority in a two-tier municipal structure and the tools it may employ to address affordable housing needs. The remaining goals and legislative changes identified in the LTAHS are aimed at the responsibilities of the Regional Service Manager which is the Region of Peel.

### **1. Changes to the *Planning Act* – Inclusionary Zoning**

The objective of IZ is to increase the supply of affordable housing while creating inclusive, complete communities. Bill 204 proposes to amend the *Planning Act* to enable municipalities to

apply this tool to require affordable housing in development proposals. This is an important policy initiative for which the City has advocated. The successful implementation of IZ requires that the following principles be addressed:

- IZ should be based on partnerships with stakeholders across the housing continuum and include financial programs from senior levels of government or the Service Managers;
- long-term financial sustainability for new affordable housing units should be maintained;
- requirements for the contribution of affordable units should be transparent and predictable; and,
- a 'level playing field' across municipal jurisdictions in the same housing market area should be created.

Appendix 1 provides further details on these matters.

### **Housing Affordability Advisory Panel**

The IZ proposal was discussed at the meeting of the Housing Affordability Advisory Panel (Advisory Panel) held in May 2016. In addition, a special meeting of the Advisory Panel that focused on IZ was convened in July 2016 at the request of Provincial staff. The following comments emerged from the discussion:

- Provincial direction and clarity is needed on program targets and requirements;
- the development industry should not be responsible for bearing the cost of IZ; partnerships are required with the Province and municipalities to ensure incentives are in place to support IZ units;
- IZ may be combined with Section 37 contributions, provided appropriate incentives are in place for developers to be "made whole"; and,
- cash-in-lieu and off-site unit replacement to fulfill the IZ contribution should be permitted.

### **Recommendation**

- Flexibility in requiring cash-in-lieu and off-site replacement units is recommended. This will ensure IZ units are provided in appropriate developments and contributions are not lost.
- IZ requires clear Provincial direction on a number of matters including program targets, units set aside, nature of incentives. Municipalities may not be in a position to provide financial incentives.
- There should be consideration for applying Section 37 with IZ contributions under select circumstances such as where current density requirements are up-to-date or where financial and other benefits are already in place.
- Clarity is also required in relation to the municipal role in the implementation of IZ requirements in a two-tiered municipal structure.

## 2. Changes to the *Development Charges Act, 1997* and Ontario Building Code for Second Units

To support second units, which are recognized as being one of the most affordable forms of rental housing, the Province is proposing changes to the *Development Charges Act, 1997* and Ontario Building Code.

Changes to the *Development Charges Act, 1997* would prohibit municipalities from imposing development charges for second units in new homes. Currently, the construction of a new purpose-built second unit within a residential dwelling, pays the small unit development charge for the second unit. The City's development charge is approximately \$12,000. This does not include development charges collected on behalf of the Region, GO Transit and the school boards. Further clarification is required as to whether this would apply primarily in the development of second units in a single new home or in the development of a subdivision which incorporates homes with second units.

The LTAHS also proposes changes to the Ontario Building Code standards to reduce unnecessary costs to build second units. Specific changes and the timing of these changes have not yet been identified.

### **Recommendation**

- Changes to the *Development Charges Act, 1997*, and Ontario Building Code are supported in principle as they will remove barriers to the development of second units.
- Further clarification is required as to when the development charge exemption would apply. Further information is also required in relation to the change and timing of changes to the Ontario Building Code.

## **Strategic Plan**

The need to address affordable housing requirements originated from the Strategic Plan 'Belong' Pillar. Two strategic goals relate to affordable housing – Ensure Affordability and Accessibility and Support Aging in Place. Three strategic actions link to the work underway for the affordable housing strategy:

Action 1 – Attract and keep people in Mississauga through an affordable housing strategy.  
 Action 6 – Expand inclusionary zoning to permit more housing types and social services.  
 Action 7 – Legalize accessory units.

## **Financial Impact**

The financial impact of IZ will depend on the direction of IZ regulations and the incentives that may be required for its implementation. In addition, the Province has stated that IZ obligations and Section 37 benefits should not be combined which could result in a loss of potential

community benefits for municipalities. No specific impact can be determined until more specific guidelines are available.

## Conclusion

The City commends the Province on the initiatives to address affordable housing in the LTAHS and Bill 204. In particular, the IZ proposal and the removal of barriers to the creation of second units are supported, although refinements as outlined in this report would strengthen the Province's initiatives. The City welcomes the opportunity to work in partnership with stakeholders across the housing continuum to address affordable housing needs in the community.

## Attachments

Appendix 1: Letter to Mr. Victor Doyle, Ministry of Municipal Affairs dated August 15, 2016



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Emily Irvine, Planner

Mr. Victor Doyle, Manager  
Ministry of Municipal Affairs  
Provincial Planning Policy Branch  
777 Bay Street, 13<sup>th</sup> Floor  
Toronto, ON, M5G 2E5

City of Mississauga  
Planning and Building  
300 City Centre Drive  
MISSISSAUGA ON L5B 3C1  
mississauga.ca

August 15, 2016

Re: Bill 204: Promoting Affordable Housing Act, 2016- Inclusionary Zoning  
Framework

Dear Mr. Doyle:

I would like to commend the Province on the inclusionary zoning (IZ) initiative contained in *Bill 204: Promoting Affordable Housing Act, 2016*. This is an important policy initiative which will assist in increasing the supply of affordable housing and creating inclusive, complete communities. The implementation of IZ will be a challenging process requiring participation from multiple sectors.

City of Mississauga comments will be provided following a report to Mississauga City Council in September 2016. The following are preliminary staff comments.

- **Cash-in-lieu/offsite** - Mississauga supports cash-in-lieu contributions and off-site replacement units where it is not practical to fulfill an IZ requirement on-site. This might apply to developments aimed at the higher-end of the housing market where maintenance fees would be difficult for low and moderate income households to carry or where there would be such a small number of units generated as to make it impractical to administer. (A number of units provided in one building is preferable to individual units scattered throughout numerous buildings.) Finally, there may be an opportunity to secure affordable units on another site that better meets the needs of low and moderate income households (e.g., close to transit). Without a cash-in-lieu or off-site replacement unit option, the IZ benefit might be lost. To ensure the supply objectives of the IZ proposal are met, the Province could require any funds collected be dedicated toward the creation of affordable units.
- **Affordability Period** - Affordability should be a permanent characteristic of IZ units. It is our understanding that subsidies for social housing agreements were tied to the life of the mortgage in buildings (typically 35 to 50 years) and that a number of these agreements will be expiring over the next 8 to 10 years. The expiration of agreements for social housing units and limited re-investment will exacerbate the shortage of affordable housing units and place additional pressure

on affordable housing waiting lists. IZ should be based on a financial model that protects the public investment and long-term financial sustainability.

- **Provincial Direction** – A number of IZ elements would benefit from strong direction from the Province. For example, program targets, units set aside, use of Section 37 and transitional matters should be based on a Provincial framework. Similar to the density requirements provided in the Growth Plan for Urban Growth Centres and designated greenfields, this framework would be predictable for private sector partners and promote a “level playing field” for municipalities in the same housing market area.
- **Data and Monitoring** – A Provincial methodology to establish affordability thresholds and information on housing market data is needed. This would ensure consistency in the implementation of IZ programs across the Province and assist municipalities with limited local resources. Provincial guidance is also needed in relation to agreements, administration, monitoring and reporting guidelines.
- **Partnerships** – Clarity should be provided as to the role in IZ for two-tier municipalities. Many of the IZ tools would be implemented by the lower-tier municipality yet the responsibility for social housing lies with the Regional Service Manager which in Peel is the upper-tier municipality.
- **Financial Incentives** – The Province has indicated that measures and incentives should be part of an IZ program. The Province could provide guidance regarding the most effective measures and tools that should be included with an IZ program. Financial incentives from senior levels of government will be an important component necessary to the success of IZ programs.

Mississauga welcomes the opportunity to work with partners across the housing continuum to ensure affordable housing is available in our community. Thank you for the opportunity to provide ideas and comments on the proposed IZ framework.

Sincerely,



Ed Sajecki  
Commissioner, Planning and Building  
City of Mississauga

cc. Andrew Whittemore, Director, Policy Planning  
Angela Dietrich, Manager, City Wide, Policy Planning  
Paulina Mikicich, Project Lead, City Planning, Policy Planning  
Emily Irvine, Planner, City Wide, Policy Planning

City of Mississauga

# Corporate Report



Date: August 16, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
CD.06.REPMeeting date:  
2016/09/06

## Subject

### RECOMMENDATION REPORT (WARD 1)

**Proposal to revise the zoning to restrict the height of sloped roof houses and eaves and add a maximum house depth regulation for residential properties in parts of Ward 1 not subject to infill housing regulations, and to limit the height of flat roof homes for certain residential zones in Ward 1 along Hurontario Street not included in By-law 0171-2015 passed by Council in June 2015**

**Applicant: City of Mississauga****File: CD.06.REP**

## Recommendation

That the report dated August 16, 2016, from the Commissioner of Planning and Building recommending approval of proposed amendments to the Zoning By-law under file CD.06.REP, City of Mississauga, be adopted in accordance with the following:

1. That the City-initiated zoning amendments to limit the height of sloped roof houses and eaves, add a maximum house depth regulation and to limit the height of flat roof homes for certain residential properties in Ward 1 be approved in accordance with the proposed zoning standards described in the Information Report and as illustrated in Appendix 2 of this report.

## Report Highlights

- At the public meeting in February this year, and a community meeting held by Ward 1 Councillor Tovey on May 4, 2016, comments were received from area residents both in support and in opposition to limiting the height of sloped roof houses and adding a maximum house depth regulation
- No concerns were raised in connection with the proposal to limit the height of flat roof homes for certain residential zones in Ward 1 along Hurontario Street not included in By-law 0171-2015 passed by Council in June 2015

- Staff recommend that the proposed Zoning By-law amendments be approved, as the new and revised regulations will assist in addressing compatibility issues associated with new homes and additions in the Port Credit, Lakeview and Mineola neighbourhoods of Ward 1

## Background

A public meeting was held by the Planning and Development Committee on February 22, 2016, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. Recommendation PDC-0010-2016 was then adopted by Council on March 9, 2016:

1. That the report dated February 2, 2016, from the Commissioner of Planning and Building regarding the proposed amendments to the Zoning By-law for residential areas in the Port Credit, Lakeview and Mineola neighbourhoods, be received for information.
2. That the Planning and Building Department report back on any public submissions received and make recommendations on the proposed zoning amendments for residential areas in parts of Ward 1.

Following the public meeting, a community meeting was held by Ward 1 Councillor Tovey on May 4, 2016 to allow another opportunity for community input. Notices were sent by the Ward 1 office to all residential properties that are affected by the contemplated amendments. At the meeting, staff gave a presentation on the proposed Zoning By-law amendments and facilitated a question and answer period. Approximately 140 residents attended this community meeting.

In April, the Ontario Municipal Board ordered that the appeal of the Flat Roof By-law (0171-2015) be scoped and that the remainder of the By-law come into effect. A hearing date for the site specific appeal was set for November 2016. In May the appeal to the OMB was withdrawn and the By-law is now in effect for those properties.

The Zoning By-law amendment for the Cranberry Cove neighbourhood came into effect April 13, 2016 with no appeals.

## Comments

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

### COMMUNITY COMMENTS

The issues below are a summary of comments made through written submissions, received at the February 22, 2016 public meeting and at the community meeting held on May 4, 2016.

**Comment**

Concern was raised about the implications on existing homes that do not comply with the proposed Zoning By-law regulations.

**Response**

Houses that are legally existing but do not comply with the proposed Zoning By-law regulations will be considered legal non-conforming, as they were in existence prior to the new regulations being adopted and will not be required to be reconstructed or demolished.

**Comment**

The maximum house depth should be proportional to the overall size of the lot as the proposed maximum 20.0 m (65.6 ft.) house depth will not be effective on smaller lots that exist throughout Port Credit and Lakeview.

**Response**

The intent of the maximum house depth regulation is to ensure that impacts from new homes and additions are minimized with respect to massing, overlook and overshadowing. While this regulation focuses on lots with greater depth, a new home or addition cannot extend the full depth of a smaller lot because rear and front yard setbacks are still required, thereby minimizing the above mentioned impacts. The lot coverage also controls the size of new homes and additions.

**Comment**

The proposed maximum sloped roof height will significantly reduce the development potential on smaller lots.

**Response**

The proposed reduction in maximum height for sloped roof houses already exists within Clarkson-Lorne Park, Mineola and Streetsville as well as the Cranberry Cove and Hiawatha neighbourhoods of Port Credit. New homes and additions that are constructed in these areas demonstrate that the proposed maximum sloped roof height allows property owners to design new homes and additions that are functional and desirable, while being compatible with the surrounding area.

**Comment**

The proposed maximum sloped roof height amendment should address the construction of mansard type sloped roofs.

**Response**

The proposed amendment to reduce the overall height of sloped roof houses is intended to minimize negative impacts on the streetscape and neighbouring properties not to prohibit or restrict the style of sloped roof that can be constructed. While it is recognized that a mansard style, sloped roof can create additional massing within the roofline compared to a traditional

sloped roof, the intent of the Zoning By-law is to reduce the height of sloped roofs regardless of style to achieve compatibility.

### **Comment**

Proposing a maximum sloped roof height regulation based on lot frontage should be considered.

### **Response**

The proposed Zoning By-law amendments represent a balanced approach, allowing homes to be enlarged while preserving the character of the area and maintaining compatibility of built form. Other neighbourhoods of Ward 1 have gone through a similar infill housing exercises, including the Cranberry Cove and Hiawatha neighbourhoods, which used the same sloped roof height as proposed. The affected properties that are subject to the proposed amendments make up the rest of the Ward 1 area and as such, applying a sloped roof height of 9.5 m (31.2 ft.) represents a consistent approach across the Ward and has proven to ensure compatibility within these existing, low density areas.

### **Comment**

Site Plan Control should be applied to the subject lands in order to ensure compatible development.

### **Response**

The Site Plan Control process allows staff to review replacement housing projects and assess site specific characteristics such as the siting, scale, character, massing, tree preservation, grading and driveway location of properties. At any given time, the City is processing approximately 150 infill Site Plan applications which require considerable staff resources. The fee for an infill Site Plan application is \$8,034.00. Other costs may be incurred by the landowner for additional required studies such as an arborist report or Conservation Authority review. Without restrictive zoning regulations, Planning and Building staff rely on design guidelines. Zoning By-law regulations are a more effective tool.

Residents also spoke in support of the proposed Zoning By-law amendments and their comments are summarized below:

- New homes and additions that are built to the height and length maximums of the current Zoning By-law create major impacts on existing homes that are mostly 1 to 1 ½ storey homes
- Infill development is inevitable but new construction should respect the existing character of the neighbourhood and the existing homes that are adjacent to the new developments
- The proposed new and revised Zoning By-law regulations will ensure new homes and additions will be compatible with the existing housing in the affected areas of Ward 1.

## PLANNING COMMENTS

### Official Plan

Mississauga Official Plan contains a number of policies that address infill development within existing and established neighbourhoods. These policies are in the general policy section of the Plan and are also in the Lakeview and Port Credit Local Area Plan policies.

#### *Mississauga Official Plan*

Chapter 9, Build a Desirable Urban Form, states that within non-intensification areas "Development within Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development". This objective is further supplemented by policies that require new development to respect the existing setbacks in these neighbourhoods, while minimizing overshadowing and overlook conditions and provide for designs that are compatible with the surrounding area in regards to massing, scale and character. Both Port Credit and Lakeview Neighbourhood Character Areas are "non-intensification" areas.

#### *Lakeview and Port Credit Local Area Plans*

Section 10.1, Neighbourhoods, of the Lakeview Local Area Plan states that "Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced". Neighbourhood policies are intended to reflect a number of objectives, including among other things, "to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area". Furthermore, the same section indicates in that "Development should reflect one to two storey residential building height and will not exceed three storeys". Although Map 3, Lakeview Local Area Plan Height Limits, identifies most low density neighbourhoods in Lakeview as appropriate for up to 3 storey residential development, zoning regulations can be more restrictive to further refine policy intent.

In the Port Credit Local Area Plan, Section 5.2.3 states that "Neighbourhoods are intended to recognize areas that are physically stable with a character to be protected. Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area. The policies in this Area Plan and Built Form Guide provide direction for appropriate transitions in built form and scale of buildings."

The policies for the North Residential Neighbourhoods (north of Lakeshore Road East) are similar to those in Lakeview, and state that "New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys." The South Residential Neighbourhoods policies are more restrictive, and state that "New development will have a maximum height generally equivalent to 2 storeys." Again, it is through the zoning regulations that these policies and built form can be refined.

Both the Lakeview and Port Credit Local Area Plans contain a Built Form Guide that is attached as an appendix. Although these built form standards are not policies and are intended to guide applicants, they address specifically how development within existing neighbourhoods shall achieve compatibility. The guidelines specifically speak to the preservation of character and minimizing negative impacts through appropriate massing and overall built form.

It is clear that Mississauga Official Plan requires new development in existing neighbourhoods be compatible. This is reinforced within the Neighbourhoods Section of the Local Area Plans. Therefore, the proposed Zoning By-law amendments are appropriate to implement the Mississauga Official Plan policies.

## **Zoning**

### *Sloped Roof Height, Eave Height and Dwelling Depth*

For reasons outlined in the Information Report (Appendix 1), the proposed amendments to the residential zones in Ward 1 that are not subject to the Infill Zoning By-law Regulations are appropriate. The proposed amendments are as follows:

- the maximum sloped roof height of 9.5 m (31.2 ft.) measured from average grade to the highest ridge
- a maximum eaves height of 6.4 m (21.0 ft.)
- a maximum dwelling depth of 20.0 m (65.6 ft.). These regulations exist in other areas of the City and will ensure increased compatibility between new infill development and the existing low density housing in these areas

### *Flat Roof Height*

When Council passed By-law 0171-2015 to restrict the height of flat roofs, specific residential zones were omitted for certain properties located along Hurontario Street. The corresponding by-law for the subject amendments will add a maximum height of 7.5 m (24.6 ft.) for a flat roof to those properties and will ultimately fulfill the intent of that by-law.

## **Financial Impact**

Not applicable.

## **Conclusion**

The proposed Zoning By-law amendments should be approved for the following reasons:

1. The City-initiated amendments will ensure that infill housing development is compatible with the existing low density residential areas.
2. The amendments are consistent with the policies contained in Mississauga Official Plan and corresponding Local Area Plans.

3. The proposed Exception Zones implement the recommended amendments and are consistent with regulations that exist in other areas of the City.

## Attachments

Appendix 1: Information Report

Appendix 2: Illustrations of Proposed Zoning By-law Amendments



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Edward R. Sajecki,  
Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

City of Mississauga

# Corporate Report



Date: February 2, 2016	Originator's file:  CD.06.REP
To: Chair and Members of Planning and Development Committee  From: Edward R. Sajecki, Commissioner of Planning and Building	Meeting date:  2016/02/22

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 1)

Proposal to revise the zoning to restrict the height of sloped roof houses and eaves and add a maximum house depth regulation for residential properties in parts of Ward 1 not subject to infill housing regulations; and to limit the height of flat roof homes for certain residential zones in Ward 1 along Hurontario Street not included in By-law 0171-2015 passed by Council in June 2015

Applicant: City of Mississauga

## Recommendation

1. That the report dated February 2, 2016, from the Commissioner of Planning and Building regarding the proposed amendments to the Zoning By-law for residential areas in the Port Credit, Lakeview and Mineola neighbourhoods, be received for information.
2. That the Planning and Building Department report back on any public submissions received and make recommendations on the proposed zoning amendments for residential areas in parts of Ward 1.

## Report Highlights

- Ward 1 Councillor Tovey has requested that Planning staff review the current zoning regulations for residential areas in parts of Ward 1 to address concerns with respect to the height of sloped roofs and eaves and the depth of new homes and additions;
- Staff also propose that the Zoning By-law be further amended to restrict the height of flat roofs for specific residential zones not included in By-law 0171-2015 passed by Council in June 2015;
- Council has previously passed Zoning By-law amendments to address infill housing development issues in other parts of the City;
- Planning staff are currently reviewing the zoning regulations for the Cranberry Cove

neighbourhood in Port Credit concurrent with this review.

## Background

Ward 1 is currently experiencing increased residential infill housing development. In certain instances, this has resulted in new houses being constructed to the maximum allowable height under the Zoning By-law and with excessive depths, imposing negative impacts with respect to height, overlook, shadowing and massing on existing houses that are generally one to two storeys in height. This issue is especially prevalent within the areas of Ward 1 that are not subject to the infill housing regulations or Site Plan Control.

As a result of concerns raised about the height of new homes with flat roofs, Council recently enacted a Zoning By-law amendment that reduced the height of flat roofs for new homes within certain residential zones in Ward 1, under By-law 0171-2015. This By-law has been appealed to the Ontario Municipal Board; however no date has been set for a hearing as of yet.

As a result of that review and ongoing issues about new infill housing development within areas throughout Ward 1, additional concerns have been raised by Ward 1 Councillor Jim Tovey regarding the height of sloped roofs and eaves and the overall depth of new homes on residential lots within Ward 1. Planning and Building Department staff has therefore been requested to bring a further report to Committee dealing with these issues.

## Comments

### Infill Housing Regulations in the City of Mississauga

The regulation of infill housing through Zoning By-law standards is not new in Mississauga. The infill housing areas in Clarkson-Lorne Park, Mineola, Streetsville, Old Port Credit Village and Meadowvale Village Heritage Conservation Districts and the Hiawatha neighbourhood in Port Credit are examples in the City where more restrictive zoning standards have been introduced over the years in an attempt to better retain the character of these areas and reduce the incompatibility between existing houses and new construction. All of the infill housing regulations above contain a maximum flat roof height of 7.5 m (24.6 ft.), a maximum sloped roof height of either 9.0 m (29.5 ft.) or 9.5 m (31.2 ft.) depending upon lot frontage, measured to the highest ridge of the roof, a maximum eaves height of 6.4 m (21.0 ft.) and a maximum dwelling depth of 20.0 m (65.6 ft.).

A similar review of zoning regulations for the Cranberry Cove neighbourhood in Port Credit is being carried out concurrent with these proposed amendments. A Public Meeting/Information Report for this review was held on January 18, 2016. In addition, Council recently approved a Zoning By-law amendment that restricted the height of flat roof homes in parts of Ward 1 that are not subject to infill housing, including the Cranberry Cove neighbourhood.

In order to limit the impact of new infill housing development within other residential areas in Ward 1 not subject to infill housing regulations, the following describes and outlines the Zoning By-law amendments that are being considered.

### **Proposed Zoning By-law Amendments**

#### Sloped Roof Height and Eaves Height

For a house with a sloped roof, the existing Zoning By-law regulations measures the height of a sloped roof from average grade to the mid-point of a roof, between the eaves and the highest ridge (see Appendix 3). The current height permissions for sloped roofs within the subject areas is 10.7 m (35.1 ft.) measured to the mid-point of a roof, with no regulation for maximum eaves height.

To address concerns regarding height of sloped roof houses, it is proposed that the Zoning By-law for residential areas in Ward 1 not subject to infill housing regulations be amended to reduce the maximum height of houses with sloped roofs to 9.5 m (31.2 ft.) measured from average grade to the highest ridge. To supplement the proposed reduction in sloped roof height and in order to prevent possible roof pitch manipulations, it is also proposed that a regulation be added to create a maximum eaves height of 6.4 m (21.0 ft.), measured from average grade.

#### Flat Roof Height

As previously indicated, Council recently enacted a Zoning By-law amendment for residential properties within the Ward 1 area to reduce the maximum height of a flat roof. Through additional research, it was found that there were certain residential zones within Ward 1 not included in the previous flat roof by-law. These additional zones pertain mostly to properties located along Hurontario Street. In order to continue to address the concern regarding the height of flat roofs in Ward 1, it is recommended that the additional residential zones be amended to reduce the maximum height of a flat roof to 7.5 m (24.6 ft.), in conjunction with the other zoning amendments proposed as part of this report.

#### Maximum Dwelling Depth

The Zoning By-law measures depth as the distance between the front wall and rear wall of a house. Currently, this regulation is not applicable in the residential areas of Ward 1 not subject to infill housing regulations.

To address the concerns regarding the overall massing of houses, overlook and shadowing, it is proposed that the Zoning By-law be amended to add a new regulation that permits a maximum dwelling depth of 20.0 m (65.6 ft.).

### **Residential Zones in Ward 1 affected by the proposed amendments**

The following are the residential zones within Ward 1 that are proposed to be amended to include the revisions and added regulations as described above:

- R1, R2 and R3 (Detached Dwellings – Typical Lots);
- R15 (Detached Dwellings- Port Credit);
- RM1 and RM2 (Semi-Detached Dwellings);
- RM7 (Detached, Semi-Detached, Duplex and Triplex Dwellings).

There are numerous properties with exception zones (site specific zones) within the above-noted zone categories that are also proposed to be amended through this review, including the following:

R1-17, R1-20, R1-21, R1-22, R1-38, R2-38, R2-39, R2-40, R2-41, R2-42, R2-43, R2-44, R2-46, R2-52, R2-55, R3-12, R3-17, R3-43, R3-45, R3-48, R3-56, RM7-2 and RM7-3.

### **Financial Impact**

There will be some nominal costs for advertising and public consultation with respect to the proposed changes for Ward 1.

### **Conclusion**

To address immediate concerns in parts of Ward 1 regarding height, overlook, shadowing and massing impacts of new houses and additions, amendments to the Zoning By-law are proposed to limit the height of sloped roof houses and eaves and add a maximum house depth regulation for residential areas of Ward 1 not subject to infill housing regulations. Also it is proposed that the Zoning By-law be further amended to restrict the height of flat roof houses for specific residential zones not included in By-law 0171-2015 passed by Council in June 2015.

### **Attachments**

Appendix 1: Ward 1 – Residential Zones Not Subject to Infill Housing Regulations

Appendix 2: Examples of Houses in Ward 1

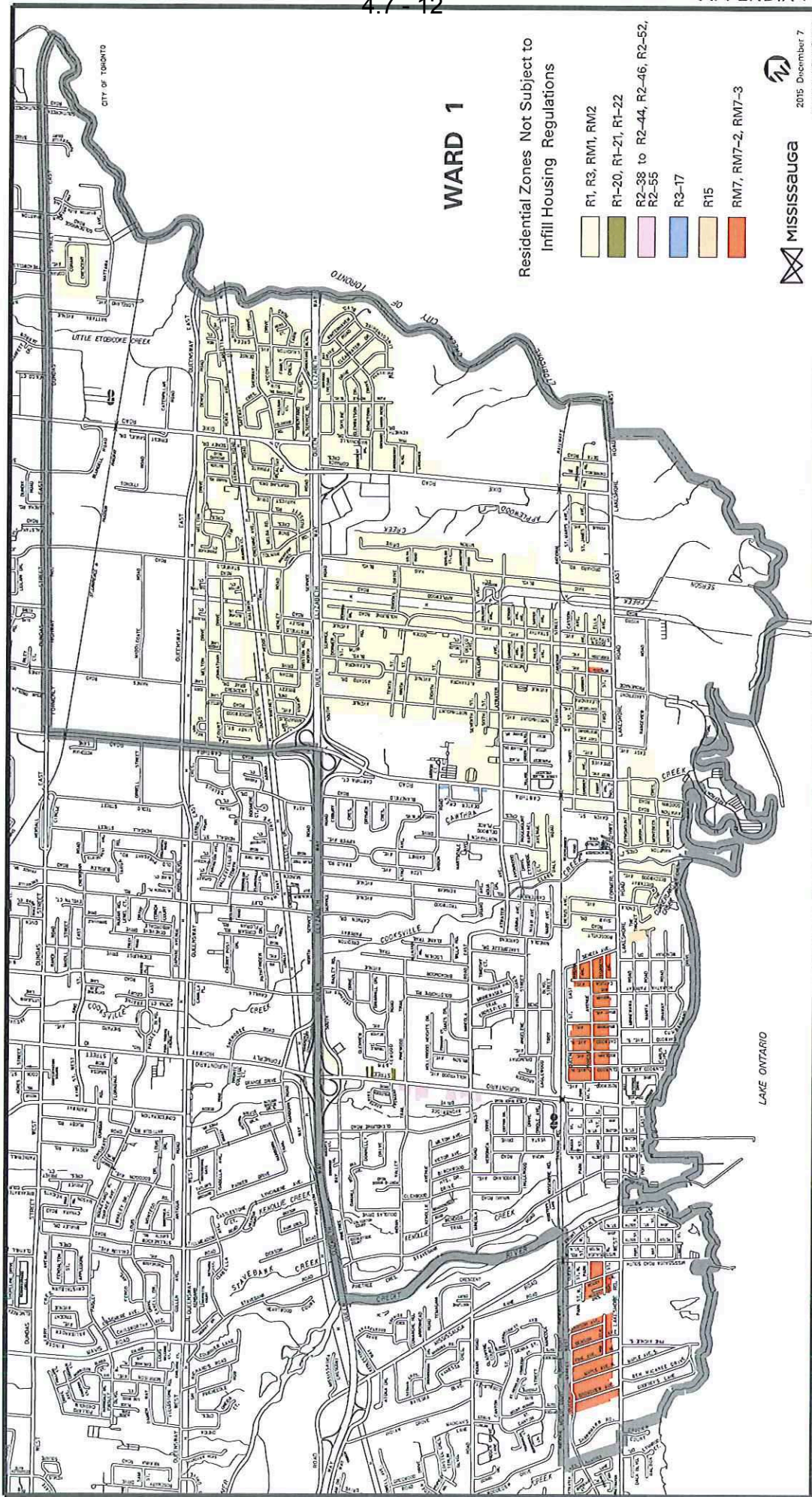
Appendix 3: Illustration of Dwelling Height




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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

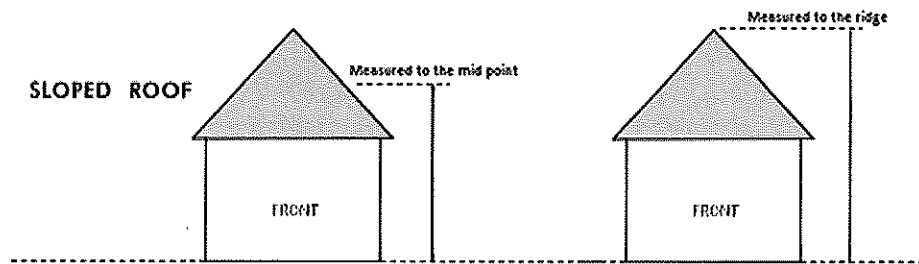


Examples of Houses in Ward 1





## Illustration of Dwelling Height



**Illustrations of Proposed Zoning Amendments – Regulation of Height for Sloped Roof Dwellings, Eave Height, Dwelling Depth and height for Flat Roof Dwellings**

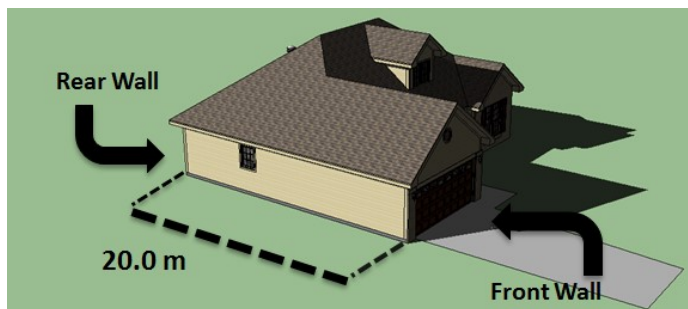
**File: CD.06.REP W1**



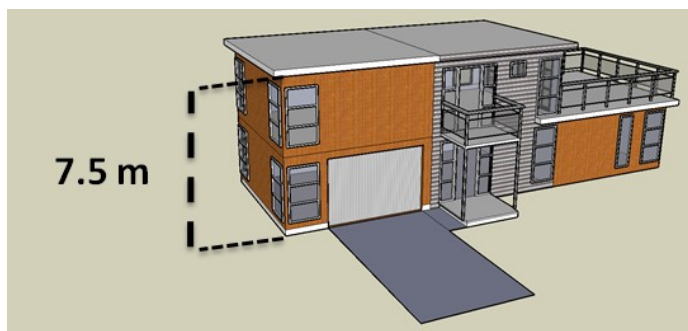
Maximum Sloped Roof Height of 9.5 m measured to the highest ridge



Maximum Height of Eaves 6.4 m measured from average grade



Maximum Length of 20.0 m for a dwelling unit



Maximum Flat Roof Height of 7.5 m

City of Mississauga

# Corporate Report



Date: August 16, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
OZ 13/005 W8Meeting date:  
2016/09/06

## Subject

### SECTION 37 COMMUNITY BENEFITS AND ADDENDUM RECOMMENDATION REPORT (WARD 8)

**Applications to permit a 19 storey, 342 unit apartment building with retail commercial and offices uses on the first 2 floors and 19 townhouse dwellings**

**2550 and 2560 Eglinton Avenue West**

**Southwest corner of Eglinton Avenue West and Erin Mills Parkway**

**Owner: Daniels HR Corporation**

**File: OZ 13/005 W8**

## Recommendation

That the Report dated August 16, 2016 from the Commissioner of Planning and Building recommending approval of the applications and outlining the recommended Section 37 Community Benefits under File OZ 13/005 W8, Daniels HR Corporation, 2550 and 2560 Eglinton Avenue West, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from **Residential High Density** to **Residential High Density - Special Site** to permit mixed use development with apartments, retail uses, offices and townhouses with an overall FSI of 3.18 for the site be approved.
3. That the application to change the Zoning from **RA5-34** (Apartment Dwellings) to **RA5-Exception** (Apartment Dwellings) to permit a 19 storey apartment building and 19 townhouse dwellings and retail commercial and office uses in accordance with the

proposed revised zoning standards described in Appendix 3 of this report, be approved subject to the following conditions:

- (a) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development;
  - (b) Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the Peel District School Board that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Board for the subject development;
  - (c) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the Dufferin-Peel Catholic District School Board not apply to the subject lands.
4. That the sum of \$492,667.00 be approved as the amount for the Section 37 Community Benefits contribution.
  5. That City Council enact a by-law under Section 37 of the *Planning Act*, to authorize the Commissioner of Planning and Building and the City Clerk to execute the agreement with Daniels HR Corporation, and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the community benefits contribution.
  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

- There have been minor changes made to the proposal since the Recommendation Report recommending approval of proposed development was considered by Planning and Development Committee on September 8, 2015 and adopted by Council on September 16, 2015
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications, as revised, be approved
- The City is seeking a community benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's Official Plan Amendment and Rezoning applications

- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning, and can be supported subject to the execution of a Section 37 agreement
- The community benefits contribution is \$492,667.00 which can be used towards upgrades to Crawford Green and JC Pallet Parks, the implementation of new affordable housing initiatives, a contribution towards the non-profit 'Backyard Farm and Market' and streetscape upgrades

## Background

On September 8, 2015, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of Official Plan Amendment and Rezoning applications on these lands to permit a 19 storey condominium apartment building with retail commercial and office uses on the first 3 storeys and 19 townhouses. These uses were in addition to the two 25-storey apartment buildings which are currently under construction and approved previously through Site Plan approval.

PDC passed Recommendation PDC-0052-2015 which was adopted by Council on September 16, 2015. As part of the recommendation, staff is to report back to Council on the recommended community benefits.

Since the Recommendation Report was presented to PDC, minor changes have been made to the proposal. The purpose of this report is address the changes made to the proposal and to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

## Comments

Background information including the September 8, 2015 PDC report, Revised Zoning Standards and Revised Excerpt of Land Use Map are attached as Appendices 1 to 3.

### Revisions to Development Proposal

The applicant has made some modifications to the application, as follows:

- The third floor of the building has been converted from office uses to residential units. Given the drop in grade from the west side of the building to the east side, the Erin Mills Parkway frontage will continue to present itself as three stories of retail and office uses
- Notwithstanding this revision, the number of apartment units has been decreased from 346 to 342 units as a result of changes made to the applicant's floor plans
- As a result of the Region of Peel requesting the dedication of a right-of-way increase along Erin Mills Parkway, the overall FSI and density increases from 3.15 and 393 units/ha (159 units/ac.) to 3.18 and 403 units/ha (163 units/ac.). This increase will not affect the actual roadway width but will provide for a wider boulevard space.

In addition to these revisions, a few parking stalls which have already been constructed are slightly deficient of the standard contained in the Zoning By-law and will be recognized in the amending by-law. The proposed revisions to the application do not constitute substantive changes to the development. Therefore, it is recommended that no further public notice be required.

### **Section 37 Community Benefits Proposal**

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 Mississauga 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. The receipt of the community benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Section 19.8.2 of Mississauga Official Plan provides examples of potential community benefits, such as the provision of public art, the provision of multi-modal transportation facilities or the provision of streetscape improvements.

Following Council's approval in principle of the subject applications, Planning staff met with Ward 8 Councillor, Matt Mahoney to discuss the possible community benefits relating to the proposal. Discussion was also had with representatives from different departments in the City as well as the owner. Based on the discussions, four possible uses were established for the contribution.

Daniels HR Corporation has had success with affordable housing initiatives in the City of Toronto through their developments in Regent Park. There is the possibility to implement a similar program in collaboration with Peel Living which can be attributable to the subject development. Given that this would be a new initiative for the City, further negotiations and discussions would need to take place among the City, the Region of Peel and Daniels HR Corporation.

The Section 37 community benefits can be used towards upgrades to Crawford Green and JC Pallet Parks which are the nearest parks to the development. These upgrades would consist of outdoor fitness areas and accessibility upgrades.

The applicant has also indicated a desire to have a portion of the contribution go towards the local 'Backyard Farm and Market' which has been registered as a non-profit organization. It was indicated that a \$50,000 contribution would assist towards infrastructure in support of the market's operations and to carry on education and hands-on programming.

In addition to the items mentioned above, a component of the contribution can go towards upgrades to the streetscape within the community which can include, but is not limited to, the installation of public art. Further discussions will determine whether or not the contribution will be used for a number of proposed benefits or will go towards one exclusively.

### **Guiding Implementation Principles**

#### **1. Development must represent good planning**

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered "good planning" regardless of the community benefit contribution.

The Recommendation Report evaluated the proposed Official Plan Amendment and Rezoning and recommended that the applications be approved as they are acceptable from a planning standpoint and represents good planning.

#### **2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required**

Preliminary discussions have taken place with Daniels HR Corporation about the potential of having a designated number of units within the 19 storey apartment building being earmarked for affordable housing initiatives in collaboration with Peel Living. While the applicant has implemented such programs in other developments outside of the City, the details for such a program in Mississauga have not been developed. The implementation of affordable housing initiatives would require further discussions and analysis. Such a contribution could be considered both a 'highest priority' and 'next priority' as its implication would be applicable to the site and to the broader community.

A contribution towards upgrades to Crawford Green and JC Pallet Parks or to the surrounding streetscape represent a 'highest priority' contribution as these upgrades affect the immediate vicinity of the site and benefit the surrounding community.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the density increase. The overall increased value of the land has been determined to be \$3,200,000. According to the Corporate Policy and Procedure, a community benefit contribution should be in the range of 20 to 40% of the increased value of the land. In this instance, the floor area associated with the office uses was deducted from the calculation of the land lift value as it is an objective of the City to attract office uses to Major Nodes. With the office floor area deducted, the contribution of \$492,667.00 was determined to represent 20% of the land lift. Additionally, the development will include other elements such as the hosting of a farmer's market and stage for performances which also contribute to the community.

### **3. Community Benefit contributions should respond to community needs**

The provision of affordable housing is an important one for Mississauga and forms part of one of the City's Strategic Plan pillars. Any initiatives for affordable housing will be in collaboration with Peel Living which operates as an independent corporation of the Region of Peel and is a recognized leader in creating innovative housing projects and developing housing policy. Upgrades to Crawford Green and JC Pallet Parks and the surrounding streetscape contribute to the City's objective of building a desirable urban form.

Mississauga Official Plan contains policies which speak to transforming the public realm and ensuring that the Green System contributes to a high quality urban environment. Further, the 'Backyard Farm and Market' has been operating in the area for several years and its continued success would be a direct benefit to the community.

### **4. Ensure that the negotiation process of Section 37 Agreements is transparent**

The land appraisal report prepared by an independent land appraiser is available for viewing. Any proposed affordable housing initiatives, streetscape or park upgrades would be subject to a detailed assessment. Affordable housing initiatives would also be subject to community consultation and Council approval.

### **Section 37 Agreement**

The Planning and Building Department and the owner have negotiated mutually agreed upon conditions for the community benefit which will be reflected in the related agreement. The agreement provisions will include the following:

- A community benefit contribution of \$492,667
- The contribution is to be used towards affordable housing initiatives and/or upgrades to Crawford Green and JC Pallet Parks and/or a contribution towards the 'Backyard Farm and Garden' and/or streetscape upgrades including, but not limited to, the installation of public art
- The agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor

### **Financial Impact**

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payment received under this policy.

### **Conclusion**

The revisions proposed by the applicant do not represent a significant change to what had been presented at the September 8, 2015 PDC meeting and all previous evaluations remain valid.

Staff has concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased density being recommended through the Official Plan Amendment and Rezoning applications; and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning.

## Attachments

Appendix 1: PDC Recommendation Report – September 8, 2015

Appendix 2: Revised Excerpt of Land Use Map

Appendix 3: Revised Zoning Standards



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner

# City of Mississauga

## Corporate Report



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

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

2550 and 2560 Eglinton Avenue West

Southwest corner of Eglinton Avenue West and Erin Mills Parkway

Daniels HR Corporation

Recommendation Report Ward 8

### Recommendation

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

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

- (a) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
  - (b) Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the Peel District School Board that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.
  - (c) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the Dufferin-Peel Catholic District School Board not apply to the subject lands.
4. In the event these applications are approved by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.
  5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

## Report Highlights

- The applicant has made minor revisions to the proposal including increasing the height by two storeys, while reducing the unit count and reconfiguring the townhouse layout;
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

## Background

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

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

## Comments

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

## REVISED DEVELOPMENT PROPOSAL

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

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

## Community Issues

### Comment

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

### Response

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

### Comment

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

### Response

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

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

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

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

### **Comment**

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

### **Response**

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

## **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

### **Region of Peel**

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

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

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

### **Transportation and Works**

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

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

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

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

## PLANNING COMMENTS

### PPS and Growth Plan

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

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

### Official Plan

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

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

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

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

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

The first three storeys of the 19 storey tower are proposed to provide 6,546m<sup>2</sup> (70,463 sq.ft.) of retail commercial and office area which contributes to the City's goal of making Major Nodes a primary location for mixed use development. Additionally, this space will contribute to achieving the gross density target of between 200 and 300 residents and jobs combined per hectare (81 – 121 per acre) for a Major Node area.

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

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

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

### Zoning

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

### Bonus Zoning

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

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

### By-law Implementation

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

### Site Plan

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

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

### Financial Impact

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

### Conclusion

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

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

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

### Attachments

**Appendix 1:** Information Report

**Appendix 2:** Recommendation PDC 0019-2015

**Appendix 3:** Excerpt of Land Use Map

**Appendix 4:** Revised Concept Plan

**Appendix 5:** Revised Elevations

**Appendix 6:** Revised Renderings

**Appendix 7:** Revised Proposed Zoning Standards



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner



# Corporate Report

Clerk's Files

Originator's

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

**DATE:** March 3, 2015

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

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

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

Public Meeting/Information Report

Ward 8

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

## REPORT HIGHLIGHTS:

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

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

**BACKGROUND:**

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

**COMMENTS:****THE PROPERTY AND THE NEIGHBOURHOOD**

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

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

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

The surrounding land uses are described as follows:

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

### DETAILS OF THE PROJECT

The proposal is for a 17 storey apartment building comprising a maximum of 6 500 m<sup>2</sup> (69,968 sq. ft.) of office, medical office and retail commercial uses located on the first 3 storeys of the building with the upper floors containing 348 condominium apartment units.

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

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

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

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

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

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

## LAND USE CONTROLS

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

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

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

## Bonus Zoning

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

## WHAT DID THE COMMUNITY SAY?

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

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

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

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

## **DEVELOPMENT ISSUES**

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

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

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

### **OTHER INFORMATION**

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

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

### **Development Requirements**

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

### **FINANCIAL IMPACT:**

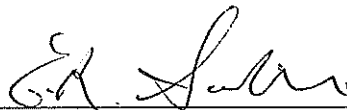
Development charges will be payable as required by the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

**CONCLUSION:**

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

**ATTACHMENTS:**

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



Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: David Breveglieri, Development Planner*



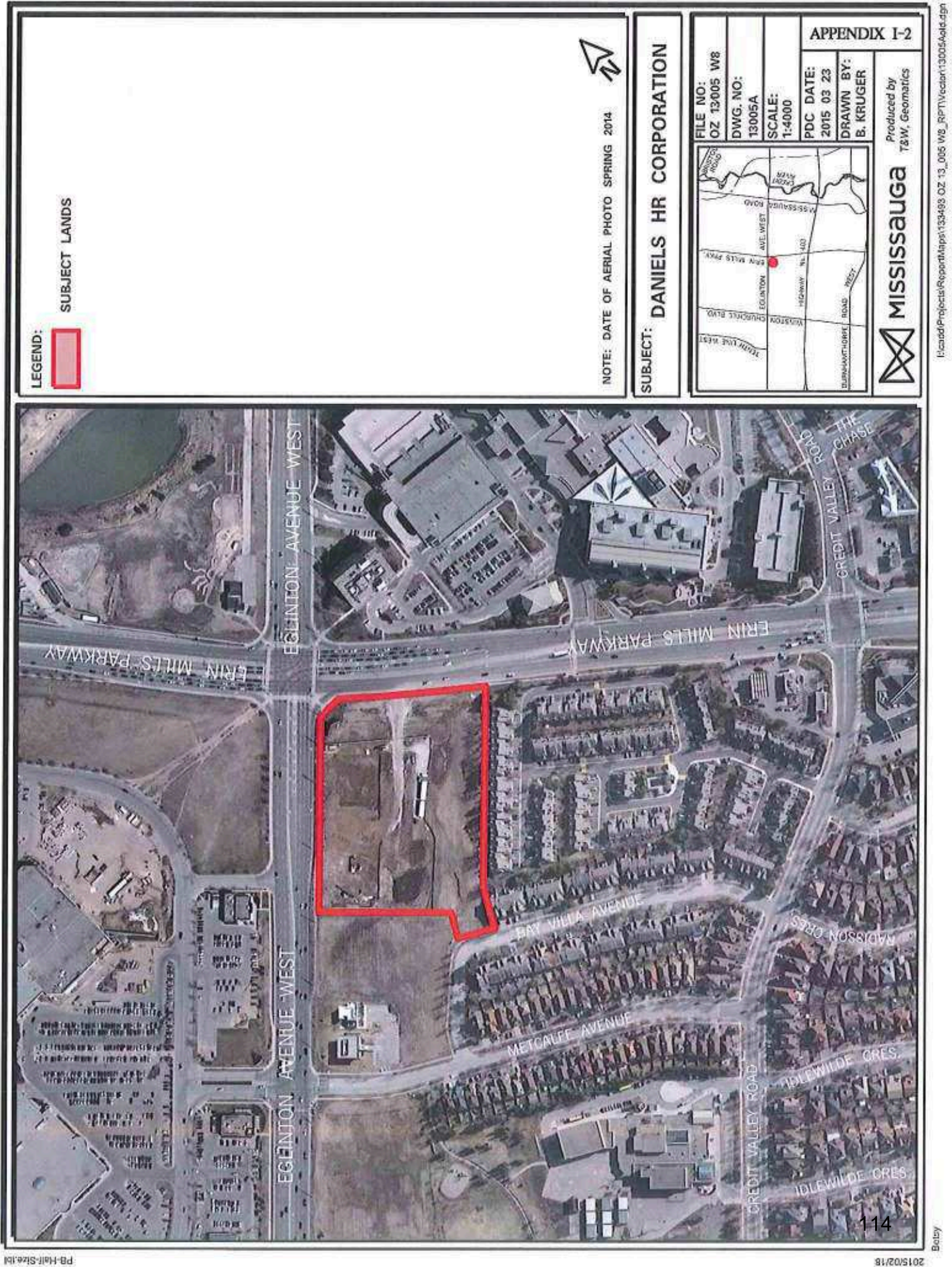
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Daniels HR Corporation

File: OZ 13/005 W8

**Site History**

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



LEGEND:



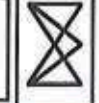
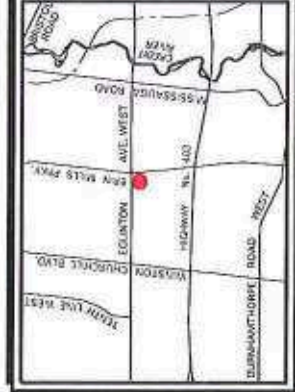
SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO SPRING 2014



SUBJECT: DANIELS HR CORPORATION

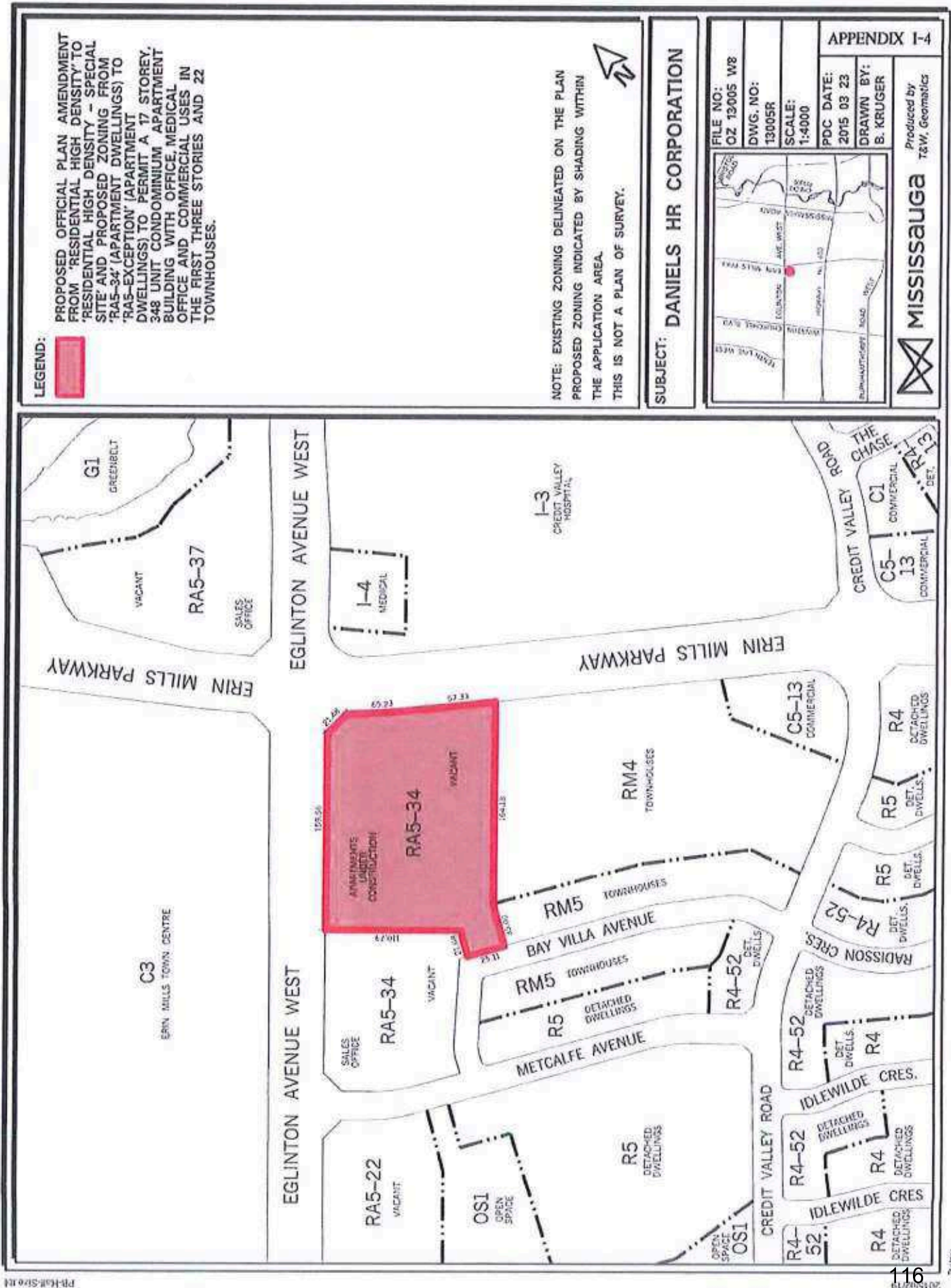
APPENDIX I-2	
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DWG. NO:	13005A
SCALE:	1:4000
PDC DATE:	2015 03 23
DRAWN BY:	B. KRUGER
Produced by <b>MISSISSAUGA</b> T&W, Geomatics	

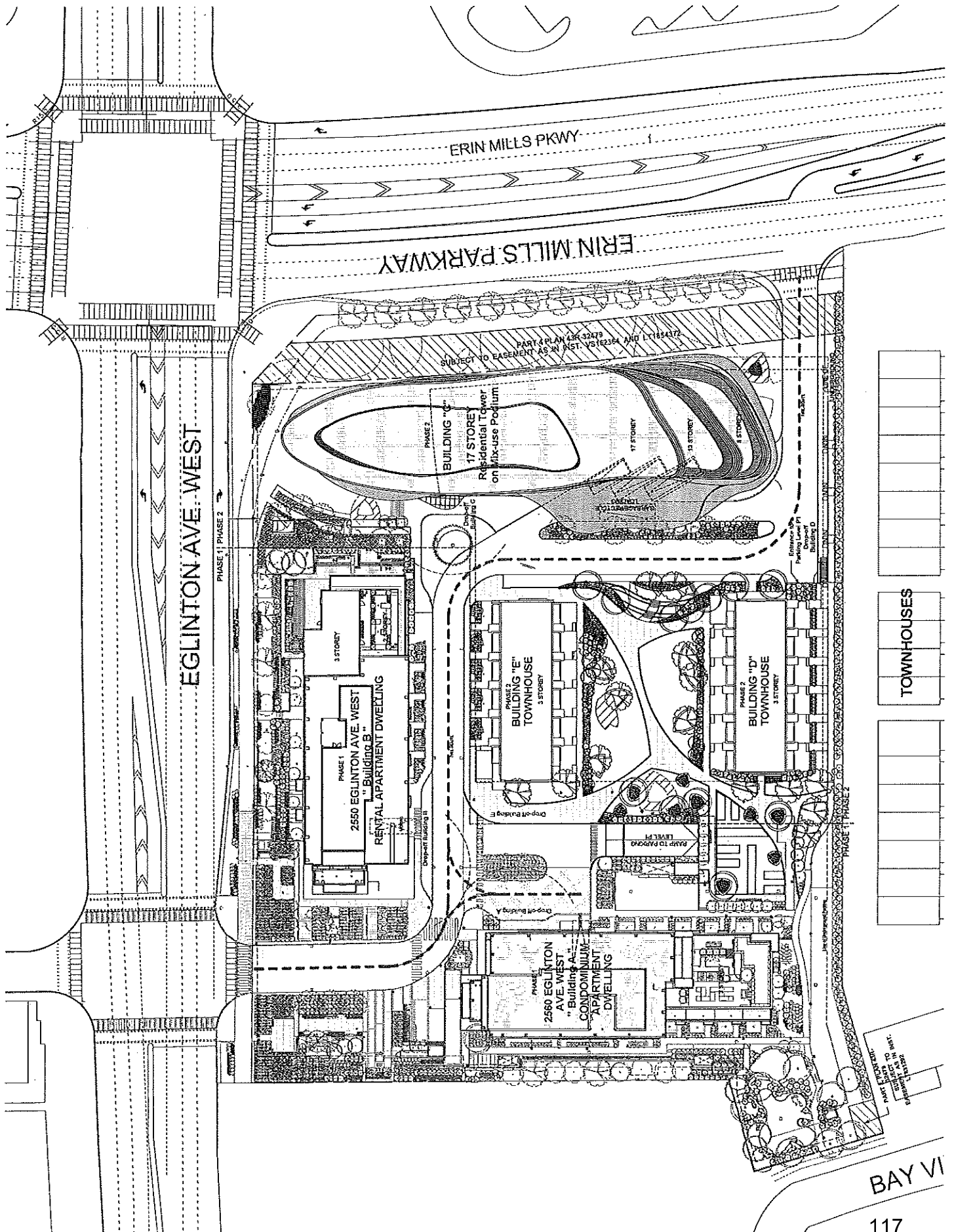


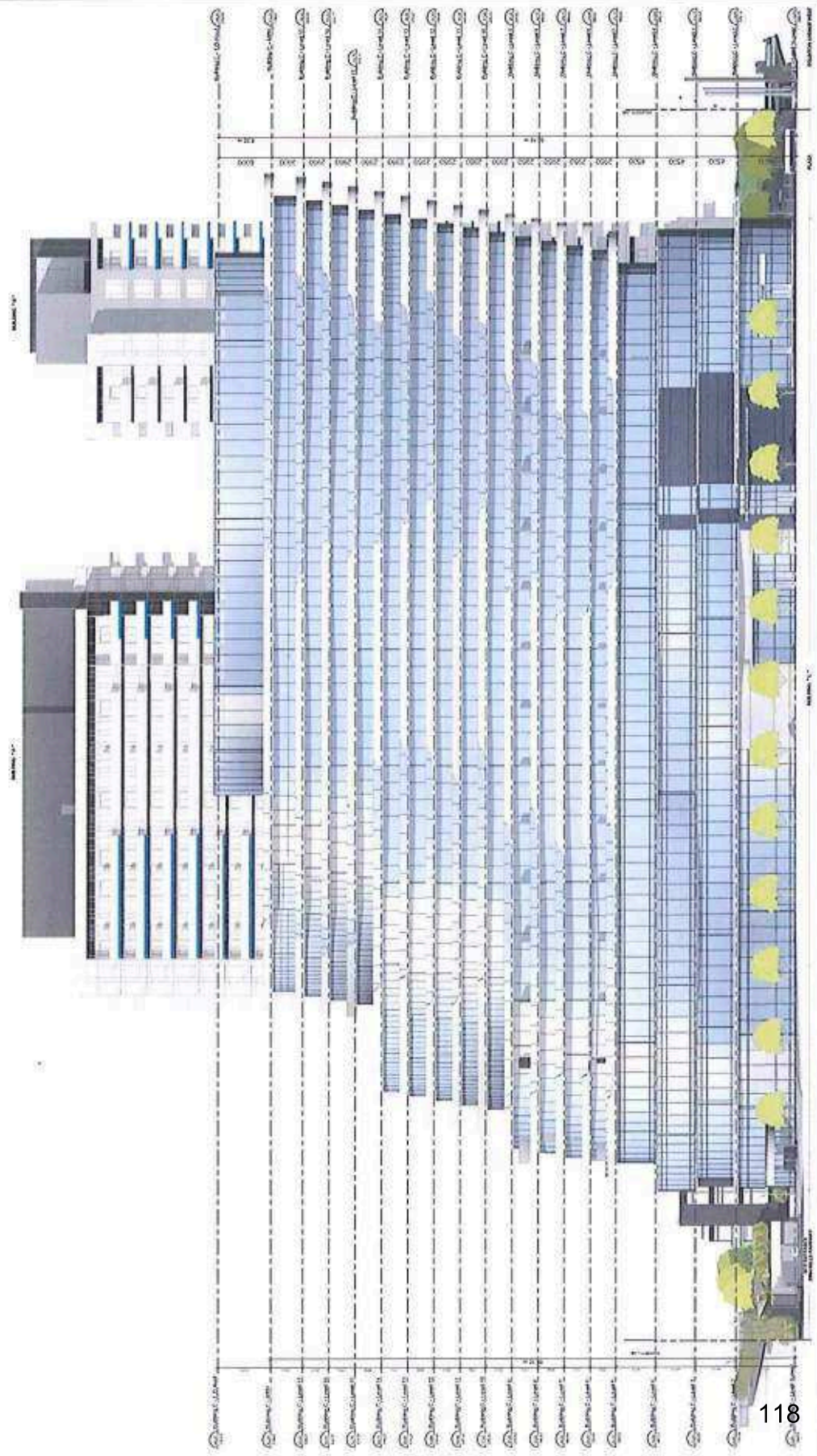
MISSISSAUGA

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T&W, Geomatics

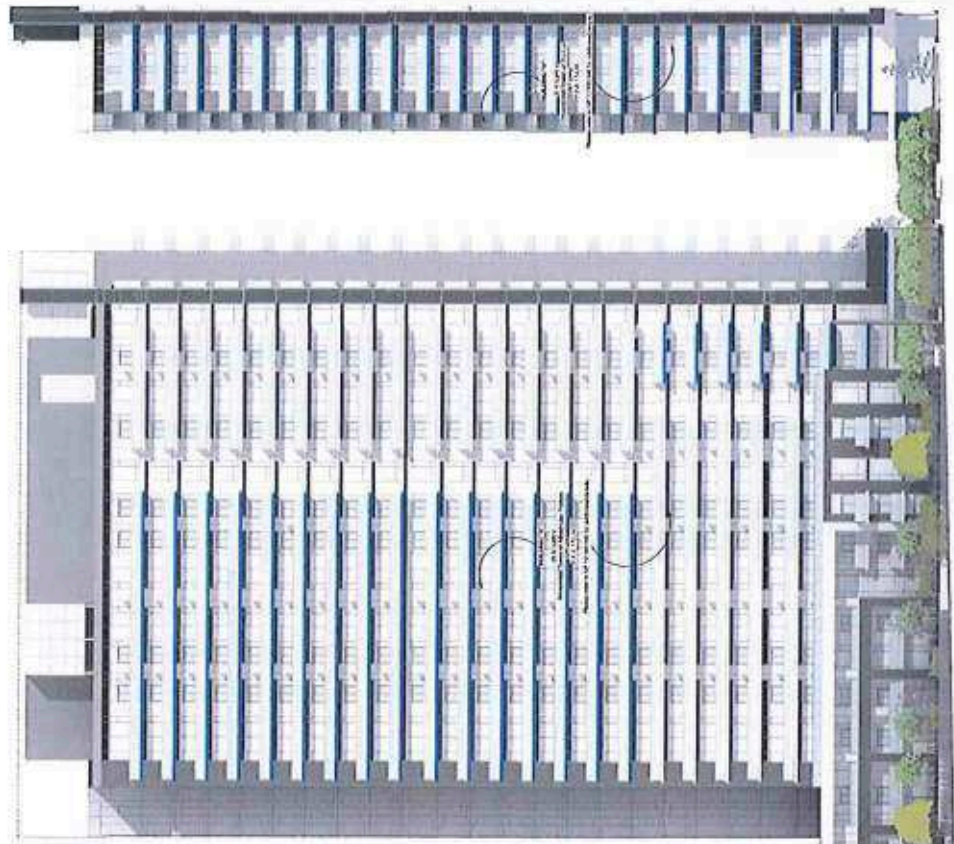






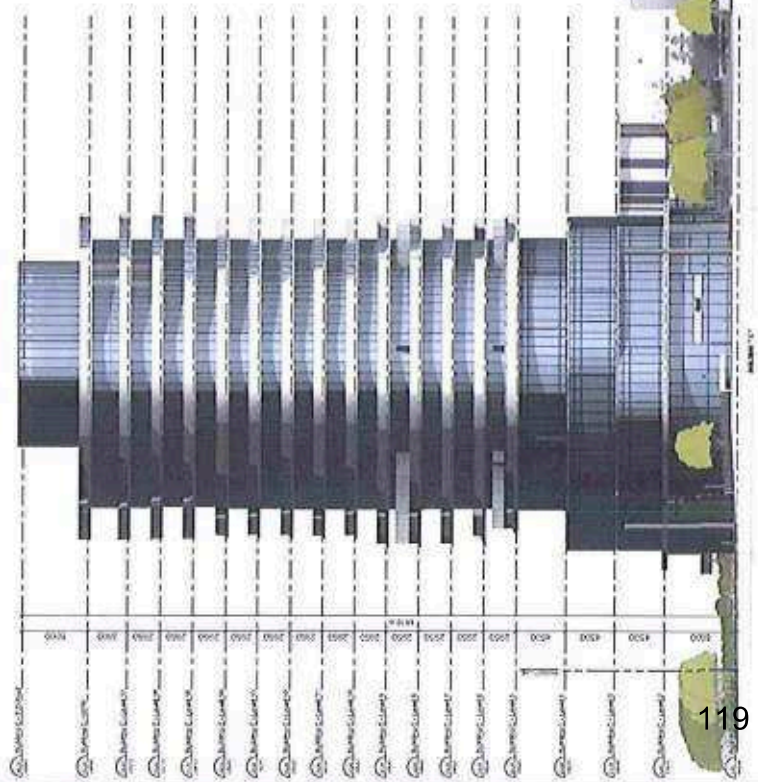


EAST ELEVATION  
Scale: 1" = 10'



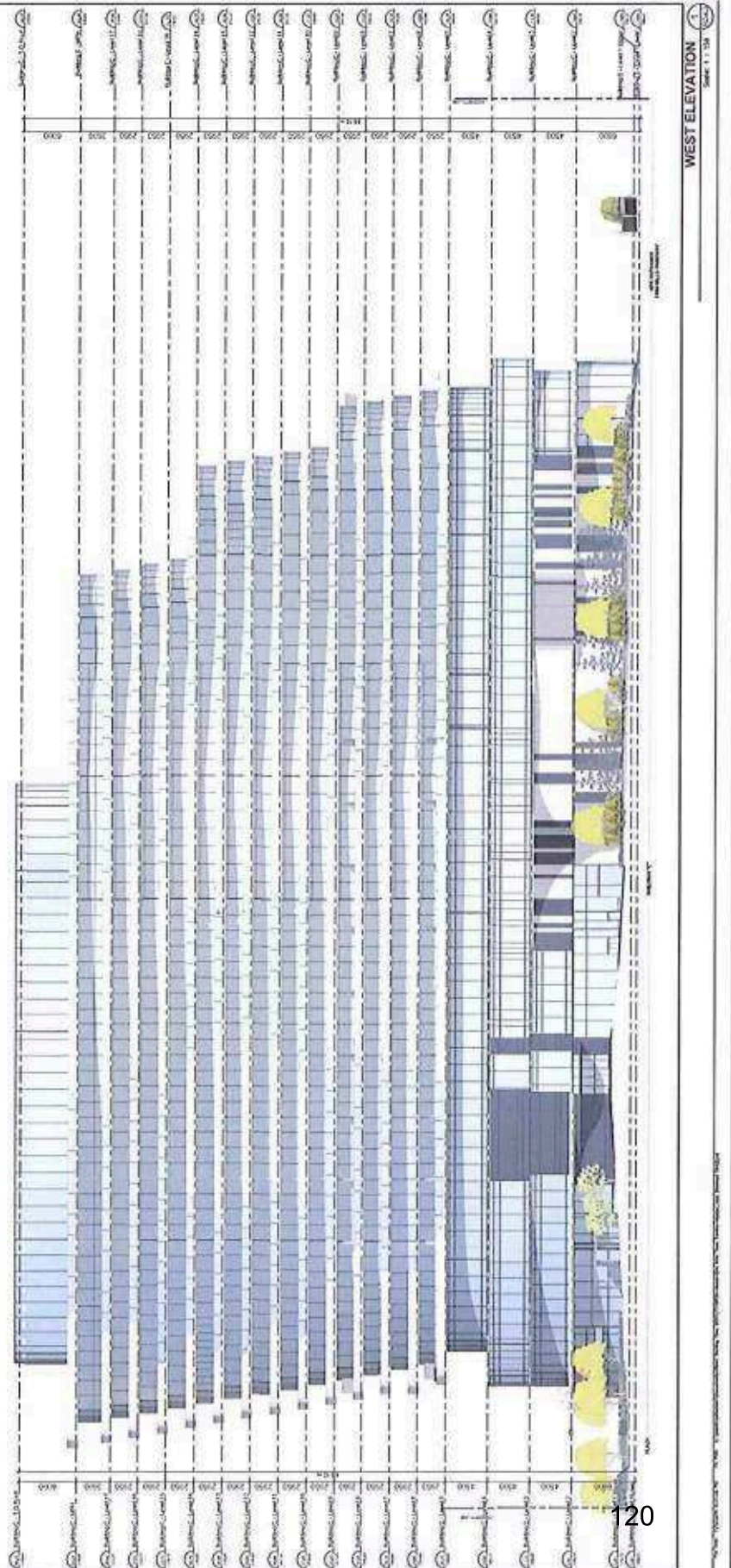
North Elevation of Building

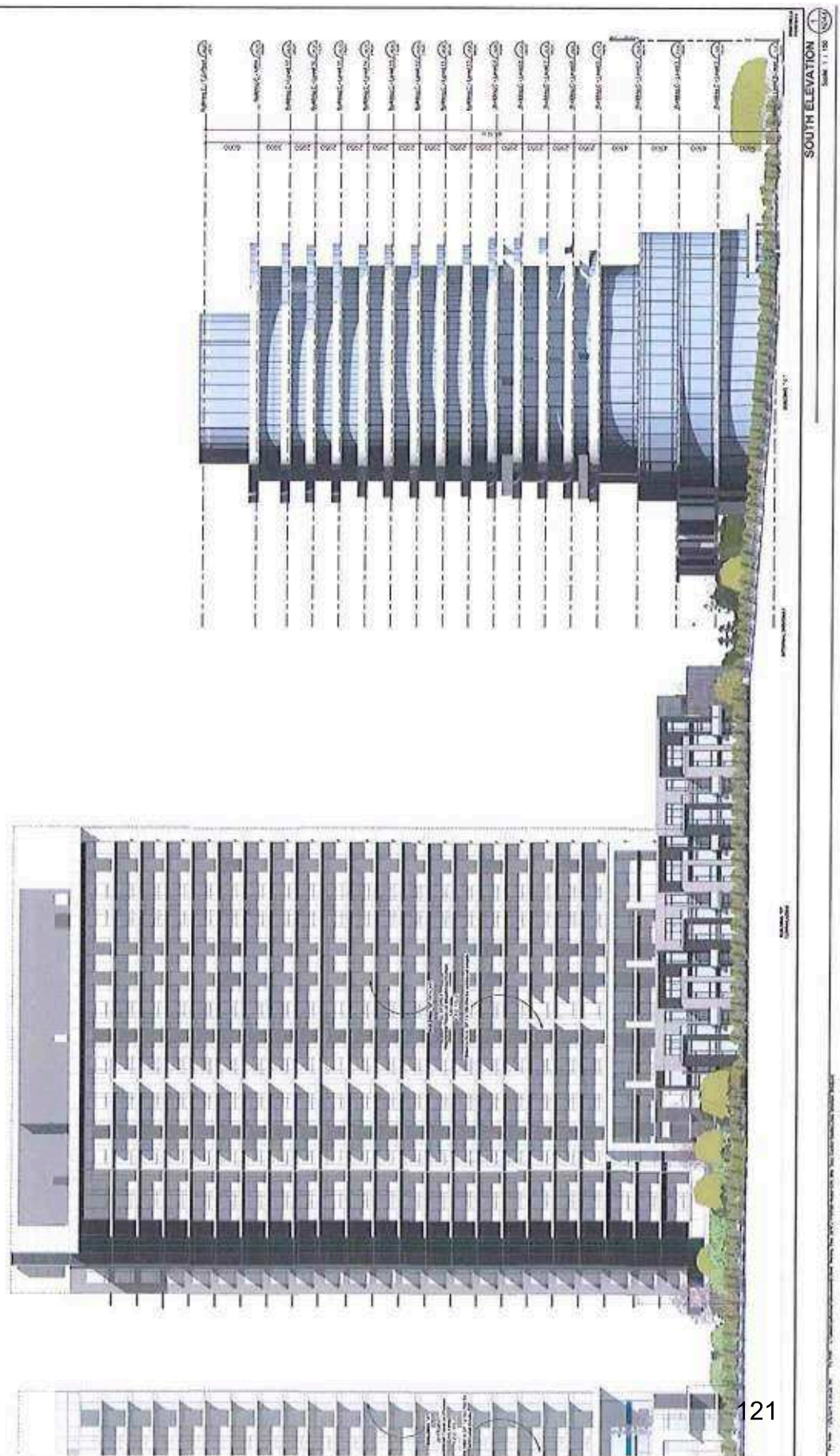
**NORTH ELEVATION**  
Scale: 1" = 10'



North Elevation of Building

**NORTH ELEVATION**  
Scale: 1" = 10'





Daniels HR Corporation

File: OZ 13/005 W8

**Agency Comments**

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

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

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

Daniels HR Corporation

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

Daniels HR Corporation

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

Daniels HR Corporation

File: OZ 13/005 W8

## School Accommodation

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

File: OZ 13/005 W8

### **Existing Official Plan Provisions**

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

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

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

- a) a maximum of 6 500 m<sup>2</sup> (69,968 sq. ft.) of non-residential GFA shall be permitted
- b) townhouses shall be permitted
- c) a maximum FSI of 3.25

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**Relevant Mississauga Official Plan Policies**

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

Daniels HR Corporation

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Section 9 – Building a Desirable Urban Form	Section 9.1.2 Section 9.1.5 Section 9.2.1	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.</p> <p>Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.</p>
Section 13 – Major Nodes	Section 13.1.1	Proponents of development applications within a Major Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.
Section 19 – Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <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>

Daniels HR Corporation

File: OZ 13/005 W8

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

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

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

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



Appendix 2

Daniels HR Corporation

File: OZ 13/005 W8

**Recommendation PDC-0019-2015**

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

2015/08/14

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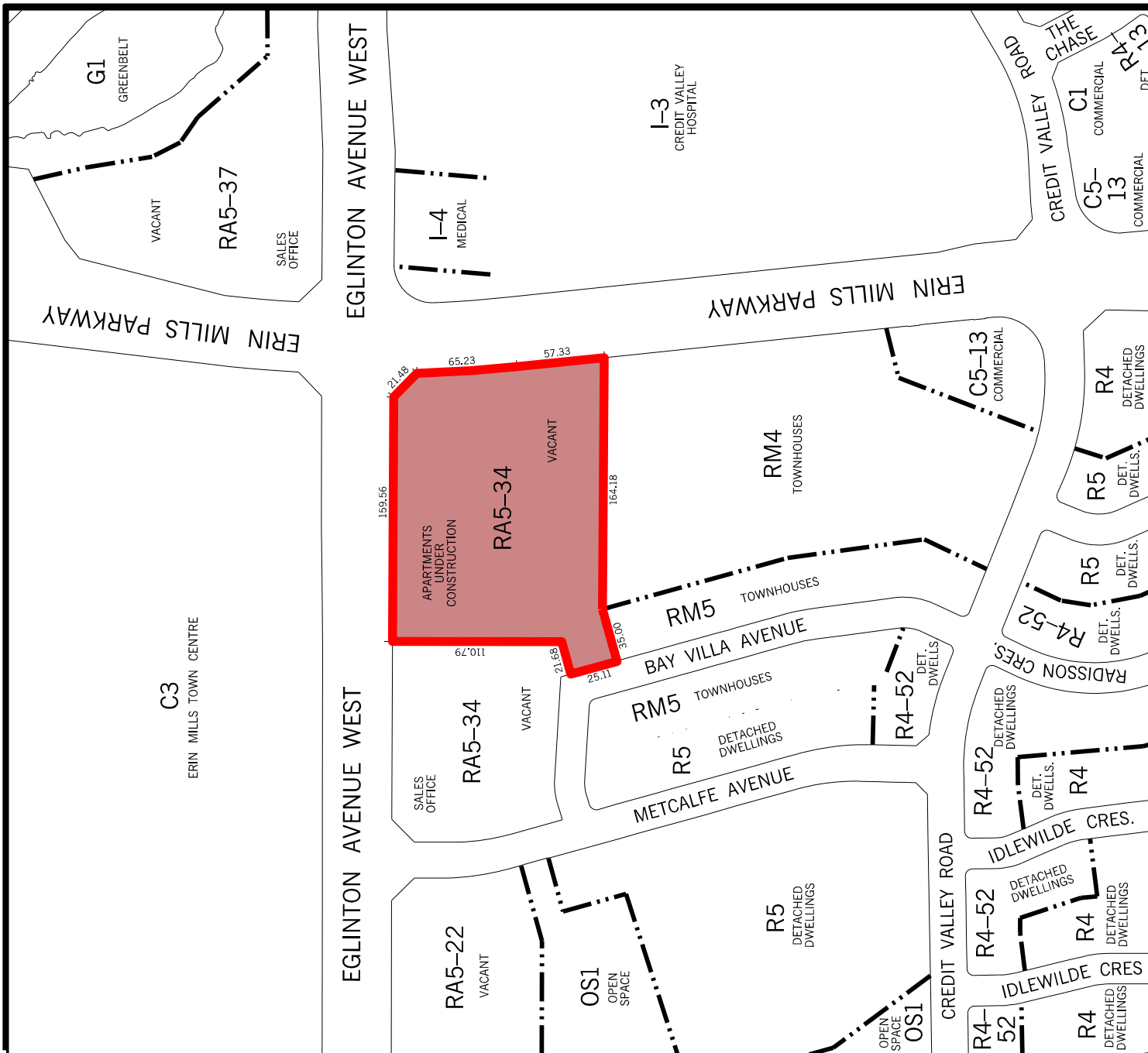


**SUBJECT: DANIELS HR CORPORATION**

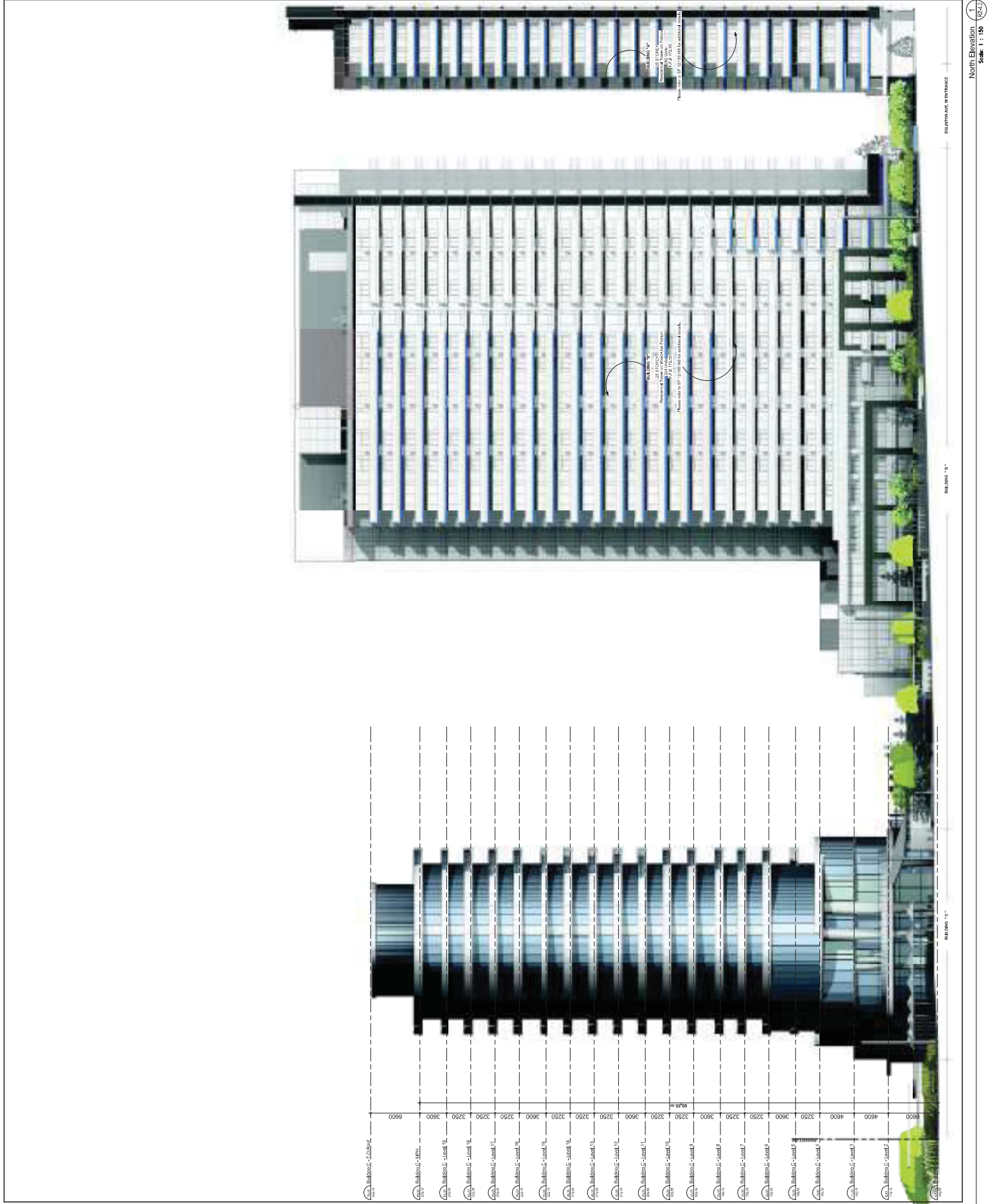
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<b>DRAWN BY:</b> B. KRUGER			<i>Produced by</i> <b>03</b> T&W, Georgia

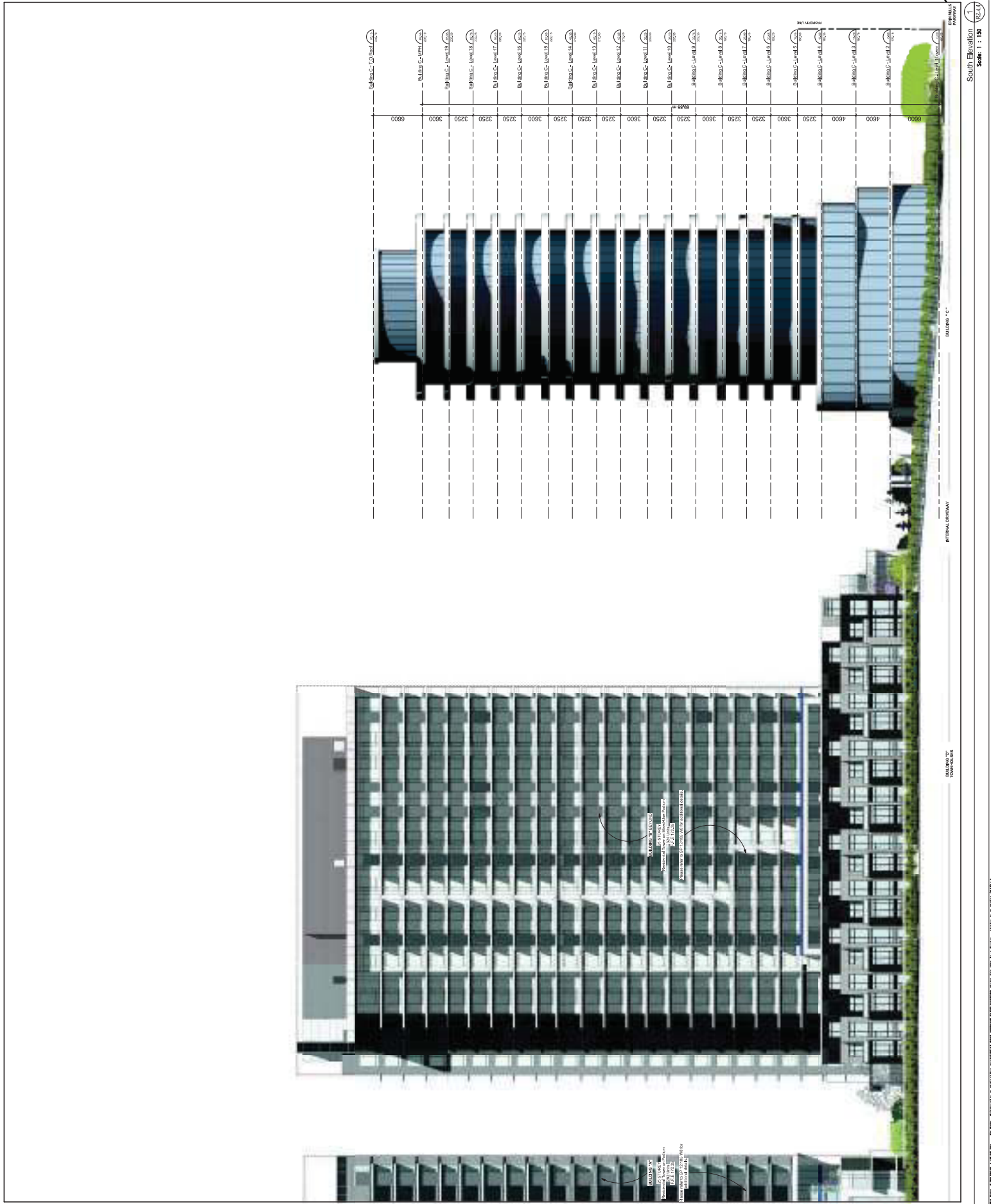
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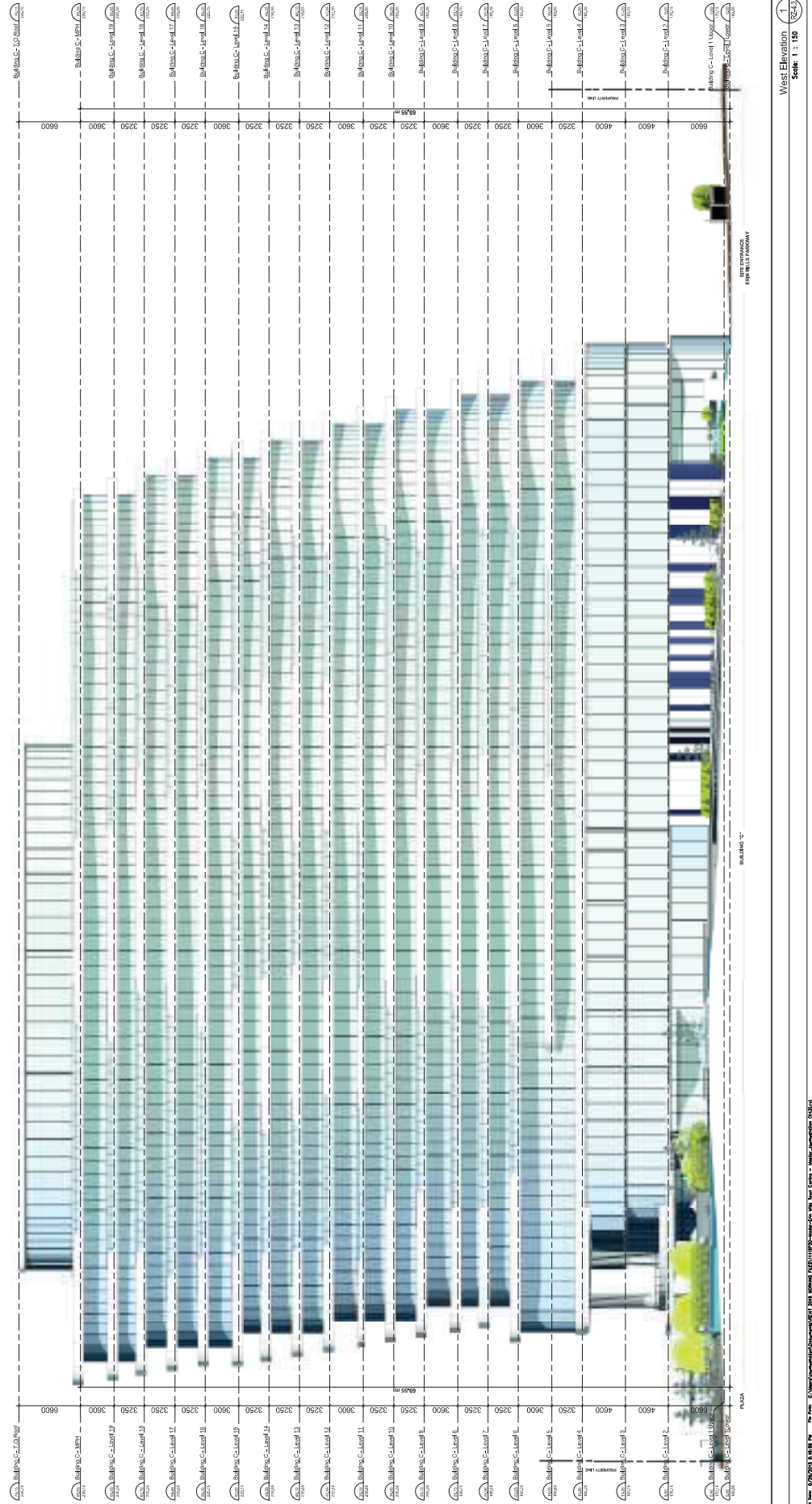
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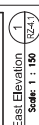












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Daniels HR Corporation

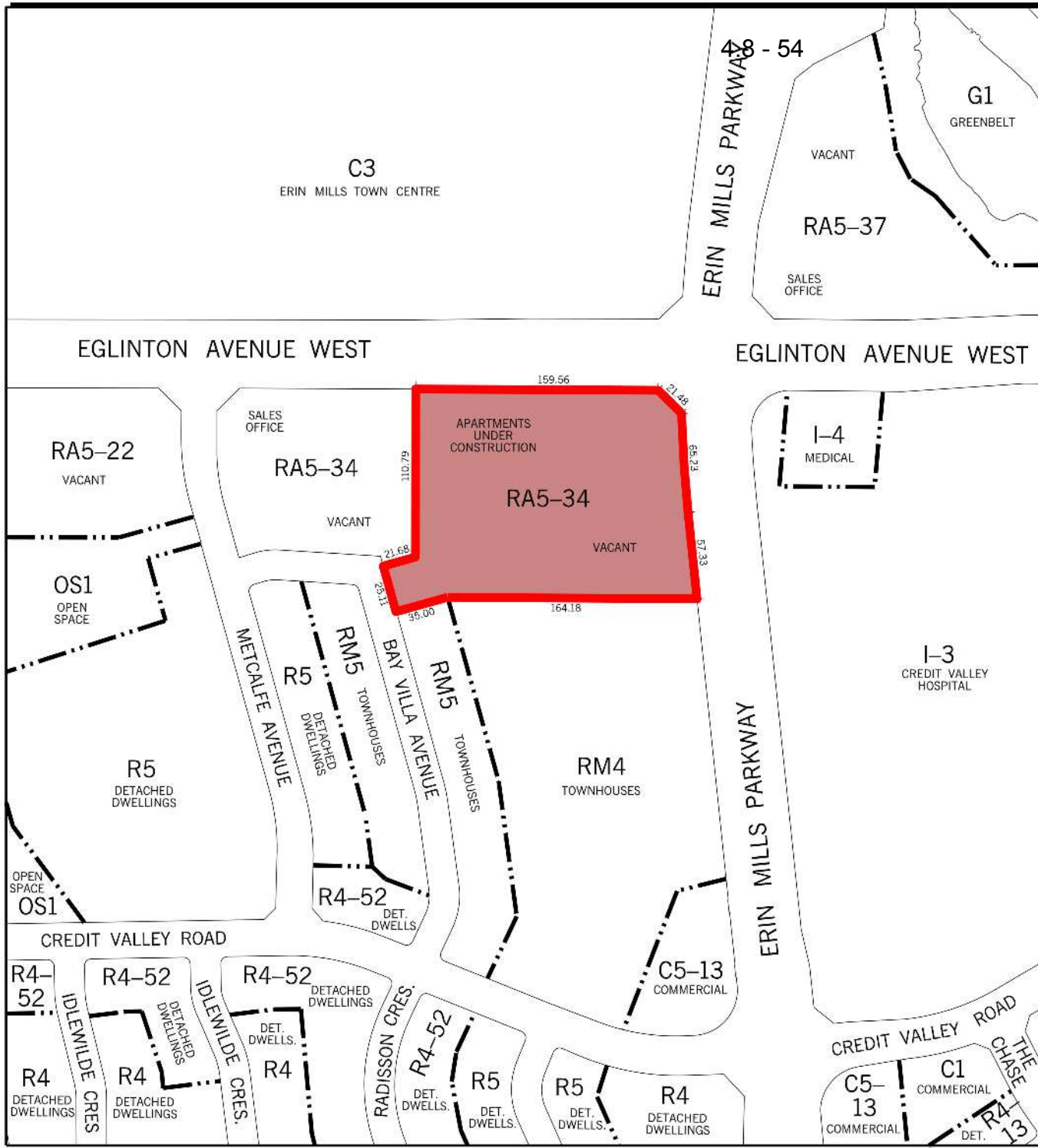
File: OZ 13/005 W8

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


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

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

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



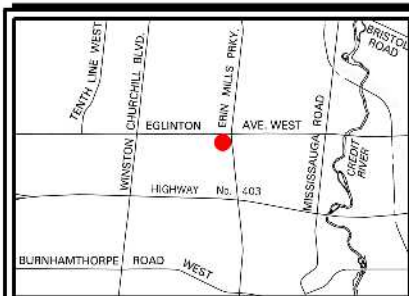
**LEGEND:**

 PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL HIGH DENSITY' TO 'RESIDENTIAL HIGH DENSITY - SPECIAL SITE' AND PROPOSED ZONING FROM 'RA5 - 34' (APARTMENT DWELLINGS) TO 'RA5 - EXCEPTION' (APARTMENT DWELLINGS) TO PERMIT A 19 STOREY, 342 UNIT CONDOMINIUM APARTMENT BUILDING WITH OFFICE AND RETAIL COMMERCIAL USES IN THE FIRST TWO STOREYS AND 19 TOWNHOUSES.

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



**SUBJECT: DANIELS HR CORPORATION**



FILE NO: OZ 13/005 W8	
DWG. NO: 13005R	
SCALE: 1:4000	
PDC DATE: 2016 09 06	Appendix 2
DRAWN BY: B. KRUGER	

Daniels HR Corporation

File: OZ 13/005 W8

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

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

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

<b>Zone Standards</b>	<b>Required "RA5-34" Zoning By-law Standards</b>	<b>Proposed "RA5- Exception" Zoning By-law Standards</b>
Use	Apartment dwelling Long-term care dwelling Retirement dwelling	Apartment dwelling Townhouse dwelling Commercial, Office, and Medical Office uses
Maximum Floor Space Index	2.5	3.2
Maximum gross floor area – non-residential	n/a	3 950 m <sup>2</sup> (42, 519 ft <sup>2</sup> )
Maximum number of dwelling units per hectare	247	403
Minimum side and rear lot line setbacks of a below grade parking structure	3.0 m (9.8 ft.)	0.75 m (2.46 ft.)
Maximum projection of balcony above the first storey	1.0 m (3.3 ft.)	1.7 m (5.6 ft.)
Minimum number of resident parking spaces	1 per bachelor unit 1.25 per one-bedroom unit 1.40 per two-bedroom unit 1.75 resident per three-bedroom unit 2 per townhouse unit 0.20 visitor spaces per unit	1.1 per bachelor, one and two bedroom apartment units 1.2 per three bedroom apartment units 1.4 per three bedroom townhouse unit 0.15 visitor spaces per unit
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