# City of Mississauga

# **Agenda**



# **Planning and Development Committee**

#### **Date**

2016/12/05

#### **Time**

6:30 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 lannicca	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

#### **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 - 6th Floor

Att: Development Assistant

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

Or Email: application.info@mississauga.ca

- CALL TO ORDER
- DECLARATION OF CONFLICT OF INTEREST
- 3. MINUTES OF PREVIOUS MEETING
- 4. MATTERS TO BE CONSIDERED
- 4.1. Sign Variance Application 16-01439 (Ward 2) Sign By-law 0054-2002, as amended
- 4.2. Reinstatement of "H" Holding Symbol

100 City Centre Drive, Northeast of City Centre Drive and Duke of York Boulevard
Owner: OMERS Realty Management Corporation and Square One Property Corporation
File: HOZ 13/004 W4

4.3. RECOMMENDATION REPORT (ALL WARDS except W9)

Proposal to rezone and redesignate 21 City owned properties, one property owned by Credit Valley Conservation and one privately owned property

File: CD.21.CON

4.4. **PUBLIC MEETING (WARD 1)** 

<u>Lakeview Waterfront Major Node Character Area Policies - Public Meeting</u> File: CD.03.LAK W1

#### 4.5. **PUBLIC MEETING (WARD 3)**

Applications to permit 38 three storey stacked townhomes, a public walkway and the completion of a cul-de-sac, 3111 and 3123 Cawthra Road, East side of Cawthra Road, north of Dundas Street East

Owner: Maple Valley Development Corporation

Files: OZ 16/001 W3 and T-M16001 W3

#### 4.6. PUBLIC MEETING (WARD 1)

Applications to permit 154 horizontal multiple dwellings on a private condominium road 1174 - 1206 Cawthra Road, West side of Cawthra Road, south of Atwater Avenue Owner: Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

- 4.7. Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol (All Wards) - File: EC.19.TEL
- 4.8. RECOMMENDATION REPORT (WARD1)

Applications to permit 24 townhouses on a private condominium road, 1629, 1635 and 1639 Blanefield Road, southeast corner of South Service Road and Blanefield Road Owner: Tupelo Investments Limited

File: OZ 15/009 W1

- 4.9. Ontario Municipal Board (OMB) Review: Consultation Submission to the Ministry of Municipal Affairs (MAH) - File: LA.07.OMB
- 5. **ADJOURNMENT**

# City of Mississauga

# **Corporate Report**



Date: 2016/11/09

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: 2016/12/05

# Subject

Sign Variance Application 16-01439 (Ward 2) - Sign By-law 0054-2002, as amended

## Recommendation

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

(a) Sign Variance Application 16-01439
Ward 2
OUTFRONT Media
2085 North Sheridan Way

To permit the following:

One (1) billboard sign with:

- (i) an electronic changing copy sign face.
- (ii) an overall height of 12.19m (40.0 ft).
- (iii) a sign face area of  $64.23m^2$  ( $691.39 \text{ ft}^2$ ).

# **Report Highlights**

None

# **Background**

1. The applicant has requested a variance to the Sign By-law to permit the installation of a billboard sign with an electronic changing copy sign face. The Planning and Building Department staff has reviewed the application and cannot support the request. As outlined in Sign By-law 54-2002, the applicant has requested the variance decision be appealed to Planning and Development Committee.

2016/11/15

2

Originators files: File names

### **Present Status**

Not applicable

### **Comments**

The property is located on northwest corner of Erin Mills Pkwy and North Sheridan Way. The applicant is proposing to replace the existing billboard sign with the installation of a new billboard sign; having an electronic changing sign face, exceeding the height and maximum area permitted in Sign By-law 54-2002, as amended.

The existing billboard was approved in February 2002 under permit #SGNBLD 01-8944. The billboard sign complied with the provisions of Sign By-law 38-88, at the time.

In May of 2002, Council passed the current sign By-law, 54-2002, which restricts billboards to a maximum height 7.62m (25 ft) and a maximum area of 20m<sup>2</sup> (215.29 ft<sup>2</sup>). There are no provisions in the Sign By-law regarding electronic sign faces on billboard signs, but staff has reviewed requests through the variance process.

We recommend the refusal of this sign variance application as it does not maintain the intent of the Sign By-Law 0054-2002 as per Section 32(6), and there are no provisions in Sign By-Law regarding electronic changing sign faces for billboard signs.

The applicant has found this decision unacceptable and has requested the variance decision be appealed to Planning and Development Committee.

# **Options**

None

# **Strategic Plan**

Not Applicable

# **Financial Impact**

None

# Conclusion

Allowing the requested variances would set an undesirable precedent for other billboard signs and deviate from the intent of the Sign By-law 54-2002, as amended.

3

Originators files: File names

# **Attachments**

Appendix 1: Application Report Appendix 2: Summary Letter

Appendix 3: Site Plan Appendix 4: Arial View Appendix 5: Site Location

Appendix 6: Proposed Site Photo/Map

Appendix 7: Elevation Drawing

Ezio Savini, P. Eng, Chief Building Official

Prepared by: Darren Bryan, Supervisor Sign Unit



# SIGN VARIANCE APPLICATION REPORT Planning and Building Department

November 15, 2016

FILE:

16-1439

RE:

**OUTFRONT Media** 

2085 North Sheridan Way - Ward 2

The applicant requests the following variances to sections 4 and 20 of the Sign By-law 0054-2002, as amended.

Section 4(6)	Proposed
Any sign not expressly permitted by this By-	Proposed single face LED display billboard
law is prohibited	sign
Section 20(2)	Proposed
No part of the billboard sign shall be exceed	Proposed billboard sign has height of 12.19m
7.62m (25 ft.) in height	(40.0 ft.)
Section 20(3)	Proposed
The maximum sign area of a billboard shall	Proposed billboard sign with an area of 64.23
be 20m <sup>2</sup> (215.29 sq. ft.) per sign face	$m^2$ (691.39 sq. ft.) per sign face

#### **COMMENTS:**

The existing billboard was approved in February 2002. At that time it complied with the provisions of Sign By-law 38-88, which permitted a maximum billboard sign face area of 62.4  $\text{m}^2$  (671.69 sq. ft.) and a maximum height 7.62m (25 ft.). In May of 2002, Council passed the current sign By-law 54-2002 which restricts billboards to a maximum area of  $20\text{m}^2$  (215.29 sq. ft.) and a maximum height 7.62m (25 ft.).

We recommend the refusal of this sign variance application as it does not maintain the intent of the Sign By-Law 0054-2002, and there are no provisions in the Sign By-Law for LED Billboard Signs.



September 19, 2016

City of Mississauga

Summary of our proposed existing sign face alteration from an existing vinyl posted display to that of " electronic static copy "method of display.

Location: The existing sign face to be altered is located at 2085 North Sheridan Way Mississauga approximately 250 meters North of the QEW...

Proposal: Remove ONE (1) wooden plywood display face (our #4110) and replace with like size high-resolution LED digital display face.

Method of Operation of LED display faces: Static messages only (no full motion video). A total of 6 advertising messages (slots) will appear in a rotation with each message being displayed for a period of 10 seconds. The change from one message to the next will be an immediate power point type of change with no motion or flashing effect. The signs will be operated at illumination levels that are appropriate in relation to ambient light levels and that are typical with by-law requirements across Canada. The signs have small cameras that allow for the display units to be monitored from a central office on a 24 hour basis so to ensure they are operating correctly at all times. Digital method of display allows for content which can be timely to be uploaded remotely. No printing on paper and having to drive to the sign to apply the paper. Digital signs offer an environmental benefit and a reduction in the signs Carbon Footprint.

Merit for support: We are asking for support to improve an existing sign location. We are not asking to develop or add additional new signs. The location of the sign is appropriate for a digital type method of display. Light trespass into a residential use is typically the greatest concern when operating a digital sign. This sign will not affect any residential use whatsoever. Since the installation of the existing billboard sign we have received an overwhelming amount of requests from local businesses to advertise on the sign. We are asking for a permission that allows us to do more with less and offer more local businesses to have access to our sign. Also OUTFRONT Media has been granted approval from MTO to conduct such replacement of sign face from static to Digital,

We are also pleased to offer a 5% allocation of time on the display to the City of Mississauga for its own community messages also to include CRIME STOPPERS, Amber Alerts and Emergency messaging, at no media cost, for as long as the digital sign face remains in operation (subject to availability). We have discussed our proposal with Councillor Karen Ras, she is in support of our application.

OUTFRONT Media, formerly known as CBS Outdoor, are successfully operating signs that have a digital method of display across Canada and throughout the world. We believe that our proposal offers multiple benefits and we trust that your approval to allow us to improve and modernize our display will be embraced by the people that live and work in the City of Mississauga.

Thank You

Roy Dzeko

Real Estate and Business Development



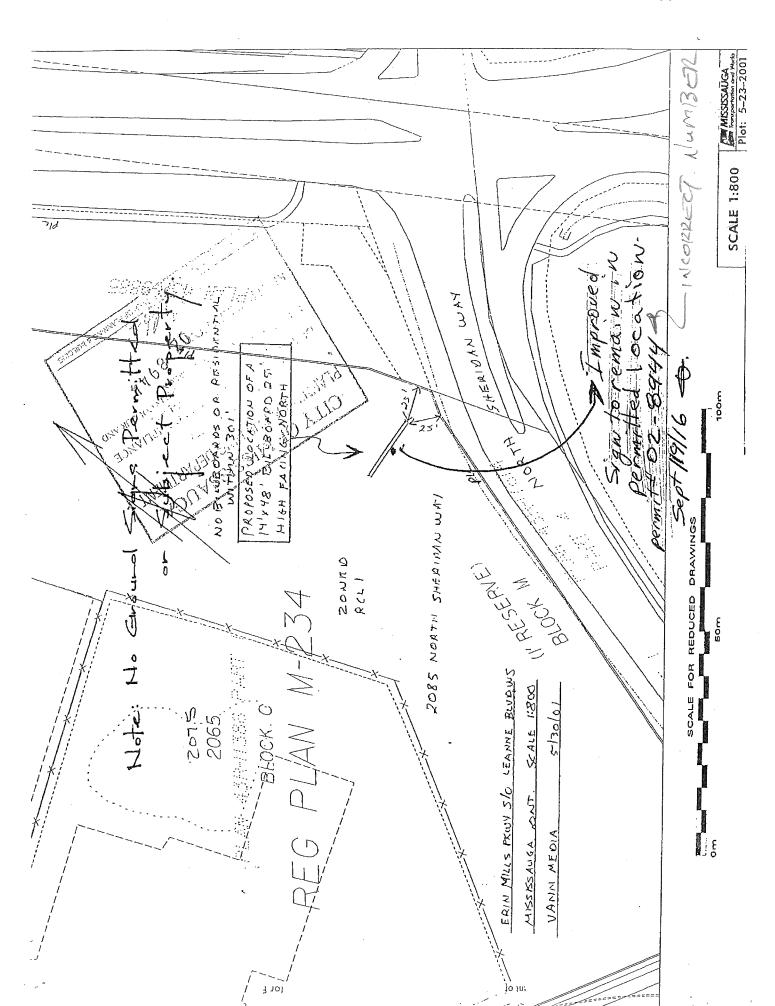
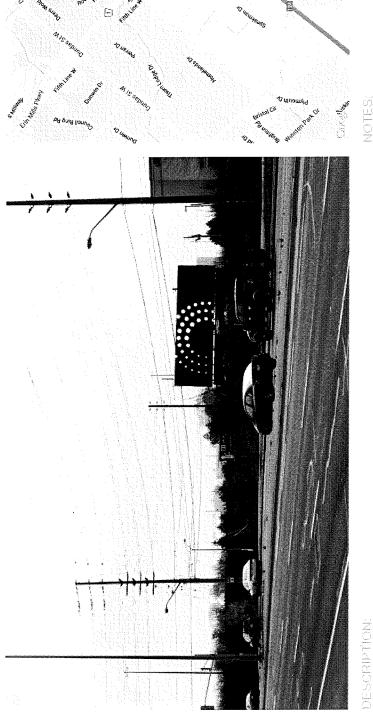


Photo Sheet: STATIC

# Erin Mills Pkwy N/O QEW WS Facing: N / Size: 48' x 14'

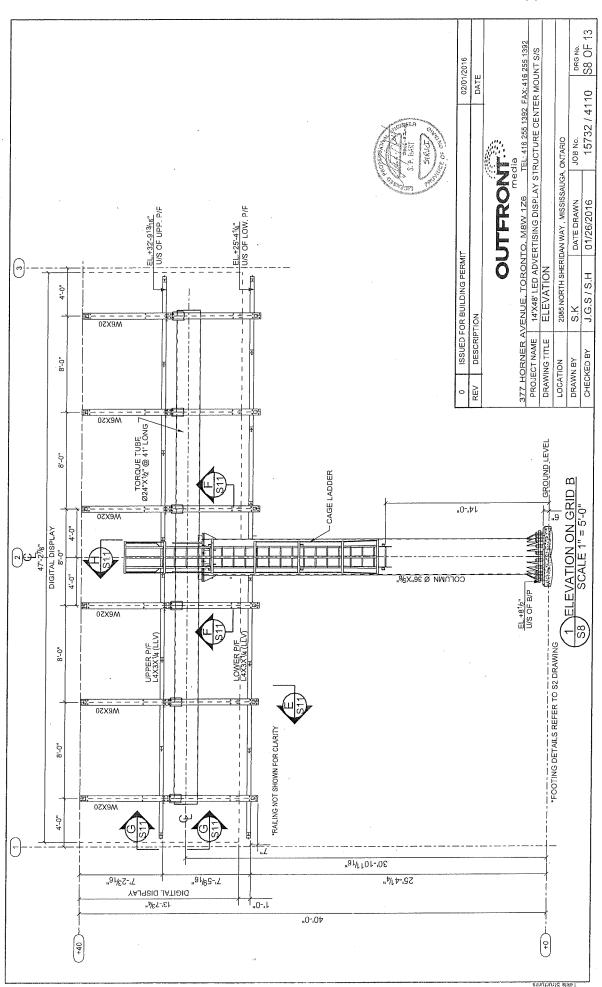
Toronto CMA - Toronto



High traffic location on a major commuting artery en route to Port Credit and Oakville. Also close to major highway exits.

Production Material: Vinyl Illuminated: Yes Latitude: 43.525513 Longitude: -79.650478





# City of Mississauga

# **Corporate Report**



Date: November 15, 2016

To: Chair and Members of Planning and Development
Committee

Originator's file:
HOZ 13/004 W4

From: Edward R. Sajecki, Commissioner of Planning and

Building

Meeting date: 2016/12/05

# Subject

Reinstatement of "H" Holding Symbol
100 City Centre Drive
Northeast of City Centre Drive and Duke of York Boulevard

Owner: OMERS Realty Management Corporation and Square One Property Corporation

File: HOZ 13/004 W4

### Recommendation

That the report dated November 15, 2016, from the Commissioner of Planning and Building recommending the "H" Holding Symbol be reinstated on part of the lands under File HOZ 13/004 W4, OMERS Realty Management Corporation and Square One Property Corporation, 100 City Centre Drive, northeast of City Centre Drive and Duke of York Boulevard, be adopted in accordance with the following:

 That the Planning and Building Department be authorized to prepare a by-law for Council's passage to reinstate the "H" Holding Symbol on the Phase 2 future development lands as identified within this report.

# **Background**

On December 4, 2013 Council received a report dated December 2, 2013 from the Commissioner of Planning and Building recommending approval of the removal of the "H" Holding Symbol application under HOZ 13/004 W4, to permit the southwest addition to Square One Mall and new road network (see Appendix 1), and enacted By-law 0272-2013 to lift the "H". As construction has been completed on the southwest addition, the roads and alterations to the remaining surface parking lots, the "H" Holding Symbol is to be reinstated upon the undeveloped lands. These lands will require a separate application to remove the "H" holding symbol upon receipt of a proposal for a Phase 2 development. This is being done in accordance with the December 2, 2013 report and the Development Agreement dated December 4, 2013.

Originator's file: HOZ 13/004 W4

The conditions for removal of the "H" Holding Symbol will be the general Downtown Core Zoning By-law Holding Provision requirements.

# Comments PLANNING COMMENTS

#### "H" Holding Provision

Section 19.7 of Mississauga Official Plan (MOP) permits the enactment of an "H" Holding Provision to implement the policies of MOP for staging of development and specific requirements.

# **Financial Impact**

Not applicable.

### Conclusion

The "H" Holding Symbol is to be reinstated in accordance with the December 2, 2013 report from the Commissioner of Planning and Building, and the terms of the Development Agreement dated December 4, 2013 between the Corporation of the City of Mississauga and OMERS Realty Management Corporation and 156 Square One Limited, as the "H" was only removed temporarily to facilitate the southwest addition to Square One mall. Prior to any Phase 2 development occurring on these lands, a new Removal of "H" Holding Symbol application will be required.

## **Attachments**

Appendix 1: Information Status and Removal of "H" Holding Symbol Report dated December 2, 2013

Appendix 2: Aerial Photograph

Appendix 3: Excerpt of Downtown Core Land Use Map

Appendix 4: Excerpt of Existing Land Use Map

Appendix 5: General Context Map

El-Silen.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Jonathan Famme, Development Planner



Clerk's Files

Originator's

Files H-OZ 13/004 W4

# DEC 0 42013

DATE:

December 2, 2013

TO:

Mayor and Members of Council Meeting Date: December 4, 2013

FROM:

Edward R. Sajecki

Commissioner of Planning and Building

SUBJECT:

Information Status and Removal of "H" Holding

Symbol Report

To permit the southwest addition to Square One Mall, private open space plaza with public access easement and new public

road network

100 City Centre Drive

Northeast of City Centre Drive and Duke of York Boulevard Owner/Applicant: OMERS Realty Management Corp and

156 Square One Limited

Bill 51

Ward 4

#### RECOMMENDATION:

That the Report dated December 2, 2013, from the Commissioner of Planning and Building outlining the details of the proposed development and recommending approval of the removal of the "H" holding symbol application, to permit the southwest addition to Square One Mall and new road network under file H-OZ 13/004 W4, OMERS Realty Management Corp. and 156 Square One Limited, 100 City Centre Drive, be received for information, and that the Planning and Building Department be authorized to prepare the necessary by-law for Council's passage.

Council

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File: H-OZ 13/004 W4 December 2, 2013

## REPORT HIGHLIGHTS:

- The "H" holding symbol is proposed to be removed from the southwest side of Square One mall and the lands north of City Centre Drive and east of Duke of York Boulevard in order to permit an addition to the mall, private open space plaza with public access easement and allow for the construction of a new public road network upon execution of a Development Agreement;
- The "H" holding symbol is to be re-instated over the undeveloped blocks once the road network is constructed and the surface parking lots are re-configured accordingly;
- A Site Plan application (SP 12/218 W4) has been received and
  is currently under review for an addition to the southwest
  portion of the mall, between Old Navy and Hudson's Bay, to
  include a Holt Renfrew store, retail shops, a private open space
  plaza with public access easement, and a grand entrance to the
  mall, along with the new network of public roads;
- This report is provided as information for Council to outline the details of the proposal and to seek Council's permission to prepare the by-law to lift the "H" holding symbol to allow for development of the subject lands.

#### **BACKGROUND:**

On July 2, 2008, City Council adopted PDC Recommendation PDC-0053-2008 which requires that prior to approval of an application to remove the "H" holding symbol for all lands located within the downtown, the Planning and Building Department prepare an Information Status Report for consideration by Planning and Development Committee and Council, outlining the details of the development proposal.

The proposal is for an addition to the southwest portion of Square One mall (between the existing Old Navy and Hudson's Bay) which includes a Holt Renfrew store, retail shops, a private open space plaza with public access easement, and a grand entrance to the mall. Also forming part of this application are the lands north of City Centre Drive and east of Duke of York Boulevard, of

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File: H-OZ 13/004 W4 December 2, 2013

which portions will be gratuitously dedicated to the City for a new network of public roads (See Appendices I-1 to I-7).

The Site Plan (SP 12/218 W4) for the proposed southwest mall addition was submitted December 21, 2012 and the current proposed site plan is shown in Appendix I-5, with the elevations shown in Appendix I-6. The Downtown Interim Control By-law was in effect upon submission of the site plan. The Interim Control By-law Amendments (MOPA 8, By-law 0050-2013, and the Downtown Built Form Standards) which sought to implement the vision within the Downtown21 Master Plan were approved by Council on March 6, 2013 and were subsequently appealed by a number of the Downtown landowners including OMERS Realty Management Corp. and 156 Square One Limited on April 9, 2013. There have been on-going discussions between the City of Mississauga and Oxford Properties (OMERS Realty Management Corp. and 156 Square One Limited) to attempt to resolve their proposal with the amendments.

The Removal of the "H" Holding Provision application (H-OZ 13/004 W4) was submitted on October 29, 2013. This application has been circulated for technical comments and once the Development Agreement has been approved and executed, the requirements for lifting of the "H" holding symbol will have been met.

Typically the Information Status Report is prepared in advance of the report to seek permission to prepare the by-law to lift the "H" holding symbol, however, due to the timing of a related Ontario Municipal Board pre-hearing on December 10th, the two reports have been combined herein.

#### **COMMENTS:**

Details of the proposal are as follows:

Development Proposal	
Application submitted:	October 29, 2013
Height:	1 and 2 storeys (tallest point is 18.5 m (60 ft.) appearing as 3 storeys)

File: H-OZ 13/004 W4 December 2, 2013

	1	
-	4	

Development Proposal	
Landscaped	3,177 m <sup>2</sup> (34,197 sq. ft.)
Area:	
Gross Floor	Existing Mall
Area:	159,599 m <sup>2</sup> (1,717,905 sq. ft.)
	Northwest Addition (under construction) 5,952 m <sup>2</sup> (64,067 sq. ft.)  Proposed Southwest Addition 9,762 m <sup>2</sup> (105,077 sq. ft.)  Total mall area after both additions
	174,380 m <sup>2</sup> (1,877,010 sq. ft.)
Parking	Total = 7,969 spaces
Required:	
Parking	Total = 7,930 spaces
Provided:	

Site Characteristics	
Frontage:	310 m (1,017 ft.) – City Centre Drive
	152 m (499 ft.) – Duke of York Blvd.
Depth:	irregular
Net Area:	5.371 ha (13.27 ac.)
Existing Use:	surface parking lots and Old Navy/mall

## **Neighbourhood Context**

The subject property is currently comprised of surface parking lots, Square One Mall with the Old Navy store to be re-located to the northwest mall addition, and private access roads for Square One Mall.

The surrounding land uses are described as follows:

North: Square One Mall

East: Hudson's Bay store (Square One Mall), parking structure

South: City Centre Drive, office building (201 City Centre Dr.),

surface parking

Council File: H-OZ 13/004 W4

- 5 - December 2, 2013

West: Duke of York Boulevard, Mississauga Civic Centre,

Celebration Square

### Mississauga Official Plan (2012)

"Downtown Core Commercial" which permits retail commercial uses (except for those with a drive-through facility, motor vehicle sales, motor vehicle repair, motor vehicle wrecking and truck washes), restaurants, major and secondary offices, residential apartments, hotel and conference facilities, entertainment facilities, recreational facilities, parkland, and civic and cultural facilities (see Appendix I-2).

MOPA 8 was approved by Council on March 6, 2013 and is currently under appeal, but designates the lands "Mixed Use", "Public Open Space", and new "Minor Collector" roads with both "A - Frontage" and "B - Frontage" designations (see Appendix I-3). MOPA 8 was appealed by a number of the Downtown landowners including OMERS Realty Management Corp. and 156 Square One Limited on April 9, 2013.

While MOPA 8 is under appeal, Mississauga Official Plan (2012) is in force.

#### Existing Zoning (By-law 0225-2007)

"H-CC1" (City Centre – Retail Core Commercial), which permits a wide variety and mix of uses including retail and service commercial uses, offices, restaurants, entertainment establishments, apartment dwellings, hotels and conference centres subject to specified development requirements.

On March 6, 2013 an amending by-law, By-law 0050-2013, was passed to zone the subject lands:

"H-CC1" (Downtown Core – Core Commercial), which permits a wide variety and mix of uses including retail and service commercial uses, offices, restaurants, entertainment establishments, apartment dwellings, hotels and conference centres

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File: H-OZ 13/004 W4 December 2, 2013

subject to specified development requirements including design requirements and a minimum building height of 3 storeys.

"H-CCOS" (Downtown Core – Open Space), which permits only active and passive recreational uses, and below grade parking structures.

The By-law also zones the lands with "A Street Frontage", "B Street Frontage", "75% Retail Activation Frontage", and "50% Retail Activation Frontage" requirements and "Build-to Areas".

This By-law is currently under appeal.

A minor variance application has been submitted under file 'A' 454/13 to permit the construction of a one and two storey addition extending from the site of the existing Old Navy to Hudson's Bay. The variance is scheduled to the December 5, 2013 Committee of Adjustment.

The application is seeking variances for the following:

- Reduced building height;
- To permit retail uses in the CCOS Open Space zone;
- Reduction in the amount of first storey streetwall glazing;
- Increased width of a retail unit within a retail activation area;
- Encroachment of an underground parking structure below a street; and,
- Reduction in the amount of parking required

The variances will accommodate the proposed development.

#### Site Plan

The site plan for the southwest expansion of Square One mall (SP 12/218 W4) proposes an addition between the existing Old Navy store (to be re-located) and Hudson's Bay on the south side of the mall within 1 and 2 storeys. The addition will contain a Holt

Council -7-

File: H-OZ 13/004 W4 December 2, 2013

Renfrew store, retail stores, grand entrance to the mall, and a private open space plaza with public access easement and new public road network (see Appendices I-5 and I-6).

The "H" holding symbol must be removed prior to the issuance of site plan approval for any building permit.

#### Removal of Holding Symbol

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

The conditions for removing the "H" holding provision will be fulfilled as follows:

- 1. The owner will execute and enter into a Development Agreement, satisfactory to The Corporation of the City of Mississauga, addressing and agreeing to, amongst other things, the installation or placement of all required municipal works, municipal walkways, land dedications and the provision of required securities. This agreement must be complete and approved by Council prior to Council's approval of the By-law to remove the "H" holding symbol.
- 2. The lands comprising the future road network will be constructed by OMERS Realty Management Corp. and 156 Square One Limited to municipal standards and gratuitously dedicated to the City of Mississauga and assumed as Public Highway. Some of the roads will be stratified (eastern portion of Princess Royal Drive and the future Main Street) with the City owning the surface road, and OMERS Realty Management Corp. and 156 Square One Limited owning the below grade portion to be used for private

Council

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File: H-OZ 13/004 W4 December 2, 2013

underground parking. The design of the new roads will be determined through a future Environmental Assessment process undertaken by the City.

Upon completion of construction of the roads and the alterations to the remaining surface parking, the applicant has agreed in the Development Agreement to have the "H" holding symbol reinstated upon the undeveloped lands (surface parking lots), and these lands will require a separate application to remove the "H" holding symbol upon there being a proposal for a Phase 2 redevelopment consistent with the approved policies, zoning, and vision for the Main Street District.

FINANCIAL IMPACT:

Not applicable.

CONCLUSION:

The conditions to remove the "H" holding symbol are anticipated to be fulfilled through the approval of the Development Agreement at this same special meeting of Council. These items must be completed prior to enactment of the By-law to lift the "H" holding symbol, and the by-law shall only be approved after the Development Agreement is approved.

**ATTACHMENTS:** 

Appendix I-1: Aerial Photograph

Appendix I-2: Excerpt of Downtown Core Land Use Map

(Mississauga Official Plan – In Effect)

Appendix I-3: Excerpt of Downtown Core Land Use Map

(MOPA 8 – Under Appeal)

Appendix I-4: Excerpt of Existing Land Use Map

Appendix I-5: Proposed Site Plan

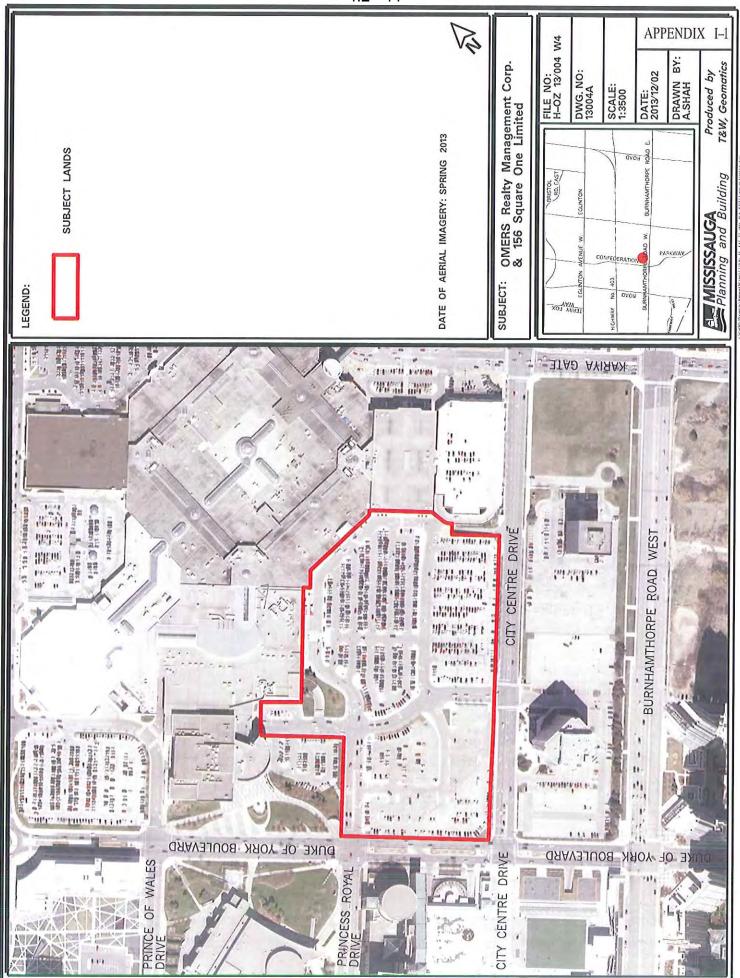
Appendix I-6: Elevations

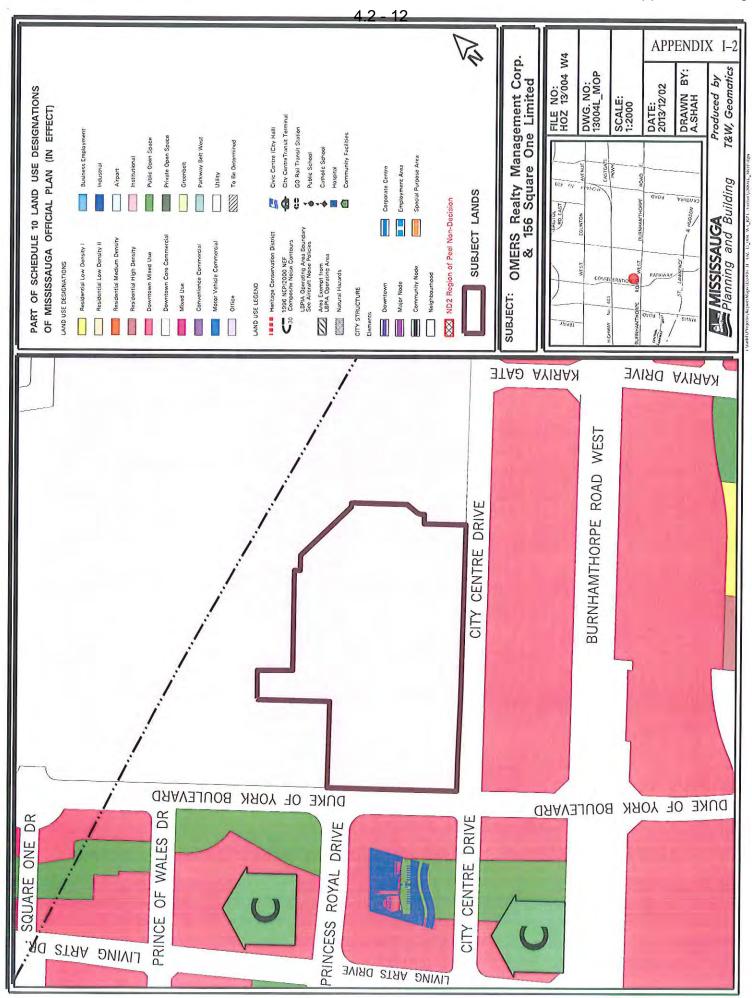
Appendix I-7: General Context Map

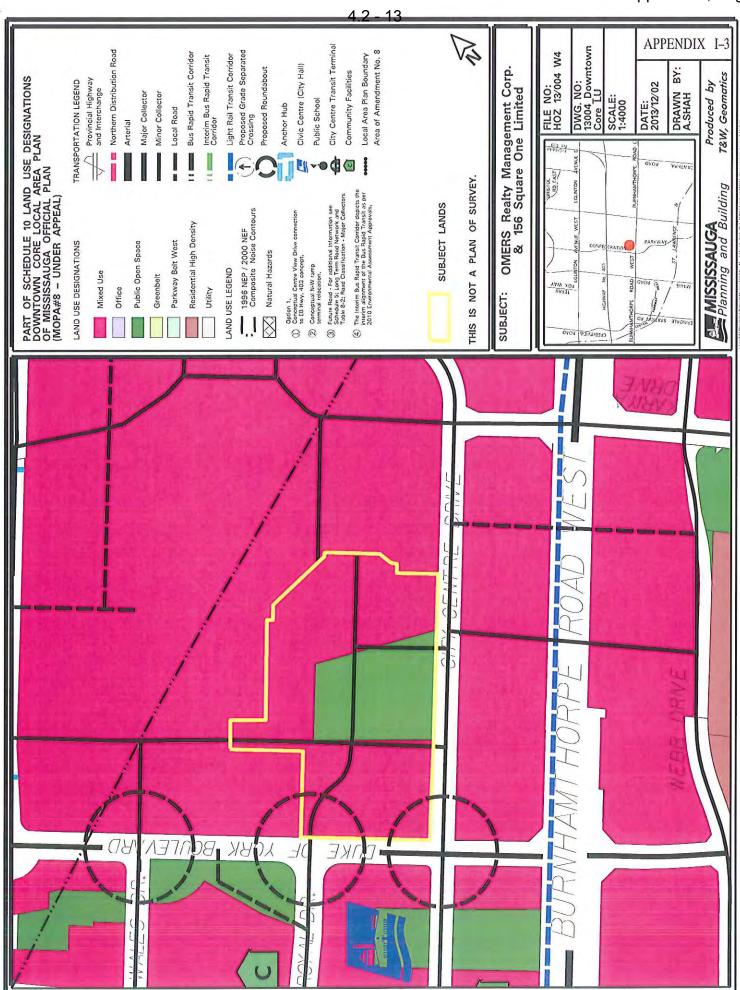
Edward R. Sajecki

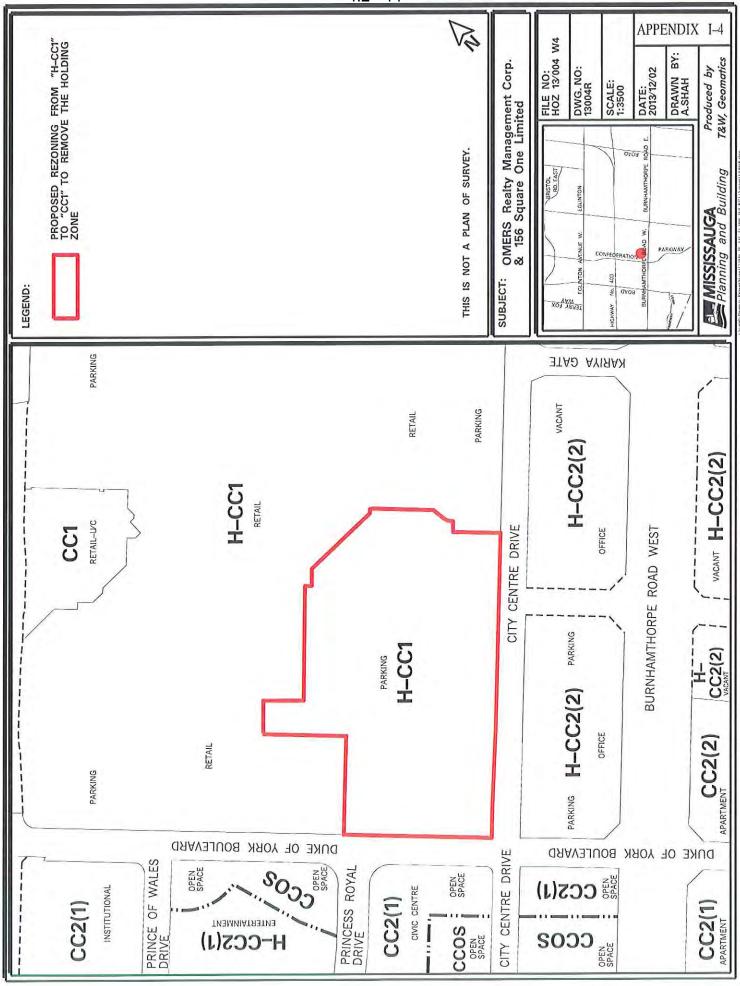
Commissioner of Planning and Building

Prepared By: Jonathan Famme, Development Planner



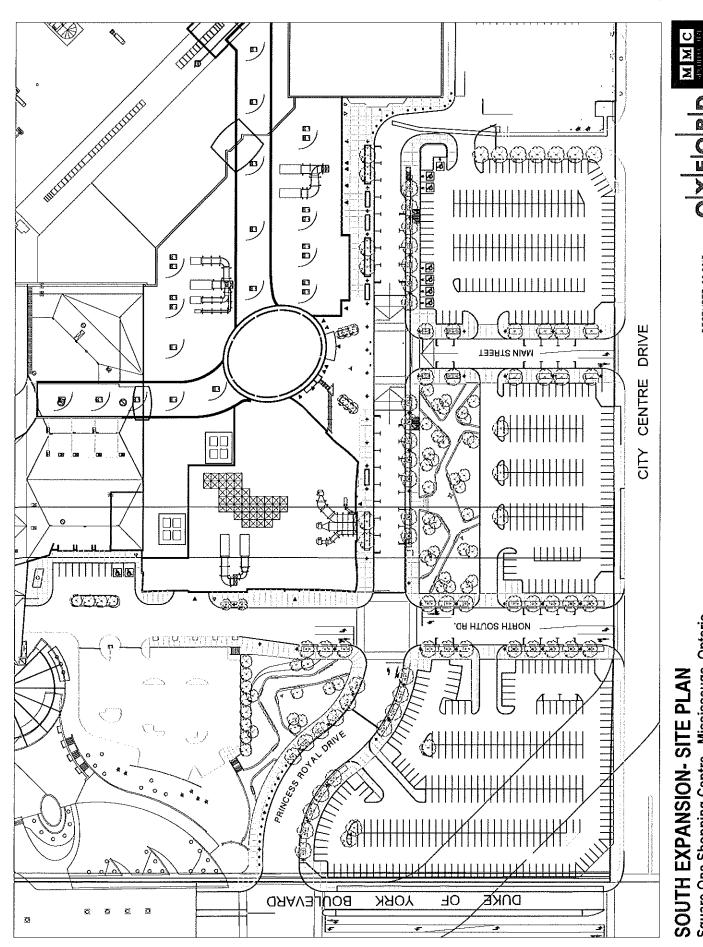






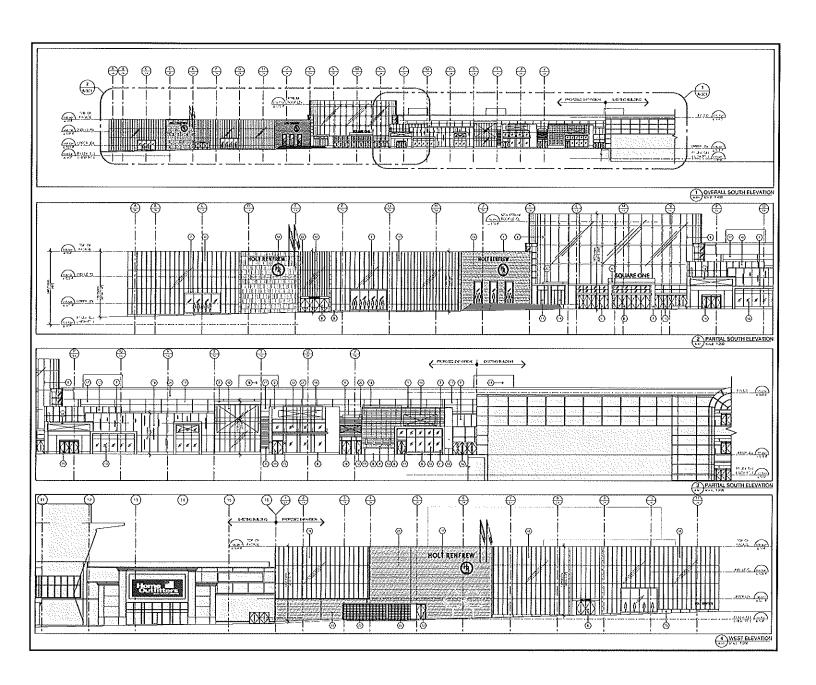
DECEMBER 02,2013

## **APPENDIX I-5**

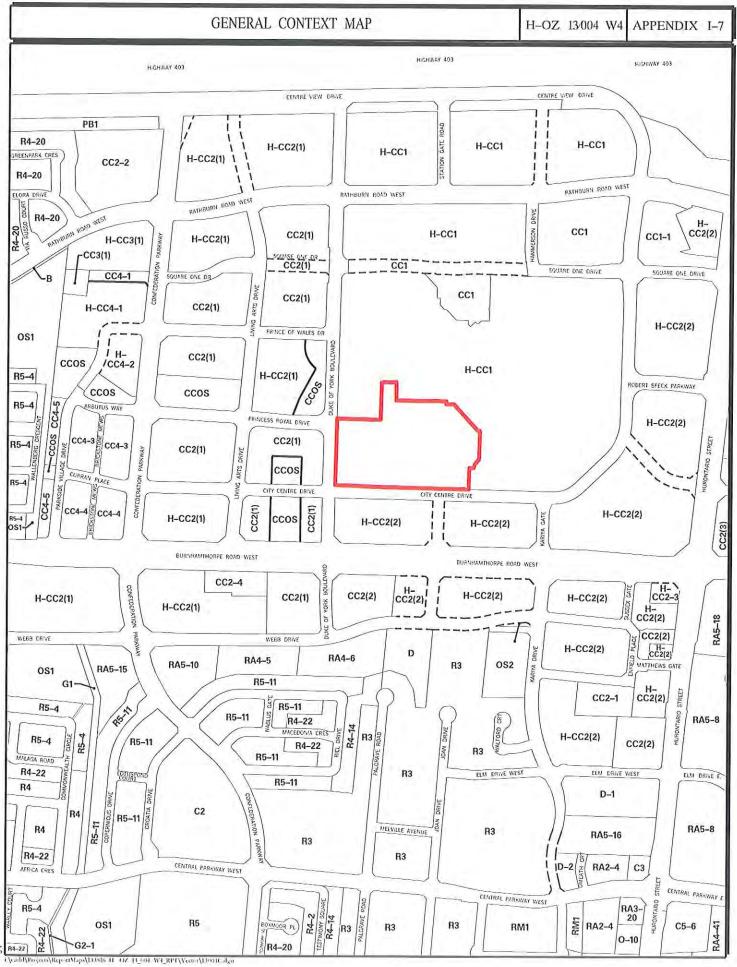


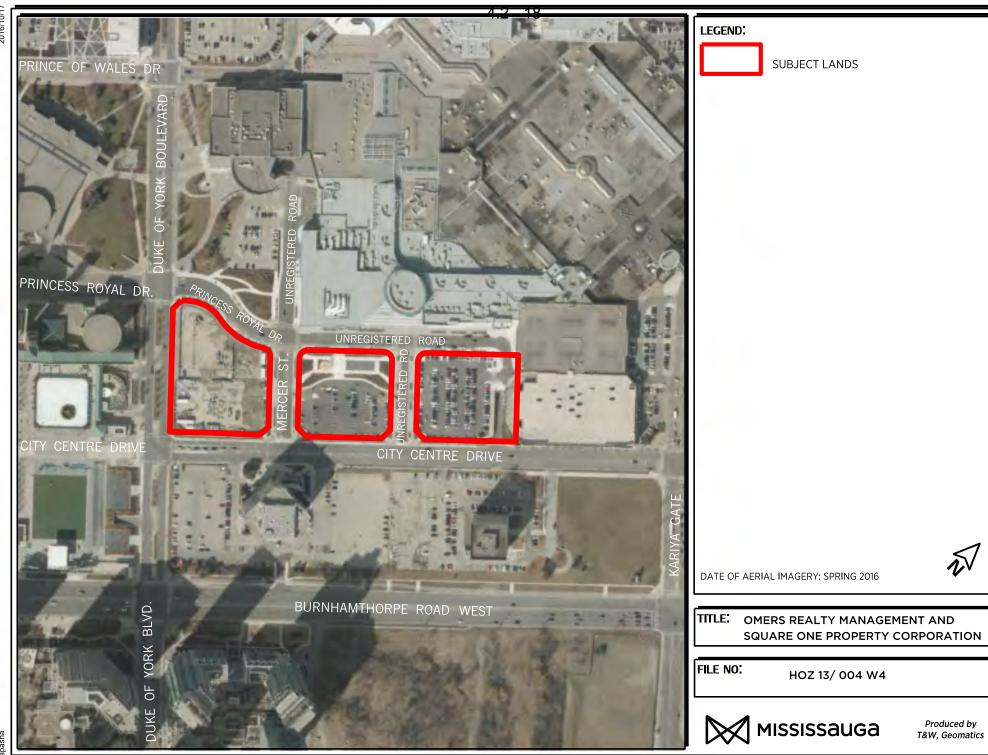
SOUTH EXPANSION- SITE PLAN Square One Shopping Centre - Mississauga, Ontario

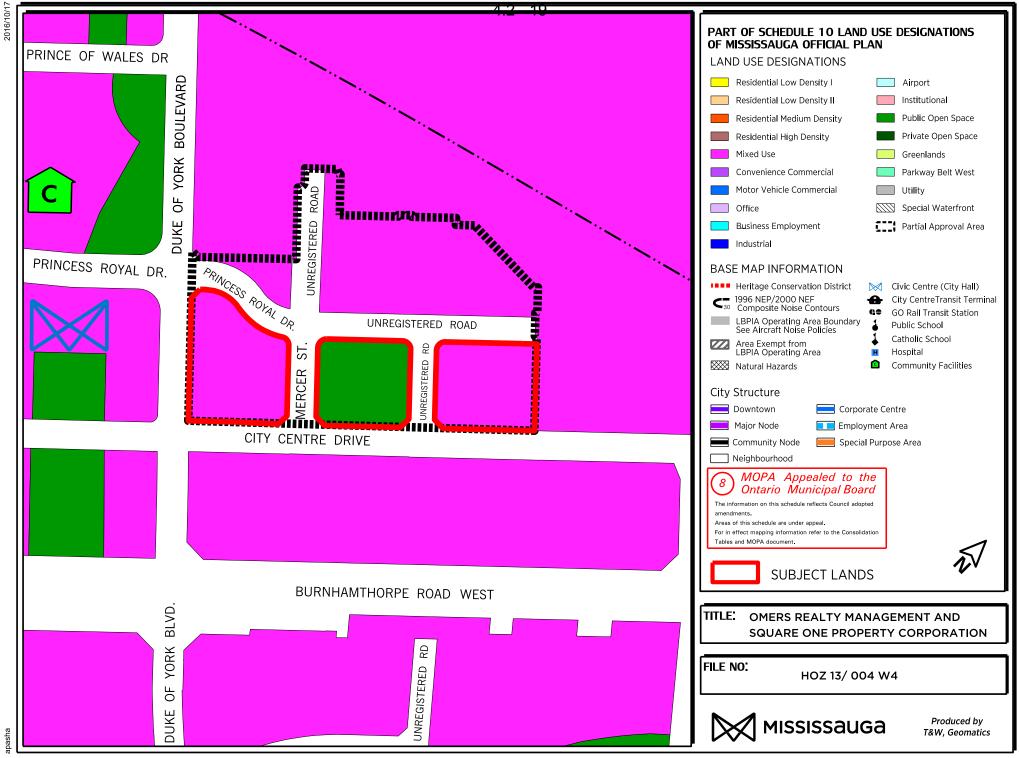
## **APPENDIX I-6**



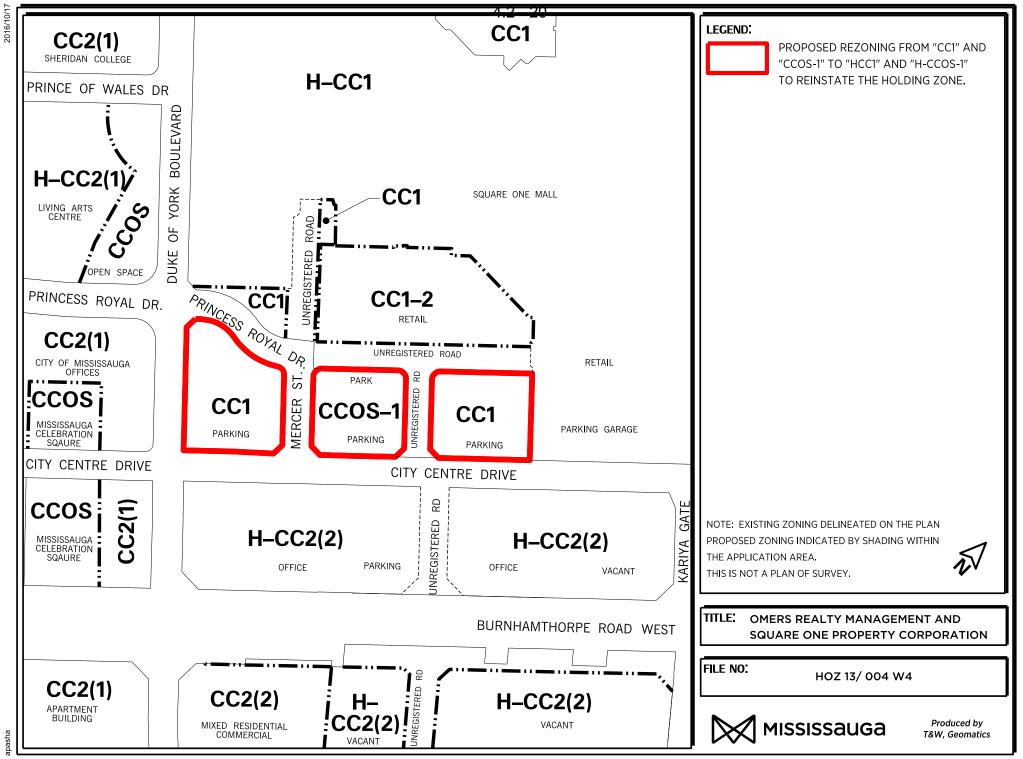
**ELEVATIONS** 

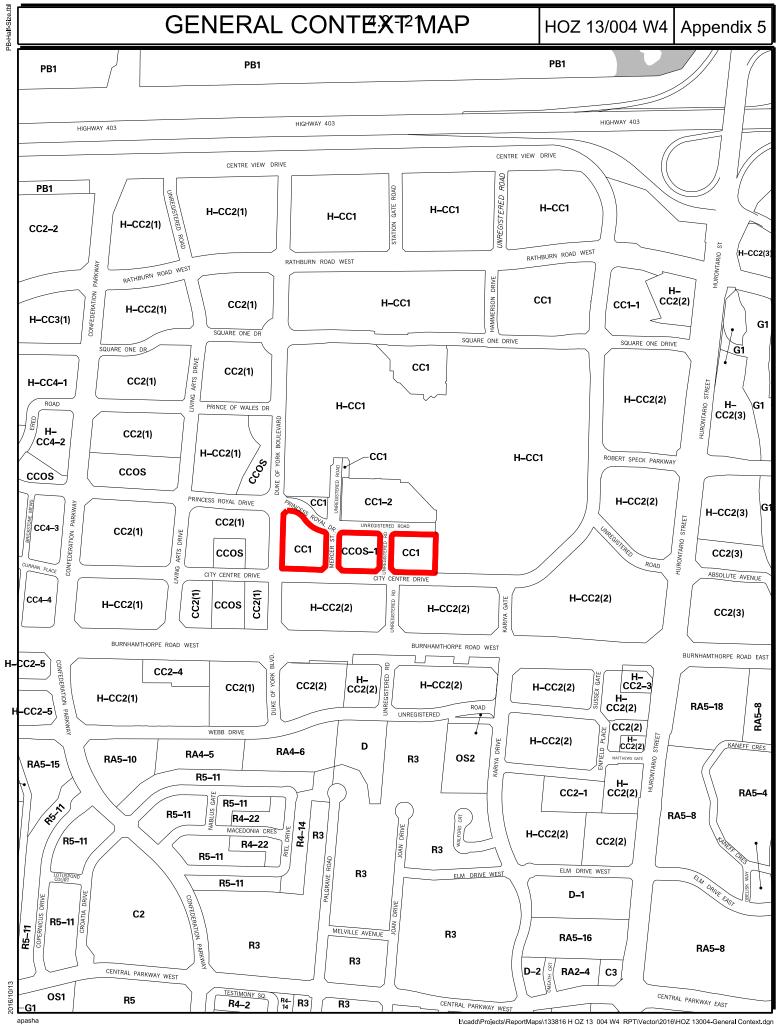












# City of Mississauga

# **Corporate Report**



Date: November 15, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file: CD.21.CON

Meeting date: 2016/12/05

# Subject

#### RECOMMENDATION REPORT (ALL WARDS except W9)

Proposal to rezone and redesignate 21 City owned properties, one property owned by Credit Valley Conservation and one privately owned property

File: CD.21.CON

### Recommendation

That the report dated November 15, 2016, from the Commissioner of Planning and Building recommending approval of the proposed amendments to Mississauga Official Plan and/or the Zoning By-law to redesignate and rezone 21 City owned properties and a property owned by Credit Valley Conservation and a privately owned property be adopted in accordance with the following:

 That the proposal to amend Mississauga Official Plan and/or Zoning By-law in conformity with the chart included in the Information Report and attached as Appendix 1 to this report, be approved.

# **Background**

A public meeting was held by the Planning and Development Committee on October 24, 2016, at which time an Information Report (Appendix 2) was received for information. Recommendation PDC-0076-2016 was then adopted by Council on October 26, 2016.

"1. That the report dated October 4, 2016, from the Commissioner of Planning and Building regarding proposed amendments to Mississauga Official Plan (MOP) and/or the Zoning By-law to redesignate and rezone 21 City owned properties and a property owned by Credit Valley Conservation and a privately owned property, be received for information.

Originator's file: CD.21.CON

That following the Public Meeting, staff report back to Planning and Development Committee on any submissions made."

### Comments

No members of the public spoke to this matter at the Public Meeting.

### Comment

A Councillor questioned whether any of the properties proposed for redesignation and/or rezoning were large enough for future sale by the City and redevelopment for other uses.

### Response

The properties proposed for redesignation and/or rezoning are being amended to reflect their use as either open space, greenlands or buffer, and are not appropriate for other future redevelopment.

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

No additional comments were received from City Departments or external agencies, including Credit Valley Conservation who own one of the subject properties.

### PLANNING COMMENTS

### Official Plan

The proposal requires amendments to the Mississauga Official Plan (MOP) Policies for the Downtown Core, Downtown Cooksville, Malton and Streetsville Community Nodes, Clarkson-Lorne Park, Churchill Meadows, Cooksville, Creditview, East Credit, Hurontario, Lisgar, Malton, Meadowvale Village and Sheridan Neighbourhoods and the Dixie, Northeast and Southdown Employment Character Areas. As outlined in the Information Report, upon completion of these amendments, the subject properties will have land use designations that are consistent with their current or intended uses.

The amendments create compatibility for both current and future uses of the lands, and ensure that lands not suitable for future development due to environmental constraints are designated appropriately.

### Zoning

The proposed zoning amendments not only ensure that each subject property is zoned for its current or intended use, but also that the zoning is in conformity with the land use designation in MOP, either existing or amended in accordance with the recommendations of this Report.

# **Financial Impact**

There is no financial impact with respect to these proposals.

Originator's file: CD.21.CON

## Conclusion

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

- 1. The zoning provisions for each property in the City must be consistent with the corresponding Mississauga Official Plan policies. The proposed changes to the Zoning By-law address this requirement.
- 2. The proposed amendments to the land use designations and zone categories ensure that the planning documents reflect the actual and desired use of the sites.

# **Attachments**

El. Silen.

Appendix 1: Summary of Proposed Mississauga Official Plan and Zoning By-law Amendments Appendix 2: Information Report

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Lisa Christie, Zoning By-law Planner

# Summary of Proposed Mississauga Official Plan and Zoning By-law Amendments

Ward	Map No.	Site Location - City Owned Properties	Character Area	Current Use	Current MOP	Proposed MOP	Current Zoning	Proposed Zoning
,	,	1576 Durdes Street East	Divio Employment	Dallo# Groon	Business	Greenlande	E2 (Employment) C3 1	G1 (Groonholt
_	<u>-</u>	1370 Dulldas Sileel East	DIXIE FILIPIOYILIEIIL	railett Green	DUSILIESS	Gleellaids	(Ez (Employillellit), CS-1	
			Area	(P-521)	Employment,		(General Commercial -	Natural Hazards) and
					Mixed Use and		Exception) and G1	remove Greenbelt
					Greenlands		(Greenbelt - Natural	Overlav
							Hazards) and	`
							Greenbelt Overlay	
2	2.	2555 Lakeshore Road	Southdown	Vacant	Business	Greenlands	E2-108 (Employment -	G1 (Greenbelt -
	İ	West	Employment Area	(future park)	Employment and		Exception) and	Natural Hazards) and
			50	(1000)	Greenlands		Greenhelt Overlay	remove Greenhelt
							620000000000000000000000000000000000000	Overlay
2	3.	Lakeshore Road West.	Clarkson - Lorne Park	Birch Glen Park	Greenlands	n/a	No zone	G1 (Greenbelt -
ı	i	west of Lorne Park Road	Neighbourhood	(P-099)		<b>5</b>		Natural Hazards)
2	4	Welwyn Drive, at Hydro	Clarkson-Lorne Park	Vacant	Residential Low	Greenlands	G1 (Greenbelt - Natural	n/a
		Corridor	Neighbourhood		Density II		Hazards)	
2	5.	Glen Road, north of	Clarkson-Lorne Park	Greenbelt (P-343,	No designation	Greenlands	G1 (Greenbelt - Natural	n/a
		railway corridor	Neighbourhood	not to be named)	,		Hazards)	
က	6.	1094 Eglinton Avenue	Northeast	Greenbelt (P-259,	Mixed Use	Greenlands	G1 (Greenbelt - Natural	n/a
		East	Employment Area	not to be named)			Hazards) and G2-1	
				•			(Greenbelt - Natural	4
							Features - Exception)	↓.3
4	7.	410 Rathburn Road	Creditview	Zonta Meadows	Open Space	Delete Special	OS1 (Open Space -	n/a
			Neighbourhood	(P-294)	Special Site 2	Site 2	Community Park)	4
2	ω.	Beverley Street, east of	Malton	Walkway to	Residential Low	Open Space	R3 (Detached	OS1 (Open Space -
		York Street	Neighbourhood	Malton Village	Density I		Dwellings - Typical	Community Park)
	ı			1 alk (1 -2/0)	:	,	E0(3)	
2	ග	End of Nishga Court cul-	Hurontario	Vacant (adjacent	Residential Low	Open Space	R4-22 (Detached	OS1 (Open Space -
		de-sac	Neighbourhood	to P-524, not Yet named)	Density I		Dwellings - Typical Lots - Exception)	Community Park)
2	10.	3555 Etude Drive	Malton Community	Malton Greenway	Mixed Use	Greenlands	C3 (General	G1 (Greenbelt -
			Node	(P-090)			Commercial) and	Natural Hazards) and
				•			Greenbelt Overlay	remove Greenbelt
							,	Overlay
2	11.	Fairwind Drive, south of	Hurontario	Vacant (P-525,	Greenlands	n/a	D (Development)	G1 (Greenbelt -
		Tagish Court	Neighbourhood	not yet named)				Natural Hazards)
9	12.	Evanstown Court	East Credit	Walkway to	Residential Low	Open Space	R4 & R5 (Detached	OS1 (Open Space -
			Neighbourhood	Creditview	Density II		Dwellings - Typical	Community Park)
				Wetlands (P-424)			Lots)	
9	<u>რ</u>	George Street, south of Albert Street	East Credit Neighbourhood	Greenbelt/ woodlot	Residential Low Density I	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a
			555	30:500	. 6.5.5		1950:30/	

# Appendix 1, Page 2

# Summary of Proposed Mississauga Official Plan and Zoning By-law Amendments

Ward	Map No.	Site Location - City Owned Properties	Character Area	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning
7	14.	Central Parkway, north of Fairview Road West	Cooksville Neighbourhood	Dr. Martin L. Dobkin Park (P-290, woodlot only)	Greenlands	n/a	OS1 (Open Space - Community Park)	G2 (Greenbelt - Natural Features)
2	15.	105 Shepard Avenue	Cooksville Neighbourhood	Cooksville Park (P-071)	Residential Low Density I	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a
7	16.	Paisley Boulevard East, east of #40	Cooksville Neighbourhood	Vacant (to be added to Cooksville Common P-293)	No designation	Greenlands	No zone	G1 (Greenbelt - Natural Hazards)
7	17.	Palgrave Road, north of cul-de-sac	Downtown Core	Future park	Residential High Density and Residential Low Density I	Open Space	D (Development) and R3 (Detached Dwellings - Typical Lots)	OS1 (Open Space - Community Park)
2	18.	3077 Littlejohn Lane & Cooksville Creek	Downtown Cooksville	Greenbelt	Open Space and Residential Low Density II	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a
10	19.	Lacman Trail at Swordsman Drive	Churchill Meadows Neighbourhood	Walkway to Diviner's Way (P-421)	Residential Low Density II	Open Space	RM5-38 (Street Townhouse Dwellings - Exception)	OS1 (Open Space - Community Park) <b>4</b>
10	20.	Derry Road West at Sixteen Mile Creek	Lisgar Neighbourhood	Greenbelt	Residential Low Density II	Greenlands	G2 (Greenbelt - Natural Features)	n/a - C
7	21.	Rutledge Road, north of Tannery Street	Streetsville Community Node	Buffer Block	Residential High Density	n/a	RA2-25 (Apartment Dwellings - Exception)	B (Buffer)
Ward	Map No.	Site Location - Privately Owned Property	Character Area	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning
	22.	7038 Gazette Gate	Meadowvale Village Neighbourhood	Residential (Greenbelt reduction P-434)	Residential Low Density I	n/a	G1 (Greenbelt - Natural Hazards)	R1 (Detached Dwellings - Typical Lots)
Ward	Map No.	Site Location - Credit Valley Conservation Property	Character Area	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning
∞	23.	589 Mississauga Crescent	Sheridan Neighbourhood	Vacant	Residential Low Density I	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a

# City of Mississauga

# **Corporate Report**



Date: October 4, 2016

To: Chair and Members of Planning and Development Committee

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

Meeting date: 2016/10/24

# Subject

### PUBLIC MEETING INFORMATION REPORT (ALL WARDS except W9)

Proposal to rezone and redesignate 21 City owned properties, one property owned by Credit Valley Conservation and one privately owned property

File: CD.21.CON

### Recommendation

- 1. That the report dated October 4, 2016, from the Commissioner of Planning and Building regarding proposed amendments to Mississauga Official Plan (MOP) and/or the Zoning By-law to redesignate and rezone 21 City owned properties and a property owned by Credit Valley Conservation and a privately owned property, be received for information.
- 2. That following the Public Meeting, staff report back to Planning and Development Committee on any submissions made.

# **Background**

The purpose of this Report is to recommend appropriate Official Plan designations and/or zone categories for 21 City owned properties, one Credit Valley Conservation (CVC) property, and one private property that was the subject of a settlement concerning an encroachment. The City owned properties have been acquired through purchase, tax sale, transfers between Departments, or have been in the City's land inventory and identified as having incorrect land use designations/zones. Upon completion, the properties identified in this Report will be in conformity with their intended open space, greenlands, buffer or residential uses.

2016/10/04

2

Originator's file: CD.21.CON

### **Comments**

### DETAILS OF THE PROPERTIES AND PROPOSED AMENDMENTS

The proposed amendments affect properties in all Wards in the City except Ward 9. The properties are identified by Ward on the Location Maps in Appendix 1. Appendix 2 contains a detailed chart which summarizes all of the proposed Mississauga Official Plan (MOP) and Zoning By-law amendments.

### **OFFICIAL PLAN**

Seventeen of the City owned properties require an amendment to MOP, as does the property owned by CVC. Sixteen of these amendments involve a redesignation to either **Greenlands** or **Open Space** to reflect the intended or actual use of the properties. There are two MOP amendments that are different, and are explained below.

Part of Zonta Meadows (Ward 4) requires an amendment to delete Special Site 2, a policy that is no longer relevant with the approval and substantial completion of the Amacon development to the west of the Civic Centre. Deletion of this policy, which currently allows below-grade parking in part of the Park, will bring it into conformity with the **OS1** (Open Space - Community Park) zone, which does not permit this use. It is also no longer required as no below grade parking is proposed under this part of the park as part of the Amacon development.

The property owned by CVC is located at 589 Mississauga Crescent (Ward 8). It is zoned **G1** (Greenbelt - Natural Hazards) and is a vacant residential lot which provides access to the Credit River valley for the CVC when they need to undertake restoration and conservation works. The land use designation is **Residential Low Density I**; however to achieve consistency with the Zoning By-law and the actual use of the property, an amendment to **Greenlands** is proposed.

### **ZONING BY-LAW**

Thirteen of the City owned properties require a rezoning, twelve of them to **G1** (Greenbelt - Natural Hazards), **G2** (Greenbelt - Natural Features) or **OS1** (Open Space - Community Park) to reflect the intended or actual use of the properties. There are two proposed rezonings that are different, and are explained below.

A buffer block, adjacent to the Canadian Pacific Railway, was acquired by the City as part of a development application north of Tannery Street and Crumbie Street, west of Mississauga Road (Ward 11). Most of this land was rezoned to **RA5-25** (Apartment Dwellings - Exception), but the actual use of the strip of land is for a buffer between the extension of Rutledge Road and the railway corridor. The land should be rezoned to **B** (Buffer), however it is appropriate that the underlying land use designation remain Residential High Density, which is typical of other buffer blocks across the City.

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Planning and Development Committee	2016/10/04
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Originator's file: CD.21.CON

City-owned Greenbelt at 1455 Old Derry Road (Ward 11) has been reduced due to a court order related to a settlement agreement for an encroachment. The owner of the adjacent property, 7038 Gazette Gate, was sold a portion of the Greenbelt lands as part of the terms of settlement. This private land must be rezoned from **G1** (Greenbelt - Natural Hazards) to **R1** (Detached Dwellings - Typical Lots) to conform with not only the use but the Residential Low Density I land use designation.

### **DEVELOPMENT ISSUES**

A summary of the proposed amendments were sent to the Community Services Department for comment. The amendment with respect to the CVC property has been reviewed and they have no objection. No agency or Department had any comments on the circulated material.

# **Financial Impact**

There is no financial impact associated with the proposals.

### Conclusion

After the Public Meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding these amendments.

### **Attachments**

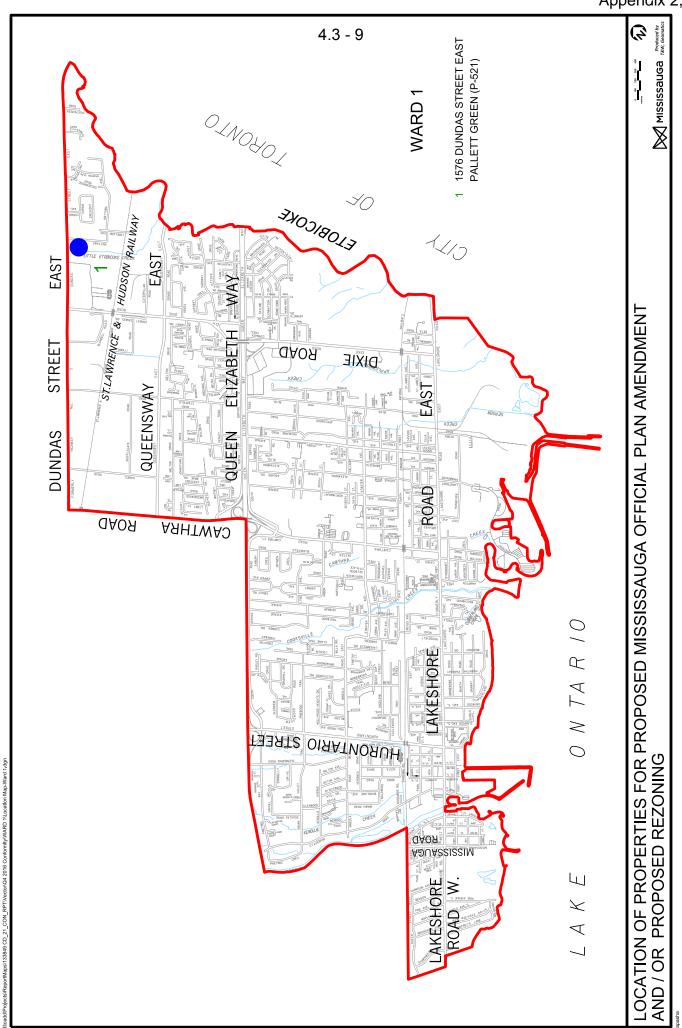
Appendix 1: Location Maps

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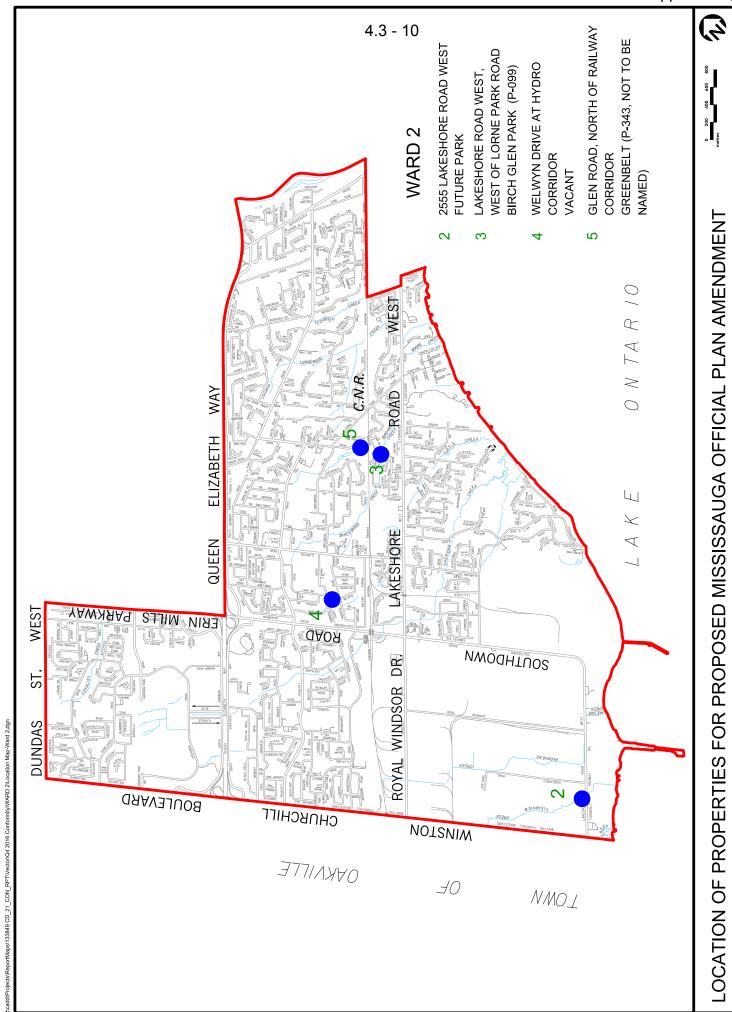
Appendix 2: Summary of Proposed Mississauga Official Plan and Zoning By-law Amendments

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Lisa Christie, Zoning By-law Planner



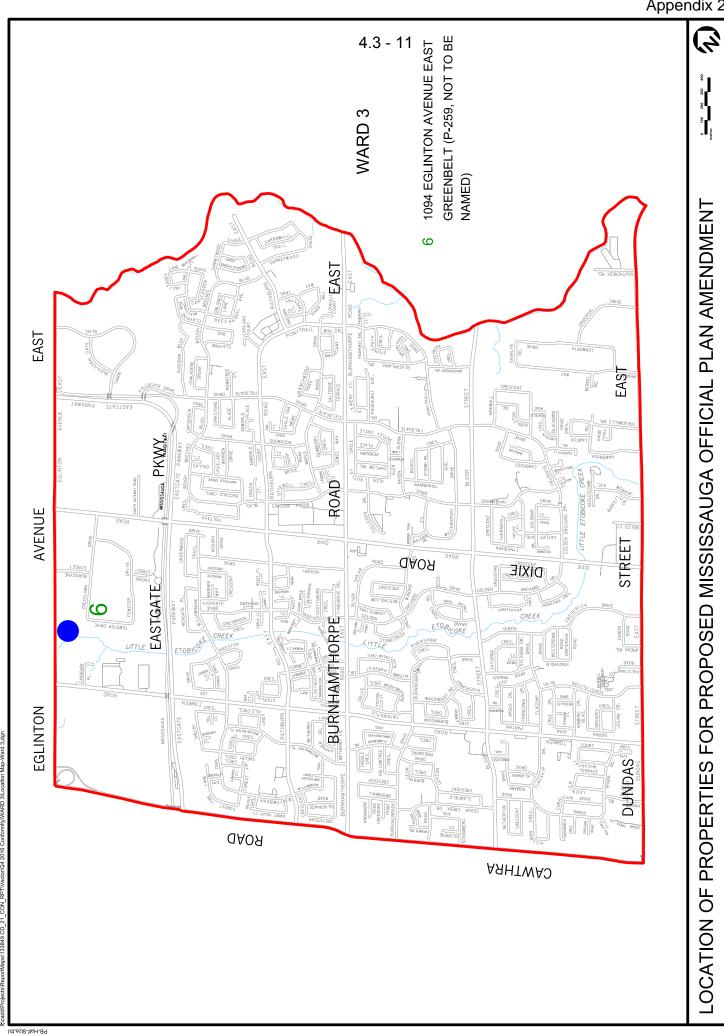
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AND / OR PROPOSED REZONING

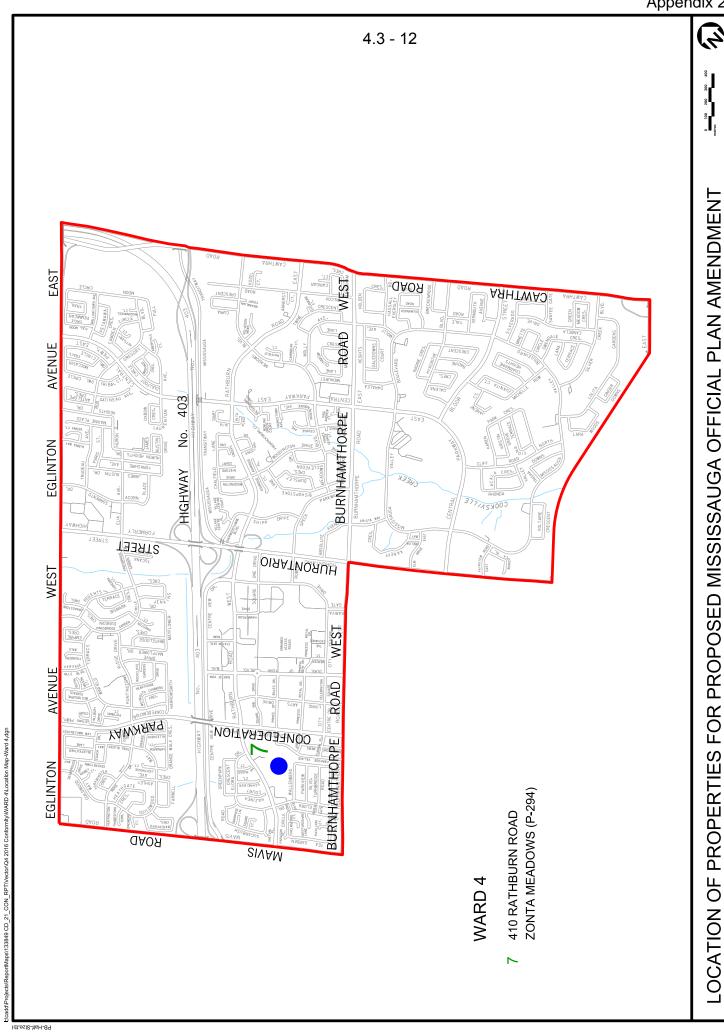
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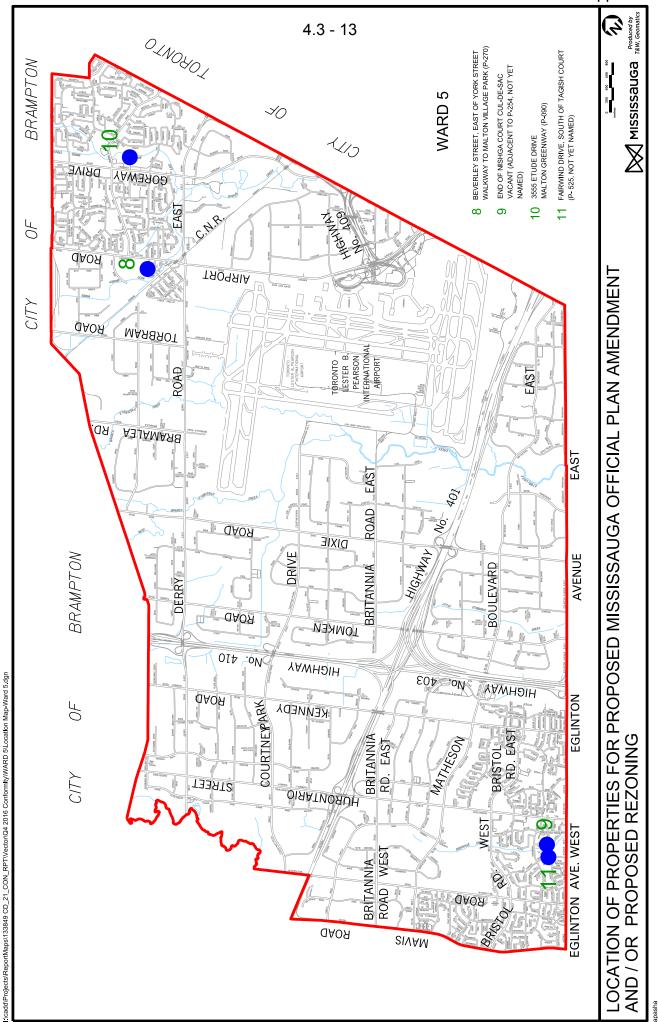
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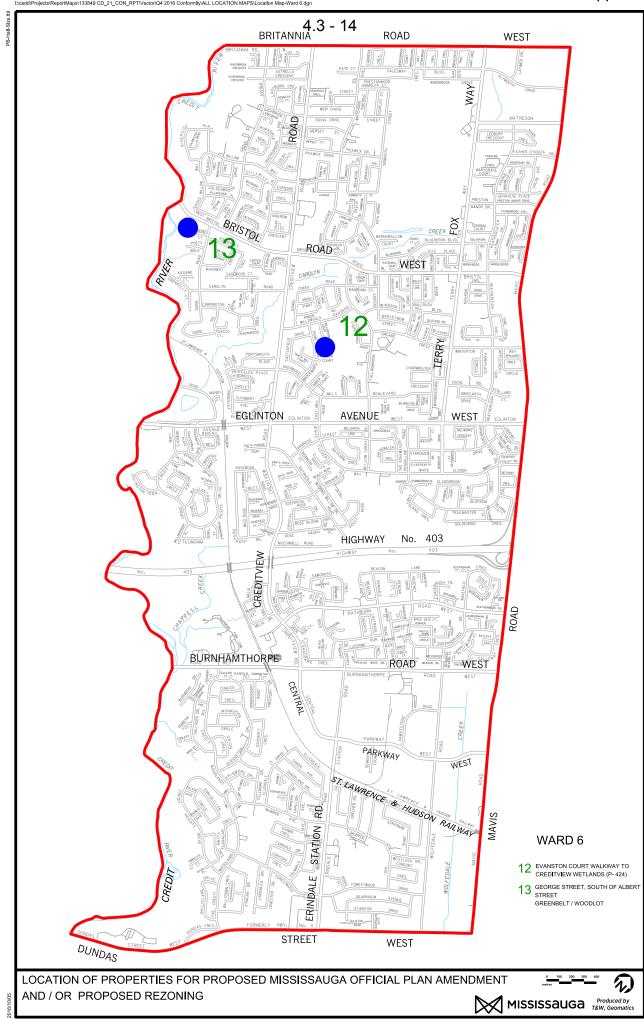


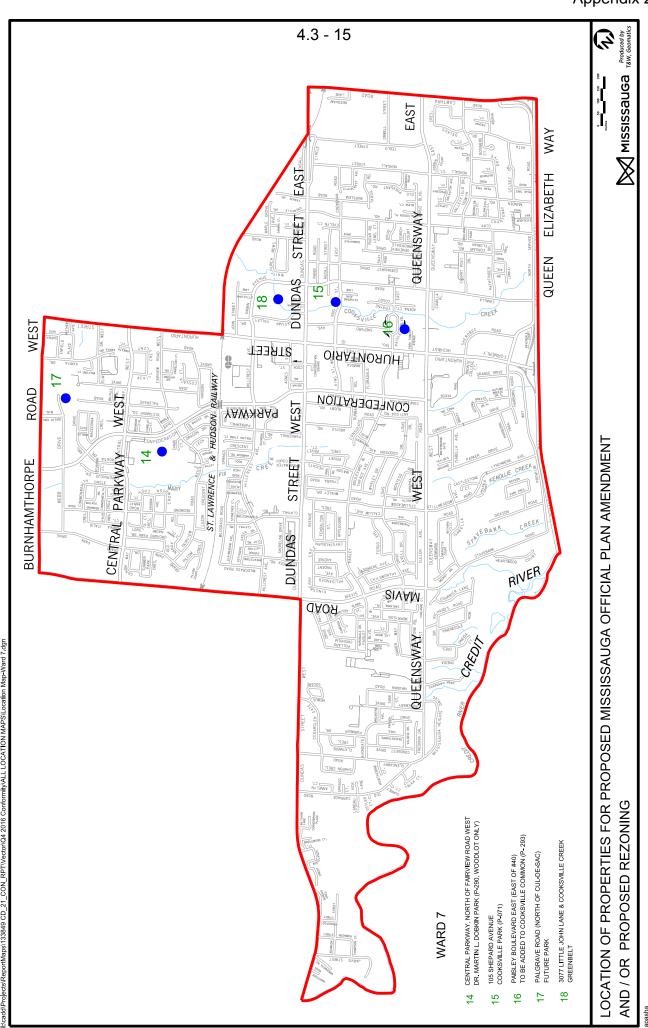
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AND / OR PROPOSED REZONING

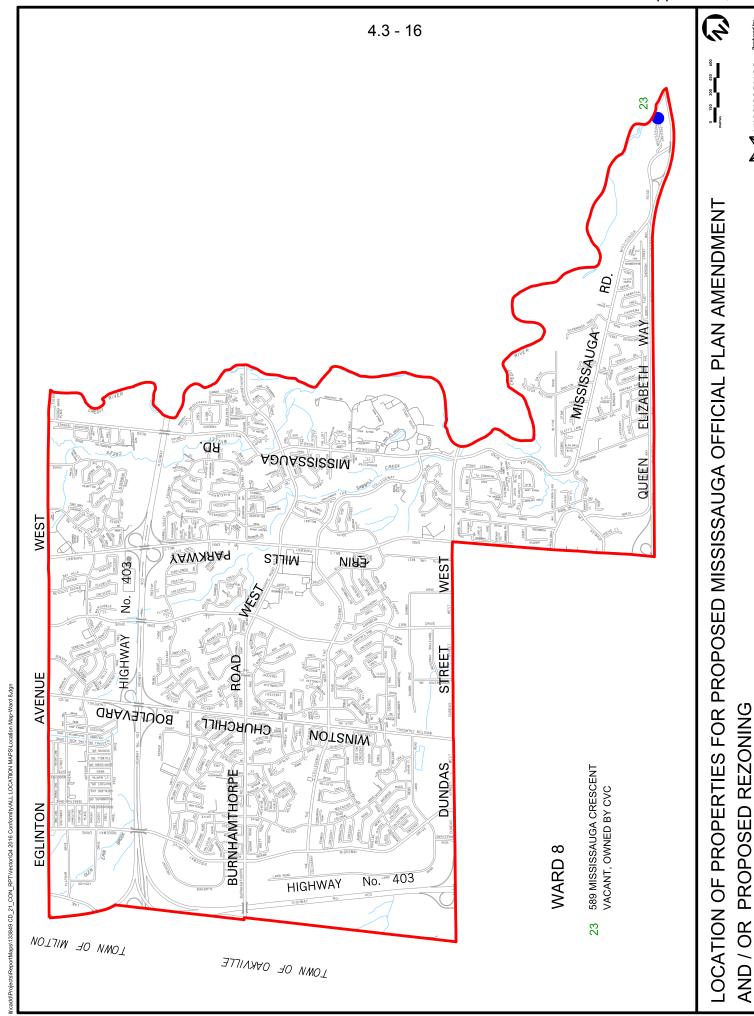


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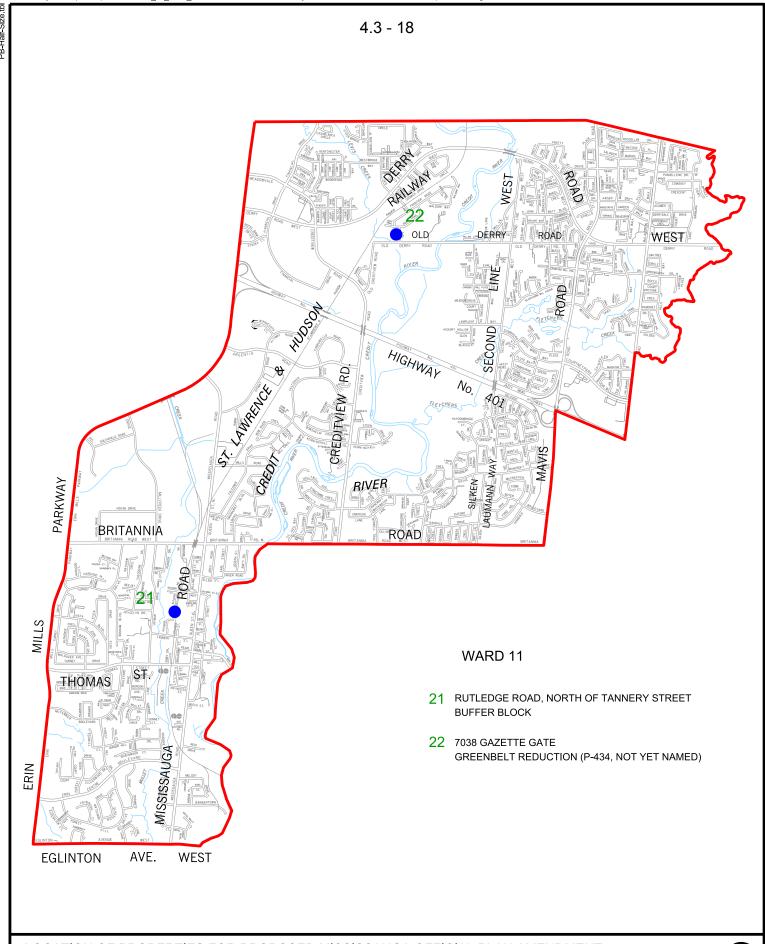




MISSISSAUGA Produced by Raw, Geomatics



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LOCATION OF PROPERTIES FOR PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT AND / OR PROPOSED REZONING



MISSISSAUGA Produced by T&W, Geomatic

# Appendix 2, Page 14

G1 (Greenbelt -Natural Hazards) and G1 (Greenbelt -Natural Hazards) and G1 (Greenbelt - Natural Hazards) and **Proposed Zoning** OS1 (Open Space -Community Park) OS1 (Open Space Community Park) OS1 (Open Space Community Park) remove Greenbelt Overlay remove Greenbelt Overlay remove Greenbelt G1 (Greenbelt -Natural Hazards) Natural Hazards) G1 (Greenbelt -Overlay n/a n/a n/a E2-108 (Employment -Exception) and Greenbelt Overlay R4-22 (Detached Dwellings - Typical Lots G1 (Greenbelt - Natural Hazards) G1 (Greenbelt - Natural G1 (Greenbelt - Natural E2 (Employment), C3-1 (General Commercial -G1 (Greenbelt - Natural Features - Exception Greenbelt - Natural (Greenbelt - Natural R4 & R5 (Detached Dwellings - Typical Hazards) and G2-1 OS1 (Open Space **Dwellings - Typical Current Zoning** Exception) and G1 Greenbelt Overlay Greenbelt Overlay Community Park) C3 (General Commercial) and D (Development) R3 (Detached Hazards) and - Exception) Hazards) Vo zone Hazards) Lots) Lots) **Proposed MOP** Delete Special Site 2 Designation Open Space Open Space Open Space Greenlands Greenlands Greenlands Greenlands Greenlands Greenlands Greenlands n/a n/a Summary of Proposed Mississauga Official Plan and Zoning By-law Amendments Business Employment and Greenlands Residential Low Density II Residential Low Density I Residential Low Density II Residential Low Density I Residential Low No designation Current MOP Mixed Use and Open Space Special Site 2 Designation Business Employment, Greenlands Greenlands Greenlands Mixed Use Mixed Use Density I Greenbelt (P-259, not to be named) Malton Greenway Greenbelt (P-343 Vacant (adjacent to P-524, not Yet Wetlands (P-424) not to be named) Zonta Meadows Birch Glen Park Vacant (P-525, not yet named) **Current Use** Malton Village Pallett Green (P-521) (future park) Park (P-270) Walkway to Walkway to Creditview Greenbelt/ (P-090) woodlot (P-099) named) (P-294)Vacant Vacant Clarkson - Lorne Park Neighbourhood Clarkson-Lorne Park Clarkson-Lorne Park Neighbourhood Neighbourhood Northeast Employment Area Malton Community Node Southdown Employment Area Dixie Employment Character Area Creditview Neighbourhood Malton Neighbourhood Hurontario Neighbourhood East Credit Neighbourhood Hurontario Neighbourhood East Credit Neighbourhood 1576 Dundas Street East west of Lorne Park Road End of Nishga Court culde-sac Welwyn Drive, at Hydro Beverley Street, east of Fairwind Drive, south of George Street, south of Albert Street Site Location - City 2555 Lakeshore Road West Lakeshore Road West, 1094 Eglinton Avenue East **Owned Properties** Glen Road, north of 410 Rathburn Road 3555 Etude Drive **Evanstown Court** railway corridor Tagish Court York Street Corridor Мар No. ₽ 6 10. <del>.</del> ۲. ത് κi က 4. 5 6 œ Ward

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# Appendix 2, Page 15

# Summary of Proposed Mississauga Official Plan and Zoning By-law Amendments

Ward	Map No.	Site Location - City Owned Properties	Character Area	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning
7	14.	Central Parkway, north of Fairview Road West	Cooksville Neighbourhood	Dr. Martin L. Dobkin Park (P-290, woodlot only)	Greenlands	n/a	OS1 (Open Space - Community Park)	G2 (Greenbelt - Natural Features)
7	15.	105 Shepard Avenue	Cooksville Neighbourhood	Cooksville Park (P-071)	Residential Low Density I	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a
7	16.	Paisley Boulevard East, east of #40	Cooksville Neighbourhood	Vacant (to be added to Cooksville Common P-293)	No designation	Greenlands	No zone	G1 (Greenbelt - Natural Hazards)
7	17.	Palgrave Road, north of cul-de-sac	Downtown Core	Future park	Residential High Density and Residential Low Density I	Open Space	D (Development) and R3 (Detached Dwellings - Typical Lots)	OS1 (Open Space - Community Park)
7	18.	3077 Littlejohn Lane & Cooksville Creek	Downtown Cooksville	Greenbelt	Open Space and Residential Low Density II	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a
10	19.	Lacman Trail at Swordsman Drive	Churchill Meadows Neighbourhood	Walkway to Diviner's Way (P-421)	Residential Low Density II	Open Space	RM5-38 (Street Townhouse Dwellings - Exception)	OS1 (Open Space - Community Park) <b>4</b>
10	20.	Derry Road West at Sixteen Mile Creek	Lisgar Neighbourhood	Greenbelt	Residential Low Density II	Greenlands	G2 (Greenbelt - Natural Features)	- 20  - 20
17	21.	Rutledge Road, north of Tannery Street	Streetsville Community Node	Buffer Block	Residential High Density	n/a	RA2-25 (Apartment Dwellings - Exception)	B (Buffer)
Ward	Map No.	Site Location - Privately Owned Property	Character Area	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning
	22.	7038 Gazette Gate	Meadowvale Village Neighbourhood	Residential (Greenbelt reduction P-434)	Residential Low Density I	n/a	G1 (Greenbelt - Natural Hazards)	R1 (Detached Dwellings - Typical Lots)
Ward	Map No.	Site Location - Credit Valley Conservation Property	Character Area	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning
ω	23.	589 Mississauga Crescent	Sheridan Neighbourhood	Vacant	Residential Low Density I	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a

# City of Mississauga

# **Corporate Report**



Date: 2016/11/15 Originator's files: CD.03.LAK

To: Chair and Members of Planning and Development

Committee

From: Edward R. Sajecki, Commissioner of Planning and

Building

Meeting date: 2016/12/05

# **Subject**

Public Meeting (Ward 1)
Lakeview Waterfront – Proposed Major Node Character Area Policies
CD.03.LAK

### Recommendation

That the submissions made at the public meeting held on December 5, 2016, to consider the report "Lakeview Waterfront – Proposed Major Node Character Area Policies – Public Meeting" dated November 15, 2016, be received, and

That staff report back to Planning and Development Committee on the submissions made, outlining any modifications to the original proposed amendments, if necessary.

# **Background**

In June 2014, City Council received the Inspiration Lakeview Master Plan (Master Plan).

On September 28, 2016, City Council received the Draft Official Plan policies in support of the Master Plan and directed that, among other matters, a public meeting be held to consider policy and land use changes for the area.

The report from that meeting which contains the proposed changes is attached as Appendix 1.

# Comments

The draft policy framework represents the translation of the vision as detailed in the Master Plan, into Official Plan policy and various land use designations.

The public meeting represents the initial stage in the statutory process to incorporate these new policies and land use permissions into Mississauga Official Plan. The purpose of the public meeting is to receive comments on the proposed Official Plan policies.

2

Originators files: CD.03.LAK

Following the public meeting, a report on comments will be prepared for consideration by Planning and Development Committee. This report will include responses to all comments received prior to and at this meeting, those received at the open house held on November 9, 2016, and all comments received from departments and agencies. Comments will be considered as part of the further review and analysis of the policies.

# **Financial Impact**

No additional funding is required at this time.

## Conclusion

The Lakeview Waterfront is being planned as a new innovative, sustainable and green waterfront community. The draft Official Plan polices presented in this report represents the next step in realizing the vision as initially detailed in the Master Plan.

### **Attachments**

El-Silen.

Appendix 1: Information Report – Lakeview Waterfront – Proposed Major Node Character Area Policies dated August 30, 2016

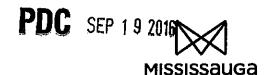
Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Karen Crouse, Project Manager

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# City of Mississauga

# **Corporate Report**



Date: 2016/08/30

To:

Chair and Members of Planning and Development

Committee

From: Edward R. Sajecki, Commissioner of Planning and

Building

Originator's file: CD.03.LAK

Meeting date: 2016/09/19

# **Subject**

**INFORMATION REPORT (Ward 1)** 

Lakeview Waterfront - Proposed Major Node Character Area Policies

File: CD.03.LAK

### Recommendation

- That a public meeting be held to consider proposed amendments to Mississauga Official Plan contained in the report titled "Lakeview Waterfront – Proposed Major Node Character Area Policies" dated August 30, 2016 from the Commissioner of Planning and Building.
- 2. That the report titled "Lakeview Waterfront Proposed Major Node Character Area Policies" dated August 30, 2016, from the Commissioner of Planning and Building, be circulated to City Departments, agencies and stakeholders for review and comment.
- That prior to the public meeting, an open house be held with area land owners, the public and other stakeholders to obtain their initial feedback on the proposed amendments.

# Report Highlights

- Inspiration Lakeview Master Plan was received by Council in June 2014
- An amendment to Mississauga Official Plan (MOP) is required to establish the planning framework and land use policy to implement the Master Plan
- The draft policy provides for the area's development as an innovative, sustainable green community with a generous public realm and predominance of mid-rise buildings
- The draft policy establishes a planning framework to accommodate 20,000 people and 9,000 jobs over 30 years

Originator's file: CD.03.LAK

- The draft policy establishes 4 precincts across the area. Prior to development within these, several studies and detailed plans will be required to manage the rate of development and to determine future infrastructure investment
- The employment lands can now be considered for conversion to a mix of uses including residential, commercial, employment, institutional and cultural uses
- A public meeting is required to consider the draft policies and to redesignate lands

# **Background**

In June 2014, Planning and Development Committee received the Inspiration Lakeview Master Plan (Master Plan). This was the culmination of a community vision that included stakeholder and community input including representation from the Province of Ontario (Province) and Ontario Power Generation (OPG). The area is 99 hectares (245 ac.) in size. The area includes the site of the former Lakeview Generating Plant and various business employment uses that still occupy the northern portion of the area.

The Master Plan envisions the subject area being transformed from its industrial past into a world class, destination urban waterfront community and acknowledges that achieving this vision requires embracing the following key principles:

- A continuous waterfront reconnect residents to Lake Ontario and the shoreline
- A blue and green network generous green and blue spaces are the organizing elements of the community
- A fine grained street pattern a new urban street and block pattern will connect neighbourhoods within and adjacent to the area
- Bringing transit to the site increased density in the community provides opportunities to bring transit to the site
- A cultural hub at the head of the pier a cultural hub at the water's edge where arts, culture and community space serve as a destination and neighbourhood infrastructure
- An employment and innovation corridor green technology district located between the G.E. Booth Wastewater Treatment Facility and the new community to attract research and development jobs and build on synergies with adjacent institutional uses

The Master Plan communicates a vision and goals for redevelopment. As such, land use policy and other initiatives are required to implement the vision and enable the transformation of the area. Specifically, official plan policy will establish the legal framework to guide future development.

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### Other Related Initiatives/Studies:

A number of important initiatives are underway which collectively will contribute to the overall achievement of the Master Plan vision. The following provides an overview of some of the more relevant initiatives:

- a. Lakeview Waterfront Connection the City continues to work with the Region of Peel (Region), Credit Valley Conservation (CVC) and Toronto and Region Conservation Authority (TRCA) on the Lakeview Waterfront Connection project. Construction is scheduled to begin in September 2016
- b. Access to the Western Pier the City recently received funding from the Province to complete the environmental study required for public access to the Western Pier
- Innovation Corridor the City recently received notice that funding in the form of a grant, has been approved by the Province to conduct a Market Analysis and Feasibility Study for the Innovation Corridor
- d. District Energy the Region has completed a Feasibility Study for Thermal Energy For District Heating at the G.E. Booth Wastewater Treatment Facility
- e. Lakeshore Road Transportation Master Plan (Lakeshore Connecting Communities) the City has initiated a study to consider transportation matters on Lakeshore Road from Oakville to Toronto
- f. Small Arms Building the Culture Division has commenced a Feasibility Study of the Small Arms Building (located just east of the Lakeview Waterfront area), for adaptive reuse

### Comments

### Lakeview Waterfront Major Node Character Area Policies

Draft Official Plan policies to support the Master Plan have been prepared. The draft policies capture the ideas and direction expressed in the Master Plan, and provides a policy framework for a predominantly mid-rise, mixed-use community where people can live, work and play.

The Official Plan policy is a statement of intent. It sets out how the City anticipates the lands developing over the next 30 years. This said, it is important to understand that official plan policy has limits. Policy is enabling – meaning it is permissive and allows specific land uses to occur. Beyond this, realizing the many non-land use related aspects of the vision requires more than just good plan policy.

The policies, amongst other matters:

- Sets the overall vision for the community
- Establishes an innovative, green model community that incorporates sustainable best practices

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- Divides the area into four precincts and establishes the character for each
- Provides population and employment targets
- Distributes various land uses
- Indicates where new parks and open spaces are to be planned
- Identifies new roads and transit corridors
- Shows where cultural facilities will be concentrated
- Identifies an innovation corridor and institutional campus

### Organization of the Policies:

The Major Node policies must be read in conjunction with Mississauga Official Plan and follow the organizational structure of the principal document. In the event of a conflict with the principal document, the policies for the Lakeview Waterfront Major Node take precedence. Appendix 1 is a table of changes to Mississauga Official Plan required to establish the Lakeview Waterfront Major Node. Appendix 2 contains the proposed Lakeview Waterfront Major Node Policies. Appendix 3 contains the Mississauga Official Plan Schedules requiring amendment including the proposed land use designations for the area. Appendix 4 contains the proposed amendments to the Lakeview Local Area Plan required to remove the Lakeview Waterfront lands from the area policies.

Future population and employment targets are set out in the policies including the necessity of monitoring and further study to confirm sufficient infrastructure and capacity (e.g. transit, roads, sewers, utilities etc.) is available to support the community.

Draft policy has been established to enable the creation of an innovative, sustainable and green community including the following:

- Identifying the character of each precinct and how development contributes to the overall community
- Achieving LEED or equivalent certification through various design criteria
- Connecting the community to the lake and providing a network of open spaces
- Incorporating affordable housing into the community
- Creating cultural spaces including museums, artist galleries and studios and festival spaces
- Developing a new road and transit network to enable movement within and beyond the community
- Establishing cycling and multi-modal connections into the community

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Originator's file: CD.03.LAK

- Providing opportunities for an innovation corridor and an institutional campus that will allow people to live, learn, work and play in their own community
- Identifying future studies to resolve outstanding issues prior to redevelopment of the area

### Leadership, Partnerships and Initiatives:

In order to fully realize the Master Plan vision, the City will need to continue to be a leader and proactively advance some of the strategic non-land use related components of the Master Plan.

In conjunction with the legal framework established through the Official Plan policies, partnerships and initiatives are required to achieve the vision and transform the area. New partnerships with all levels of government, private partners and land owners will need to be established.

Recognizing this, the City should continue to work closely with the Province and respectfully seek their commitment to continue to champion the Master Plan. Further, the City will have to work with all land owners to address some of the more challenging aspects as noted below:

- Achieving innovative, sustainable development towards status as a LEED Neighbourhood Development
- Constructing a new road network
- Meeting the population and employment targets if infrastructure improvements are not made
- Providing an enhanced level of transit service into the area to support the anticipated level of growth
- Attracting and recruiting new innovative businesses to the area
- Exploring innovative financing models and investment strategies to help pay for this enhanced model of development

### Precinct Planning:

Planning is about anticipating the future and ensuring that risks are managed appropriately. In order to implement the Master Plan beyond the general land use designations, more detailed work is required. A new approach is being recommended for the Lakeview Waterfront area in the form of Precinct Plans. Precinct Plans will be used to detail how individual areas and blocks will be arranged and designed. These plans will detail development principles and guidelines at a more finite level than the Lakeview Waterfront Major Node policies. The precinct plan will be the link between Official Plan policy and subsequent plans of subdivision, rezoning applications and site plans.

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### Precinct Plans will address:

- · height and density
- design-based criteria regarding height and massing and location of buildings
- appropriate setbacks and stepbacks to create a pedestrian environment
- distance separation between buildings to prevent overcrowding the skyline and overlook conditions
- incorporation of stormwater best management practices including the consideration of introducing stormwater management spines
- final alignment of roads and multi-modal connections
- streetscape and boulevard treatments
- public access to Lake Ontario
- provision of public art
- · community space including parks, community infrastructure and cultural facilities
- interface between precincts to ensure transition

### Next Steps:

The proposed policies will be circulated to stakeholders including internal departments, external agencies, the Region, school boards and land owners in the area for review and comment.

A Statutory Public Meeting will be held to consider the amendments to Mississauga Official Plan where formal public input and comments will be sought. Staff will then report back with any changes and a final recommendation on the proposed amendments to Mississauga Official Plan.

### STRATEGIC PLAN

The Strategic Pillar for Change, 'Prosper', identified the visionary action "We will create a model sustainable community on the waterfront". The redevelopment of the Lakeview Waterfront area provides a unique opportunity to embrace this strategic goal and the related actions in each Strategic Pillar for Change with initiatives that are aligned with creating a mixed use, vibrant, integrated, sustainable community.

### FINANCIAL IMPACT

No additional funding is required at this time.

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### CONCLUSION

The Lakeview Waterfront will be a new innovative, sustainable and green waterfront community in Mississauga. The draft Official Plan Amendment presented in this report represents the next step in realizing the vision as initially expressed in the Master Plan.

Now that the policies have been drafted, it is essential to test them in the community with the landowners and other stakeholders that have an interest in the future development vision for the area.

### **Attachments**

Appendix 1: Table of Changes to Mississauga Official Plan to Eastblishe the Lakeview

Waterfront Major Node

El-Sile.

Appendix 2: Proposed Lakeview Waterfront Major Node Policies

Appendix 3: Proposed Amendments to Mississauga Official Plan Schedules

Appendix 4: Proposed Amendments to Lakeview Local Area Plan

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Karen Crouse, Project Manager

Paul Stewart, Planner Karin Phuong, Planner

# Modification Table for Mississauga Official Plan

MOP POLICY / SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key	: Deleted text are shown as strik	eouts; New text are highlighted in gray.
5. Direct Growth		
5.3.2 Major Nodes	The Inspiration Lakeview Master Plan identifies the area for a new Major Node or Community Node.  Given the population and employment targets and that Major Nodes will develop as centres with a regional and city focus and served by higher order transit elements and will provide a mix of uses including employment, commercial, residential, educational and open space, the area is appropriately identified as a Major Node.	That section 5.3.2 Major Nodes, second paragraph be amended as follows:  Major Nodes have considerable existing or planned capacity to accommodate both residential and employment uses and as such could have a positive effect on travel demand. They are located close to planned higher order transit — the Uptown Node is located directly on the proposed higher order transit facility on the Hurontario Street Corridor, and the Central Erin Mills node is located in proximity to the Bus Rapid Transit corridor, and the Lakeview Waterfront node is located on the proposed higher order transit on the Lakeshore Road Corridor.
5.3.2 Major Nodes	See comment for 5.3.2 Major Nodes.	That policy 5.3.2.1 be amended as follows:  There are two three Major Nodes in Mississauga:  a. Central Erin Mills; and b. Uptown; and c. Lakeview Waterfront.
5.3.3 Community Nodes	See comment for 5.3.2 Major Nodes.	That the fourth paragraph be amended as follows:  The Dixie-Dundas Node and Lakeview Node are emerging Nodes that have is an emerging Node that has a commercial base but requires new community infrastructure and a more pedestrian friendly approach to development.
5.3.3 Community Nodes	See comment for 5.3.2 Major Nodes.	That policy 5.3.3.1 be amended as follows:  There are 10 9 Community Nodes in Mississauga:  a. Clarkson Village; b. Dixie-Dundas; c. Lakeview; d. Malton;

		e. Meado f. Port Cre g. Rathwo h. Sherida i. South C j. Streetsv	edit; ood/Apple nn; ommon; a				
8. Create a Multi-	Modal City				A. Carrie		-
Table 8-3: Road Classification – Minor Collectors	An enhanced transit route (Lakefront Promenade, Streets 'D', 'G', and 'K') is	That Tabl amended			ication – Mi	nor Colle	ctors be
	planned for the Lakeview	Character Area	Street	From	То	Jurisdiction	R-O-W Range
	Waterfront area and the revised Table 8-3 Road Classification – Minor	Lakeview Employment Area Waterfront Major Node	Lakefront Promenade	Lakeshore Rd, E.	Approximately 87 m south of Rangeview Rd.	Mississauga	30 m 35 m
	Collectors identifies the roads and right-of-way widths.	Lakeview Waterfront Major Node	Street 'D'	Street 'G'	Street 'K'	Mississauga	35 m
		Lakeview Waterfront Major Node	Street 'G'	Lakefront Promeade	Street 'D'	Mississauga	35 m
		Lakeview Waterfront Major Node	Street 'K'	Lakeshore Rd. E.	Street 'D'	Mississauga	35 m
13. Major Nodes		(		1970			
13.1 Introduction	See comment for 5.3.2 Major Nodes.	There are Mississau  Centra  Uptov	two thre	e Major N lls; <del>and</del>	mended as f		s in
13.1 Introduction, Map 13-1 City Structure – Major Nodes	Map 13-1 City Structure – Major Nodes identified two Major Nodes.  The revised map identifies a new Major Node in Mississauga – the Lakeview Waterfront Major Node.	That Secti replaced v			City Structu	re – Majo	or Nodes be

		City Structure  Might Hode
13.1.3 Mixed Use	The "Mixed Use" designation in the Lakeview Waterfront Major Node does not permit Major Office.	That policy 13.1.3.1 be amended as follows:  Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted in the Central Erin Mills and Uptown Major Node Character Areas:  a. Major office.
13.4 Lakeview Waterfront	Section 13 Major Node contains Character Area policies specific to those areas where the general policies of MOP may be further modified.  A new section, 13.4 Lakeview	That Section 13.4 Lakeview Waterfront is added, as shown on Appendix 2.
	Waterfront contains the new Character Area policies that provides detailed policies which elaborate on, or provide exception to the policies or schedules.	
14. Community No	des	
14.1 Introduction	See comment for 5.3.2 Major Nodes.	That the 14.1 Introduction, be amended as follows:  There are ten nine Community Node Character Areas in Mississauga:  Clarkson Village; Dixie-Dundas; Lakeview;

		<ul> <li>Malton;</li> <li>Meadowvale;</li> <li>Port Credit;</li> <li>Rathwood-Applewood;</li> <li>Sheridan;</li> <li>South Common; and</li> <li>Streetsville.</li> </ul>
14.1 Introduction, Map 14-1 City Structure – Community Nodes	See comment for 5.3.2 Major Nodes.  Map 14-1 should be revised to delete the Lakeview Community Node.	That the Section 14.1, Map 14-1 City Structure – Community Node be replaced with the following:    Paragola   Paragola
14.4 Lakeview	See comment for 5.3.2 Major Nodes.  References and policies to the Lakeview Community Node should be deleted.	That Section 14.4 Lakeview be deleted, including Map14-4 Lakeview Community Node Character Area.

16.1 The Lakeview Employment That the Section 16.1 Introduction, Map 16-1 City Structure -Introduction, Area is being amended to a Neighbourhoods be replaced with the following: Map 16-1 City Major Node and Structure -Neighbourhoods. Map 16-1 Neighbourhoods City Structure -Neighbourhoods should be revised to add the G.E. Booth (Lakeview) Wastewater Treatment Facility and the area known as the Arsenal Lands as a Neighbourhood Character Area. Neighbourhood. MANSSISSAUGA 16.13 Lakeview The Lakeview Employment That the Section 16.13 Lakeview, Map 16-13 Lakeview Area is being amended to a Neighbourhood Character Area be replaced with the Major Node and following: Neighbourhoods. As such, Map 16-13 Lakeview Neighbourhood Character Area is revised to add the G.E. Booth (Lakeview) Wastewater Treatment Facility and the area known as the Arsenal Lands as a Neighbourhood Character Area, and to delete reference to the Lakeview Community Node boundary to be determined. Lagend Subject Area ONTARIO

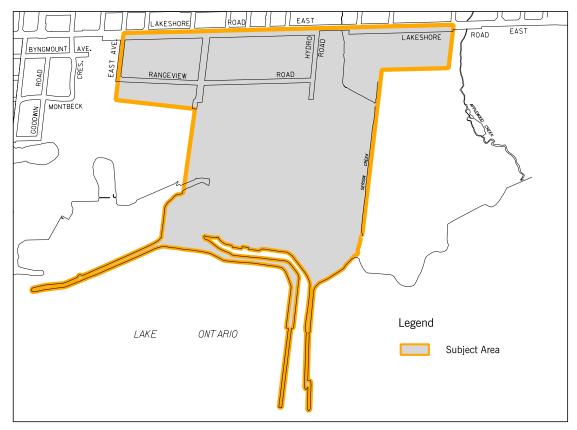
17. Employment A		
17.1 Introduction	Phase One of the Municipal Comprehensive Review of Employment Lands (2015) recommended the Lakeview Employment Area as a Potential Conversion Area and can be considered for conversion to non- employment uses.  The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods.  As such, the Lakeview Employment Area will be deleted.	That the 17.1 Introduction, be amended as follows:  There are nine eight Employment Area Character Areas in Mississauga:  Churchill Meadows;  Clarkson;  Dixie;  Gateway;  Lakeview;  Mavis-Erindale;  Northeast;  Southdown; and  Western Business Park.
17.1 Introduction, Map 17-1 City Structure – Employment Areas	Map 17-1 City Structure – Employment Areas is revised to delete the Lakeview Employment Area and reference to the Lakeview Community Node boundary.	That the Section 17.1 Introduction, Map 17-1 City Structure - Employment Areas be replaced with the following:  City Structure  City Structure  City Structure  City Structure  City Structure  City Structure
17.1.9 Industrial	See comment for 17.1 Introduction.	That policy 17.1.9 Industrial, be amended as follows:  The Industrial designation will not be permitted in the following Character Areas:  • Churchill Meadows; and

		Clarkson <del>; and     Lakeview</del> .
17.6 Lakeview	See comment for 17.1 Introduction.  References and policies to the Lakeview Employment Area should be deleted.	That Section 17.6 Lakeview be deleted, including Map17-6 Lakeview Employment Area.
Schedules		
Schedule 1 Urban System	Removal of the Lakeview Employment City Structure element.  Revision to the City Structure element to reflect a Major Node for the Lakeview Waterfront, and Neighbourhood for the G.E. Booth Wastewater Treatment Facility and Arsenal Lands.	That Schedule 1 be amended, as shown in Appendix 3.
Schedule 1a Urban System – Green System	Identify additional areas as being part of the Green System to include lands that will be designated "Public Open Space."	That Schedule 1a be amended, as shown in Appendix 3.
Schedule 1b Urban System – City Structure	Revision of the "Employment Area" City Structure element in Lakeview to "Major Node" for the Lakeview Waterfront; and "Neighbourhood" for the lands identified as the Arsenal Woodlands and Lakefront Utility in the Lakeview Local Area Plan.	That Schedule 1b be amended, as shown in Appendix 3.
Schedule 2 Intensification Areas	Removal of the Lakeview Community Node boundary "to be determined" and the addition of a new Major Node - the Lakeview Waterfront Major Node.	That Schedule 2 be amended, as shown in Appendix 3.

Schedule 4 Parks and Open Spaces	Identify additional areas as being part of the "Public Open Space" areas.	That Schedule 4 be amended, as shown in Appendix 3.
Schedule 5 Long Term Road Network	Identify additional Minor Collector roads to the long term road network – Streets 'D', 'G', 'I' and 'K'.	That Schedule 5 be amended, as shown in Appendix 3.
Schedule 6 Long Term Transit Network	Identify an Enhanced Transit Corridor route through the Lakeview Waterfront area – along Lakefront Promenade, and Streets 'D', 'G', and 'K'.	That Schedule 6 be amended, as shown in Appendix 3.
Schedule 7 Long Term Cycling Routes	The alignment of the Lake Ontario Waterfront trail is corrected to reflect the location of the trail.  Additional cycling routes are identified for the Lakeview Waterfront area.	That Schedule 7 be amended, as shown in Appendix 3.
Schedule 9 Character Areas	Revision of the "Employment Area" City Structure element in Lakeview to "Major Node" for the Lakeview Waterfront; and "Neighbourhood" for the lands identified as the Arsenal Woodlands and Lakefront Utility in the Lakeview Local Area Plan.  Removal of the Lakeview Community Node boundary to be determined and the addition of a new Major Node - the Lakeview Waterfront Major Node.	That Schedule 9 be amended, as shown in Appendix 3.
Schedule 10 Land Use Designations	Recommended amendments to lands designated Business Employment and Utility to land uses that reflect the policy framework and planning that will meet the vision for the Lakeview Waterfront lands (residential,	That Schedule 10 be amended, as shown in Appendix 3.

	mixed use, greenlands, open space, institutional, business employment).	
Lakeview Local Ar	ea Plan	
Local Area Plans - Lakeview	The Lakeview Local Area Plan recognized and referenced the Inspiration Lakeview study.  As part of the next phase of that study, character area policies for a new Major Node - the Lakeview Waterfront Major Node is being introduced and will no longer be part of the Lakeview Local Area Plan subject area.  As such, the Lakeview Local Area Plan should be amended to delete references to Inspiration Lakeview.	That the Lakeview Local Area Plan be amended, as shown in Appendix 4.

#### 13.4 Lakeview Waterfront



Map 13-4.1: Lakeview Waterfront Major Node Character Area

The Lakeview Waterfront Major Node Character Area ("Lakeview Waterfront") policies elaborate on, or provide exceptions to the policies or schedules of the Plan. In the event of conflict with the Plan, the Lakeview Waterfront policies take precedence.

#### 13.4.1 Inspiration Lakeview Master Plan

The Lakeview Waterfront policies are based on the Inspiration Lakeview Master Plan ("Master Plan"), dated 2014, which was first inspired by a citizen driven project known as the "Lakeview Legacy." Creating the Master Plan was a collaborative process with community and stakeholder input including representation from the Province of Ontario and Ontario Power Generation (OPG) through a series of consultation events beginning in 2010. The outcome of the process culminated in a

collective community vision and the Master Plan document that visualizes the transformation of the Lakeview Waterfront area into a mixed use waterfront community that incorporates open spaces and connections, land use, movement and transportation, built form, and neighbourhoods.

#### 13.4.2 Historical and Current Context

The Lakeview lands are an important piece of Mississauga's history. Originally home to Aboriginal peoples, European settlement began in the early 1800's. Over the past two hundred years, the site has been transformed from rural pastoral lands to an aerodrome, rifle range, wartime barracks and small arms manufacturing facility, postwar temporary housing, to its forty-year lifespan as the OPG coal-burning Lakeview Generating Station and current

Business Employment lands. Throughout this history, the site has served Mississauga as both an iconic placeholder on Mississauga's Lake Ontario shoreline, as well as an influential employer.

Phase One of the Mississauga Municipal Comprehensive Review of Employment Lands (2015) concluded that in the long term the area should be converted to permit a range of alternative uses. Further, the review noted that given its location adjacent to the waterfront, it is a desirable location for a mixture of residential, cultural, retail commercial, office and other employment-generating land uses.

Lands surrounding the Lakeview Waterfront include:

- to the east the G.E. Booth Wastewater Treatment Facility (WWTF);
- to the west the Lakeview Water Treatment Facility (LWTF) and stable residential neighbourhoods. There are two properties located at Lakeshore Road East and East Avenue, owned by the Region of Peel, which will be redeveloped in the future for affordable housing;
- to the north stable residential neighbourhoods and mixed uses along the frontage of Lakeshore Road East; and
- along the waterfront public parks (Douglas Kennedy Park, Lakefront Promenade, and A.E. Crooks Parks).

The Lakeview Waterfront Connection project will create a new naturalized waterfront area extending from the OPG lands to Marie Curtis Park. New conservation and wetland areas will provide a migratory stop over for birds and butterflies, and a waterfront trail will be constructed along the shoreline for public access.

The City is working with OPG and the Province on studies to allow public access to the pier.

The existing road network consists of the following east-west road connections: Lakeshore Road East and Rangeview Road. The north-south road

connections are: East Avenue, Lakefront Promenade, and Hydro Road.

Given current and historic uses, there is a potential for contamination in some areas of the Lakeview lands. All future development applications will address any contamination issues and appropriate mitigation.

#### 13.4.3 Vision

The Vision for the Lakeview Waterfront lands is to be a model green, sustainable and creative community on the waterfront. It will be planned as a mixed use community with a vibrant public realm including generous open spaces, cultural and recreational amenities, and employment opportunities.

#### 13.4.3.1 Guiding Principles

The Vision is based on the following Guiding Principles:

- 1. Link: connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;
- Open: open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological community landscape. Create green, public open spaces with enhanced *streetscapes*, and incorporate waterways throughout;
- 3. Green: create a green sustainable innovative model community. Promote the redevelopment, restoration and revitalization of land and buildings that may be located on contaminated properties. Integrate stormwater management throughout the public realm, use supply and demand management to reduce wastewater; and incorporate water features throughout the community that provide aesthetic and stormwater functions (e.g. stormwater spines and water themed open

- spaces). Implement source reduction and install an effective collection system (e.g. vacuum) to minimize and handle **waste** in a more sustainable manner. Integrate innovative energy production, conservation, and create a "light pollution free zone;"
- 4. Vibrant: create a mixed-use community, affordable and welcoming to all, including a cultural hub at the head of the piers, with housing, retail, jobs and community amenities. Provide a broad range of building typologies, orient buildings for optimal exposure, microclimate and maximize at grade light. Enable improved health and well-being through provision of affordable and accessible public transportation and housing;
- 5. Connect: provide multiple ways to get around-transit, walk, and cycle. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern connects various neighbourhoods and districts. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;
- 6. Destination: create a special place to draw visitors where people can walk, cycle, and

- interact in cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural entrepreneurship that will become both destination and neighbourhood infrastructure;
- 7. Remember: commemorate history while creating a new legacy. This should be reflected in public art to recognize the important industrial history on the site; and
- Viable: balance public and private investment to economically sustainable. Explore flexible opportunities for and creative approaches infrastructure planning. to Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use. Enable a fibre optic network to create a smart community. Provide for a sustainable economic centre that will attract people to visit, live, work, and do business. Promote innovative high-tech, green industry that incorporates research and development type jobs and opportunities, along with a post-secondary institutional campus.

# Link Connect the City and the water

# Open Open the site with accessible public spaces for all





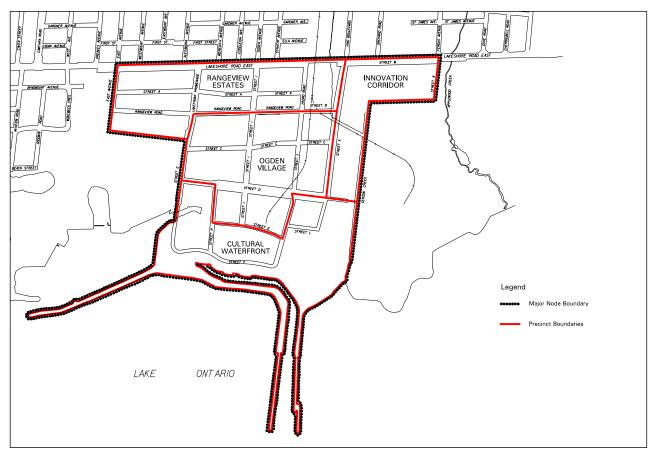








Figure 1: Eight guiding principles developed with the community through City-initiated Inspiration Lakeview visioning.



Map 13-4.2: Lakeview Waterfront Major Node Character Area Precincts

#### 13.4.4 Direct Growth

The Lakeview Waterfront is a Major Node and is intended to accommodate a variety of medium and high density housing, employment activities, and an extensive open space network that provides access to Lake Ontario.

The lands adjacent to Lakeshore Road East are part of a future *higher order transit corridor*, with enhanced transit also envisioned to extend into the site in support of the development of a transit oriented community. Lands adjacent to Lake Ontario are within the City's Green System and will play an important role in the ecological, economic, and social well-being of the area.

The area is divided into precincts in order to reflect differences in the planned function and character and consists of: Rangeview Estates; Ogden Village; the Innovation Corridor; and the Cultural Waterfront;

as shown on Map 13-4.2: Lakeview Waterfront Major Node Character Area Precincts.

The Major Node, among other things, is intended to:

- be an area of intensification including a mix of uses such as housing, retail, office, culture, and recreational uses;
- achieve a targeted gross density of between 200 and 300 people plus jobs combined per hectare;
- strive to achieve a population to employment ratio of 2:1 across the entire Major Node;
- provide a pedestrian oriented environment and promote active transportation and served by transit,
- provide a variety of housing choices including affordable, assisted and special needs; and

 strive to achieve green development standards such as Leadership in Energy and Environmental Design (LEED).

Figure 2 summarizes the existing land area, population and employment, and planned targets. Approximately 99 hectares in size, the area employs 1,566 people (2015). The targeted number of jobs and population is approximately 7,000 to 9,000 jobs and 15,000 to 20,000 people.

13.4.4.1 Precinct Plans will determine the amount of development and the distribution of population and employment growth in each area.

13.4.4.2 Development may be phased to ensure that growth is managed responsibly and new planned infrastructure is in place.

13.4.4.3 If satisfactory arrangements for the implementation of enhanced transit and TDM measures are not made, the population and employment densities may be reduced in accordance with the capacity of the transportation network.

#### 13.4.5 Value the Environment

The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices. All buildings should strive to achieve a LEED Gold Standard or equivalent. It is the City's goal to achieve a LEED Platinum Neighbourhood Development standard or equivalent.

Given current and historic uses, the extent, and exact cost of remediation to bring the site to redevelopment standards, including the removal of subsurface infrastructure as required, remains unknown.

#### 13.4.5.1 Living Green

13.4.5.1.1 To achieve a sustainable community, development should be designed to achieve the principles of LEED or sustainable best practices such as:

- orienting buildings to be "solar ready" to take advantage of passive heating and cooling;
- connecting to district energy systems;
- using renewable energy sources such as solar or geothermal energy;

Figure 2: LAKEVIEW WATERFRONT MAJOR NODE, STATISTICS AND TARGETS

	2015	Planned Target <sup>1</sup>	
Land Area²(ha)	99 ha	99 ha	
Population	0	15,000 -20,000 <sup>(3)</sup>	
Employment	1,566(4)	7,000 – 9,000(5)	
Population Plus Jobs per hectare	16	200 – 300 residents and jobs	
Population to Employment Ratio	0:1	2:1	

<sup>&</sup>lt;sup>1</sup>Planned targets to be confirmed through further study (e.g. transportation study, Innovation Corridor study)

<sup>&</sup>lt;sup>2</sup>Land area is a gross figure and includes everything within the defined boundary such as bodies of water, roads, and all other land uses.

<sup>&</sup>lt;sup>3</sup> Population target is from the Inspiration Lakeview Master Plan (2014)

<sup>&</sup>lt;sup>4</sup>2015 Employment figures from City of Mississauga, Mississauga Employment Survey (2015)

<sup>&</sup>lt;sup>5</sup> Employment projection is from the Inspiration Lakeview Master Plan (2014)

- managing stormwater runoff through innovative methods in keeping with best management practices;
- naturalizing landscapes with native, non-invasive species;
- planting trees;
- installing green roofs or white roofs;
- supporting urban agriculture;
- preventing and reducing pollution; and
- mitigating the impact of development on sensitive land uses.

13.4.5.1.2 Development proponents will be required to incorporate sustainable measures in their developments and should strive to meet a minimum standard of LEED Gold or equivalent for all buildings.

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

13.4.5.1.4 Land uses which are considered sensitive, in accordance with Part XV.1 (Record of Site Condition) of the Environmental Protection Act, may require one or more Records of Site Condition prior to site redevelopment.



Figure 3: An example of a stormwater management approach in Portland, Oregon.

#### 13.4.5.2 Green System

An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails, and **natural hazard lands**.

The current Serson Creek flood line and erosion hazard limits remain undefined and future studies are needed to determine the revised hazard limits, alignment of the Creek and treatment of the riparian zone.

13.4.5.2.1 Innovative stormwater management open spaces/spines may also be incorporated into this network. The location and design of these open spaces/spines will be determined through the Master Servicing Plan and incorporated into Precinct Plans.

13.4.5.2.2 The limits of Serson Creek as determined through further study, may impact the alignment of future roads in the creek's vicinity.

#### **13.4.6 Complete Communities**

Lakeview Waterfront is planned as a sustainable new community on the waterfront. The area will also draw people from within and beyond Mississauga.

As the Lakeview Waterfront area develops, the need for community infrastructure and services will be required, such as, but not limited to: cultural facilities, recreational and waterfront amenities, community facilities, range of housing options, and retail and service commercial opportunities.

The commercial heart of the site is located along the extension of Ogden Avenue south from Lakeshore Road East. As the central "spine" of the neighbourhood, this vibrant, pedestrian oriented street encourages wide sidewalks, space for outdoor cafés and sitting areas, attractive street furniture, lighting and vegetation, giving the street a village-like mainstreet feel.

Water dependent activities and related employment uses, including facilities that support recreational boating and sport fishing, and uses that benefit from being near the shoreline, parks and the Waterfront Trail are also envisioned for the area.

13.4.6.1 Affordable housing will be required in accordance with the City's Affordable Housing Program.

13.4.6.2 Mississauga will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural aspects in the Cultural Waterfront Precinct, including creative industries and commercial opportunities.

13.4.6.3 The Cultural Waterfront Precinct will be the preferred location for cultural uses, including a museum, artist galleries, festival spaces, and artist studios. Buildings providing flexible floor plates that are amenable to a variety of cultural uses and atgrade incubator space, including maker spaces will be encouraged.

13.4.6.4 Development within the Cultural Waterfront Precinct will create a unique identity by providing distinctive architecture, high quality public art and *streetscape*, and cultural infrastructure and will reinforce, where appropriate, the history of the site.

13.4.6.5 The City will continue to pursue public use on the waterfront lands, including a waterfront trail connection along the water's edge, and public access to the pier. The City will work in collaboration with the Region of Peel and other levels of government, and agencies to achieve these public uses.

13.4.6.6 The City, in consultation with Credit Valley Conservation (CVC), will investigate the extent to which the lands along the shoreline can be developed for a vibrant destination space at the water's edge.

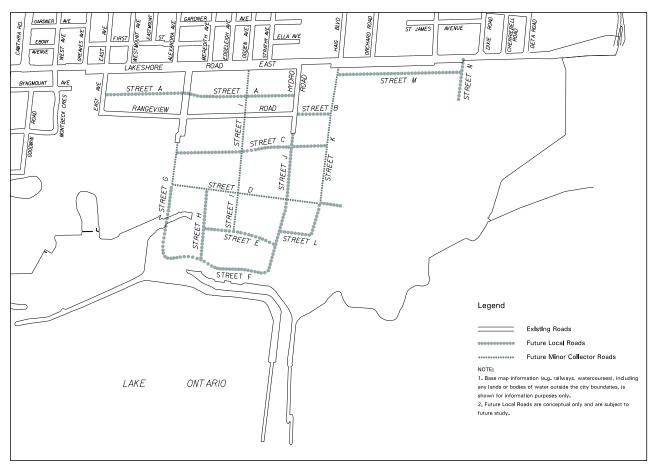
#### 13.4.7 Multi-Modal City

The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and active transportation, to reduce delays, energy consumption and pollution. transportation network supports travel by transit and active transportation for those living, working and visiting the community. As the area develops and site specific applications are submitted, the City will monitor implementation of the multi-modal network to ensure transit and active transportation are incorporated and the overall network functions efficiently. As development in the Lakeview Waterfront community progresses, increased traffic delays may be experienced if the complementary improvements and/or investments to the overall network are not made.

Mississauga will continue to work with partners from other levels of government, including Metrolinx, and the private sector, to explore sustainable transportation solutions. The area's proximity to existing and proposed all day two-way GO Rail transit service, proposed *higher order transit* along Lakeshore Road and enhanced transit facilities into the site will provide increased levels of service in the future. As a fully realized community, transit and *active transportation* are intended to be viable alternatives to vehicular use and will help shape and support the future development of the Lakeview Waterfront.

The existing and future conceptual road network is shown on the Lakeview Waterfront Major Node Character Area Long Term Road and Transit Network (Map 13-4.3). A future *higher order transit corridor* along Lakeshore Road East and enhanced transit extending into the site is identified on Map 13-4.3. The preferred transit solution (e.g. bus or rail) and alignment for the *corridor* and into the site is subject to further study.

The City is currently undertaking the Lakeshore Road Transportation Master Plan that will examine transportation issues on the Lakeshore *Corridor*. In this study, the City will review the *higher order* 



Map 13-4.3: Lakeview Waterfront Major Node Character Area Future Local Roads

*transit* needs and any necessary improvements to the transportation system for all modes.

13.4.7.1 A transportation study for the Lakeview Waterfront is required that will examine among other things: future enhanced transit including its alignment; multi-modal splits between transit, active transportation and vehicle use: Transportation Demand Management Measures; future roads; and potential traffic infiltration impacts on adjacent neighbourhoods. This study will build upon the work completed for the Lakeshore Road Transportation Master Plan and will recommendations on infrastructure and density, modal splits, and any required phasing of development.

#### 13.4.7.2 Road and Transit Network

13.4.7.2.1 Roads will be designed to provide connectivity between precincts within the Lakeview Waterfront area and ensure that adequate road right-

of-way widths are maintained for municipal servicing, utilities, and tree planting.

13.4.7.2.2 The type and alignment of enhanced transit into the site will be confirmed through an area wide transportation study, prior to development.

13.4.7.2.3 The City may acquire and protect for a public transit right-of-way (as identified as an enhanced transit corridor on Map 13-4.3) where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

13.4.7.2.4 The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate.

13.4.7.2.5 Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:

- a. reduced parking standards;
- b. transportation demand management;
- c. transit oriented development and design;
- d. pedestrian/cycling connections; and
- e. access management plan.

13.4.7.2.6 The final alignment of the road network will be determined during the preparation of precinct plans and the review of development applications.

#### 13.4.7.3 Parking

13.4.7.3.1 Parking will be provided as follows:

- a. on-street parking will be provided as appropriate and integrated into the *streetscape* design, balancing the needs of all modes of transportation that share the right-of-way;
- b. underground parking will be encouraged on all sites;
- c. underground or above grade structured parking will be required for residential development exceeding four storeys and all mixed use developments. A limited amount of surface parking may be considered on a site-by-site basis:
- d. above grade structured parking will incorporate elevated design elements (e.g., façade wraps, integrated into buildings) to be compatible with the surrounding area; and
- e. surface parking may be considered for:
  - townhouse dwellings;
  - horizontal multiple dwellings not exceeding four storeys;
  - Innovation Corridor Precinct; and

• Cultural Waterfront Precinct.

13.4.7.3.2 Reduced and/or maximum parking standards may be considered throughout the area, in conjunction with the provision of enhanced transit.

#### 13.4.8 Desirable Urban Form

Built form will be human scaled, create places that reinforce a sense of community, cultivate innovation, and contribute to an improved quality of life. The community is envisioned to:

- have a built form that is predominantly mid-rise in scale:
- provide opportunities for ground-related housing (e.g. townhouses);
- permit limited taller elements to support transit but must "earn the sky" through design excellence and protection of skyviews and sunlight; and
- ensure design excellence that incorporates sustainable design (e.g. LEED).

#### 13.4.8.1 General Policies

13.4.8.1.1 The distribution of height and density will strive to achieve the following:

- a gradual transition to adjacent stable residential neighbourhoods to the west and north of the area;
- b. reinforce a pedestrian scale at Lakeshore Road East;
- greater density and height towards the centre of the community, along enhanced transit rights-ofway and large open spaces;
- d. provide a gradual transition to mid-rise buildings towards the waterfront:
- e. maximize daylight hours in accordance with the City's Standards for Shadow Studies (6-8 hours

- at equinox along any key open spaces) and streets;
- f. ensure that landmark buildings are considered at key locations; and
- g. ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.

#### 13.4.8.2 Precinct Plans

A precinct plan is a non-statutory policy document endorsed by City Council that further articulates the policies of this Plan. It details development principles and guidelines at a more finite level than the Lakeview Waterfront policies and Mississauga Official Plan. The precinct plan provides a link between Official Plan policy, and subsequent plans of subdivision, rezoning applications, and site plans.

13.4.8.2.1 Precinct Plans will provide direction and contain built form guidelines to be prepared to the City's satisfaction, addressing issues including, but not limited to:

- a. distribution of height and density that ensures the envisioned range and mix of built form typologies are provided including townhouses, mid-rise, and taller building elements;
- design-based criteria to ensure appropriate height, massing and location of buildings to reduce any "wall effect," to define gateway

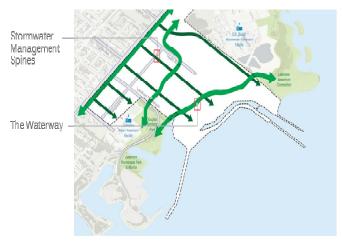


Figure 4: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public realm while providing an important water collection function.

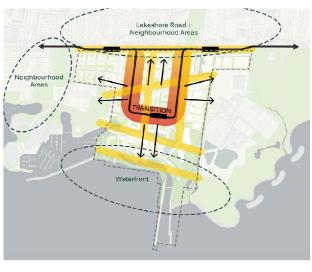




Figure 5: Transitional Density Strategy: The distribution of densities is greater towards the centre of the site and gradually transitions to the existing residential neighbourhoods adjacent to the Lakeview Waterfront lands.

locations and street edges, and provide skyviews and sunlight;

- c. appropriate stepbacks and setbacks that ensure a pedestrian friendly environment;
- d. distance separation between taller building elements (over 8 storeys) to address overcrowding of skyline and the potential loss of skyviews, protection of view corridors, privacy, and overlook of occupants;
- e. landscape areas that provide opportunities to incorporate **stormwater best management practices** (e.g. stormwater management spines as shown on Figure 4), reinforce view corridors, enhance the aesthetic quality of the area and increases to the tree canopy;
- f. final alignment of future roads and potential multi-modal connections with identified right-ofway widths;
- g. streetscapes and upgraded boulevard treatments that provide appropriate setbacks and side yards to reflect planned function,

minimize vehicular access points, create an attractive public realm and provide opportunities for tree planting;

- h. upgraded boulevard treatment will be required for all developments that have buildings within 3 meters of the property line;
- i. provision of public access and protection of views to Lake Ontario:
- j. provision of public art in locations that enhance the built environment and enrich the culture and history of the community;
- k. the location and amount of space dedicated to parks, community infrastructure, and cultural facilities including creative industry incubator space; and
- I. the interface with adjacent lands to ensure an appropriate transition between precincts.

#### **13.4.8.3 Precincts**

Lakeview Waterfront will be predominantly mid-rise in form but will include some lower and higher elements to provide a variety of building types.

Built form height will range as follows:

low-rise townhouses ranging from 2 to 4 storeys;

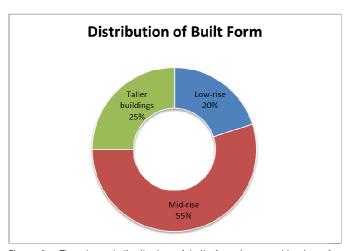


Figure 6: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Inspiration Lakeview Master Plan, 2014).

- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings between 5 to 8 storeys; and
- taller buildings up to 15 storeys.

The Lakeview Waterfront area has been further divided into the Rangeview Estates, Ogden Village, Cultural Waterfront and Innovation Corridor Precincts.

#### 13.4.8.3.1 Rangeview Estates Precinct

The Rangeview Estates Precinct is primarily a residential neighbourhood with a mix of low-rise townhouses, horizontal multiple dwellings and midrise buildings. Taller buildings may be considered at key locations. Retail uses are permitted along Lakeshore Road East and required at key gateway locations.

13.4.8.3.1.1 Low-rise townhouses including ground-related townhouses and horizontal multiple dwellings (i.e. stacked and back-to-back townhouses) will provide a gradual transition to the existing neighbourhood to the west of this precinct.

13.4.8.3.1.2 Mid-rise apartment buildings will be directed to Lakeshore Road East and all north-south streets that intersect with Lakeshore Road East.

13.4.8.3.1.3 Taller buildings up to 15 storeys may be permitted at key locations including sites adjacent to **higher order transit** stops and along enhanced transit routes.

13.4.8.3.1.4 Commercial uses are permitted along Lakeshore Road East and Street 'I', but will be required at the intersection of these two roads in order to help create a gateway location with retail uses at grade.

#### 13.4.8.3.2 Ogden Village Precinct

The Ogden Village Precinct is located in the heart of the Lakeview Waterfront community and contains a diversity of building heights and increased densities. At grade commercial uses are intended to serve the day-to-day needs of local residents and to create a vibrant urban place.

The mainstreet (Street 'I') is the central retail hub and key thoroughfare to the waterfront. The precinct is intended to provide an environment that will create a complete community and incorporate community infrastructure and commercial activities.

13.4.8.3.2.1 A mix of low-rise townhouses, horizontal multiple dwellings, mid-rise and taller buildings will be permitted throughout the precinct. Mid-rise buildings will be interspersed with taller buildings to support enhanced transit.

13.4.8.3.2.2 Ground related built form will be selectively incorporated into developments to provide human scale (e.g. along public open space) and provide variation in built form.

#### 13.4.8.3.3 Innovation Corridor Precinct

The Innovation Corridor Precinct is on the eastern boundary of the Lakeview Waterfront area and is intended to be a high-tech green campus that accommodates office, business employment uses and research and development activities.

13.4.8.3.3.1 Buildings will be of mid-rise form.

13.4.8.3.3.2 Consideration may be given to permitting a limited number of buildings at lower heights (e.g. small scale fabricating or workshops that may require single storey buildings), and facilities that support recreational watercraft.

#### 13.4.8.3.4 Cultural Waterfront Precinct

The Cultural Waterfront Precinct is located along Lake Ontario at the southern end of the site. This is the only precinct that can provide an opportunity for direct public access to the waterfront. The character of the precinct is to reflect a vibrancy of mixed uses incorporating residential, commercial, institutional, community and cultural uses.

13.4.8.3.4.1 A cultural hub is the focus of the community and will contain:

- a series of water-themed open spaces intended to accommodate a range of uses e.g., pedestrian streets, outdoor cafes, skating rinks, splash pads and programmable spaces;
- b. cultural infrastructure, institutional buildings and a district energy facility; and
- c. buildings with flexible floorplates that are amenable to a variety of cultural activities such as museums, art galleries, studios, markets and incubator space to promote cultural entrepreneurship.

13.4.8.3.4.2 Institutional buildings (e.g., post-secondary institutional campus) may incorporate a landmark earthwork as part of the campus.

13.4.8.3.4.3 The area will have a range of building heights up to 8 storeys.

13.4.8.3.4.4 Built form will provide generous public realm and promote an active and vibrant waterfront respecting the relationship to the water e.g. public access and views.

13.4.8.3.4.5 Lands west of the future Street 'H' and north of the future Street 'F' may permit greater heights subject to further study.

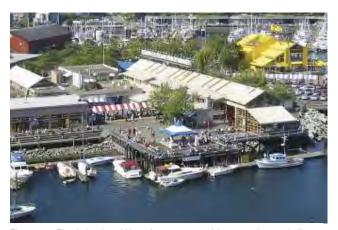


Figure 7: The Lakeview Waterfront can provide an active and vibrant waterfront and opportunities for cultural activities such as Vancouver's Granville Island.

#### 13.4.9 Strong Economy

The Lakeview Waterfront area has historically been home to a range of employment uses. The 2015 Municipal Comprehensive Review of Employment Lands concluded that because of its waterfront location, the area could be better utilized for a mixture of residential, retail commercial, office and other employment generating land uses at a higher density.

It is recognized existing businesses may remain in the area until such time as redevelopment occurs. Although existing businesses may relocate elsewhere in the city, a range of employment uses is essential to achieving the vision for the area. As such, new employment uses must be planned for in the area that can accommodate a similar or greater number of jobs. The primary location for these jobs will be in the Innovation Corridor Precinct.

- 13.4.9.1 Commercial space providing employment opportunities as well as serving residents and people attracted to destination uses in the area, will be directed to the following locations:
- a. gateway location at Lakeshore Road East and Street 'I' within the Rangeview Estates Precinct;
- b. Ogden Village Precinct; and
- c. Cultural Waterfront Precinct.
- 13.4.9.2 The Innovation Corridor will be the location of the greatest number of office and light industrial jobs. The amount of space and any required incentives to attract major employers will be determined through the Inspiration Lakeview Innovation Corridor Feasibility Study.
- 13.4.9.3 Mississauga will work with the Province to attract post-secondary institutional uses to the Lakeview Waterfront area.
- 13.4.9.4 A study that will identify opportunities to incorporate cultural and incubator space into the community may be undertaken.
- 13.4.9.5 Strategies to encourage and support employment uses may be pursued including

Community Improvement Plans, Bonus Zoning and other incentives.

#### 13.4.10 Land Use Designations

#### 13.4.10.1 General

13.4.10.1.1 Notwithstanding the policies of this Plan, existing business employment uses will be permitted.

13.4.10.1.2 Notwithstanding the land use designation policies, contamination will have to be addressed to ensure that the land is suitable for intended uses.

13.4.10.1.3 Precincts are planned to be developed for a range of land uses. Precinct plans will identify the appropriate mix of residential uses and have regard for the planned function and character envisioned for each of the precincts.

#### 13.4.10.2 Residential Medium Density

13.4.10.2.1 Notwithstanding the Residential Medium Density policies of this Plan, low and midrise apartment dwellings will be permitted.

13.4.10.2.2 The location of apartment dwellings will be determined through Precinct Plans.

13.4.10.2.3 For lands fronting Lakeshore Road East or Street 'I', commercial uses will be permitted at grade.

#### 13.4.10.3 Residential High Density

Residential High Density sites are conceptually identified on Schedule 10 Land Use Designations at select locations at or near planned enhanced transit routes.

13.4.10.3.1 Precinct plans will determine the exact location, number of buildings, height, and form.

13.4.10.3.2 Commercial uses will be permitted at grade.

13.4.10.3.3 Lands will be redesignated Residential High Density once determined through the

preparation of precinct plans, without further amendment to this Plan.

#### 13.4.10.4 Mixed Use

13.4.10.4.1 Notwithstanding the Mixed Use policies of this Plan, the following will apply:

- a. commercial uses will be required at grade for buildings fronting Lakeshore Road East and Street 'I';
- single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'I'; and
- c. creative industry incubator spaces such as maker spaces and cultural infrastructure facilities will be required in the Cultural Waterfront Precinct. These spaces may be located in a single building or combined with another permitted use.

#### 13.4.10.5 Institutional

13.4.10.5.1 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

- a. major and secondary office;
- b. research and development;
- c. marine related uses including boat storage and repair.

#### 13.4.10.6 Business Employment

13.4.10.6.1 Notwithstanding the Major Node policies of this Plan, the Business Employment designation will be permitted.

13.4.10.6.2 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

- a. major office; and
- b. marine related uses including boat storage and repair.

13.4.10.6.3 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. adult entertainment establishment;
- b. animal boarding establishment which may include outdoor facilities:
- c. body rub establishment;
- d. cardlock fuel dispensing facility;
- e. commercial parking facility;
- f. Motor Vehicle Commercial;
- g. motor vehicle body repair facilities;
- h. transportation facilities;
- i. trucking facilities; and
- j. waste processing stations or waste transfer stations and composting facilities.

#### 13.4.11 Implementation

Various studies will be required to ensure the orderly development of the area and the vision and guiding principles for a sustainable and innovative community are realized.

The implementation of innovative and sustainable elements may exceed typical development standards, and will require stakeholder acceptance, potential coordination across multiple properties (e.g. district energy, integrated stormwater management throughout public realm), and innovative financing arrangements (Section 37, local levies, etc.).

Key innovative and sustainable elements pertaining to transportation, servicing, financing, and urban design that require further study. These elements will be incorporated into area wide studies, during the preparation of precinct plans, and/or through the processing of development applications.

## 13.4.11.1 Lakeview Waterfront Area wide Studies

13.4.11.1.1 Development applications will be considered premature until the area wide studies have been completed.

13.4.11.1.2 The following area wide studies will be completed prior to a precinct plan(s) including, but not limited to the following:

- a. Transportation Study (e.g. road network and capacity analysis and enhanced transit assessment);
- Land Use Compatibility Study (e.g. appropriate separation distance from wastewater treatment plant);
- Master Servicing Plan (e.g, water, wastewater, stormwater management, district energy, fibre optic network); and
- d. Financial Strategy/Plan (e.g. cost sharing arrangements, area specific levies, Section 37).

#### 13.4.11.2 Class Environmental Assessments

13.4.11.2.1 Undertake Class Environmental Assessment Studies where required, to address the following, but not limited to:

- a. Alignment of new public street network;
- b. Enhanced transit corridor;
- c. Water, wastewater and other servicing infrastructure; and
- d. Realignment of Serson Creek and Street 'K'.

#### 13.4.11.3 Studies Required at the Precinct Level

13.4.11.3.1 Development applications will be considered premature until the precinct plan(s) and any associated studies have been completed.

13.4.11.3.2 Precinct plans will be prepared and may require the following specific studies to be completed but will not be limited to:

a. Serson Creek Study;

- Economic Development Business Case Study (e.g. Innovation Corridor);
- c. Post-Secondary Institution Business Case Study;
- d. Waterway District Heights Study;
- e. Active and Urban Shoreline Study;
- f. Coastal Studies; and
- g. Cultural Incubator Study.

#### 13.4.11.4 Contamination and Site Remediation

In addition to the policies of the Plan, the following provide further guidance on issues of contamination and site remediation.

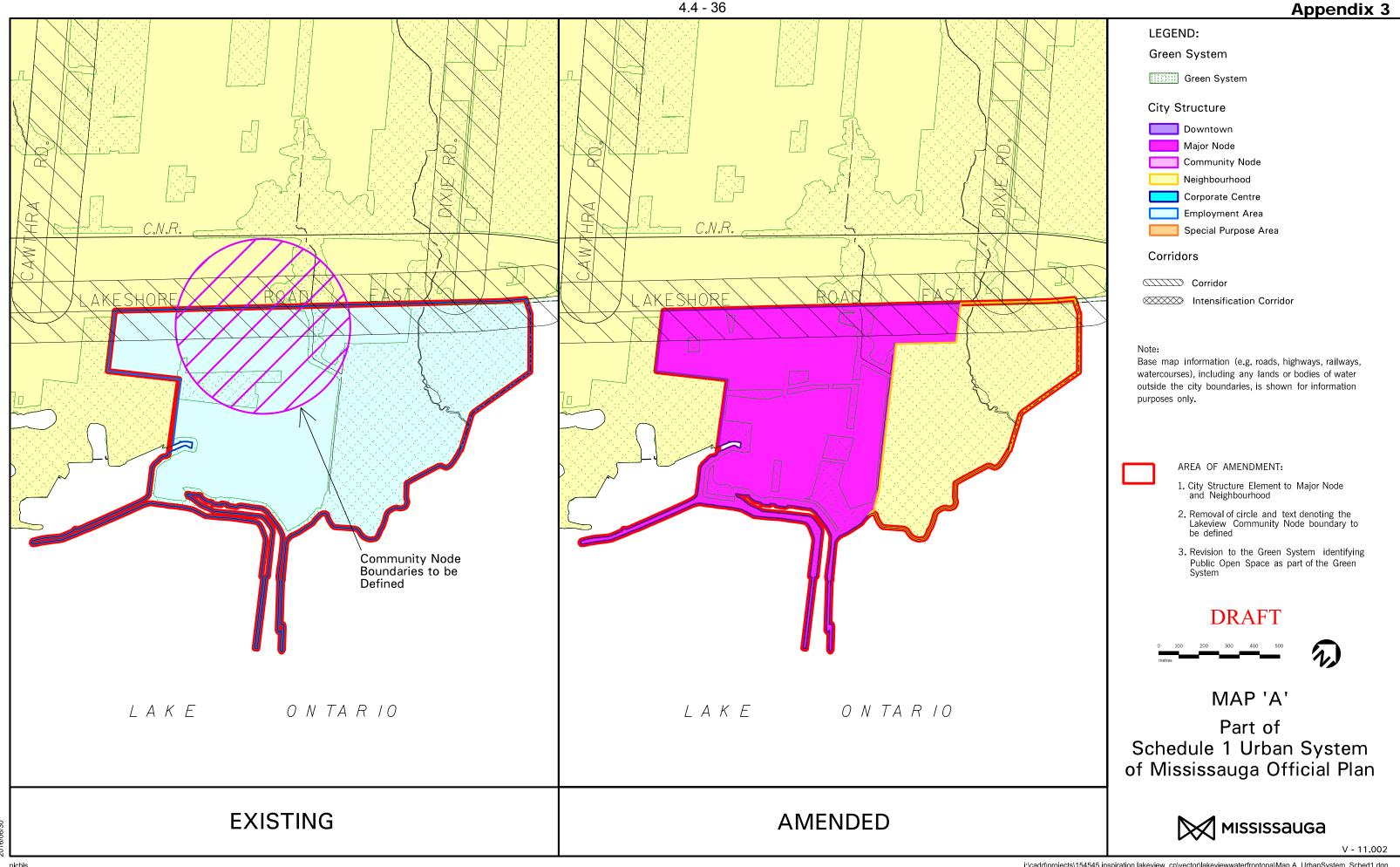
13.4.11.4.1 Development applications may be required to undertake a study to assess contamination in the area in accordance with Provincial Government regulations and standards and City policies.

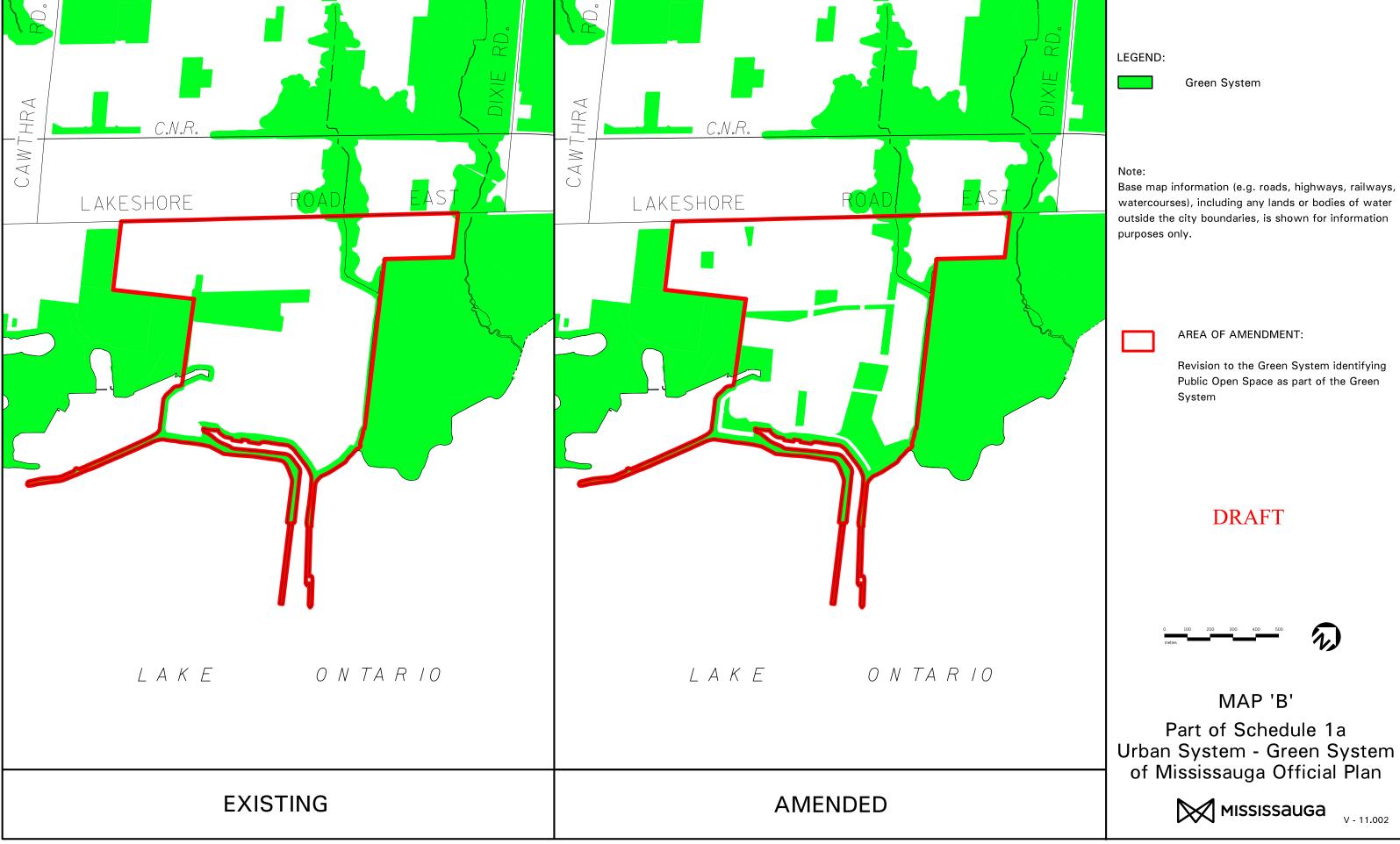
13.4.11.4.2 If the study indicates potential for soil or ground water contamination, an assessment of the conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing *contaminated sites* will be required. Constraints with respect to proposed land uses will be identified.

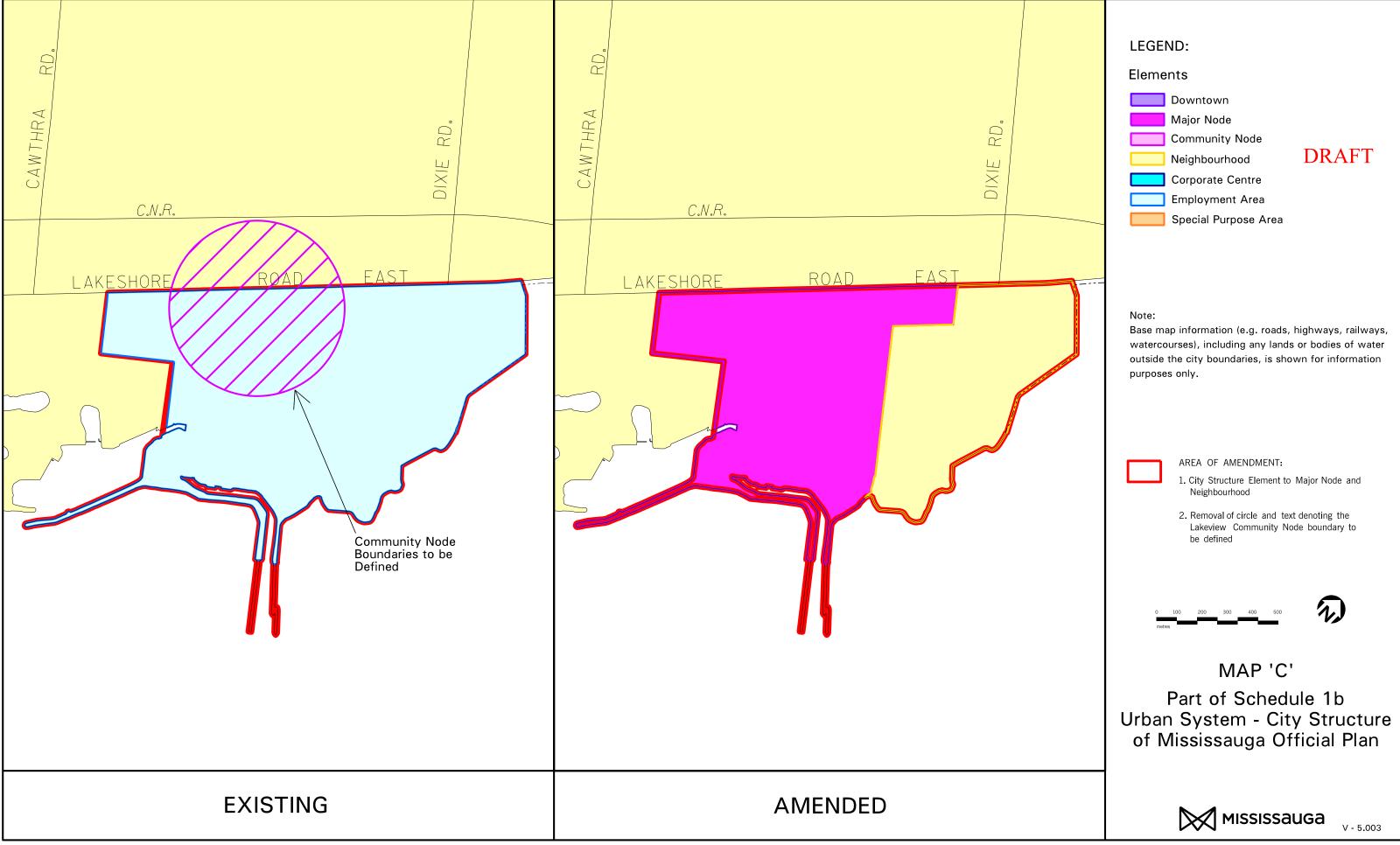
13.4.11.4.3 Environmental site assessments will be required to confirm existing site conditions and if contamination has been identified, all requirements for remediation to ensure lands can be redeveloped for their intended land use are met.

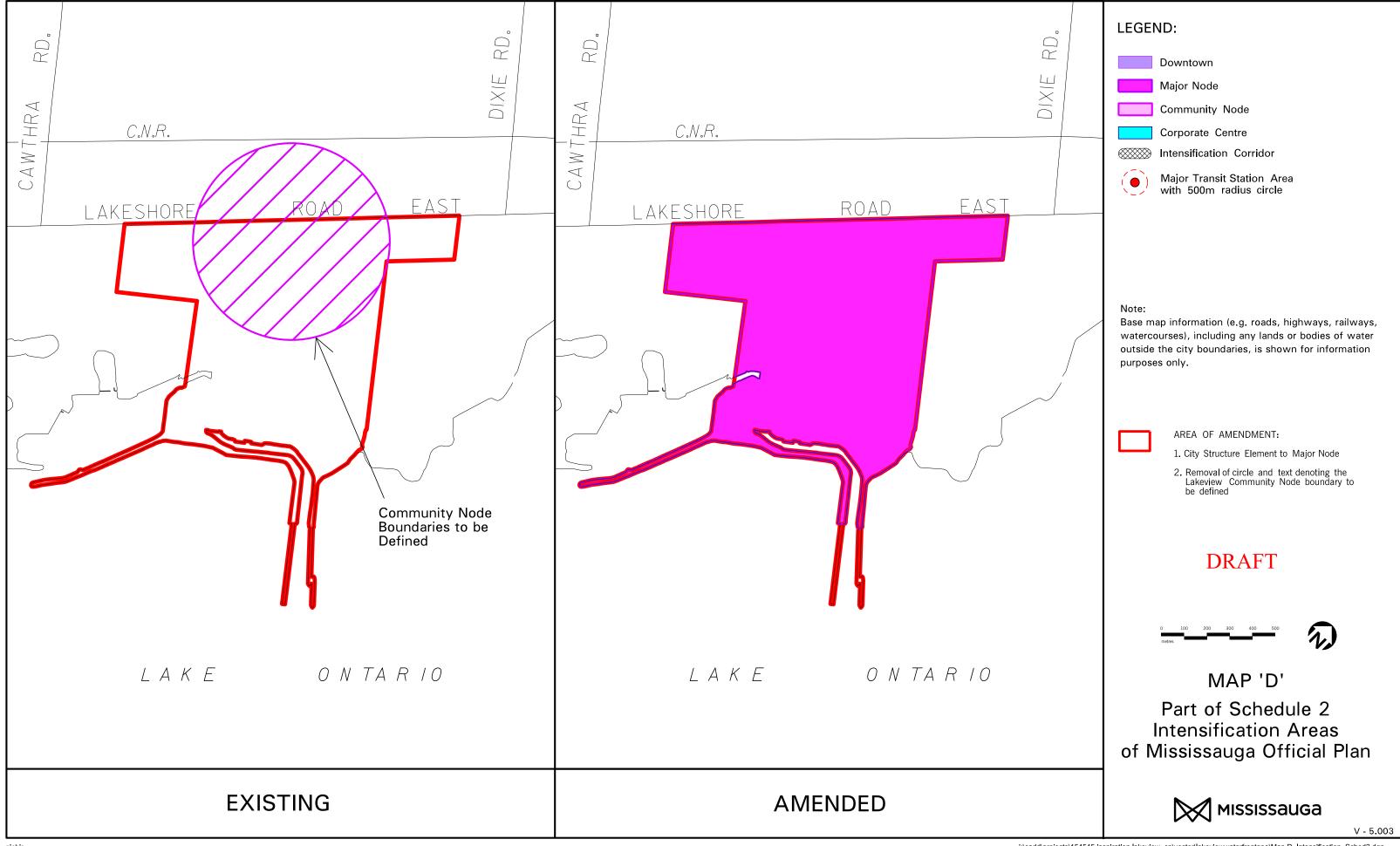
#### 13.4.11.5 Planning and Financing Tools

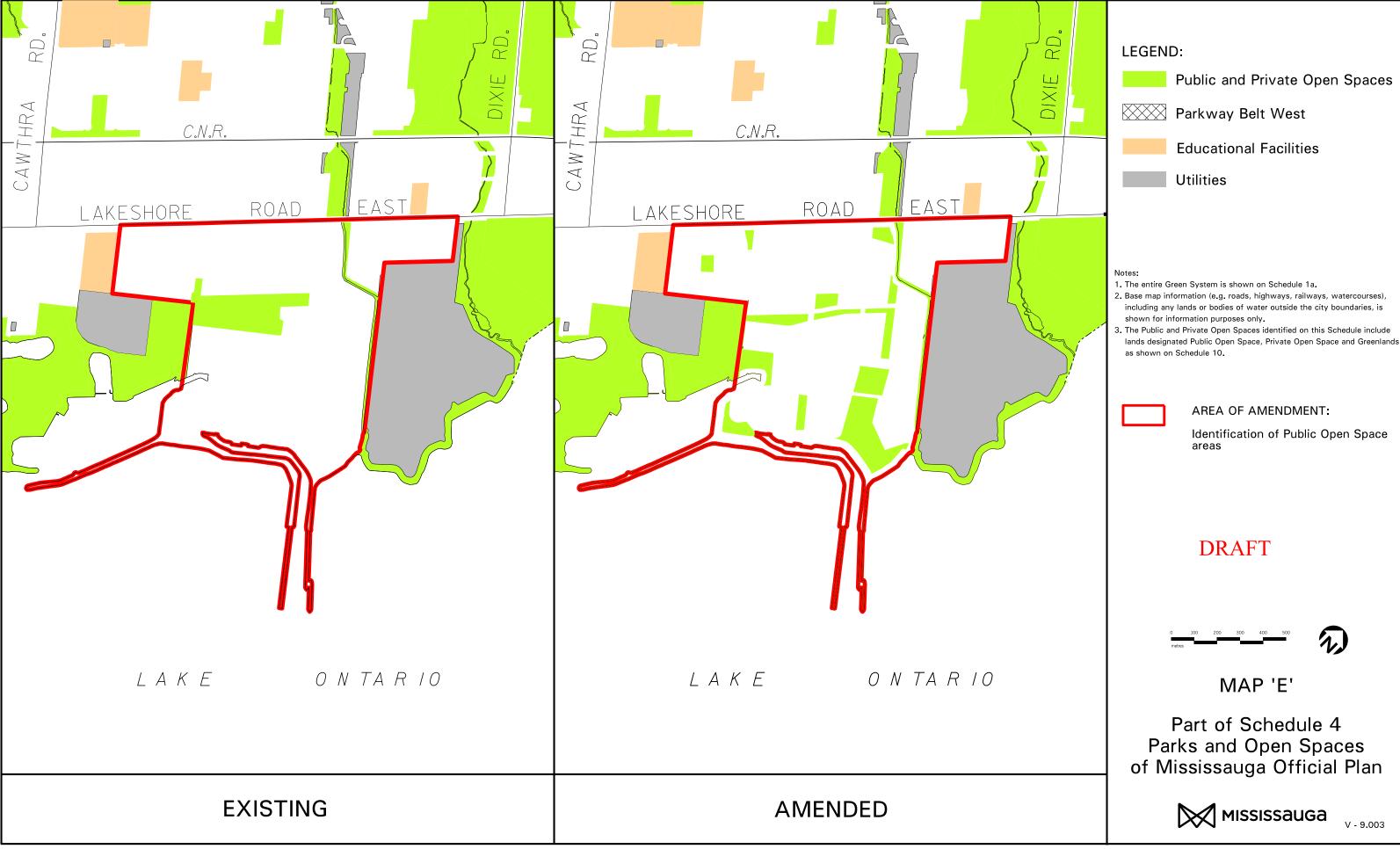
13.4.11.5.1 The City will rely on a wide range of planning and financing tools. These tools may include use of holding provisions, temporary use bylaws, agreements under Section 37 of the Planning Act, site plan control, and various means of subdividing land.

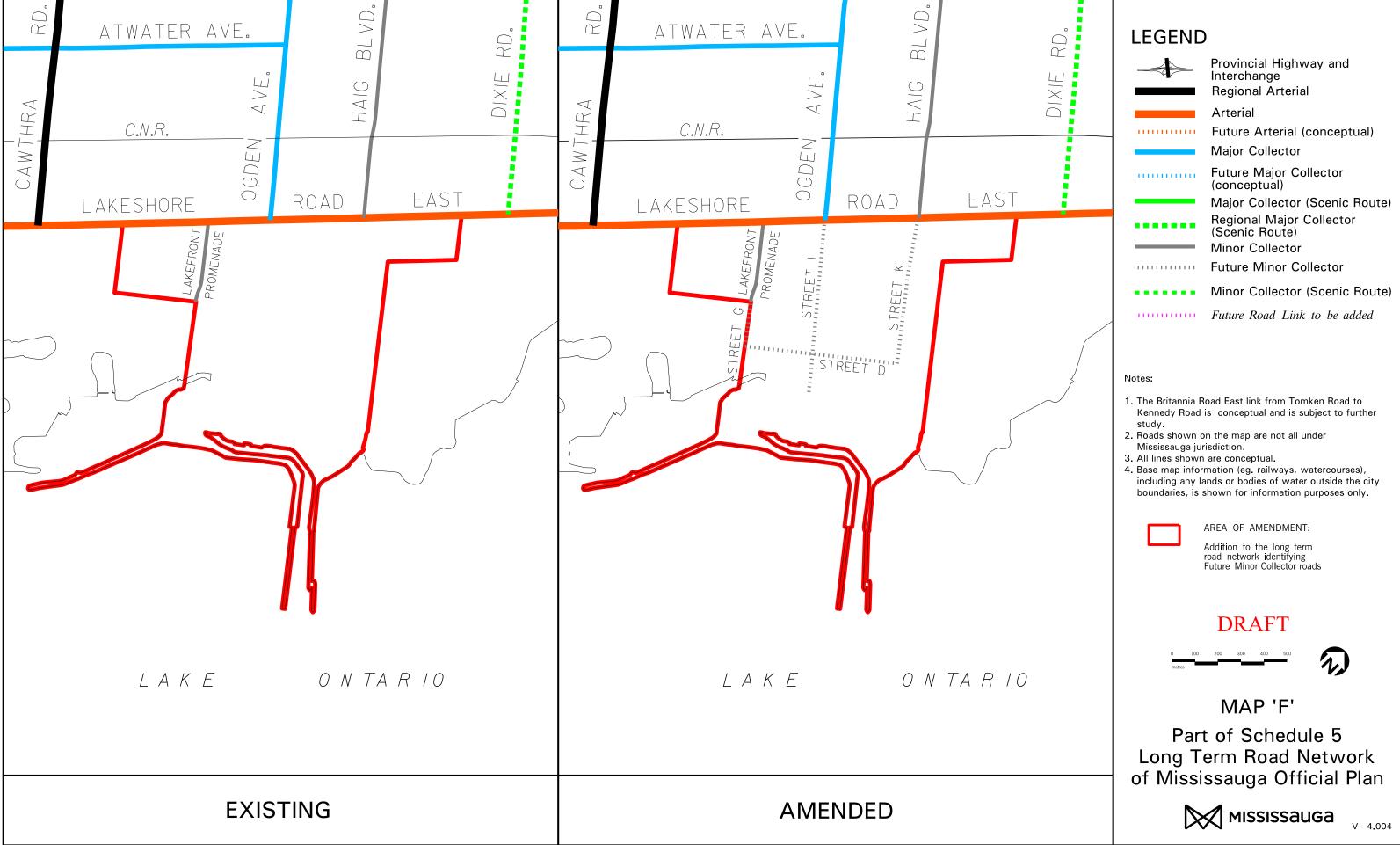


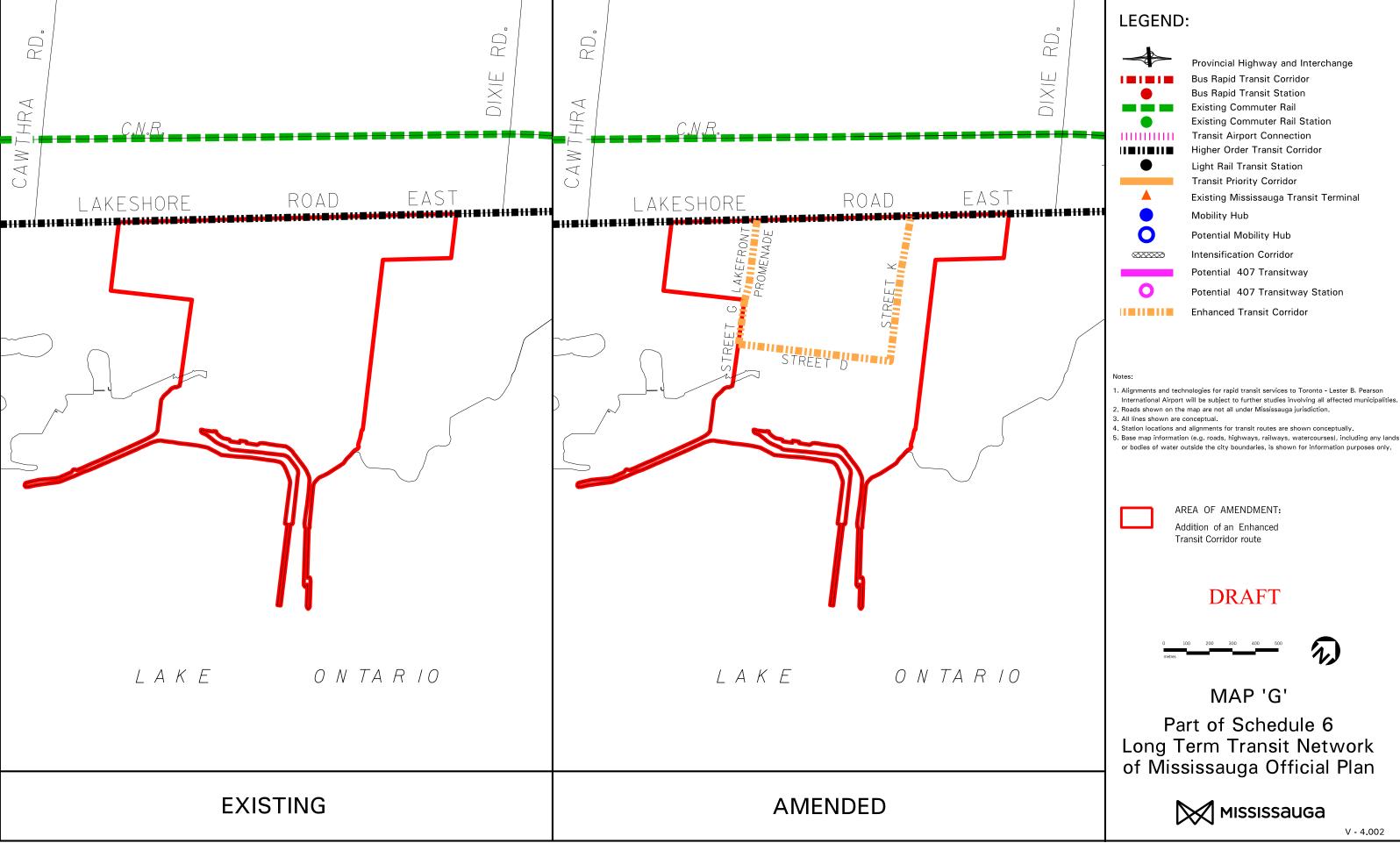


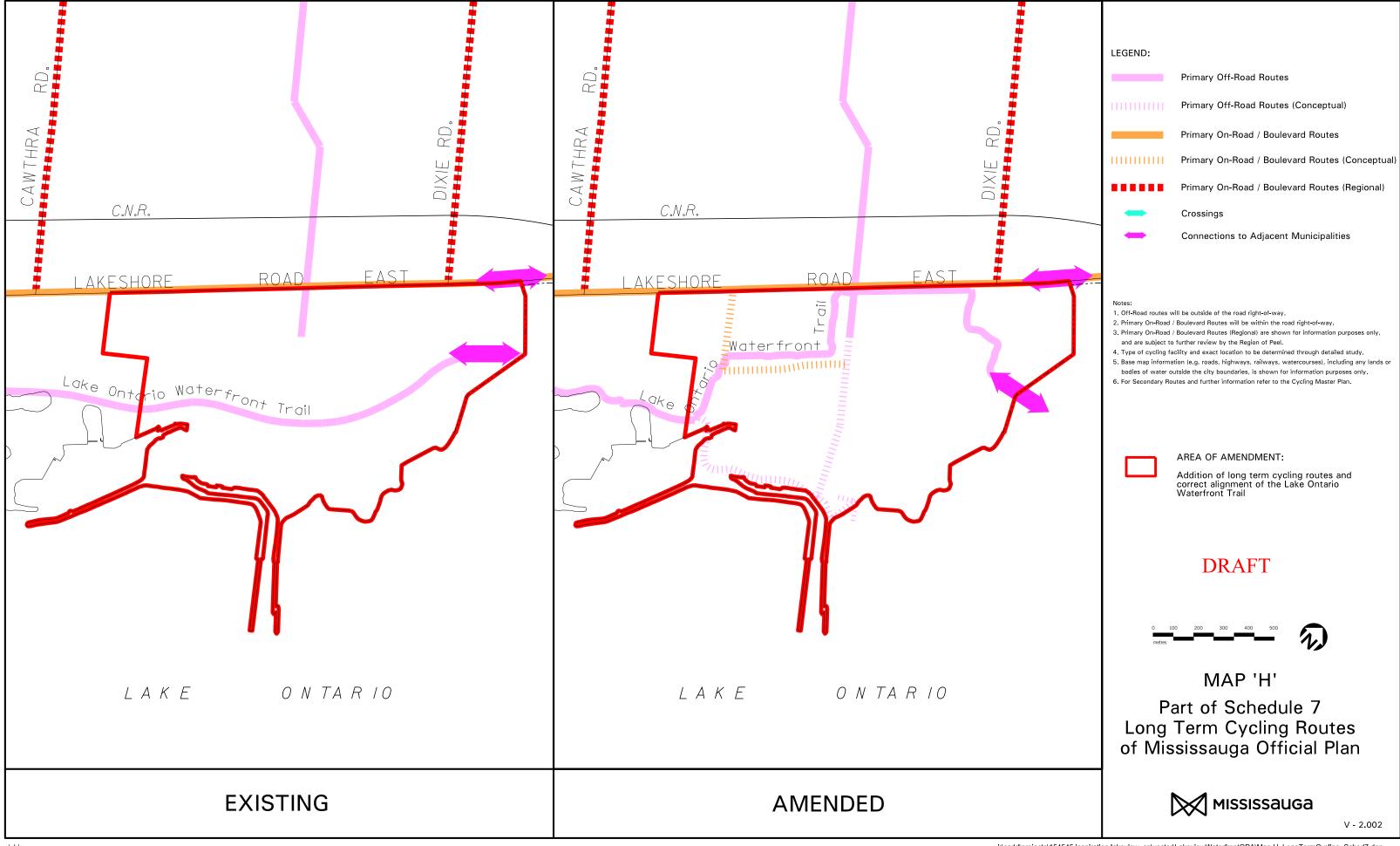


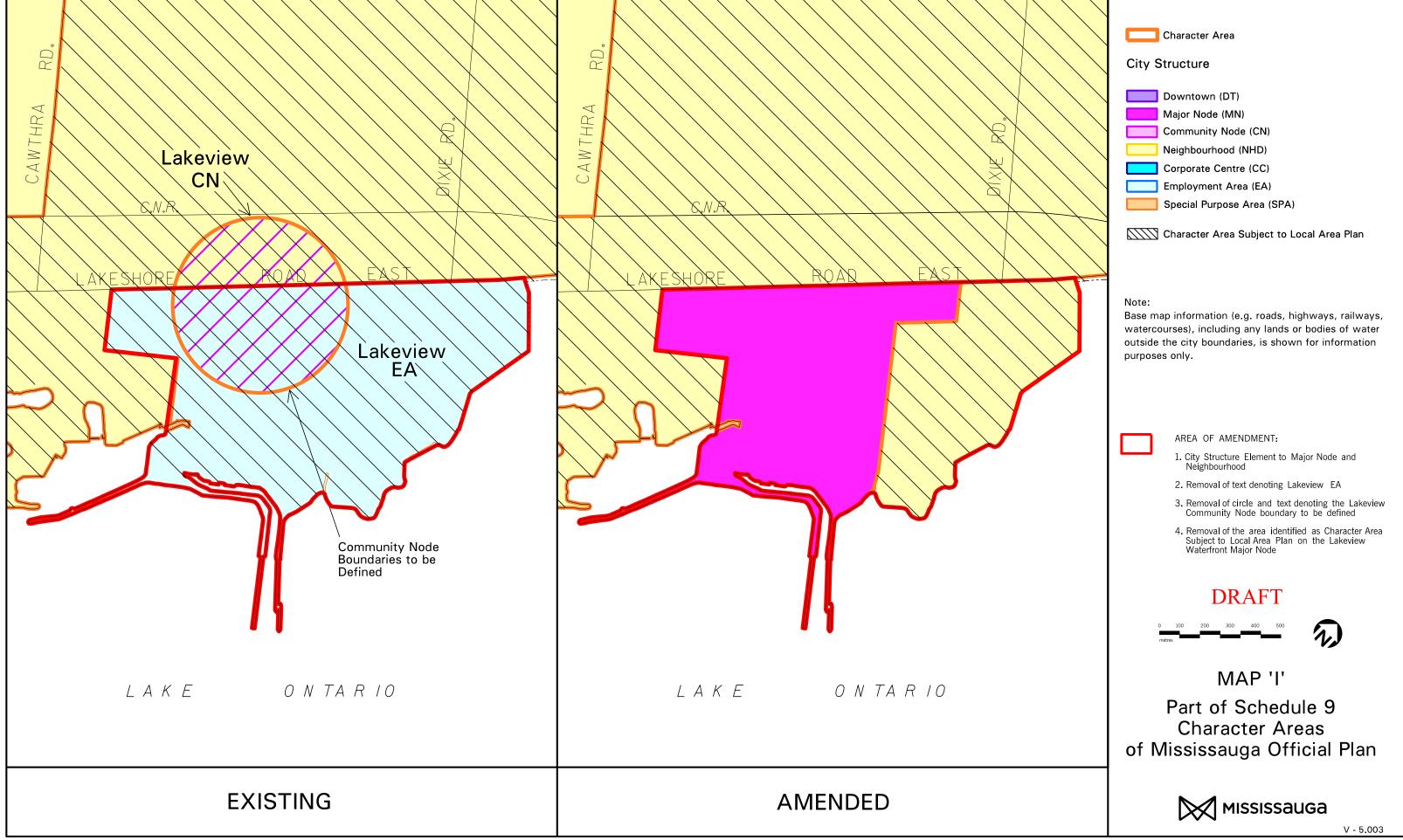


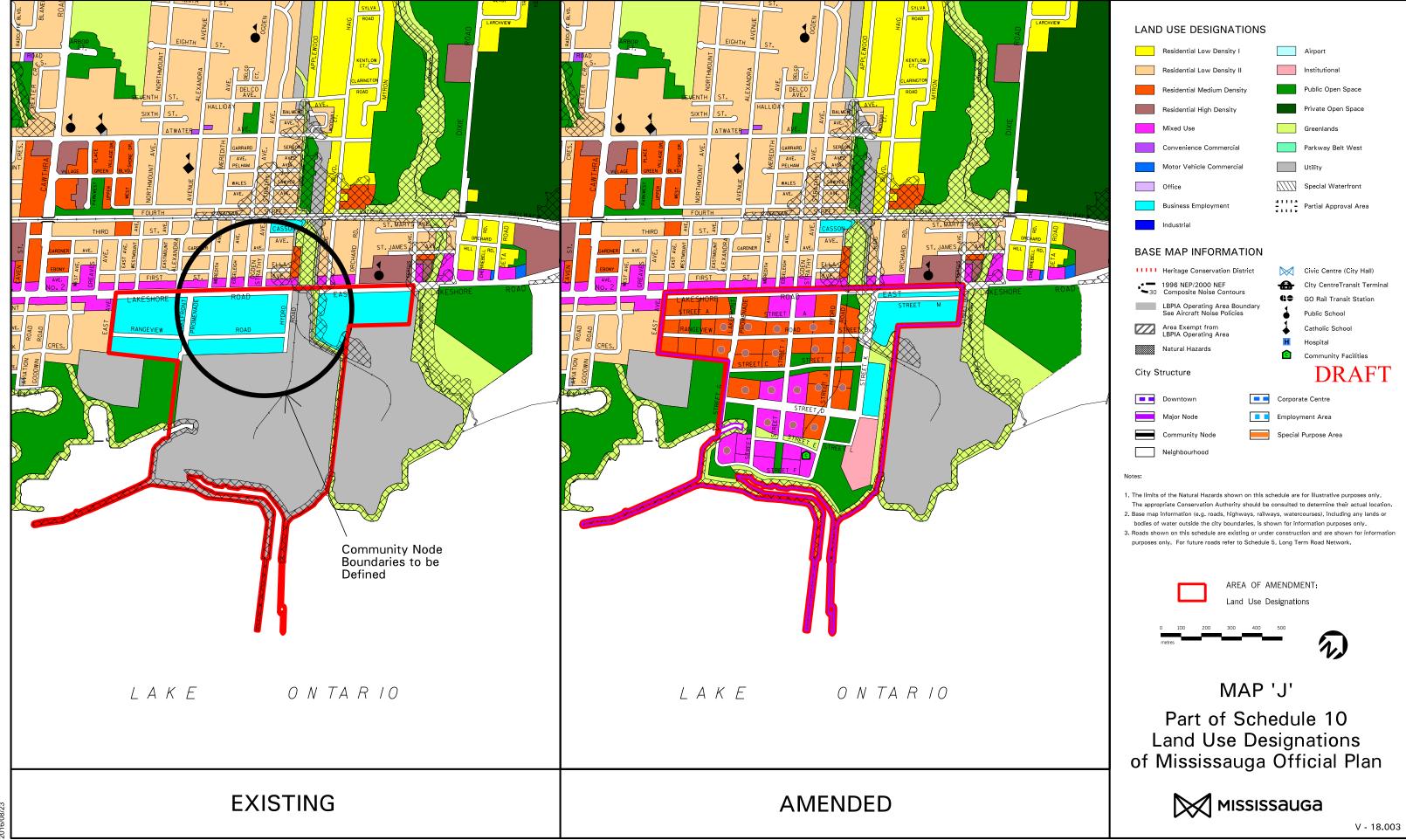












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**Appendix I: Lakeview Built Form Standards** 

Appendix II: Lakeshore Road Transportation Review Study - Executive Summary

#### **OTHER INFORMATION:**

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### **LAKEVIEW**

## 1.0 How to Read the Lakeview Local Area Plan

Mississauga Official Plan ("the Plan") consists of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan ("Area Plan") and provides policies for lands located in southeast Mississauga as shown in Figure 1. It includes lands identified in the City Structure as a Community Node, Neighbourhood Character Area. and Employment Area.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.

This Area Plan must be read in conjunction with the principal document. Parts one to four, the schedules, and the appendices of the principal document are applicable to the Lakeview area unless modified by this Area Plan. For example, the policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence.

For the purpose of this Area Plan, when Lakeview is referenced, it includes lands within the Lakeview Community Node, Neighbourhood and Employment Character Areas.

Policies and the boundaries for the Community Node will be determined following the next phase of study for Inspiration Lakeview. Principles for the

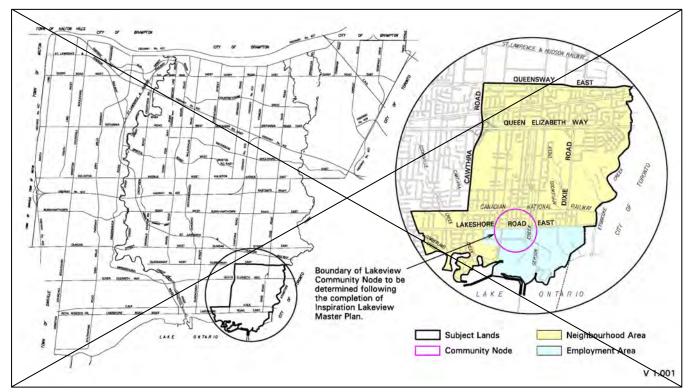


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as Community Node, Neighbourhood Character Area, and Employment Area.

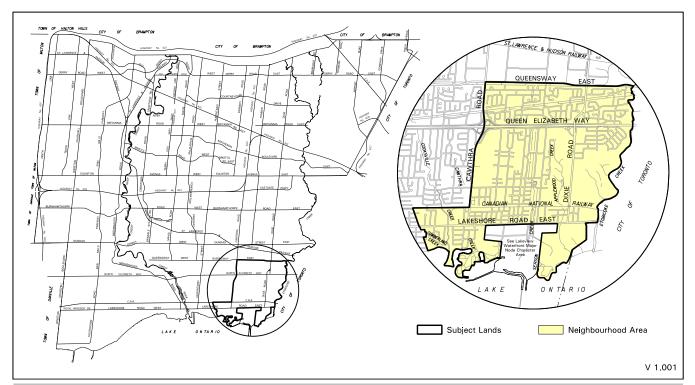


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area.

future development of the Community Node have been included in this Area Plan.

Appendices attached to this Area Plan have been included for information purposes.

Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved.

The Built Form Standards document is not considered part of this Area Plan. However, selected content has been incorporated and represents policy.

The Executive Summary from the Lakeshore Road Transportation Review Study (Appendix II) has been to provide additional information on how the Lakeshore Road *corridor* within the Lakeview and Port Credit Character Areas can accommodate alternative modes of transportation.

#### 2.0 Historical Context

In the early 1800s, the Lakeview community consisted of large family owned farms. The Cawthra, Cavan, Haig, Ogden, Halliday, and Shaw families all owned land in the area. Many of the street names today bear the family names of the farmers and land owners in the area. The Cawthra-Elliot Estate remains a significant heritage site in the City of Mississauga.

Lake Shore Road first opened in 1804, and in 1917 it was the first concrete road in Ontario, and one of the longest cement roads between two cities in the world. By 1944, the road became what we know it as today: Lakeshore Road. Historically, commercial development has occurred on Lakeshore Road and primarily in a strip form along the *corridor*.

In 1915, Curtiss Aeroplanes and Motors Ltd. established Canada's first aerodrome, officially known as the Long Branch Aerodrome and Flying School on the site now owned by Ontario Power Generation (OPG) Incorporated.

Lakeview has a history of significant industrial and military presence. The Long Branch Rifle Ranges, located at the terminus of Dixie Road, on the south side of Lakeshore Road East were used as an active site for militia training and a Cadet program used by the Department of National Defence during World War I. Remnants of the bunkers today remain on the site.

In 1935, the Department of Defence purchased the site at Lakeshore Road East and Dixie Road, and Small Arms Limited, a munitions factory, opened in 1940. The company manufactured armaments, munitions and materials through the Second World War until 1974. This site is commonly known today as the Arsenal Lands. The Small Arms Inspection Building was saved from being demolished in 2009 by a community group in Lakeview.

Some early subdivisions within the Lakeview area date to the Second World War time period. Wartime houses were built to alleviate the housing shortage for workers at the munitions factory and for returning veterans.

The many heritage sites provide a glance of Lakeview's past as a village community: the Lakeview Golf and Country Club (1907), Adamson Estate (1919), Pallett-McMaster House (1911), Lakeview Park School (1923), Cawthra-Elliot Estate (1926), and a 1950s contempo gas station.

By 1950, Lakeview had transformed from a rural



area into a suburban landscape with land used for industrial, residential, commercial and public spaces. New subdivisions were being built such as Orchard Heights and Applewood Acres. New businesses and industries, such as what is now Dixie Outlet Mall were established as a result of the increasing population. In 1958, the Lakeview Generating Station was erected on the Long Branch Rifle Ranges land providing electricity for the people of Ontario for 43 years before being decommissioned in 2005.

For decades, Lakeview has provided water and wastewater servicing for Mississauga and the surrounding municipalities. The Lakeview Water Treatment Plant was constructed in 1952, and the Lakeview Wastewater Treatment Plant (later renamed, G.E. Booth Wastewater Treatment Facility) opened in 1961. To date, both plants continue to play an important role in providing regional servicing needs.

#### 3.0 Current Context

Lakeview is made up of stable residential neighbourhoods characterized by detached and semi-detached housing. Many homes built in the 1950s and 1960s are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout



Figure 2: Heritage sites such as the Cawthra-Elliot Estate (left photo) and Lakeview Park School (right photo) provide a glance of Lakeview's past when it was once a village community.

Figure 3: LAKEVIEW AREA STATISTICS

	North Residential Neighbourhood Precinct	Central Residential Neighbourhood Precinct	South Residential Neighbourhood, Lakeshore Corridor <del>and</del> <del>Employment Precincts</del>	Total Lakeview
Land Area <sup>1</sup> (ha)	261	489	397	1,147
Population <sup>2</sup>	5,230	8,320	9,200	22,750
Employment <sup>3</sup>	580	1,790	1,430 <del>3,100</del>	3,800 <del>5,470</del>

<sup>&</sup>lt;sup>1</sup>Land area is a gross figure and includes everything within the defined boundary such as rivers, roads, and all other land uses.

Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and several are built along Lakeshore Road East. There are a few multi-unit residential dwellings in Lakeview, including duplex, triplex and quadruplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located along the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

An employment area is located south of Lakeshore Road East and east of East Avenue to Applewood Creek. This area contains a mix of business uses in construction, manufacturing, retailing, and wholesaling. Remnant industrial uses continue to operate on properties south of the Canadian National Rail Line.

The site of the former Lakeview Generating Station and The eurrent G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large major portion of the Lake Ontario

**shoreline.** A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.

<sup>&</sup>lt;sup>2</sup> Population is adapted from Hemson Consulting, Growth Forecast, 2008. Population figures are based on the 2011 mid-year forecast and include a 4.2% undercount from Statistics Canada.

<sup>&</sup>lt;sup>3</sup> Employment figures include a work from home assumption of 31 jobs in 1,000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from City of Mississauga, Mississauga Employment Survey, 2011. Note: Numbers have been rounded

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, and Lakeshore Corridor, and Employment Precinct, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas.

#### 4.0 Collaboration

This Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, placemaking workshops, youth outreach exercises and an open house.

The results of the visioning process are contained in the report, "Lakeview and Port Credit Directions Report" (Directions Report). The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.

Preparation included the formation of a Local Advisory Panel which provided a forum for the discussion of planning and related issues.

The City, Province of Ontario (Province), and OPG are working together on the Inspiration Lakeview initiative to achieve a shared vision. In June 2011, a Memorandum of Understanding (MOU) was entered between the City, Province and OPG to develop a shared vision for the OPG Lakeview site.

The Lakeview Waterfront Connection Project led by the Credit Valley Conservation and the Region of Peel, and supported by the City and the Toronto and Region Conservation Authority, is planning and designing a connection to the City of Toronto. The project goal is to enhance the aquatic and terrestrial wildlife habitat and provide opportunities for public access to the waterfront.

Mississauga will ensure that consultation with the public and stakeholders on further initiatives and implementation pertaining to this Area Plan will continue.



Figure 4: Public engagement, such as the placemaking exercise held at the Lakeview Golf Course provides valuable input into the planning process.

#### 5.0 Vision

The Vision for Lakeview is a connection of neighbourhoods with views to the lake and public access to the shores and waters of Lake Ontario. The neighbourhoods of Lakeview will be connected through a network of parks and open spaces.

The Lakeview Community Node will be a focus for community activities, and will serve the surrounding neighbourhoods. With an attractive mainstreet, the node will be a prominent location to live, work, shop, and for the community to connect and gather.

Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:

- Move directing growth to support transit;
- Belong providing a range of housing options;
- Connect promoting a village mainstreet; developing walkable, connected neighbourhoods;
- Prosper encourage employment uses; and

 Green – promote conservation, restoration, and enhancement of the natural environment.

#### **5.1 Guiding Principles**

The Vision for Lakeview is based on the following six guiding principles that provide local context and supplements the Guiding Principles of the principal document:

5.1.1 Reconnect Lakeview to the waterfront by protecting view *corridors* to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.

- 5.1.2 Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.
- 5.1.3 Support complete communities in the Community Node through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.
- 5.1.4 Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.

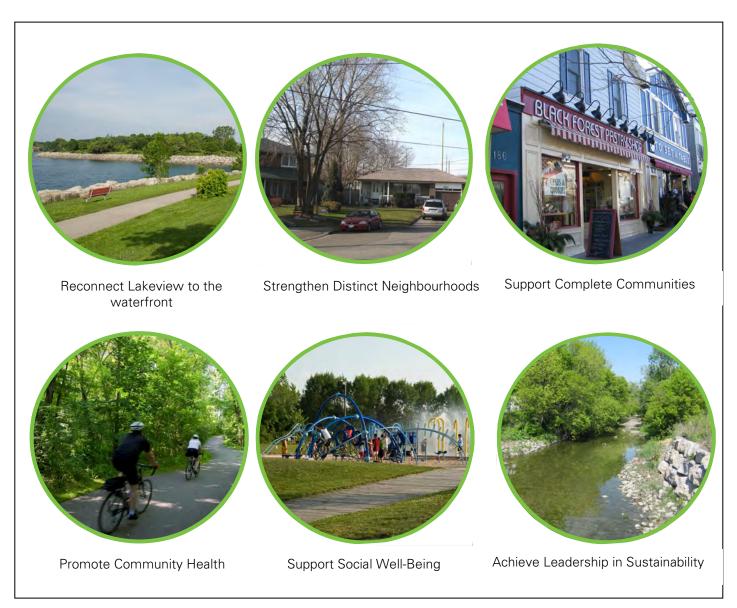


Figure 5: The Lakeview Vision is based on six principles.

5.1.5 Support social well-being by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for social interaction, and encouraging public participation.

5.1.6 Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.

### 5.2 Community Concept

The focus of the policies in this Area Plan is to strengthen and revitalize the Lakeshore *corridor* for mainstreet commercial development, to preserve the character of the existing residential areas while allowing for modest infilling, and to enhance the transportation system.

This Area Plan recognizes that areas of the community are unique and serve a different purpose. The elements that make up Lakeview's community concept consist of the following:

- · Green System;
- Community Node;
- Neighbourhoods; and
- Employment Area; and
- Corridors.

For the purpose of this Area Plan, Lakeview is considered to be composed of precincts which are further divided into sub-areas that are identified on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas. They contain a variety of land use designations and may include specific urban form guidelines for the sub-area.

#### 5.2.1 Green System

The Green System consists of an interconnected open space network including, parks, golf courses, creeks, hydro corridors, school yards, and the Lake Ontario shoreline, which are all key features in the

identity of the area and provide places for recreation and social interaction.

Implications of development on the Green System are an important consideration in the review of any development application. The Green System overlaps the Community Node, Neighbourhood, Employment Area and Corridor elements.

#### 5.2.2 Community Node

The Community Node will be an area to accommodate future intensification. The Community Node will be the centre of both residential and employment activity for Lakeview, combining a mix of uses including residential uses, cultural activities and infrastructure, shopping, dining, office, commerce, and recreation. The location of the Community Node will be determined through future study as part of the Inspiration Lakeview project.

#### 5.2.2 3 Neighbourhoods

Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial centre to serve the surrounding area.

The North Residential Neighbourhood Precinct consists of two smaller neighbourhoods or subareas – Applewood Acres and Sherway West. These areas consist predominantly of detached housing, with several schools serving the area.

The Central Residential Neighbourhood Precinct contains large open space areas, including two golf courses and a woodlands area. The three sub-areas that make up this precinct are Cawthra Village, Serson Terrace, and Orchard Heights. Housing is comprised of mostly detached dwellings on deep lots, and a small number of semi-detached homes and apartment buildings. This area also contains some newer subdivisions with townhouse condominium dwellings.

The South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, Lakeview Village, Creekside and Lakeside, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes, and townhouses. There are also apartment clusters in this area.



Figure 6: Neighbourhoods are non-intensification areas with limited growth. Development in Neighbourhoods should fit into the existing character, respecting the existing low density and one to two storey building heights in Lakeview.

#### 5.2.4 Employment Area

Lakeview's Employment Area is situated in southeast Mississauga. This area has various operating uses including manufacturing and wholesale, retail and restaurant, banquet hall, utility, and marina and parkland. The future use of these lands will be reviewed through the next phase of study for Inspiration Lakeview and remains unchanged in this Area Plan.

## 5.2.3 5 Corridors

The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as *corridors*. These *corridors* link together the neighbourhoods of Lakeview. *Corridors* that run through the Community Node Neighbourhood Character Area should develop with mixed uses oriented towards the *corridor*.

Lakeshore Road East is an important *corridor* in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.

This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the *corridor* which are appropriate for intensification.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained *corridor* that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the *corridor* to provide transportation choices including walking, cycling, auto/truck traffic, and transit.

# 6.0 Direct Growth

Intensification is the development of a property, site or area at a higher intensity than what currently exists. Intensification should be consistent with the planned function for the area as reflected by the City Structure and urban hierarchy of the Plan.

The amount of intensification will vary in accordance with the policies of this Area Plan. In Lakeview, some growth is directed to the following areas: Lakeview Community Node, modest infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites. The specific manner in which development will be accommodated is further explained in subsequent sections of this Area Plan.

# 6.1 Community Node Character Area

The yet to be established Lakeview Community Node will offer a variety of services for daily living. The Community Node is intended to serve the local community, providing a variety of commercial, community and cultural infrastructure. The Community Node, among other things, will:

- be an area of intensification for housing, employment, culture, and recreational uses;
- achieve a gross density between 100 and 200 residents and jobs combined per hectare;
- achieve a population and employment ratio of 2:1 to 1:2;
- provide a pedestrian oriented environment and function as a mixed use centre with compact development to serve the adjacent neighbourhoods;
- provide a variety of housing choices including affordable, assisted and special needs; and
- offer a concentration of community and cultural uses.

6.1.1 The City will monitor the gross density in the Community Node and will assess its ability to accommodate further growth through the development approval process.

# 6.1 2 Neighbourhood Character Areas

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.

- 6.2.1 Intensification will be through modest infilling, redevelopment along the *corridors*, or on commercial sites.
- 6.2.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.
- 6.2.3 Intensification will be sensitive to the existing character of the residential areas and the planned context.
- 6.2.4 Redevelopment of employment uses along the railway tracks will be reviewed in a comprehensive manner and address among other things, transition to the residential areas and to the existing business employment.

# 6.2 3 Lakeshore Road Corridor

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.



Figure 7: The Lakeshore Corridor has redevelopment potential. Development that provides a continuous street frontage, enhances the **streetscape** through landscaping, and promotes an active pedestrian environment will be encouraged.

The Lakeshore Corridor crosses through the Neighbourhood and Employment Character Areas. It generally includes the properties that front onto Lakeshore Road East.

Development in the Lakeshore Corridor Precinct should have regard for the character of the Neighbourhoods, providing appropriate transitions in height, built form, and density.

- 6.3.1 Intensification will occur through infilling or redevelopment.
- 6.3.2 Intensification will be sensitive to the existing and planned context of the *corridor* and adjacent residential uses.
- 6.3.3 Intensification will address matters such as:
- a. contribution to a complete community;
- b. contribution to the mainstreet character;
- c. respecting heritage; and
- d. protecting views to the waterfront.

#### 7.0 Value the Environment

Reconnection to the waterfront and environmental sustainability are guiding principles of this Area Plan. The Green System is an important element in the Community Concept; it is located within a variety of land use designations in Lakeview.

Schedule 1a of the principal document identifies elements of the Green System:

- Natural Heritage System;
- Natural Hazard Lands, and
- Parks and Open Space.

Schedule 3 of the principal document identifies the Natural System, which includes Significant Natural Areas and Natural Green Spaces and **Natural Hazard Lands**. Schedule 4 identifies Parks and Open Spaces.



Figure 8: Trees provide many benefits to the community including improving air quality, protecting our water, conserving energy, and providing aesthetic benefits.

In Lakeview, the Natural Heritage System includes the Cawthra Woods, which is one of a few large forested areas remaining in Mississauga. It is identified as a Provincially *Significant Wetland*, a Regional Area of Natural and Scientific Interest (ANSI) and an *Environmentally Significant Area* (*ESA*). The area contains a diversity of plant species and is known as a migratory stopover.

The **Natural Hazard Lands** are associated with features such as Lake Ontario Shoreline and five **watercourses**: Etobicoke Creek, Applewood Creek, Serson Creek, Cawthra Creek and Cooksville Creek.

City parks and open spaces, such as golf courses, are places for social interaction, art intervention, and recreation. Waterfront Parks, which serve a city and regional wide function, are also an important component of the Parks and Open Space System. Lakeview contains seven waterfront parks: Park 358 (not yet named) on the Arsenal property, Lakeview Park, Douglas Kennedy Park, Lakefront Promenade, A.E. Crookes Park, R.K. McMillan Park, and Adamson Estate.

Trees are invaluable and are essential to our quality of life. Protecting and enhancing the urban forest will leave a legacy for future generations.

Hydro corridors can provide linear connections through neighbourhoods. In Lakeview, there are three hydro corridors. The "Queensway Corridor" is generally adjacent to the Queensway East, the

"Applewood Junction Corridor" extends diagonally, north of the Queen Elizabeth Way, and the "Lakeview/Haig Junction Corridor" extends from the former Lakeview Generating Station north to the Queen Elizabeth Way.

The City will be undertaking flood evaluation studies for Little Etobicoke Creek, Serson Creek and Applewood Creek. The intent of these future studies is to review opportunities to help mitigate flooding, where possible.

### 7.1 Green System

- 7.1.1 Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.
- 7.1.2 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.
- 7.1.3 Within the waterfront parks system, the protection, preservation, and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.
- 7.1.4 Through the processing of development applications, lands may be acquired to provide for a continuous Waterfront Trail along the water's edge.
- 7.1.5 The development of Park 358 (not yet named) on the Arsenal property and the management of R.K. McMillan Park will include naturalization techniques, where appropriate and connectivity with the future Lakeview Waterfront Connection Project.

#### 7.2 Urban Forest

- 7.2.1 Trees provide important environmental benefits and contribute to the character of the area. The City should seek opportunities for restoring and enhancing canopy cover on public lands, and promoting tree plantings on private lands.
- 7.2.2 The City may require **streetscape** improvements along **corridors** to expand and

enhance the urban forest canopy along the public right-of-ways.

7.2.3 Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking **streetscape** improvements.

#### 7.3 Living Green

- 7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.
- 7.3.2 The City will support initiatives that promote environmental sustainability, integrity and conservation and incorporate sustainable development practices in accordance with the City's Green Development Strategy and the Water Quality Control Strategy.

# 8.0 Complete Communities

Lakeview contains many of the attributes associated with complete communities, including among other things:

- recreational facilities such as community facilities, parks, beaches, and golf courses;
- schools as central places in the community, for academic, social and community, service, and family support;
- a range of housing options with a mixture of housing forms and densities, including rental housing;
- cultural resources such as heritage buildings and landscapes which help retain a connection to the past; and
- a significant waterfront area providing a high level of public accessibility.

The policies are intended to protect and enhance the attributes of a complete community for Lakeview.





Figure 9: Lakeview has few seniors' facilities and housing, and as an increasing number enter retirement there will be a demand for more.

Lakeview is a community with a growing aging population. As seniors enter retirement, there will be changing residential needs, and providing housing choices for seniors, along with other additional community facilities and services such as community centres, libraries and medical offices, will help meet some of the needs for daily living.

The future Community Node and the Lakeshore Corridor will provide a mix of uses and services to residents in the adjacent neighbourhoods.

# 8.1 Housing

- 8.1.1 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on site or within the community.
- 8.1.2 The Community Node and Lakeshore Corridor is are encouraged to develop using a range of housing choices in terms of type, tenure and price.
- 8.1.3 Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Community Node and in the Lakeshore Corridor.

# 8.2 Cultural Heritage

Lakeview contains a number of important cultural heritage resources including properties identified or recognized on the City's Heritage Register as being Designated or Listed. The Heritage Register further classifies the sites as a cultural feature or a cultural landscape:

- Cultural features such as the Water Tower on the Arsenal Lands, Bowstring Bridge over the Etobicoke Creek, and Lakefront Promenade provide scenic views and are significant features and landmarks; and
- Cultural landscapes such as the Lakeview Golf Course, Cawthra Estate, and Adamson Estate are associated with the natural environment or are significant historical resources.
- 8.2.1 Cultural heritage sites are places that have the opportunity to provide attractive **streetscape**. **Streetscape** improvements are encouraged to accentuate the site through landscaping, signage, lighting, benches, public art, interpretive signs, or other means.
- 8.2.2 The City will explore through a Community Improvement Plan, incentives to protect, preserve, and reuse cultural heritage sites in Lakeview.
- 8.2.3 Development adjacent to heritage sites will integrate and enhance the character of the cultural heritage resource.

# 8.3 Community and Cultural Infrastructure

8.3.1 The Community Node and Lakeshore Corridor is the are preferred locations for community and cultural infrastructure and public art.

8.3.2 Community infrastructure is encouraged to have integrated uses, combining uses such as a library, neighbourhood gallery space, and a café. To promote social interaction within the community, the provision of meeting rooms should be considered, such as a library with multi-functional meeting space.

8.3.3 Mississauga will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural aspects in Lakeview, including community beautification projects, the adaptive reuse of buildings as a community or cultural heritage resource.

# 8.4 Distinct Identity and the Waterfront

Lakeview has a long and important history as a waterfront community; the waterfront has created a distinct identity for Lakeview. Lakeview has opportunities to develop a strong community character that promotes and connects the neighbourhoods and *corridors* to the waterfront.



Figure 10: Entryways are emphasized with distinctive design and landscaping.



Figure 11: Carvings found along the Waterfront Trail through Lakeview are examples of a community beautification project that enhances the sense of place and pride.

Credit Valley Conservation and the Region of Peel, with the support of the Toronto and Region Conservation Authority and the City of Mississauga, are undertaking the Lakeview Waterfront Connection Project with the purpose to create a new natural waterfront park to enhance aquatic and terrestrial wildlife habitat and provide public access to the waterfront. When completed, the waterfront connection along the Lake Ontario shoreline will extend from west of Serson Creek to Etobicoke Creek.

8.4.1 Development within the Community Node and the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, **streetscape**, and cultural heritage resources and cultural infrastructure.

8.4.2 The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.

8.4.3 The City will pursue public use on the waterfront lands, including a waterfront trail connection along the water's edge, and will work in collaboration with the Region of Peel, other levels of government, and agencies.

8.4.5 To create a visual identity in Lakeview, gateway features and signage along Lakeshore Road East will be promoted.

8.4.6 Mississauga supports water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing, and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

8.4.7 Mississauga waterfront parks are a significant element of the Lakeview character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.

# 9.0 Multi-Modal City

As population and employment growth is anticipated in the Lakeshore Corridor and within the future Community Node, increasing constraint will be placed on the transportation network. Planning for transit and *active transportation* along Lakeshore Road will become a priority to ensure efficient movement for multi-modal travel.

The road network is shown on the Lakeview Local Area Plan Long Term Road and Transit Network (Map 2). Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long term multi-modal transportation system is shown on Schedule 5 (Long Term Road Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.

A future *higher order transit corridor* along Lakeshore Road East is identified on Map 2, extending from Hurontario Street to the City of Toronto border. The preferred transit solution (e.g. bus or rail) has not yet been identified for this *corridor*.

Planning for improvements to the road network and active transportation routes that provide connectivity for transit, pedestrians, cyclists and vehicles will be essential in linking Lakeview to the neighbouring communities and in achieving a city wide finer grain network.

The City's Cycling Master Plan is a guide to promote active transportation and identifies existing and planned trails in Lakeview, including municipal connections such as the trail along the Etobicoke Creek.

Opportunities for passive recreational uses along hydro corridors, such as multi-use trails, are encouraged through Lakeview.

The City is proposing to undertake a Lakeshore Road Transportation Master Plan ("Transportation Master Plan") which will include Lakeshore Road (between the east and west City limit) and an examination of the transportation issues specific to the Lakeview area. As part of the future study, the City will review the *higher order transit* need in the Lakeview area and opportunities to improve the transportation system for all modes.

#### 9.1 Corridor Protection

Appendix II contains the executive summary from the Lakeshore Road Transportation Review Study. That study provided a comprehensive and technical transportation review regarding how Lakeshore Road East can accommodate alternative modes of transportation.

- 9.1.1 Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities, and *higher order transit* facilities.
- 9.1.2 The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.
- 9.1.3 The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or

existing or proposed laneways parallel to Lakeshore Road East.

9.1.4 The Transportation Master Plan for Lakeshore Road may address improving current mobility for all modes of transportation, the implications of future growth on the network and consider placemaking initiatives that would promote the animation of the *corridor*. The Transportation Master Plan may assess improvements to the Lakeview road network and *higher order transit* needs in the Lakeview area.

#### 9.2 Road Network

- 9.2.1 During the review of development applications, streets will be designed to provide connectivity through neighbourhoods.
- 9.2.2 Improvements to the road network and *active transportation* routes that provide connectivity through Lakeview may be identified through a future Transportation Master Plan for the Lakeshore Road *Corridor* or through the development application process. Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following:
- a. Byngmount Avenue, east to Rangeview Road;
- b. Casson Avenue, east to St. Mary's Avenue;
- c. Ebony Avenue, east to First Street;
- d. Ella Avenue, east to St. James Avenue;
- e. First Street, east to Ella Avenue;
- f. Fourth Street, east to Haig Boulevard;
- g. Harcourt Crescent, south to Duchess Drive;
- h. Pelham Avenue, west to Alexandra Avenue, and east to Haig Boulevard;
- i. Seventh Street, east to Halliday Avenue; and
- j. Third Street, east to Casson Avenue.

- 9.2.4 When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.
- 9.2.5 Mississauga will work with the Province and the Region to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.
- 9.2.6 Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:
- reduced parking standards;
- transportation demand management;
- transit oriented development;
- pedestrian/cycling connections; and
- access management plan.

#### 9.3 Transit Network

9.3.1 Providing public transit connections along key north-south *corridors* to Lakeshore Road East in addition to providing frequent and reliable service along the Lakeshore Road will help shape and



Figure 12: Lakeshore Road *Corridor* has opportunities to accommodate multi-modes of transportation including pedestrian, cycling, and *higher order transit* facilities.

support the future development of the Lakeshore Corridor. and the Community Node.

# 9.4 Parking and Transportation Demand Management

- 9.4.1 For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.
- 9.4.2 Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees, and other structural materials.
- 9.4.3 The City will identify appropriate locations for on-street parking in the Lakeshore Corridor and develop an implementation strategy for parking.
- 9.4.4 Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the **streetscape** design.
- 9.4.5 Reduced parking requirements and maximum parking standards may be considered within:
- a)—the Community Node; and
- b) the Lakeshore Corridor.
- 9.4.6 Public parking lots in the Lakeshore Corridor will be maintained and supplemented where appropriate.
- 9.4.7 The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the *corridor*.

#### 10.0 Desirable Urban Form

This section reflects the planned function and local context and provides the framework for shaping the Lakeview community, with an emphasis on urban form. The urban form policies are organized as follows:

- a) Neighbourhoods;
- b)—Employment;
- b) Lakeshore Corridor; and
- d)—Community Node; and
- c) Built Form.

Development will be guided by the Lakeview Built Form Standards contained in Appendix I.

Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan.

# 10.1 Neighbourhoods

Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced. Development may occur through modest infilling or redevelopment of existing commercial plazas and vacant sites.

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;
- to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; and

 to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses.

10.1.1 Development should reflect one to two storey residential building heights and will not exceed three storeys.

# 10.1.2 North Residential Neighbourhood Precinct (Applewood Acres, Sherway West)

The North Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and the Etobicoke Creek to the east, Queensway East to the north and the Queen Elizabeth Way to the south. This residential area will be maintained while allowing for infill which enhances and is compatible with the character of the area.

10.1.2.1 The existing commercial site at North Service Road and Stanfield Road is a site where intensification could be accommodated to a maximum height of four storeys. Future redevelopment of the properties will address issues, including but not limited to:

- a. retention of commercial space; and
- b. appropriate transition to adjacent residential uses.

# 10.1.3 Central Residential Neighbourhood Precinct (Cawthra Village, Orchard Heights, Serson Terrace)

The Central Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and Etobicoke Creek to the east, the Queen Elizabeth Way to the north and the Canadian National Railway line to the south. Originally, these homes were summer houses for families from the Toronto Township. Also predominant in the area are homes built on small lots that were constructed during the Second World War time period (these homes are also known as "war time housing").

10.1.3.1 The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification, to a maximum height of 4

storeys. Future redevelopment of the property will address issues including but not limited to:

- a. the addition of public roads to connect and improve the neighbourhood's fine-grained road pattern;
- b. retention of commercial space; and
- c. appropriate transition to adjacent residential uses.

# 10.1.4 South Residential Neighbourhood Precinct (Creekside, Lakeside, Lakeview West, Lakeview Village, Lakefront Utility, Arsenal Woodlands)

The South Residential Neighbourhood Precinct is bordered by Seneca Avenue to the west and Etobicoke Creek to the east, the Canadian National Railway line to the north and Lake Ontario to the south. Many of the homes constructed dating to World War II exists today.

In accordance with the Waterfront Parks Strategy, Park 358 (not yet named) but historically known as the Arsenal property, is identified as a Gateway Park. A park master plan will be required to determine the programming and design of the park. Also, in partnership with the City, the Toronto and Region Conservation Authority, and local community groups, a plan has been initiated for the re-adaptive use of the Small Arms Inspection Building for varying cultural, educational, retail, and office purposes. The reuse of the building will provide an important resource for the Lakeview community.

The Lakefront Utility sub-area includes a regional wastewater treatment facility.

- 10.1.4.1 Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:
- ensure transition to Lakeshore Road East, adjacent stable residential neighbourhoods, and Cooksville Creek;

- ensure visual connection to Cooksville Creek;
   and
- ensure larger sites are sub-divided with public roads and walkways.

10.1.4.2 Development along the Canadian National Railway line for lands designated Business Employment, or for an industrial use, will:

- a. be encouraged to improve the transition of height and use to adjacent residential areas;
- have a maximum height generally equivalent to a two storey residential building;
- ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
- d. provide appropriate landscaped buffers to adjacent residential areas; and
- e. provide a **streetscape** that is compatible with adjacent neighbourhoods.

#### 10.2 Employment

The Employment Precinct is divided into three subareas as identified on Map 1. It contains the areas of Arsenal Woodlands, Ontario Power Generation (OPG) Lands, and Lakefront Business Park.

#### 10.2.1 Arsenal Woodlands Precinct

Δ In accordance with the Waterfront Parks

Strategy, Park 358 (not yet named) but historically known as the Arsenal property, is identified as a Gateway Park. A park master plan will be required to determine the programming and design of the park. Also, in partnership with the City, the Toronto and Region Conservation Authority, and local community groups, a plan has been initiated for the re adaptive use of the Small Arms Inspection Building for varying cultural, educational, retail, and office purposes. The reuse of the building will provide an important resource for the Lakeview community.

10.1.4.3 10.2.1.1 The Arsenal Lands should provide for placemaking opportunities, such as the development of a square or open space that integrates with the surrounding environment and provides interaction for pedestrians.

10.1.4.4 10.2.1.2 Development of community and cultural uses will be encouraged and public art will be incorporated as appropriate in the Arsenal



Figure 13: The Small Arms Inspection Building has historical significance, defining Canada's military history during the Second World War and the history of women.

#### Woodlands Precinct.

# 10.2.2 Ontario Power Generation (OPG) Lands Precinct and Lakefront Business Park Precinct

The OPG Lands were formerly used for a coal fired electricity generating station. This area represents a significant parcel of land along the Lake Ontario shoreline, with the opportunity to create a vibrant mixed use destination, enhancing the existing community and improving access to the waterfront.

The Lakefront Business Park sub area includes a regional wastewater treatment facility and an employment area on the south side of Lakeshore Road East, overlapping with the Lakeshore Corridor Precinct. The employment lands and the OPG Lands are under review through the next phase of study for Inspiration Lakeview.

Phase one of the Inspiration Lakeview study (Inspiration Lakeview Vision), initiated by the City, outlines the desired vision for the OPG Lands and the employment area, as guided by the community. The City, the Province and OPG entered into a Memorandum of Understanding (MOU) in June 2011 to develop a shared vision for OPG's Lakeview site. The parties to the MOU have been working collaboratively to develop a master plan for OPG's Lakeview site that is in keeping with the shared vision. The next step in this process is a comprehensive master plan to further develop the vision. The precinct policies and special site policies provide additional direction regarding issues that need to be addressed.

10.2.2.1 The next phase of study for Inspiration Lakeview should have regard for the following:

- a. form and scale of development for a waterfront location:
- b. provide opportunities for new view corridors;
- e: creation of public roads, parks, walkways, and paths within the site and to enhance connectivity to the neighbourhoods to the north and to the west, and along the waterfront;

- d. provision of public open space along the shoreline, and a continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront; and
- e. for the lands along Lakeshore Road East, the Lakeshore Corridor Precinct policies in this Area Plan will also apply.

# 10.2 3 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this *corridor*, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian oriented environment;
- ensuring built form compatibility and transition in heights to adjacent neighbourhoods;
- minimizing access points along Lakeshore Road East:
- · preserving light and sky views; and
- creating an attractive public realm.

10.23.1 Development should preserve and enhance the views and vistas to the natural environment.

10.23.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

including among others, Ogden Avenue and Hydro Road

- 10.23.3 Development will be encouraged to locate parking to the rear of buildings or underground.
- 10.23.4 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.
- 10.23.5 Appropriate transition to adjacent low density residential will be required.
- 10.23.6 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:
- a. maintaining an appropriate average lot depth for mainstreet commercial;
- b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;
- buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and
- d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.
- 10.23.7 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:
- a. landscaping and planting;
- b. street furnishings;
- c. public art;
- d. quality building materials; and

- e. building design elements and features including articulated rooflines such as parapets and towers.
- 10.23.8 Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.
- 10.23.9 The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.
- 10.23.10 The Intensification Areas policies of the Plan will apply to development within the Core area.
- 10.23.11 Single use residential buildings are permitted in the Outer Core area, subject to the following:
- a. buildings are set back from the street;
- b. provision of a well landscaped front yard;
- c. an appropriate streetscape; and
- d. parking at the rear of the property or underground.

# 10.4 Community Node

As part of the Urban System, the principal document includes a Community Node for the Lakeview area in southeast Mississauga.

The Community Node boundaries and specific urban form policies will be determined through the next phase of study for Inspiration Lakeview.

Development within the Community Node is intended to contain a mix of uses, densities, and high urban design standards, and have regard for the following objectives, among other things:

- a. building heights will reflect an appropriate transition to the stable low density neighbourhoods, the Lakeshore Corridor, and Lake Ontario shoreline;
- b. provision of public access and protection of views to Lake Ontario;
- e. providing a variety of heights;
- d. overall development of the Community Node will be at a scale that reflects its role in the urban hierarchy;
- e. provision of public art that enhances the built environment and enriches the culture and history of the community; and
- f. the development of symbolic gateways or landmarks to define entrance to and arrival at the Community Node will be encouraged.

# 10.3 5 Built Form Types

- 10.35.1 For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:
- a. new housing within Lakeview should maintain

- the existing character of the area; and
- development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.
- 10.35.2 Criteria for the development of street townhouses or freehold townhouses will include, among other things:
- a. they fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms; and
- c. they are located on, or in proximity to transit routes.
- 10.35.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:
- a. they can fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms;











Figure 14: Lakeview has a wide range of built environments, which are reflected in the Area Plan policies.

- they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;
- d. they are located on, or in proximity to transit routes; and
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a *streetscape* that is compatible with adjacent neighbourhoods.
- 10.35.4 Horizontal multiple dwellings, such as stacked townhouses, may be developed, subject to, among other things:
- a minimum lot depth to ensure internal circulation;
- area to accommodate appropriate parking, amenity space, landscaping;
- c. utilities can be accommodated internal to the site; and
- d. located on, or in proximity to transit routes.
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a *streetscape* that is compatible with adjacent neighbourhoods.
- 10.35.5 Criteria for apartment development will include, among other things:
- a minimum separation distance to ensure light and permeability;
- b. a maximum floor plate to ensure minimal impact on residential areas; and
- c. transition to adjacent lower built forms.
- 10.35.6 Criteria for commercial development will include, among other things:
- a. the maximum height of buildings will be four storeys;
- b. transition to existing stable residential areas;

- c. ensure the continuation of a mixed use community;
- d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and
- a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.
- 10.35.7 The redevelopment of existing industrial sites for industrial uses will address, among other things:
- a. a minimum setback to residential areas ensuring an appropriate buffer area can be accommodated to screen the use;
- b. a minimum landscape area will be required in front of any employment use; and
- c. existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a two storey residential building. Development will include appropriate buffers and ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.
- 10.3.5.8 Aesthetic and high quality building materials will be required in developments. The first four storeys will be of durable material such as brick or stone. Concrete blocks or painted concrete blocks are not permitted to be exposed.

# 11.0 Strong Economy

Employment uses are an important component of Lakeview as they contribute to a mix of uses while providing an opportunity for people to live and work in the community.

Employment in Lakeview is generally located along Lakeshore Road East, the railway corridor and on commercial and community infrastructure sites. Lakeview also has an important and unique employment function with utility operations, such as the water treatment facility and the wastewater treatment facility, that serve a regional population.

The future Community Node will be an area for population and employment growth, ensuring an appropriate balance while creating a vibrant community focus.

Attracting cultural industries can help create a more vibrant and sustainable economy. The provision of arts and culture facilities and activities in Lakeview supports cultural diversity and completing communities.

Lakeview's Employment Character Area is located on the south side of Lakeshore Road East, between East Avenue and Applewood Creek. Through the next phase of study for Inspiration Lakeview, the City will be initiating a Phase Two municipal comprehensive review to determine the appropriate land uses in this area. Following this review, revised policies will be incorporated into this Area Plan.

- 11.1 Lands designated Business Employment will provide for the continued operation of employment uses. Development on adjacent sites will be compatible to employment uses.
- 11.2 Opportunities for water recreational uses or waterfront retail commercial activities should be considered in the development of the waterfront.
- 11.3 The location of cultural industries is encouraged in the Community Node.

# **12.0** Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 10: Land Use Designations of the principal document identifies the uses permitted and is to be read in conjunction with the other schedules and policies in the Plan.

#### 12.1 General

12.1.1 Residential buildings legally constructed prior to the approval date of this Area Plan are permitted.

# 12.2 Residential Medium Density

- 12.2.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:
- a. low-rise apartment dwellings.





Figure 15: Providing a range of employment opportunities will help attract new businesses that contribute to a healthy employment base.

#### 12.3 Mixed Use

- 12.3.1 Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area:
- a. motor vehicle rental and motor vehicle sales is not permitted; and
- b. commercial uses will be required at grade.
- 12.3.2 Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:
- a. residential uses may be permitted on the ground floor.

#### 12.4 Business Employment

- 12.4.1 Notwithstanding the Business Employment policies of the Plan, the following uses will not be permitted:
- a: adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. cardlock fueling dispensing facility;
- e.—motor vehicle body repair facilities;
- f. motor vehicle commercial uses;
- g.-motor vehicle rental;
- h.—transportation facilities;
- i.—trucking terminals; and
- j. waste processing stations or waste transfer stations and composting facilities.
- 12.4.1.2 Notwithstanding the Business Employment policies of the Plan, the following policy will apply:
- a. permitted uses will operate entirely within enclosed buildings.

# 13.0 Special Site and Exempt

# **Site Policies**

## 13.1 Special Site Policies

There are sites within Lakeview, as shown in Figure 156, that merit special attention and are subject to the following policies.

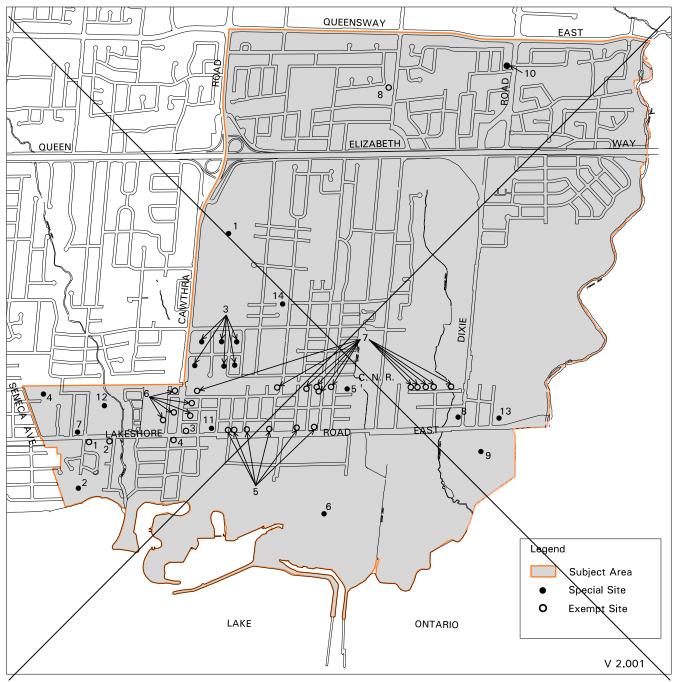


Figure 16: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

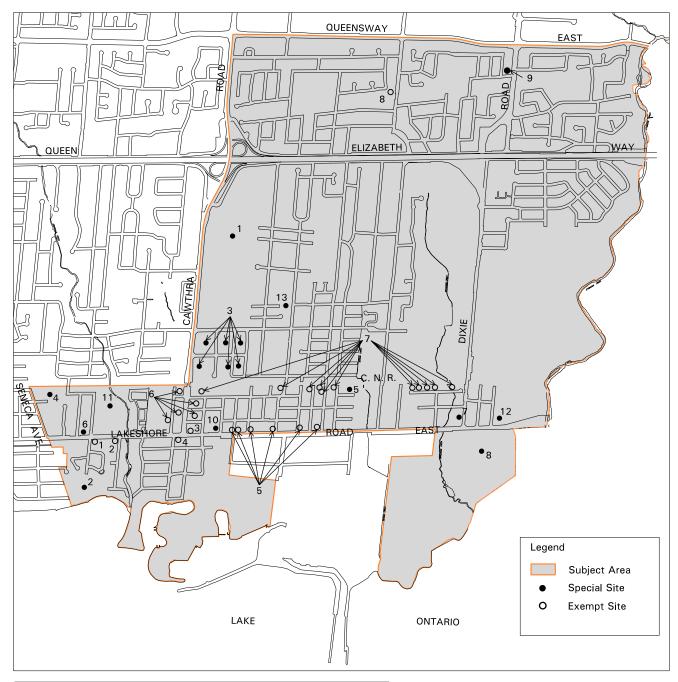
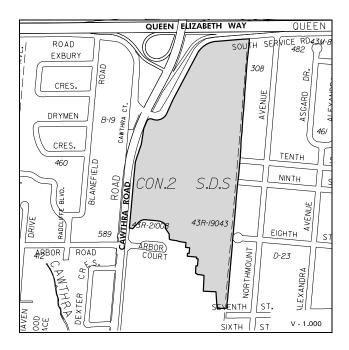


Figure 15: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

#### 13.1.1 Site 1



- 13.1.1.1 The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.
- 13.1.1.2 The lands are known as the Cawthra Woods and comprise both heritage and natural area features. The Cawthra Estate is located within the Cawthra Woods and includes the Cawthra-Elliot Estate House and formal gardens on the north and south sides of the estate house, the walled garden, and sugar maple forest, all of which form a cultural heritage landscape which is designated under the Ontario Heritage Act. The site contains a Provincially Significant Wetland. an **Environmentally** Significant Area (ESA) as identified by Credit Valley Conservation, and a Regionally Significant Area of Natural and Scientific Interest (ANSI).
- 13.1.1.3 Notwithstanding the policies of this Plan, the following additional uses will be permitted in the Cawthra-Elliot Estate House:
- a. community or cultural infrastructure, including an academy for the performing arts;
- b. secondary offices;
- c. a conference centre;

- d. art gallery or studio; and
- e. commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school.
- 13.1.1.4 Development of the Cawthra-Elliot Estate House will address the following:
- a. the environmental policies of this Plan;
- retention of the existing forest in a natural condition in accordance with an approved Cawthra Woods Management and Implementation Plan;
- c. an approved Parks Master Plan; and
- d. a heritage permit, including a *Heritage Impact* Assessment, will be required for any alterations.

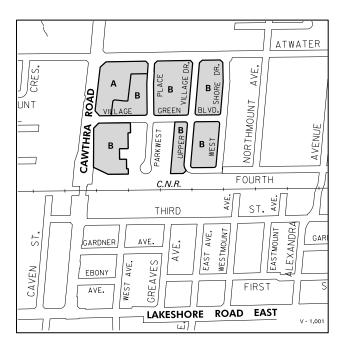
#### 13.1.2 Site 2



- 13.1.2.1 The lands identified as Special Site 2 known as the Adamson Estate and Derry Property, are located along the shore of Lake Ontario, east of Cumberland Drive and south of Enola Avenue.
- 13.1.2.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:
- a. secondary offices;
- b. a conference centre; and
- c. community or cultural infrastructure, including an academy for the performing arts.
- 13.1.2.3 Development of this site will address, among other things, the following:
- a. restoration and preservation of the historically designated main house, gatehouse, barn, Derry House, and pet cemetery;
- b. maintenance of public access along the waterfront as well as the grounds of the estate;
- c. enhancement of recreation opportunities throughout the balance of Lakefront Promenade Park;

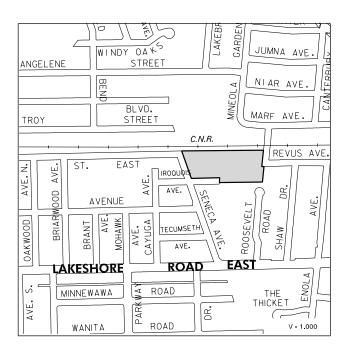
- d. recognition and respect of the existing character of the surrounding residential land uses;
- e. servicing requirements of the Region of Peel with respect to the sanitary sewer outlet and the use of backflow preventers in the buildings to prevent basement flooding;
- f. a heritage permit, including a *Heritage Impact* Assessment, will be required for any alterations; and
- g. archaeological resources are to be conserved. Prior to any ground disturbance, the area must be assessed and plans reviewed with recommendations for conservation by a licenced archaeologist.

#### 13.1.3 Site 3



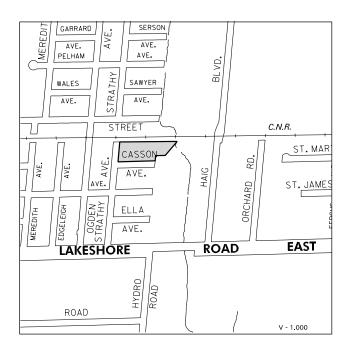
- 13.1.3.1 The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.
- 13.1.3.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:
- all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements may be permitted on the lands identified as Area A; and
- b. street townhouses will be permitted on the lands identified as Area B.

#### 13.1.4 Site 4



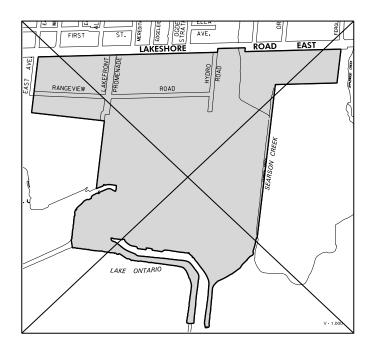
- 13.1.4.1 The lands identified as Special Site 4 are located west of Revus Avenue, south of the Canadian National Railway tracks.
- 13.1.4.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:
- a. banquet hall;
- b. broadcasting, communication, and utility rightsof-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

#### 13.1.5 Site 5



- 13.1.5.1 The lands identified as Special Site 5 are located along Casson Avenue, west of the utility corridor.
- 13.1.5.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:
- a. banquet hall;
- b. broadcasting, communication, and utility rightsof-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

#### 13.1.6 Site 6



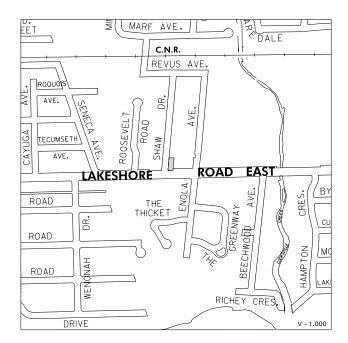
13.1.6.1 The lands identified as Special Site 6 are located east of East Avenue and south of Lakeshore Road East. The lands are currently designated Business Employment, Utility and Greenlands and are under review through the next phase of study for Inspiration Lakeview.

- 13.1.6.2 Notwithstanding the policies of this plan, an electric power generating facility will be permitted.
- 13.1.6.3 Through the next phase of study for Inspiration Lakeview, a Phase Two municipal comprehensive review will be prepared to address the potential conversion of the lands designated Business Employment.
- 13.1.6.4 In addition to the Phase Two municipal comprehensive review, the comprehensive master plan will address land use, built form and transportation to the City's satisfaction. The master plan should also:
- a: evaluate existing site conditions;
- b.—have regard for other City plans, policies, studies and reports such as the Lakeview and Port Credit District Policies Review and Public Engagement Process Directions Report, Employment Land Review Study, Waterfront

- Parks Strategy, Mississauga Culture Master Plan, Public Art Master Plan, and Lakeshore Road Transportation Review Study;
- e: examine opportunities for new view corridors extending from Lakeshore Road East to Lake Ontario:
- d. include the provision of parklands along the waterfront including the extension of the Waterfront Trail and connectivity to the future Lakeview Waterfront Connection Project;
- e. provision of cultural infrastructure and public art;
- f. examine opportunities to continue Lakeshore Road East as a mixed use mainstreet;
- g. consideration for the development of a Community Node, providing an appropriate population to employment ratio as described in this Area Plan;
- h. provision of a range of housing types and affordable housing;
- i. develop a road network and transit that appropriately integrates with the surrounding neighbourhoods; and
- j. provide protection, enhancement and restoration of the natural environment.
- 13.1.6.5 Development of this site will consider the following eight core principles outlined in the Inspiration Lakeview Vision:
- a. link the City and the water;
- b. open the site with a wealth of accessible public spaces;
- c: create a green, sustainable, innovative, and model community;
- d.—create a vibrant community;
- e. connect in multiple ways through transit, walking, cycling, and the car;
- f. create a destination to draw local, regional, and international visitors;

- g. commemorate history while creating a legacy; and
- h. balance public and private investment to be economically viable and sustainable.

# 13.1.6 7 Site 6 7



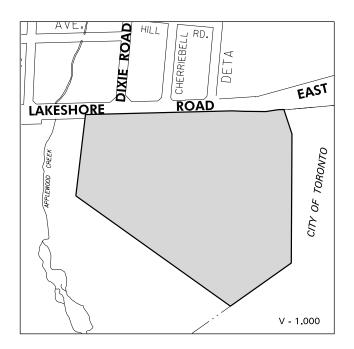
- 13.1.67.1 The lands identified as Special Site 6 7 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.
- 13.1.67.2 The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.
- 13.1.67.3 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

# 13.1.7 8 Site 7 8



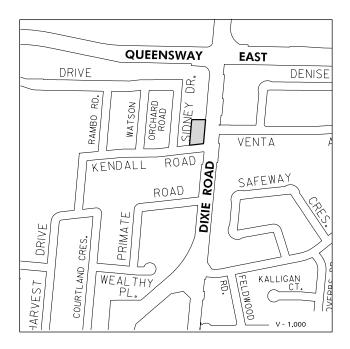
- 13.1.78.1 The lands identified as Special Site 7 8 are located at the northwest corner of Lakeshore Road East and Dixie Road.
- 13.1.78.2 Notwithstanding the policies of this Plan, townhouse dwellings will be permitted on St. James Avenue to provide appropriate transition to the existing surrounding residential.

## 13.1.8 9 Site 8 9



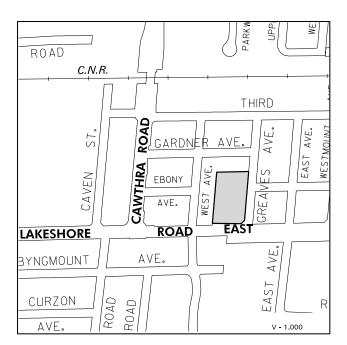
- 13.1.89.1 The lands identified as Special Site 8  $\theta$  are located east of Applewood Creek and south of Lakeshore Road East.
- 13.1.89.2 The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.
- 13.1.89.3 A heritage permit, including a *Heritage Impact Assessment*, will be required for any alterations.
- 13.1.89.4 Notwithstanding the policies of this Plan, the following additional uses will be permitted at 1352 Lakeshore Road East, subject to a master plan and the review of the remediation plan:
- a. commercial schools;
- b. community facilities, including art studios and art galleries;
- c. a conference centre;
- d. restaurants; and
- e. secondary offices.

## 13.1.9 <del>10</del> Site 9 <del>10</del>



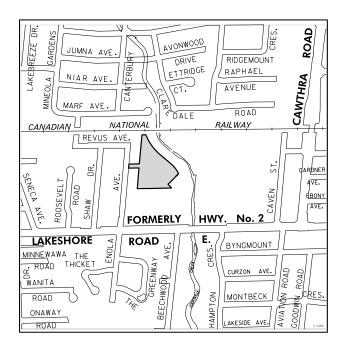
- 13.1.910.1 The lands identified as Special Site 9 10 are located at the northwest corner of Kendall Road and Dixie Road.
- 13.1.910.2 Notwithstanding the policies of this Plan, an office with a maximum of four medical practitioners will be permitted.

## 13.1.10 11 Site 10 11



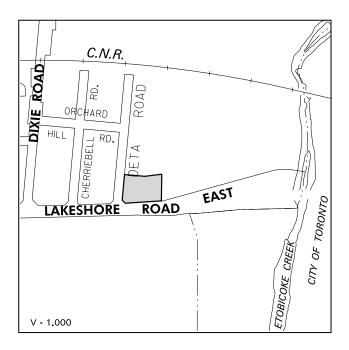
- 13.1.1011.1 The lands identified as Special Site 10 11 are located at the northwest corner of Lakeshore Road East and Greaves Avenue.
- 13.1.1011.2 Notwithstanding the policies of this Plan, the existing townhouses will be permitted.

### 13.1.11 12 Site 11 12



- 13.1.1112.1 The lands identified as Special Site 11 42 are located north of Lakeshore Road East, east of Enola Avenue.
- 13.1.1112.2 Notwithstanding the policies of this Plan, townhouse and horizontal multiple dwellings will be permitted.

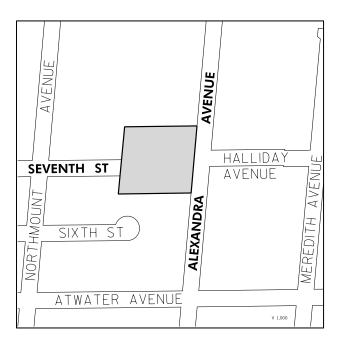
### 13.1.12 13 Site 12 13



13.1.1213.1 The lands identified as Special Site 12 13 are located at the northeast corner of Lakeshore Road East and Deta Road.

13.1.1213.2 Notwithstanding the policies of this Plan, the maximum number of horizontal multiple dwelling units permitted will be 47.

## 13.1.13 14 Site 13 14



13.1.1314.1 The lands identified as Special Site 13 14 are located on the west side of Alexandra Avenue, east of Seventh Street and north of Atwater Avenue.

13.1.1314.2 Notwithstanding the policies of this Plan, the minimum frontage and area of new lots may be smaller than the average lot frontage and lot area of residential lots on both sides of the same street within 120 m of the subject property.

#### 13.2 Exempt Site Policies

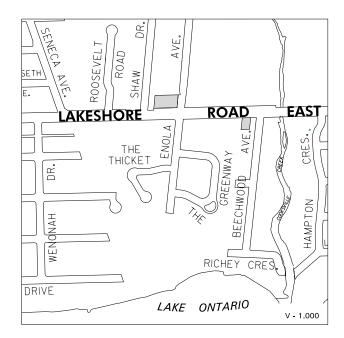
Exempt Sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because they contain established land uses. The Exempt Sites in Lakeview, as shown in Figure 16 are subject to the following policies.

#### 13.2.1 Site 1



- 13.2.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Lakeshore Road East and Enola Avenue.
- 13.2.1.2 Notwithstanding the policies of this Plan, the existing motor vehicle service station will be permitted.

#### 13.2.2 Site 2



- 13.2.2.1 The lands identified as Exempt Site 2 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue, and south of Lakeshore Road East and west of Beechwood Avenue.
- 13.2.2.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garages will be permitted.

#### 13.2.3 Site 3



- 13.2.3.1 The lands identified as Exempt Site 3 are located north of Lakeshore Road East and east of Cawthra Road.
- 13.2.3.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

#### 13.2.4 Site 4



- 13.2.4.1 The lands identified as Exempt Site 4 are located at the southeast corner of Lakeshore Road East and Aviation Road.
- 13.2.4.2 Notwithstanding the policies of this Plan, the existing motor vehicle commercial use will be permitted.

#### 13.2.5 Site 5

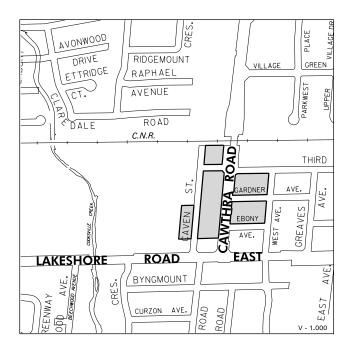


13.2.5.1 The lands identified as Exempt Site 5 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.

13.2.5.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. the existing motor vehicle repair garages will be permitted; and
- b. the existing motor vehicle sales and rental uses identified in Area A will be permitted

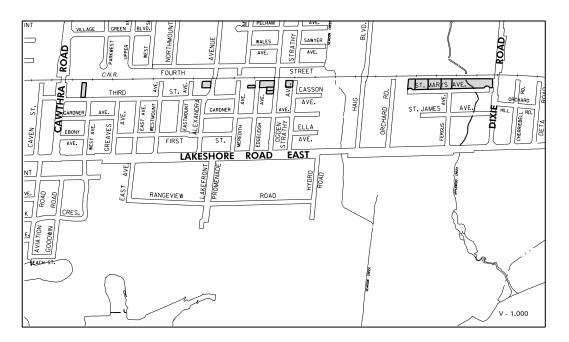
#### 13.2.6 Site 6



13.2.6.1 The lands identified as Exempt Site 6 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.

13.2.6.2 Notwithstanding the policies of this Plan, the existing detached, semi-detached, and duplex dwellings will be permitted.

#### 13.2.7 Site 7

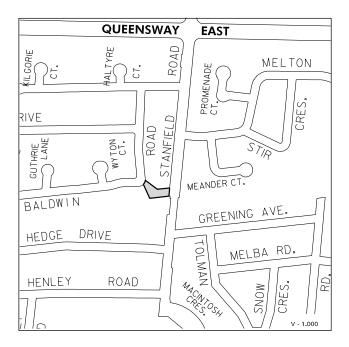


13.2.7.1 The lands identified as Exempt Site 7 are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

13.2.7.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. the existing manufacturing uses will be permitted;
- b. the existing motor vehicle body repair facility will be permitted; and
- c. the existing warehousing, distributing and wholesaling uses will be permitted; and
- d. the existing retail store will be permitted.
- 13.2.7.3 Permitted uses will operate within enclosed buildings.

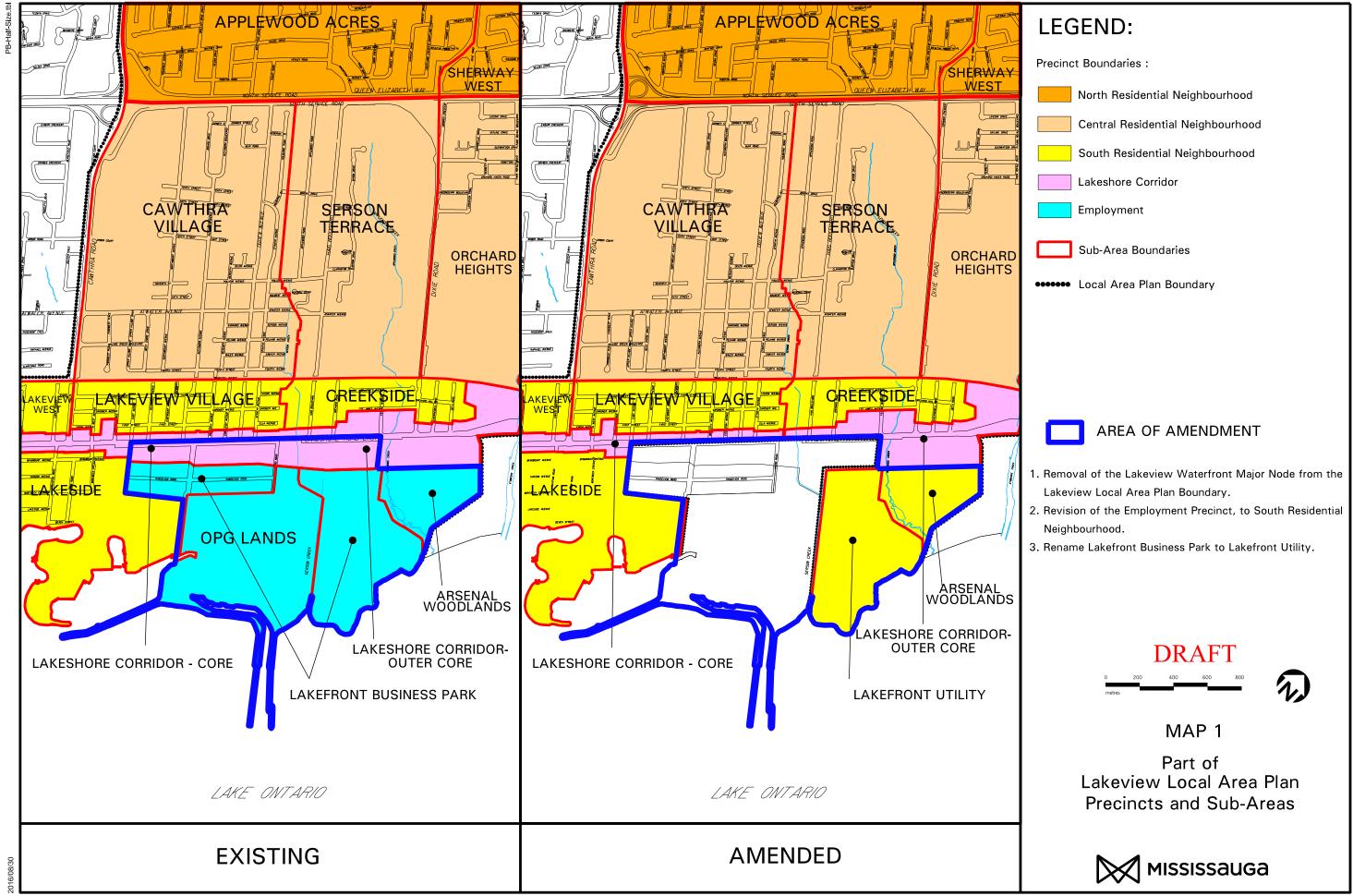
#### 13.2.8 Site 8

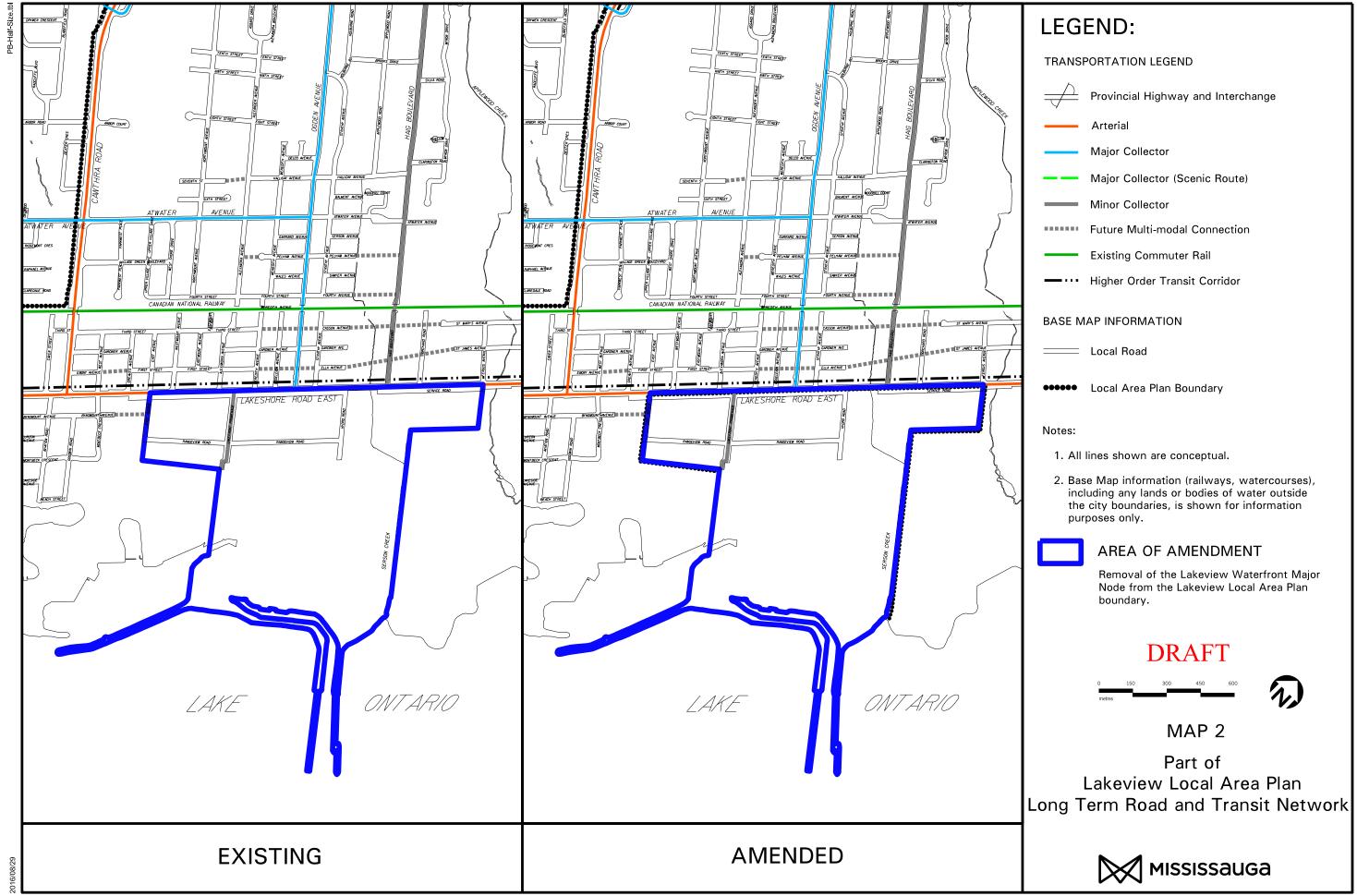


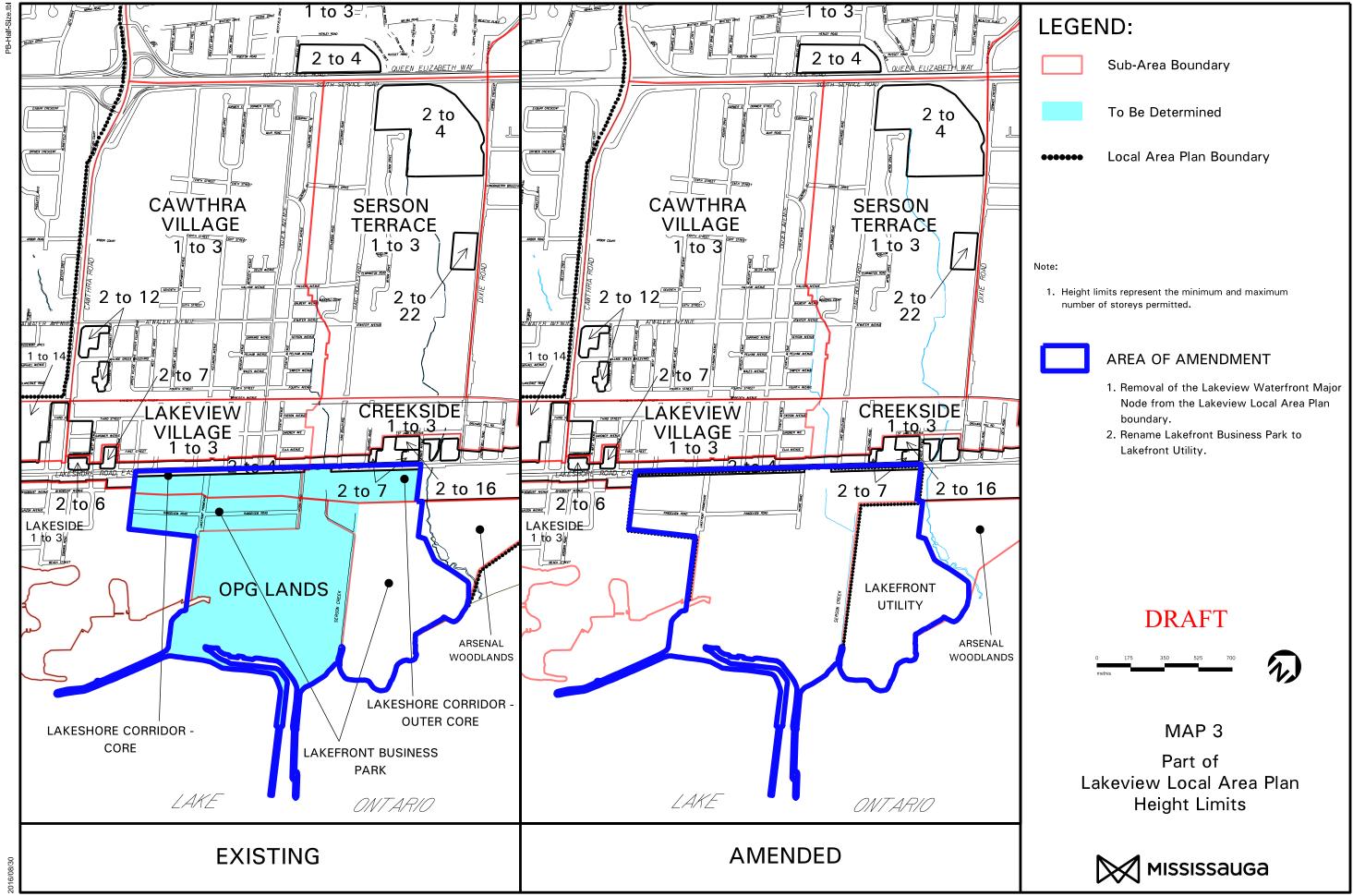
- 13.2.8.1 The lands identified as Exempt Site 8 are located on the west side of Stanfield Road, south of Queensway East.
- 13.2.8.2 Notwithstanding the policies of this Plan, the following additional policies will apply:
- a. the existing hair care and aesthetics services will be permitted;
- the existing secondary office uses, excluding medical offices, will be permitted;

# 14.0 Implementation

- 14.1 Mississauga will monitor development in Lakeview, including population density and the population to employment ratio.
- 14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.
- 14.3 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan, including a plan to promote Lakeview's mainstreet with **streetscape** improvements and symbolic gateways, and incentives to promote and enhance cultural heritage sites in Lakeview.
- 14.4 Prior to development, master plans for the Ontario Power Generation site and the adjacent Business Employment area will be prepared to the City's satisfaction.







# City of Mississauga

# **Corporate Report**



Date: November 15, 2016

To: Chair and Members of Planning and Development

Committee

From: Edward R. Sajecki, Commissioner of Planning and

Building

Originator's files: OZ 16/001 W3 T-M16001 W3

Meeting date: 2016/12/05

# Subject

### **PUBLIC MEETING INFORMATION REPORT WARD 3**

Applications to permit 38 three storey stacked townhomes, 4 three storey street townhomes, a public walkway and the completion of a new public road (cul-de-sac) 3111 and 3123 Cawthra Road, east side of Cawthra Road, north of Dundas Street East Owner: Maple Valley Development Corporation

Files: OZ 16/001 W3 and T-M16001 W3

### Recommendation

That the report dated November 15, 2016, from the Commissioner of Planning and Building regarding the applications by Maple Valley Development Corporation to permit 38 three storey stacked townhomes, 4 three storey street townhomes, a public walkway and the completion of a public road (cul-de sac) under Files OZ 16/001 W3 and T-M16001 W3, 3111 and 3123 Cawthra Road, be received for information.

# **Report Highlights**

- This Report has been prepared for a public meeting to hear from the community
- The project requires an amendment to the official plan, zoning by-law and a draft plan of subdivision
- Community concerns to date relate to impact on the residents of Ericson Road from traffic, parking and privacy
- Prior to the next report, matters to be addressed include review of the site layout to ensure compatibility with the surrounding neighbourhood, the potential for including the development of the adjacent property to the south and the resolution of technical requirements

2

Originator's files: OZ 16/001 W3 T-M16001 W3

# **Background**

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

### **Comments**

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	58.68 m (192.5 ft.) on Cawthra Road
	26.93 m (88.4 ft.) on Ericson Road
Depth:	144.66 m (474.6 ft.)
Gross Lot Area:	0.61 ha (1.5 acres)
Existing Uses:	Two single detached homes

The property is located in a mature neighbourhood, which contains a mix of residential, institutional and commercial uses. Cawthra Road is a Regional arterial road and is served by the Cawthra bus route which connects to the Downtown and the Port Credit Go Station.

The surrounding land uses are:

North: West End Buddhist Temple and Meditation Centre, Mini Skool Daycare
East: St. John's Anglican Cemetery, single detached homes on Ericson Road
South: Single detached homes on Ericson Road, three storey apartment building
West: Single and semi-detached homes across Cawthra Road, commercial retail

plaza with No Frills Grocery store at the intersection of Cawthra Road and Silver

Creek Boulevard

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



Image of Existing Conditions facing east across Cawthra Road

Originator's files: OZ 16/001 W3 T-M16001 W3

### **DETAILS OF THE PROJECT**

The applications are to permit 38 three storey stacked townhomes on a condominium road accessed off Cawthra Road from the signalized intersection at Silver Creek Boulevard. The



application also proposes to complete the cul-de-sac at the end of Ericson Road with 4 three storey street townhomes fronting onto it. The proposed public walkway along the north side of the property will allow pedestrian access to Cawthra Road from Ericson Road.

Stacked Townhome Elevation - See Appendix 6

Development Proposal			
Applications	Received: February 1, 2016		
submitted:	Deemed complete: March 14, 2016		
Developer	Maple Valley Development		
Owner:	Corporation		
Applicant:	Glen Schnarr and Associates Inc.		
Number of units:	42		
Height:	3 storeys		
Lot Coverage:	26%		
Floor Space Index:	0.83		
Landscaped Area:	27%		
Gross Floor Area:	4,489.16 m <sup>2</sup> (48,320.91 ft <sup>2</sup> )		
Road types:	Condominium road and public road		
	(Ericson Road cul-de-sac extension)		
Anticipated	130*		
Population:	*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		
<u>Condominium</u>			
townhomes			
Resident spaces	76 75		
Visitor spaces	10 11		
Street townhomes			
resident spaces	12 8		

Additional information is provided in Appendices 1 to 11.

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Originator's files: OZ 16/001 W3 T-M16001 W3

#### LAND USE CONTROLS

The subject lands are located within the Applewood Neighbourhood Character Area and are designated **Residential Low Density I – Special Site 4**, which permits detached, semidetached and duplex dwellings as well as offices and **Residential Low Density I** which permits detached, semi-detached dwellings and duplex dwellings. The applicant is proposing to change the designations to **Residential Medium Density – Special Site** and **Residential Low Density II** to permit stacked townhomes and street townhomes.

A rezoning is proposed from R3 (Detached Dwellings) to RM9 – Exception (Horizontal Multiple Dwellings) to permit 38 three storey stacked townhomes on a condominium road and to RM5 – Exception (Street Townhouse Dwellings) in accordance with the proposed zone standards contained within Appendix 10.

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

A draft plan of subdivision is required in order to permit the creation of residential blocks, completion of a cul-de-sac at the end of Ericson Road and to establish a public walkway that connects Ericson Road to Cawthra Road.

### **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 these applications 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?

Two community meetings were held by Ward 3 Councillor, Chris Fonseca on June 29, 2016 and November 7, 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 proposed cul-de-sac and four townhomes will negatively impact the residents on Ericson Road
- The added traffic demand will be unacceptable on Ericson Road
- The number of parking spots proposed is insufficient and there have been issues with parking in the nearby neighbourhood and around the cemetery site

Originator's files: OZ 16/001 W3 T-M16001 W3

In response to community comments raised at the meetings, the applicant has provided additional concepts which show fewer units at the end of the proposed Ericson Road cul-de-sac. The revised concepts show single and/or semi-detached homes (See Appendix 5).

The owner of the property to the south, 3105 Cawthra Road, has expressed interest in developing their lands. The current concept plans for the subject lands show a potential road connection to 3105 Cawthra Road which would facilitate some redevelopment. If the two sites were to develop in cooperation, the concept plan associated with the applications currently under consideration at 3111 & 3123 Cawthra Road could be reconfigured. An additional public meeting will be held if there are substantial changes to the concept plan.

#### **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?
- Is the proposal compatible with the character of the area given the project's density, scale, layout, landscaping, setbacks and grading?
- Are the grading, retaining walls and stairs acceptable?
- Are the proposed zoning standards appropriate?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?

A report titled *Horizontal Multiple Dwellings – Urban Design Guidelines (All Wards)* was considered by Planning and Development Committee on September 19, 2016. The report outlined a series of concerns with recent Horizontal Multiple Dwelling projects. The proposed development demonstrates some of these concerns, which will be addressed through the processing of the applications and in the Recommendation Report at a later date.

#### OTHER INFORMATION

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

- Concept Plans
- Aerial Context Map
- Building Elevations
- Tree Inventory and Preservation Plan
- Grading and Servicing Functional Plan
- Parcel Register
- Green Site and Building Initiatives
- Draft Official Plan Amendment
- Draft Zoning By-law
- Planning Justification Report

Originator's files: OZ 16/001 W3 T-M16001 W3

- Shadow Study
- Noise Feasibility Study
- Stage 1, 2 and 3 Archaeological Assessment
- Phase 1 Environment Site Assessment
- Preliminary Functional Grading, Servicing and Stormwater Management Report
- Traffic Impact Study

### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to noise mitigation, tree removal, servicing, storm water management and land dedication which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision and 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 addressed.

### **Attachments**

Appendix 1: Site History

Appendix 2: Aerial Photograph

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

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Concept Plans

Appendix 6: Elevations

Appendix 7: Agency Comments

Appendix 8: School Accommodation

Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and

Relevant Mississauga Official Plan Policies

Appendix 10: Summary of Existing and Proposed Zoning Provisions

E.R. Silen.

Planning	and	Develo	pment	Com	mittee
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2016/11/15

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Originator's files: OZ 16/001 W3 T-M16001 W3

Edward R. Sajecki,

Commissioner of Planning and Building

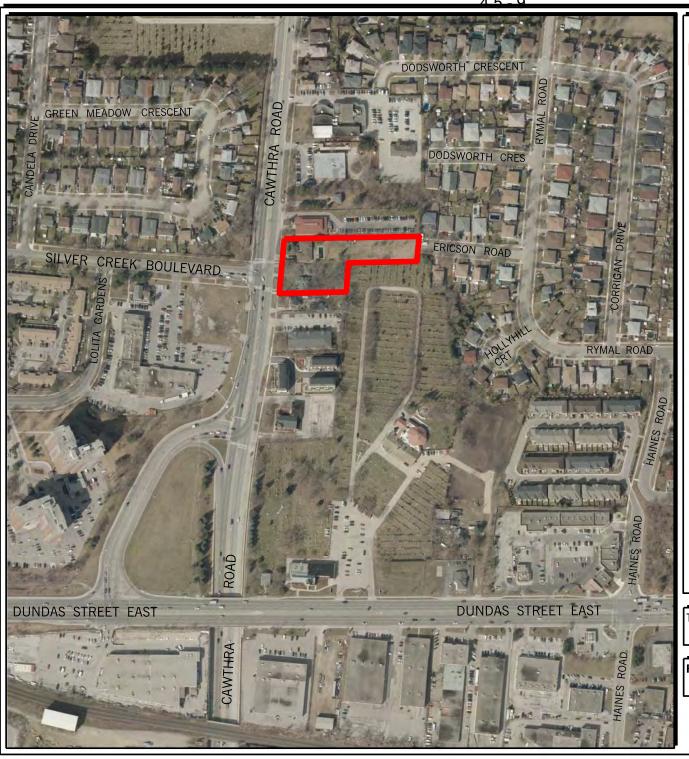
Prepared by: Aiden Stanley, Development Planner

Files: OZ 16/001 & W3 T-M16001 W3

### **Maple Valley Development Corporation**

### **Site History**

- May 5, 2003 Mississauga Plan came into full force and effect. The subject lands were designated Residential Low Density I – Special Site 6 within the Applewood District
- June 20, 2007 Zoning By-law 0225-2007 came into force. The subject lands are zoned R3 (Detached Dwellings)
- November 14, 2012 Mississauga Official Plan came into force except for those site/policies which have been appealed, As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated Residential Low Density I Special Site 4 in the Applewood Neighbourhood Character Area



LEGEND:

SUBJECT LANDS

DATE OF AERIAL IMAGERY IS 2016:

W

TITLE: MAPLE VALLEY DEVELOPMENT
CORPORATION

FILE NO: OZ 16/ 001 W3

MISSISSAUGA

Produced by T&W, Geomatics



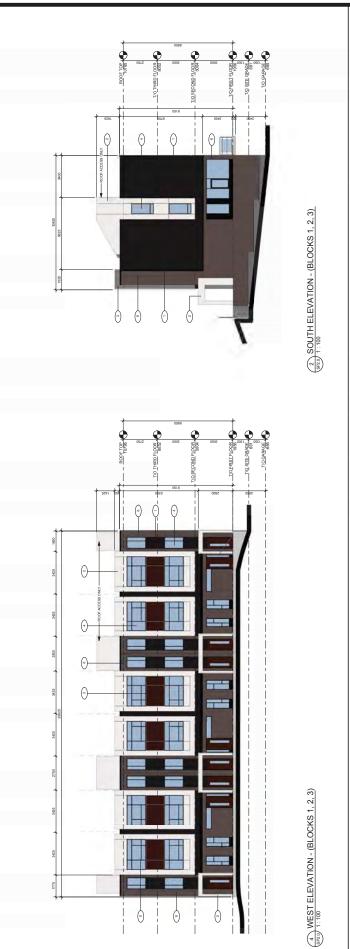
**OCTOBER 4, 2016** 

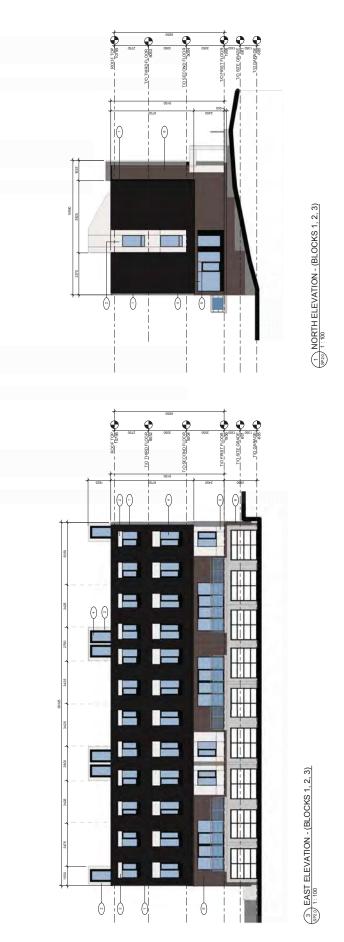
OPTION 1 - 2 Singles FOR DISCUSSION PURPOSES ONLY

**OCTOBER 4, 2016** 



OPTION 2 - 1 Singles/ 2 Semis FOR DISCUSSION PURPOSES ONLY





Files: OZ 16/001 & T-M16001 W3

## **Maple Valley Development Corporation**

**Agency Comments** 

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

Agency / Comment Date	Comment
Region of Peel (August 8, 2016)	Existing infrastructure consists of a 300 mm (11.8 in.) sanitary sewer on Cawthra Road and 250mm (9.8 in.) sanitary sewer on Ericson Road. Existing infrastructure consists of a 400mm (15.7 in.) watermain on Cawthra Road and 200mm (7.9 in.) watermain on Ericson Road. A Functional Servicing Report showing proposed sanitary sewer and water servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission. External easements and construction may be required.
	A widening of Cawthra Road is required to be gratuitously dedicated as public right-of-way to the Region of Peel. Additional property over and above the official plan requirement will be required resulting in a right-of-way of 50.5 m (165.7 ft.) along Cawthra Road within 245 m (803.8 ft.) of an intersection (25.3 m (82.8 ft.) from the centreline of the road south of Silver Creek Boulevard) and a right-of-way of 41.5 m (136.2 ft.) along Cawthra Road within 245 m (803.8 ft.) of an intersection (20.8 m (68 ft.) from the centreline of the road north of Silver Creek Boulevard).
	The Region will require the gratuitous dedication of traffic signal easements at the access location across from Silver Creek Boulevard. Functional Design of the intersection of Cawthra Road and private entrance to the condominium is required prior to draft plan approval.
	A Feasibility Study for bike lanes along Cawthra Road between Eastgate Parkway and QEW was completed in 2014. The Environmental Assessment for Cawthra Road will commence this year to confirm impacts from the Feasibility Study.
	The owner must pursue reciprocal mutual access easements with property to the south of 3111 Cawthra Road to facilitate internal right of way connectivity and the full moves access to Cawthra Road at Silver Creek Boulevard when the property to the south proceeds with an application for development.
	Provision shall be made in the Servicing Agreement that the

Files: OZ 16/001 & T-M16001 W3

Agency / Comment Date	Comment
	Dedication of a 0.3 m (1 ft.) reserve behind the property line is required along the frontage of the property onto Cawthra Road except at the approved access location.
	The Region of Peel will provide front-end collection of garbage and recyclable materials subject to a number of conditions.
Dufferin-Peel Catholic District School Board and the Peel District School Board (April 5 and 11, 2016)	Additional agreements and fees related to land dedication and servicing will be required as part of the subdivision application.  The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.
	In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require the following conditions be incorporated into the conditions of draft approval:
	That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.  (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."  (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
City Community Services Department – Parks and Forestry Division/Park Planning Section October 20, 2016	Street tree contributions will be required on Cawthra Road. There are no parks adjacent to this site.  Prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is

Files: OZ 16/001 & T-M16001 W3

Agency / Comment Date	Comment
	required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City Policies and By-laws.
City Transportation and Works Department (October 27, 2016)	The Applicant has been requested to provide additional information regarding the proposed design of the Ericson Road extension and cul-de-sac, grading around the proposed freehold townhomes and how the site's drainage is self-contained. Notwithstanding the above noted outstanding items, updates will be necessary upon receipt of a new proposal.
	Additionally, the applicant has been requested to respond to comments on the proposed development and provide additional technical details. Development matters currently under review and consideration by the department include:
	<ul> <li>Grading and Servicing details</li> <li>Stormwater Management</li> <li>Noise and Feasibility Study</li> <li>Traffic Impact Study</li> </ul>
	The above aspects will be addressed in detail prior to the Recommendation Report.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: City Community Services – Culture Division City Community Services – Fire Prevention City Economic Development Office City Development Services Canada Post Corporation Enersource Hydro Mississauga Greater Toronto Airport Authority Bell Canada
	The following City Departments and external agencies were circulated the applications but provided no comments: Trillium Health Partners Conseil Scolaire Viamonde Consiel Scolaire de District Catholique Centre-Sud City Planning and Building, Policy Division City Mississauga Realty Services Trans-Northern Pipelines

Fie: 16/001 W3 & T-M16001 W3

## **Maple Valley Development Corporation**

### **School Accommodation**

The Peel District School Board		The Dufferin-Peel Catholic District School Board		
Student Yield	d:	•	Student Yield:	
9 Kindergarten to Grade 5 4 Grade 6 to Grade 8 5 Grade 9 to Grade 12			3 2	Junior Kindergarten to Grade 8 Grade 9 to Grade 12
School Acco	mmodation:	•	School Acco	ommodation:
Dixie Public	School		St. Thomas	More
Enrolment: Capacity: Portables:	304 507 0		Enrolment: Capacity: Portables:	570 651 0
Tomken Roa	d Middle School		Philip Pocod	ck
Enrolment: Capacity:	1,011 947 5 Heights Secondary School 1,010 1,284		Enrolment: Capacity: Portables:	1,079 1,257 5
* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.				

Appendix 9 Page 1

File: OZ 16/001 W3 & T-M16001 W3

**Maple Valley Development Corporation** 

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

Current Mississauga Official Plan Designation and Policies for the Applewood Neighbourhood Character Area.

**Residential Low Density I** which permits detached dwellings, semi-detached dwellings and duplex dwellings as well as accessory offices, home occupations, special needs housing and urban gardening.

and

**Residential Low Density I – Special Site 4** which permits permits the uses listed above as well as offices. There are additional provisions requiring the submission of a tree survey and the demonstration of tree preservation measures.

Proposed Official Plan Amendment Provisions

### **Residential Low Density II**

To permit single detached, semi-detached and townhouse dwellings.

and

### Residential Medium Density - Special Site

To replace the existing special site policy to only permit 38 horizontal multiple dwellings.

File: OZ 16/001 W3 & T-M16001 W3

## **Maple Valley Development Corporation**

## **Relevant Mississauga Official Plan Policies**

	Specific Policies	General Intent
Section 5 - City Structure	Sections 5.3 5.3.5 5.3.5.2 5.3.5.3 5.3.5.5 5.3.5.6 5.4	Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights.  Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas.  Where higher density uses are proposed they should be located along corridors.  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 polices of the Plan.  Development should be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.  Where higher density uses within Neighbourhoods are directed towards 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.

File: OZ 16/001 W3 & T-M16001 W3

	Specific Policies	General Intent
Urban Form	Sections 9.2 9.2.2 9.2.2.3 9.2.2.6 9.3.5 9.5.1	Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.  Development at intersections and on major streets should be of a highly attractive urban quality.  While new development need not mirror existing development, new development in Neighbourhoods will respect existing lotting patterns, respect the continuity of setbacks, respect the surrounding scale and character, minimize overlook, incorporate stormwater best management practices preserve trees and respect the existing scale, massing, character and grades of the surrounding area.  Development on Corridors will be encouraged to design buildings
Section 9 – Build a Desirable Urban Form		that face the street, support transit and active transportation modes, consolidate access points and provide concept plans that show how the site can be developed with surrounding lands.  Private amenity areas will be required for all development.
- Buil		Residential development wil be required to provide common out door on-site amenity areas that are suitable for the intended users.
Section 9		Buildings and site design wil be compatible with the surrounding context and surrounding landscape of the existing or planned character of the area.
	Sections 16.1.1 16.2.3.4	A maximum building height of four storeys will apply to Neighbourhoods.
Section 16- Neighbourhoods	10.2.0.1	Approval for development will be subject to the approval of a tree survey submission which demonstrates appropriate tree preservation measures.

# Appendix 9 Page 4

File: OZ 16/001 W3 & T-M16001 W3

	Specific Policies	General Intent
	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:  • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
Section 19 - Implementation		<ul> <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>

File: OZ 16/001 W3 T-M16001 W3

### **Maple Valley Development Corporation**

### **Summary of Existing and Proposed Zoning Provisions**

### **Existing Zoning By-law Provisions**

R3 (Detached Dwellings), which permits detached dwellings on lots with a minimum lot frontage of 15.0 m (49 ft.) and a minimum lot area of 550 m $^2$  (5,920 ft $^2$ ).

### **Proposed Zoning Standards**

The proposed zoning standards below may not capture all variances required to accommodate the development as shown on the Concept Plan on Page 1 of Appendix 5. Additional changes to the concept plan and zoning standards may be identified through the review of the applications.

	RM5 (Street Townhouse) Zoning By-law Standards	Proposed RM5-Exception Zoning By-law Standards
Maximum GFA - residential	0.75 times the lot area	That the regulation not apply
Minimum lot area	200 m <sup>2</sup> (2,152.8 ft. <sup>2</sup> )	139 m <sup>2</sup> (1,496.2 ft. <sup>2</sup> )
Minimum lot frontage	6.8 m (22.3 ft.) interior lot 9.8 m (32.2 ft.) corner lot	4.5 m (14.8 ft.)
Minimum interior side yard, unattached side	1.5 m (4.9 ft.)	1.2 m (3.9 ft.)
Minimum rear yard	7.5 m (24.6 ft.)	7.0 m (23 ft.)

	RM9 (Horizontal Multiple Dwellings with more than 6 Dwelling Units) Zoning By- law Standards	Proposed RM9-Exception Zoning By-law Standards
Definition of Horizontal Multiple Dwelling	Horizontal Multiple Dwelling means a building, other than a townhouse dwelling or apartment dwelling not exceeding four storeys in height containing more than three attached dwelling units that are divided horizontally and or vertically each with an entrance that is independent or through a common vestibule	Horizontal Multiple Dwelling means a building, other than a townhouse dwelling or apartment dwelling not exceeding four storeys in height containing three or more attached dwelling units that are divided horizontally and or vertically each with an entrance that is independent or through a common vestibule

File: OZ 16/001 W3 T-M16001 W3

	RM9 (Horizontal Multiple Dwellings with more than 6 Dwelling Units) Zoning By- law Standards	Proposed RM9-Exception Zoning By-law Standards
Encroachments and Projections	Unless otherwise regulated within this By-law, all required yards for detached, semidetached, linked, duplex, triplex, and horizontal multiple dwellings with 6 or less dwelling units and street townhouse dwellings shall be unobstructed except for the for the full list of items found in section 4.1.5 of the Zoning by-law.	Note: the applicant is requesting that none of the 12 general regulations for Encroachment and Projections, as found in subsection 4.1.5
Minimum interior side yard where a horizontal multiple dwelling and any portion of the interior lot line abuts a zone permitting detached and/or semi-detached dwellings	7.5 m (24.6 m)	0 m
Maximum encroachment of a porch inclusive of stairs located and accessible from the first storey or below the first storey of the horizontal multiple dwelling	1.8 m (6 ft.)	0 m
Maximum floor space index	0.9	0.91
Minimum front yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum interior side yard	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)
Maximum encroachment of a porch inclusive of stairs	2.5 m (8.2 ft.)	1.4 m (4.6 ft.)
Maximum encroachment of a deck inclusive of stairs attached to a rear wall	1.8 m (5.9 ft.)	1.4 m (4.6 ft.)
Minimum setback from a horizontal multiple dwelling to an internal road	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)
Minimum setback from a horizontal multiple dwelling to a sidewalk	4.5 m (14.8 ft.)	0 m
Minimum setback from a horizontal multiple dwelling to a visitor parking space	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum setback from a	2.9 m (9.5 ft.)	1.2 m (3.9 ft.)

File: OZ 16/001 W3 T-M16001 W3

	RM9 (Horizontal Multiple Dwellings with more than 6 Dwelling Units) Zoning By- law Standards	Proposed RM9-Exception Zoning By-law Standards
porch or deck inclusive of		
stairs to an internal road		
Minimum setback from a porch or deck inclusive of stairs to a sidewalk	2.9 m (9.5 ft.)	0 m
Minimum setback from a rear wall of a horizontal multiple dwelling to a rear wall of another dwelling	15.0 m (49.2 ft.)	12.0 m (39.3 ft.)
Minimum setback from a side wall of a horizontal multiple dwelling to an internal walkway	1.5 m (4.9 ft.)	0 m
Minimum setback from a side wall of a horizontal multiple dwelling to an internal road	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)
Minimum visitor parking spaces per unit	0.25	0.24
Minimum number of accessible visitor parking spaces	4	0
Minimum setback between a parking space and any other lot line	3.0 m (9.8 ft.)	0 m
Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m (9.8 ft.)	0 m
Minimum width of an internal road/aisle	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Minimum landscaped area	40% of the lot area	25% of the lot area
Minimum required amenity area	The greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of the site area	That the regulation not apply
Minimum percentage of total required amenity area to be provided in one contiguous area	50% of the amenity area	65 m <sup>2</sup> (700 ft. <sup>2</sup> )

# City of Mississauga

# **Corporate Report**



Date: November 15, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file: OZ 16/002 W1

Meeting date: 2016/12/05

## **Subject**

### **PUBLIC MEETING INFORMATION REPORT (WARD 1)**

Applications to permit 154 horizontal multiple dwellings on a private condominium road 1174 - 1206 Cawthra Road

West side of Cawthra Road, south of Atwater Avenue

Owner: Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

### Recommendation

That the report dated November 15, 2016, from the Commissioner of Planning and Building regarding the applications by Queenscorp (Cawthra South) Inc. to permit 154 horizontal multiple dwellings on a private condominium road under File OZ 16/002 W1, 1174 - 1206 Cawthra Road, be received for information.

# **Report Highlights**

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and zoning by-law
- Community concerns identified to date relate to height and density, traffic, school accommodations, visitor parking, and stormwater management
- Prior to the next report, matters to be considered include the appropriateness of the proposed amendments and the satisfactory resolution of other technical requirements and studies related to the project

# **Background**

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

2

Originator's file: OZ 16/002 W1

### Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use		
Frontage:	105.7 m (346.8 ft.) along Cawthra Road	
Depth:	125.5 m (411.7 ft.)	
Gross Lot Area:	1.3 ha (3.3 ac.)	
Existing Uses:	1198 and 1206 Cawthra Road are	
	occupied by detached dwellings and	
	related accessory buildings. The	
	detached dwellings that occupied the	
	remaining 5 properties have been	
	demolished and the lands are now	
	vacant	

The 7 properties that form this application are located in the Mineola Neighbourhood Character Area on the west side of Cawthra Road, south of Atwater Avenue and north of the CN railway. Raphael Avenue terminates in a dead-end to the west of the properties. The area is an established residential neighbourhood characterized by mostly detached and semi-detached dwellings, with the exception of a condominium townhouse development abutting the CN railway to the south. The lands on the east side of Cawthra Road are in the Lakeview Neighbourhood Character Area and are characterized by townhouses and apartment buildings. Site grades generally fall from the northwest corner down to the southeast corner of the property. The lands contain mature trees around the perimeter.

The surrounding land uses are:

North: Three properties occupied by detached dwellings and vacant lands at the southwest

corner of Atwater Avenue and Cawthra Road subject to active Site Plan application

SP 15/102 W1 for 110 back-to-back stacked townhouses

East: Village Green Boulevard, townhouses and vacant lands zoned for apartments,

townhouses and horizontal multiple dwellings, on the east side of Cawthra Road

South: One detached dwelling, a 52 unit condominium townhouse development and the CN

railway

West: Detached and semi-detached dwellings

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

### **DETAILS OF THE PROJECT**

The applicant is proposing 154 horizontal multiple dwellings in the form of back-to-back townhouses, stacked townhouses and back-to-back stacked townhouses, in 7 blocks located on a private condominium road (see Appendices 5 and 6). The proposed back-to-back townhouses (Blocks 1, 3, 4 and 6) are 3 storeys plus a roof-top terrace. The proposed stacked townhouses (Blocks 2 and 7) and back-to-back stacked townhouses (Block 5) have 3 storeys above a

partially below ground basement level (4 levels of living space) and a roof-top terrace. Site access is proposed from Cawthra Road, opposite Village Green Boulevard. A total of 271 parking spaces are proposed, 260 of which are located underground and the remaining 11 are surface parking spaces. There are also 121 bicycle parking spaces proposed in the underground garage.

Development Proposal				
Applications	Received: March 18, 2016			
submitted:	Deemed complete: April 15, 2016			
Developer Owner:	Queenscorp (Cawthra South) Inc.			
Applicant:	Ed Warankie, Queenscorp Group			
Number of units:	154 horizontal multiple dwellings (58 back-to-back townhouses, 64 stacked townhouses and 32 back-to-back stacked townhouses)			
Height:	3 storeys + partially above ground basement level + roof-top terrace			
Lot Coverage:	44.6%			
Floor Space Index:	1.44			
Landscaped Area:	38.9%			
Net Density:	115.8 units/ha 46.7 units/ac.			
Gross Floor Area:	19 196.1 m <sup>2</sup> (206,632 ft <sup>2</sup> )			
Road type:	Private condominium road			
Anticipated Population:	478*  *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.			
Parking:	Required	Proposed		
resident spaces	246	240		
visitor spaces	39	31		
Total	285	271		
Green	Low reflective roof-top materials to			
Initiatives:	create a "white roof"			

Additional information is provided in Appendices 1 to 11.



Image of previous conditions

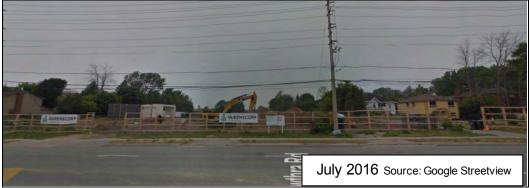


Image of existing conditions



Rendering of proposed development

### LAND USE CONTROLS

The subject lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Medium Density – Special Site 1**. These policies permit detached, semi-detached and townhouse dwellings within a net density range of 25-37 units per net residential hectare (10-15 units per acre) and encourages the assembly of parcels. The applications are not in conformity with the land use designation. The applicant is proposing to change the designation to **Residential Medium Density – Special Site** to permit horizontal multiple dwellings. The proposal has a density of 115.8 units/ha (46.7 units/ac.) and a floor space index (FSI) of 1.5.

A rezoning is proposed from **R3-1** (Detached Dwellings – Typical Lots) to **RM9 - Exception** (Horizontal Multiple Dwellings with more than 6 dwelling units) to permit 58 back-to-back townhouses, 64 stacked townhouses and 32 back-to-back stacked townhouses in accordance with the proposed zone standards contained within Appendix 10.

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

### **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 these applications 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 September 27, 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 proposed development is out of character with the surrounding neighbourhood. It is too dense and too tall
- Traffic is already an issue on Cawthra Road, especially during school drop off/pick up hours. Additional traffic generated by the proposed development and other developments in the immediate area will create unsafe conditions
- Insufficient visitor parking will result in on-street parking on the surrounding residential streets
- The proposed pedestrian connection from Raphael Avenue into the proposed development is a concern
- The neighbourhood schools are at capacity
- There have been flooding issues in the area

A petition letter with 27 signatures (23 households) from members of the Mineola East Community has been received by the Planning and Building Department, opposing the proposed development.

#### **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?
- Is the proposed height, density and massing appropriate and compatible with the existing and planned character of the area?

- Are horizontal multiple dwellings a compatible built form with the surrounding land uses?
- Is the proposed site access and internal road configuration appropriate?
- Is the proposed grading and the resulting retaining walls and stairs appropriate?
- Are the proposed partially below ground units acceptable?
- Are the proposed zoning regulations acceptable?
- Is the design, location and orientation of the proposed amenity areas appropriate?
- Have all other technical requirements and studies, including stormwater management and traffic impacts, been addressed and found to be acceptable?

A report titled "Horizontal Multiple Dwellings – Urban Design Guidelines (All Wards)" was considered by Planning and Development Committee on September 19, 2016. The report outlined a series of concerns with recent Horizontal Multiple Dwelling development applications. The proposed development demonstrates some of these concerns, which will be addressed through the processing of the application and in the Recommendation Report at a later date.

#### OTHER INFORMATION

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

- Planning Justification Report
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Concept Plan
- Preliminary Elevations/Floor Plans
- Site Sections
- Arborist Report and Tree Preservation Plan
- Landscape Plan
- Functional Servicing Report/Preliminary Stormwater Management Report
- Grading/Servicing Plans
- Traffic Impact and Parking Utilization Study
- Signal Warrant Analysis
- Stage 1 and 2 Archaeological Assessments
- Phase 1 Environmental Site Assessment
- Sun/Shadow Study
- Noise Feasibility Study
- Parcel Register

#### **Development Requirements**

There are engineering matters including: grading, servicing, stormwater management and noise mitigation measures 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

Most 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 from Mineola Neighbourhood Character Area Land Use Map

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Concept Plan

Appendix 6: Elevations

Appendix 7: Agency Comments
Appendix 8: School Accommodation

Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and

Relevant Mississauga Official Plan Policies

Appendix 10: Summary of Existing and Proposed Zoning Provisions

Appendix 11: General Context Map

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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

Appendix 1

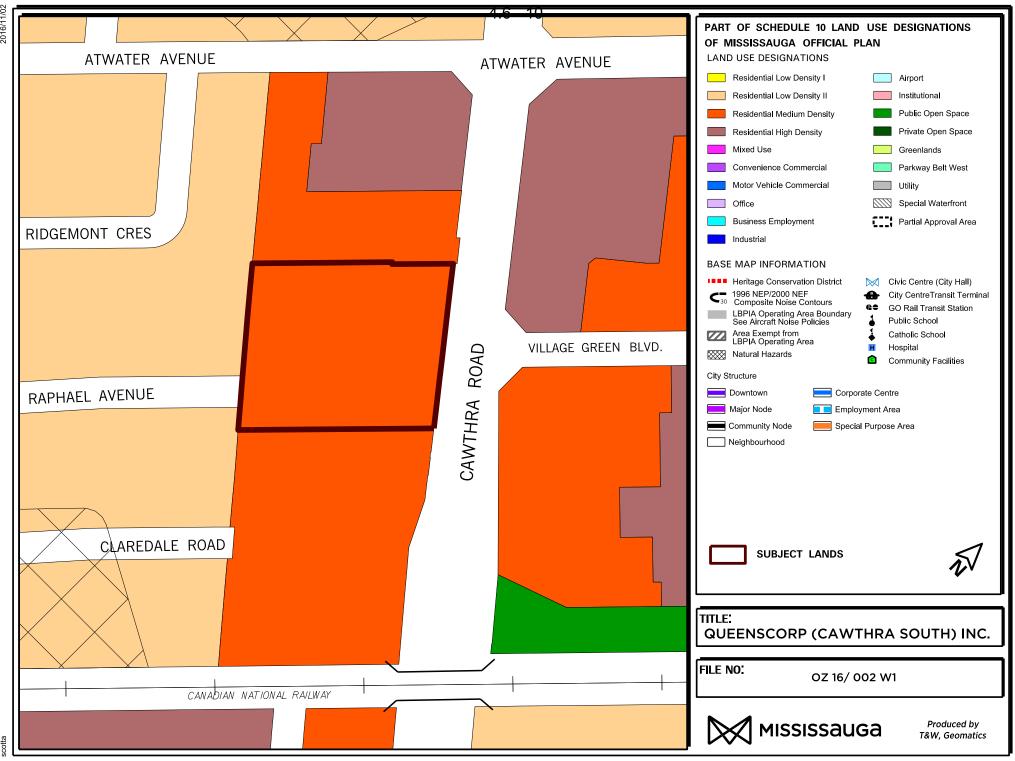
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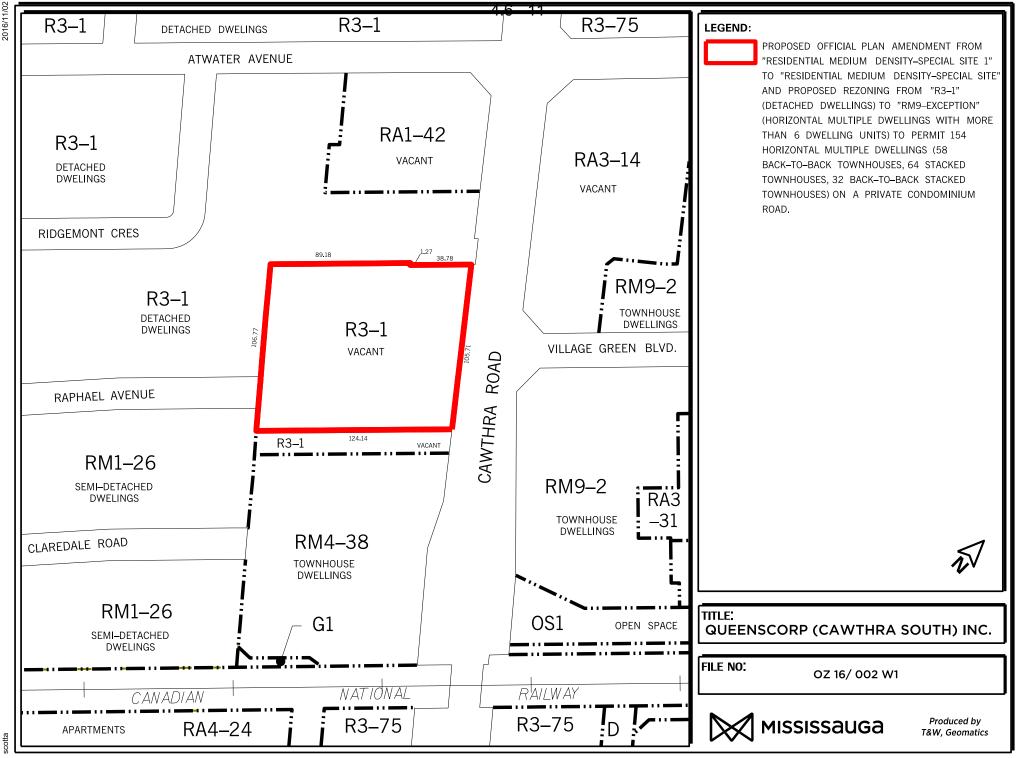
Queenscorp (Cawthra South) Inc.

### **Site History**

- October 21, 2003 Future Mutual Access Agreement and Acknowledgement
  Agreement made between Claredale Norstar Inc. and the City of Mississauga
  through rezoning application OZ 02/036 W1 for the lands at 1130 Cawthra Road
  (south of subject property). The agreement has the effect of allowing a temporary
  access driveway to Cawthra Road until such time as the lands to the north receive
  Site Plan approval and an Access Easement is granted over the lands to the north
  for the purposes of vehicular and pedestrian access to Cawthra Road at Village
  Green Boulevard.
- June 20, 2007 Zoning By-law 0225-2007 came into force. The zoning of the lands changed from **R4-1824** (Detached Dwellings) to **R3-1** (Detached Dwellings).



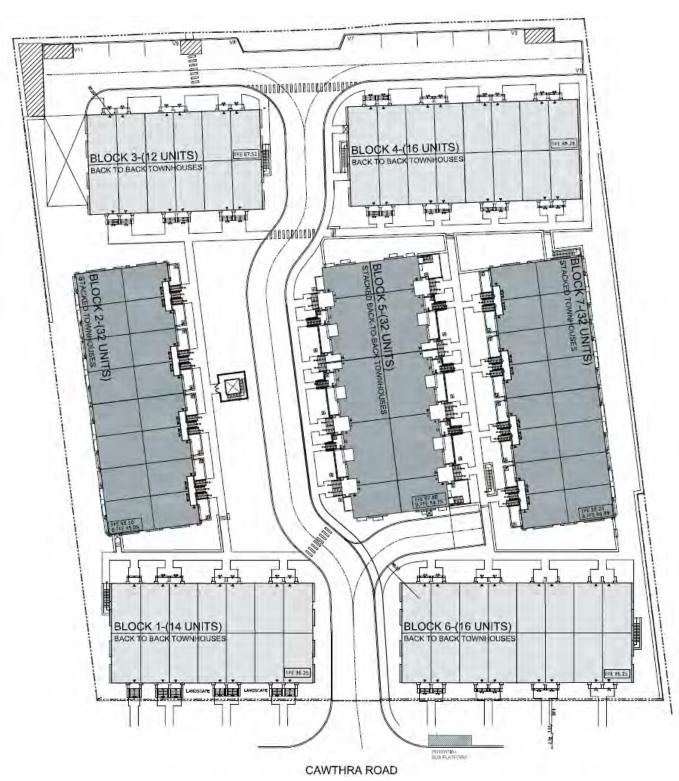




## Queenscorp (Cawthra South) Inc.

#### File: OZ 16/002 W1

## **Concept Plan**



#### Queenscorp (Cawthra South) Inc.

## File: OZ 16/002 W1

#### **Elevations**



Typical Back-to-Back Townhouses (Blocks 1, 3, 4 and 6)



Typical Stacked Townhouses (Block 2 and 7)



Typical Back-to-Back Stacked Townhouses (Block 5)

# Queenscorp (Cawthra South) Inc.

#### **Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (October 20, 2016)	A Functional Servicing Report & Stormwater Management Report satisfactory to the Region to determine adequacy of the existing services for the proposed development is required prior to final approval. An updated report has been received with the second submission and is under review. With regards to land dedications required for Cawthra Road, Regional staff are currently working with the applicant to determine the extent of land dedications required. Additionally, the Region requires the establishment of an internal connection/easement to the properties north and south of the subject lands to facilitate a full movement access onto Cawthra Road at Village Green Boulevard. With the establishment of this internal connection to the properties to the north and south, the proposed Waste Collection staging area will be required to be relocated while still adhering to the Region of Peel Waste Design Standard Manual.
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 6 and 7, 2016)	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 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 these development applications.
	If approved, both School Boards require that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.
City Community Services Department – Parks and Forestry Division/Park Planning Section	The subject site is located within 220 m (721.8 ft.) of Village Green Park which is zoned <b>OS1</b> (Open Space – Community Park). The park contains a play site.
(October 14, 2016)	Street tree contributions will be required along Cawthra Road. 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.

Agency / Comment Date	Comment
City Community Services Department – Heritage Planning (October 18, 2016)	Stage 1 and Stage 2 Archaeological Assessment reports have been submitted and are under review. The corresponding Ministry of Tourism, Culture and Sport letters are pending.
City Transportation and Works Department (T&W) (October 26, 2016)	In comments dated October 24, 2016 this department confirmed receipt of a Functional Servicing Report, Site Grading/Servicing Plans, Noise Feasibility Study, Site Plan, Transportation Impact Study and Phase 1 Environmental Site Assessment circulated by the Planning and Building Department.
	Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the department include:
	<ul> <li>Grading and Servicing,</li> <li>Stormwater Management,</li> <li>Transportation Impacts,</li> <li>Noise Feasibility Study update,</li> <li>Overall concept / block plan (including interconnections to the adjacent lands to the north and south).</li> </ul>
	The above aspects will be addressed in detail prior to the Recommendation Report.
Rogers Cable (May 2, 2016)	Rogers Communications Canada Inc. has aerial and buried fibre and coaxial plant in the working area and locates will be required to mark-out actual locations. Extreme caution is advised, maintain minimum of 0.6 m (1.96 ft.) clearance.
GO Transit (May 27, 2016)	The subject site is not immediately adjacent to but within 300 m (984.3 ft.) of the GO Transit Lakeshore West Corridor. The Noise and Vibration Study submitted does not reflect future rail traffic levels anticipated on the Lakeshore West Corridor. The analysis is to be updated accordingly.
	The applicant shall grant Metrolinx an environmental easement for operational emissions, registered on title against the subject residential dwellings in favour of Metrolinx.
	If approved, GO Transit will require that certain warning clauses regarding noise and vibration from the GO Transit Lakeshore West Corridor shall be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.

Agency / Comment Date	Comment	
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:	
	<ul> <li>Fire and Emergency Services</li> <li>Culture Planning, Community Services Department</li> <li>Mississauga Transit</li> <li>Enersource Hydro Mississauga</li> <li>Canada Post</li> <li>Enbridge Gas Distribution Inc.</li> <li>Greater Toronto Airports Authority</li> <li>The following City Departments and external agencies were circulated the applications but provided no comments:</li> <li>Urban Forestry, Community Services Department</li> </ul>	
	<ul> <li>Realty Services, Corporate Services Department</li> <li>Bell Canada</li> <li>Conseil Scolaire de Distrique Centre-Sud</li> <li>Conseil Scolaire Viamonde</li> </ul>	

# Queenscorp (Cawthra South) Inc.

## School Accommodation

The Peel District School Board			e Dufferi ard	in-Peel Catho	olic District (	School
	School  462 552 0  ol  466 538 0  chool  1,310 1,044 5  nistry of the Board rated	•	St. Dom Enrolme Capacity Portable	Junior Kinde Grade 9 to 0 Accommodation inic Separate ent: /: s: Secondary S ent: /:	on: School 295 271 3	rade 8

Queenscorp (Cawthra South) Inc.

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

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

**Residential Medium Density – Special Site 1** which permits detached, semi-detached and townhouse dwellings within a net density range of 25-37 units per net residential hectare (10-15 units per net residential acre). The policies also encourage the assembly of separate parcels.

Cawthra Road is designated as a **Corridor**.

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

The lands are proposed to be designated **Residential Medium Density – Special Site** to permit horizontal multiple dwellings.

#### Relevant Mississauga Official Plan Policies

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

	Cnacific Delicies	General Intent
	Specific Policies	
	Section 5.3.5 – Neighbourhoods	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.
		5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.
		5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.
Direct Growth		5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to the surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.
Chapter 5 –		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.

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Section 5.4 – Corridors	<ul> <li>5.4.4 Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</li> <li>5.4.5 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.</li> <li>5.4.7 Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</li> </ul>
Chapter 7 – Complete Communities	Section 7.2 – Housing	<ul> <li>7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</li> <li>7.2.2 Mississauga will provide opportunities for: <ul> <li>a. The development of a range of housing choices in terms of type, tenure and price;</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</li> <li>c. The production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ul> </li> <li>7.2.8 Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</li> </ul>
Chapter 8 – Create a Multi-Modal City	Section 8.2.2 – Road Network	<ul> <li>8.2.2.3 Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.</li> <li>8.2.2.5 Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.</li> <li>8.2.2.7 Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.</li> </ul>

	Specific Policies	General Intent
	Section 9.1 – Introduction	<ul> <li>9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</li> <li>9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.</li> </ul>
Section 9 – Building a Desirable Urban Form	Section 9.2.2 – Non-Intensification Areas	<ul> <li>9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will: <ul> <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. minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. incorporate stormwater best management practices;</li> <li>f. preserve mature high quality trees and ensure replacement of the tree canopy; and,</li> <li>g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> </li> <li>9.2.2.6 Development on Corridors will be encouraged to: <ul> <li>a. assemble small land parcels to create efficient development parcels;</li> <li>b. face the street, except where predominate 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;</li> <li>f. support transit and active transportation modes;</li> <li>g. consolidate access points and encourage shared parking, service areas and driveway entrances; and,</li> <li>h. provide concept plans that show how the site can be developed with surrounding lands.</li> </ul> </li> </ul>

	Specific Policies	General Intent
	Section 9.3 –	9.3.1.4 Development will be designed to:
uilding a Desirable Urban Form	Public Realm	<ul> <li>d. achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;</li> <li>e. meet universal design principles;</li> <li>g. be pedestrian oriented and scaled to support transit use;</li> <li>h. be attractive, safe and walkable;</li> <li>i. accommodate a multi-modal transportation system; and,</li> <li>j. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.</li> </ul>
		<ul> <li>9.3.1.5 The improvement of existing streets and the design of new streets should enhance connectivity by: <ul> <li>a. developing a fine-grained system of roads;</li> <li>b. using short streets and small blocks as much as possible, to encourage pedestrian movement;</li> <li>c. avoiding street closures; and,</li> <li>d. minimizing cul-de-sacs and dead end streets.</li> </ul> </li> <li>9.3.1.6 Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular</li> </ul>
		9.3.5.5 Private open space and/or amenity areas will be required for all development.
		9.3.5.6 Residential developments of significant size, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.
Chapter 9 – Bui	Section 9.5 – Site Development and Buildings	9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.

	Specific Policies	General Intent		
Chapter 11 – General Chapter 9 – Building a Desirable Urban Form  Land Use  Designations		<ul> <li>9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: <ul> <li>a. Natural Heritage System;</li> <li>b. Natural hazards;</li> <li>c. Natural and cultural heritage features;</li> <li>d. Street and block patterns;</li> <li>e. The size and configuration of properties along a street, including lot frontages and areas;</li> <li>f. Continuity and enhancement of streetscapes;</li> <li>g. The size and distribution of building mass and height;</li> <li>h. Front, side and rear yards;</li> <li>i. The orientation of buildings, structures and landscapes on a property;</li> <li>j. Views, sunlight and wind conditions;</li> <li>k. The local vernacular and architectural character as represented by the rhythm, textures and building materials;</li> <li>l. Privacy and overlook; and,</li> <li>m. The function and use of buildings, structures and landscapes.</li> </ul> </li> <li>9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</li> <li>9.5.2.7 Site development should respect and maintain existing grades on-site.</li> <li>11.2.5.5 Lands designated Residential Medium Density will permit the following uses: <ul> <li>a. Townhouse dwelling; and,</li> <li>b. All forms of horizontal multiple dwellings.</li> </ul> </li> </ul>		
Chapter 16 - Neighbourhoods	Section 16.1.1 – General	16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.		

	Specific Policies	General Intent
v	Section 16.18 - Mineola	16.18.2.2 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings.
ighbourhood		<ul><li>16.18.5.1 Special Site 1 -</li><li>1. The lands identified as Special Site 1 are located on the west side of Cawthra Road, south of Atwater Avenue, and north of the CNR line.</li></ul>
Chapter 16 - Neighbourhoods		Notwithstanding the provisions of the Residential Medium     Density designation, detached, semi-detached and townhouse dwellings will be permitted within a net density range of 25-37 units per net residential hectare. Assembly of separate parcels will be encouraged.
Chapter 19 - Implementation	Section 19.5 – Criteria for Site Specific Official Plan Amendment	<ul> <li>19.5.1 City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rational for the amendment; including, among other matters: <ul> <li>a. That the proposed redesignation would not adversely impact or destabilize the following:</li> <li>• The achievement of the overall intent, goals, objectives and policies of this Plan; and,</li> <li>• The development or functioning of the remaining lands that have the same designation, or neighbouring lands; and,</li> <li>b. That a municipal comprehensive review of land use designation or a five year review is not required;</li> <li>c. That the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;</li> <li>d. Land use compatibility with the existing and future uses of surrounding lands; and,</li> <li>e. The adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.</li> </ul> </li> </ul>

Queenscorp (Cawthra South) Inc.

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

**R3-1** (Detached Dwellings – Typical Lots), which permits detached dwellings with a minimum lot area of 550  $\text{m}^2$  (5,920  $\text{ft}^2$ ) and lot frontage of 15 m (49.2 ft.) for an interior lot and infill exception regulations.

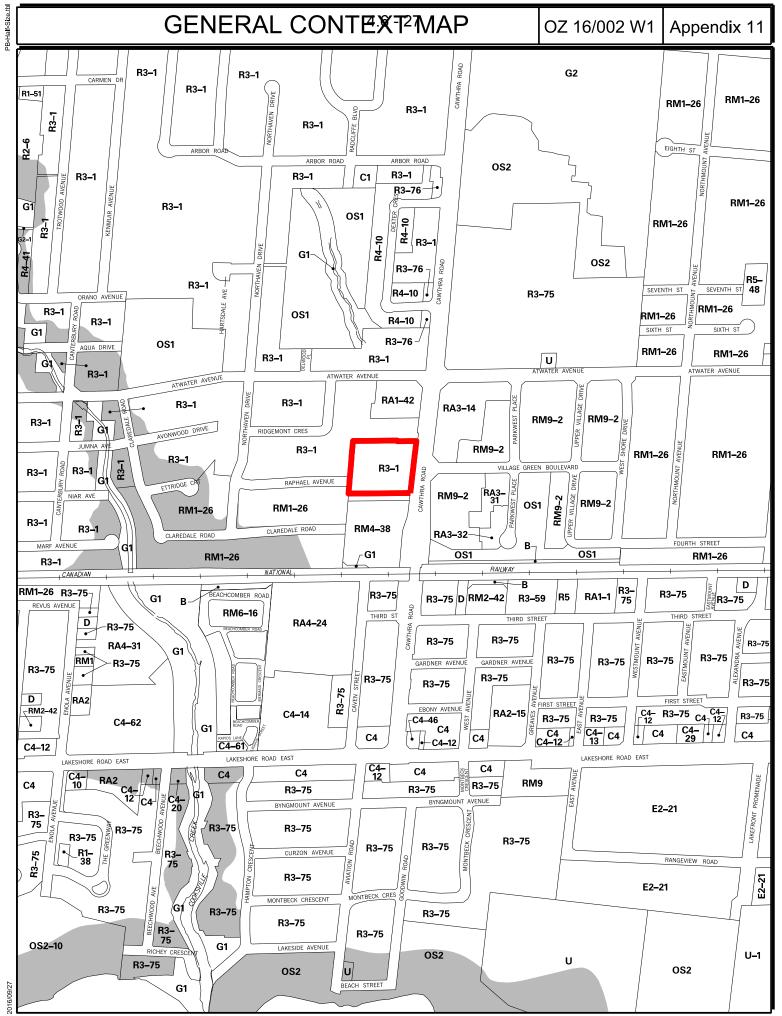
#### **Summary of Proposed Zoning By-law Provisions**

Zone Standards	Required RM9 Zoning By-law Standards	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated September 2, 2016)
Use	Horizontal Multiple Dwelling – with more than 6 dwelling units	Horizontal Multiple Dwelling – with more than 6 dwelling units
Minimum lot frontage	30.0 m (98.4 ft.)	105.7 m (346.8 ft.)
Minimum floor space index	0.4	0.4
Maximum floor space index	0.9	1.5
Maximum height – flat roof	13.0 m (42.7 ft.)	14.8 m (48.6 ft.)
Minimum front yard setback	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum interior side yard where a horizontal multiple dwelling has a height greater than 10.0 m (32.8 ft.) and any portion of the interior lot line abuts a zone permitting a detached and/or semidetached dwelling	10.0 m (32.8 ft.)	3.0 m (9.8 ft.) to building 2.7 m (8.9 ft.) to architectural feature
Minimum rear yard where a horizontal multiple dwelling has a height greater than 10.0 m (32.8 ft.) and less than 15.0 m (49.2 ft.) and any portion of the rear lot line abuts a zone permitting a detached and/or semidetached dwelling	10.0 m (32.8 ft.)	15.1 m (49.5 ft.)

Zone Standards	Required RM9 Zoning By-law Standards	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated September 2, 2016)
Maximum encroachment of a porch, inclusive of stairs, located at and accessible from the first storey or below the first storey of the horizontal multiple dwelling	1.8 m (5.9 ft.)	2.0 m (6.6 ft.)
Minimum setback from a horizontal multiple dwelling to an internal road	4.5 m (14.8 ft.)	2.6 m (7.5 ft.)
Minimum setback from a rear wall of a horizontal multiple dwelling to a side wall of another dwelling	10.0 m (32.8 ft.)	9.0 m (29.5 ft.)
Minimum setback from a rear wall of a horizontal multiple dwelling to a rear wall of another dwelling	15.0 m (49.2 ft.)	13.1 m (43 ft.)
Minimum setback from a side wall of a horizontal multiple dwelling to an internal walkway	1.5 m (4.9 ft.)	0.3 m (1 ft.)
Minimum setback between a parking space and any other lot line	3.0 m (9.8 ft.)	0.8 m (2.6 ft.)
Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m (9.8 ft.)	2.4 m (7.9 ft.) to stairs
Minimum landscaped area Minimum amenity area	40% of lot area The greater of 5.6 m <sup>2</sup> (60.27 ft <sup>2</sup> ) per dwelling unit (862 m <sup>2</sup> /9,278 ft <sup>2</sup> ) or 10% of the site (1 334 m <sup>2</sup> /14,359 ft <sup>2</sup> )	38.9% of lot area 1 148 m <sup>2</sup> (12,357 ft <sup>2</sup> )
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	51%

Zone Standards	Required RM9 Zoning By-law Standards	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated September 2, 2016)	
Minimum number of parking	1.5 per two-bedroom unit	1.3 per two-bedroom unit	
spaces	1.75 per three-bedroom unit	1.4 per three-bedroom unit	
	0.25 visitor spaces per unit	0.20 visitor spaces per unit	

<sup>\*</sup>The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined



# City of Mississauga

# **Corporate Report**



Date: November 15, 2016

To: Chair and Members of Planning and Development Committee

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

Meeting date: 2016/12/05

# Subject

Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol (All Wards)

File: EC.19.TEL

#### Recommendation

- 1. That the Corporate Report dated November 15, 2016 from the Commissioner of Planning and Building titled "Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol" be received for information.
- 2. That the proposed revised "Telecommunication Antenna/Tower Siting Protocol" attached as Appendix 2 to the Corporate Report dated November 15, 2016 from the Commissioner of Planning and Building titled "Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol" be adopted to replace the "Telecommunication Tower/Antenna Facilities Protocol" adopted by Council on May 8, 2013.

# **Background**

The federal government regulates the telecommunication industry in Canada under the *Radiocommunication Act*. Therefore, provincial legislation, such as the *Planning Act*, including zoning by-laws, does not apply to telecommunication antenna/tower systems ("antenna tower(s)"). Innovation, Science and Economic Development (ISED) Canada, a federal government agency and previously known as Industry Canada, allows municipalities to develop protocols to guide the design, location and municipal and public consultation processes for antenna towers, but ISED Canada makes all final decisions. Municipalities can only provide input and comment on antenna tower proposals to telecommunication companies and ISED Canada for consideration. The legislation does not give municipalities approval authority.

Originator's file: EC.19.TEL

The City enacted an interim protocol in March 2012. In December 2012, following consultations with industry representatives and resident organizations, a final protocol was approved by City Council.

In June 2012 the Federation of Canadian Municipalities (FCM) established an antenna tower working group, which included a representative from the City of Mississauga Planning and Building Department. The purpose of the working group was to: discuss challenges related to antenna tower siting; share best practices and provide technical input into the development of a protocol template for municipalities.

Early in 2013, FCM in partnership with the Canadian Wireless and Telecommunication Association (CWTA) released a protocol template to help municipalities develop protocols to address antenna tower issues. As a result of the FCWCWTA joint protocol template being released, the City's protocol was updated in May 2013.

In July 2014, the federal government changed the procedures for telecommunication companies planning to build a new antenna tower. Some of the changes align with key elements of the FCMCWTA protocol template. The main change was the removal of the exception that permitted new antenna towers less than 15 m (49.2 ft.) in height to be built without notification or consultation with municipalities and the public.

#### Comments

The federal government made changes to the procedures to ensure that telecommunication companies consult earlier and more often with municipalities and the public when they intend to build new antenna towers. The main changes include requirements for telecommunication companies to:

- Consult with the community for all antenna towers, not only those that are 15 m (49.2 ft.) high or greater
- Notify the public with improved notification measures
- Build the antenna tower within three (3) years from the time the municipality concluded the consultation

The City's existing protocol includes provisions that are similar to the federal government's changes. Some examples include:

- Encourage telecommunication companies to notify and consult with the City for all new antenna towers regardless of height
- Require public notices to be clearly marked on the envelope of a proposed antenna tower in the neighbourhood, so it is not misinterpreted as junk mail

Originator's file: EC.19.TEL

Since the protocol has existing provisions that align with the federal government's changes, staff recommend only minor amendments to the protocol to reinforce the existing provisions. Staff have also identified various sections of the protocol that require textual changes for clarification purposes.

A summary of the recommended minor and noteworthy amendments to the protocol are attached as Appendix 1. The recommendations are reflected and highlighted in the proposed revised protocol attached as Appendix 2. The summary and recommendations does not include editorial changes to the proposed revised protocol, such as matters of style or organization, arrangement of text, or minor rewording that do not alter the intent of the applicable provision.

#### **Amateur Radio Antenna Towers**

The federal government also regulates amateur radio antenna towers and therefore these types of proposals are subject to the City's protocol. Amateur radio antenna towers less than 15 m (49.2 ft.) high are still exempted from consultation, as per ISED Canada's Exclusion List. It is important to note that municipal protocols must be harmonized with the federal government's rules and standards and any exclusion criteria established by municipalities can only augment those established under ISED Canada's Exclusion List.

#### **Existing Applications In-Process**

Any existing applications in process will not be affected by any proposed amendments, as these applications would continue to be processed under the existing protocol provisions.

# Financial Impact

There is no financial impact as the proposed minor changes to the protocol do not adversely impact the overall consultation process.

#### Conclusion

The proposed amendments to the City's Telecommunication Antenna/Tower Siting Protocol will be consistent with the federal government's updated requirements and will reinforce the City's protocol. The changes will also provide greater clarity that will further address local circumstances, including land use preferences and community concerns.

2016/11/15

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Originator's file: EC.19.TEL

## **Attachments**

Appendix 1: Summary of Amendments to Protocol

Appendix 2: Telecommunication Antenna/Tower Siting Protocol

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Timothy Lee, Planner

E.R. Silen.

# **Summary of Amendments to Protocol**

Section	Proposed Amendment	Rationale for Amendment	
General	Replace "Industry Canada" with "Innovation, Science and Economic (ISED) Canada"	Industry Canada's name has changed to     "Innovation, Science and Economic (ISED)     Canada"	
1 - Definitions	Revise definition of "Co-location"	Clarify definition regarding sharing antenna/tower systems	
1 - Definitions	Add "Designated Municipal Official" definition	Clarify staff members role	
1 - Definitions	Revise definition of "Telecommunication Antenna/Tower System"	<ul> <li>Update definition to be consistent with ISED Canada's terminology</li> <li>Clarify types of antenna systems such as free- standing systems and building/structure mounted systems</li> </ul>	
1 - Definitions	Delete "Equipment Shelter" definition	Equipment shelters associated to antenna/tower systems to be included in the proposed revised definition of "Telecommunication Antenna/Tower System"	
1 - Definitions	Delete "Radiocommunication Antenna System" definition	Redundant definition as the proposed revised definition of "Telecommunication Antenna/Tower System" will encompass all types of systems	
4.1 – Exemptions from Formal Submission and Public Consultation	Revise criteria that exempt proponents from formal submission and public consultation	In accordance with ISED Canada's updated exemption criteria	
4.2.1 – Review of Exempt Antenna Systems by the Land Use Authority	Add section to identify reasons the proponent should consult with the municipality and renumber sections accordingly	<ul> <li>Provides transparency to proponents</li> <li>Identify any issues and community sensitive locations to the proponent upfront</li> <li>Maintain records and identify possible co-location options</li> </ul>	

4.7 - 6

# **Summary of Amendments to Protocol**

Section	Proposed Amendment	Rationale for Amendment
4.2.3 – Review of Exempt Antenna Systems by the Land Use Authority	Add "site-specific sensitivities" to the review criteria	Clarify that the review will include identification of site-specific sensitivities that will be required to be addressed by the proponent
6.3 – Discouraged Locations	Remove the downtown area as a discouraged location	Development in the downtown area will require more telecommunication service; the protocol has existing development and design guidelines to meet high design standards for antenna/towers in the downtown area
6.5 – Design	Add design criteria to discourage pinwheel type telecommunication antennas	Encourage development of higher design standards for telecommunication antennas
6.8.4 – Amateur Radio Antenna System in Residential Areas	Revise section to require proponents to consider visual impacts on surrounding properties and include examples of mitigation measures	Ensure that visual impacts on surrounding properties are considered by the proponent
8.2 – Formal Submission Requirements	Add sentence to indicate that a Site Selection/Justification Report is not required for amateur radio antenna systems	Clarify that a Site Selection/Justification Report is not required for amateur radio antenna systems, as the requirement is intended for telecommunication companies
<b>10.4</b> – Consultation Conclusion Letter	Change "Letter of Comment" to "Consultation Conclusion Letter"	Clarifies the purpose of the letter
10.4 – Consultation Conclusion Letter	Add sentences regarding retracting a Consultation Conclusion Letter	Provides the City with an opportunity to retract a Consultation Conclusion Letter if the proposal contains a misrepresentation or a failure to disclose all the pertinent information
<b>12</b> – Verifying Antenna /Tower System Height	Delete Notice of Non-Conformity section	Redundant section due to the proposed amendment to Section 10.4 of the protocol



# TELECOMMUNICATION ANTENNA / TOWER SITING PROTOCOL

Innovation, Science and Economic Development Canada Local Land Use Authority Consultation

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# 1 Definitions

The following definitions are to provide clarity in the protocol.

**Co-location** means the placement of an antenna(s) and related equipment by one or more proponent(s) on a telecommunication antenna/tower system operated by a different owner/operator, thereby creating a shared telecommunications system.

**Designated Municipal Official** means municipal staff member(s) tasked with the administration of this protocol, including receiving, evaluating and processing submissions for telecommunication antenna/tower systems.

**Equipment shelter** means a structure used to house the required equipment for the operation of a telecommunication tower/antenna facility.

Land Use Authority (LUA) means the City of Mississauga which is responsible for land use planning and development within the geographic boundaries of the City of Mississauga.

**Proponent** means any company, organization or person who puts forward a proposal to install or modify a telecommunication antenna/tower system.

Radiocommunication Antenna System means an antenna required on site for amateur radio communication and may include a supporting structure.

**Residential Area** means lands used or zoned to permit residential uses, including mixed uses (i.e. commercial use at-grade with a residential dwelling unit(s) above).

Telecommunication Antenna / Tower System (also referred as "Antenna System") means an exterior transmitting device or group of devices used to receive and/or to transmit radio-frequency (RF) signals, microwave signals, or other federally-licenced communications energy transmitted from, or to be received by, other antennas. Antenna Systems include the antenna, and may include a supporting tower, mast or other supporting structure and an equipment shelter. This protocol most commonly refers to the following two types of Antenna Systems:

- a) Freestanding Antenna System: a structure (e.g. tower or mast) built from the ground for the expressed purpose of hosting an Antenna System(s);
- b) Building/Structure-Mounted Antenna System: an Antenna System mounted on an existing non-tower structure, which could include a building wall or rooftop, a light standard, water tower, utility pole or other.

# 2 Objectives

The objectives of this protocol are to:

 Encourage proponents of telecommunication antenna/tower systems to use existing antenna systems, structures and infrastructure, such as utility poles, street light poles, etc., to minimize the proliferation of new antenna systems within the City of Mississauga;

- Provide a clear and concise outline of the Land Use Authority and public consultation processes when proponents intend to modify or install an antenna system within the City of Mississauga;
- Ensure effective local public notification and consultation when an antenna system is proposed within a community;
- Strongly discourage proponents from locating antenna systems on lands designated as Greenbelt which are generally associated with natural hazards lands and/or natural area systems in accordance with Mississauga Official Plan;
- Strongly discourage proponents from locating antenna systems on heritage listed or designated properties under the authority of Part IV or Part V of the Ontario Heritage Act;
- Encourage proponents to locate and design antenna systems which minimize visual impact in high profile and sensitive areas and to ensure land use compatibility with the surrounding area;
- Encourage proponents to respect the applicable zoning regulations when proposing a new antenna system; and
- Encourage proponents to locate antenna systems in areas which minimize the adverse impact on the community (e.g. utility, industrial and business employment areas).

# 3 Jurisdiction and Roles

#### 3.1 Federal Jurisdiction

Telecommunication Antenna/Tower Systems are exclusively regulated by Federal legislation under the *Radiocommunication Act* and administered by Innovation, Science and Economic ("ISED") Canada, previously known as Industry Canada. Therefore, Provincial legislation such as the *Planning Act*, including zoning by-laws, does not apply to these antenna systems. It is important to understand that ISED Canada, while requiring proponents to follow municipal consultation protocols, makes the final decision on whether or not an antenna system can be constructed. The City of Mississauga can only provide comments to ISED Canada and does not have the authority to stop the construction of an antenna system.

#### 3.2 Other Federal Legislation

As a Federal undertaking, antenna systems must adhere to all applicable Federal regulations and guidelines, including but not limited to:

- ISED Canada's Radiocommunication and Broadcasting Antenna Systems Client Procedures Circular (CPC-2-0-03);
- ISED Canada's Conditions of Licence for Mandatory Roaming and Antenna Tower and Site Sharing and to Prohibit Exclusive Site Arrangements (CPC-2-0-17);

- Health Canada's Safety Code 6 Limits of Human Exposure to Radiofrequency Electomagnetic Fields in the Frequency Range from 3 KHZ to 300 GHZ;
- National Building Code of Canada;
- Canadian Environmental Assessment Act, and
- Transport Canada's painting and lighting requirements for aeronautical safety.

#### 3.3 Role of the Land Use Authority

The ultimate role of the Land Use Authority (LUA) is to provide input and comments to the proponent and ISED Canada with respect to land use compatibility of an antenna system proposal and indicate how the proponent has complied with the public consultation requirements outlined in this protocol, where applicable. The LUA also communicates to proponents the particular amenities, sensitivities, planning priorities and other relevant characteristics of the area.

#### 3.4 Land Use Authority's Designated Official

For the purpose of this protocol, the designated municipal official having the authority to administer this protocol is the Director, Development and Design Division, Planning and Building Department or her/his designate. All correspondence and materials submitted as part of this consultation process shall be directed to the attention of the Designated Municipal Official ("DMO"). The DMO's contact information can be obtained by contacting the Planning and Building Department at <a href="mailto:eplanbuild.info@mississauga.ca">eplanbuild.info@mississauga.ca</a>.

# 4 Exclusions

#### 4.1 Exemptions from Formal Submission and Public Consultation

For the following types of antenna system installations or modifications, ISED Canada generally excludes proponents from the requirement to consult with the public and submit an antenna system proposal to the LUA for formal review:

- a) New Freestanding Antenna Systems: where the height is less than 15 metres above ground level. This exclusion does not apply to Antenna Systems proposed by telecommunications carriers, broadcasting undertakings or third party tower owners;
- b) Existing Freestanding Antenna Systems: where modifications are made, antennas added or the tower replaced<sup>1</sup>, including to facilitate sharing, provided that the total cumulative height increase is no greater than 25% of the height of the initial antenna system installation<sup>2</sup>. No increase in height may occur within one year of completion of the initial construction. This exclusion does not apply to antenna systems using purpose built antenna supporting structures with a height of less than 15 metres above ground level operated by telecommunications carriers, broadcasting undertakings or third party tower owners;

<sup>&</sup>lt;sup>1</sup> The exclusion for the replacement of existing Freestanding Antenna Systems applies to replacements that are similar to the original design and location.

<sup>&</sup>lt;sup>2</sup> Initial Antenna System installation refers to the system as it was first consulted on, or installed.

- c) Building/Structure-Mounted Antenna System: antennas on buildings, water towers, lamp posts, etc. may be excluded from consultation provided that the height above ground of the non-tower structure, exclusive of appurtenances, is not increased by more than 25%<sup>3</sup>;
- d) Temporary Antenna Systems: used for special events or emergency operations and must be removed within three months after the start of the emergency or special event; and
- e) No consultation is required prior to performing maintenance on an existing antenna system.

Height is measured from the lowest ground level at the base, including the foundation, to the tallest point of the antenna system. Depending on the particular installation, the tallest point may be an antenna, lightning rod, aviation obstruction lighting or some other appurtenance. Any attempt to artificially reduce the height (addition of soil, aggregate, etc.) will not be included in the calculation or measurement of the height of the antenna system.

#### 4.2 Review of Exempt Antenna Systems by the Land Use Authority

ISED Canada's CPC-2-0-03 states that: Individual circumstances vary with each antenna system installation and modification, and the exclusion criteria in Section 4.1 should be applied in consideration of local circumstances. Consequently, it may be prudent for proponents to consult with the LUA even though the proposal meets an exclusion noted in Section 4.1. Therefore, when applying the criteria for exclusion, proponents should consider such things as:

- The antenna system's physical dimensions, including the antenna, mast and tower, compared to the local surroundings;
- The location of the proposed antenna system on the property and its proximity to neighbouring residents;
- The likelihood of an area being a community sensitive location; and
- Transport Canada marking and light requirements for the proposed structure.
- 4.2.1 Notwithstanding ISED Canada's exemption criteria for certain antenna systems, proponents should consult with the LUA so the LUA can:
  - Be prepared to respond to public inquiries once construction/installation has begun;
  - Assess the likelihood of an area being a community sensitive location:
  - Be aware of site co-location within the municipality;
  - Maintain records to refer to in the event of future modifications and additions; and

<sup>&</sup>lt;sup>3</sup> Telecommunication carriers, operators of broadcasting undertakings and third party tower owners may benefit from local knowledge by contacting the land-use authority when planning an antenna system that meets this exclusion criteria.

- Engage in meaningful dialogue with the proponent with respect to the appearance of the antenna system and its proximity to neighbouring residents prior to the proponent confirming a final design.
- 4.2.2 Prior to commencing installation/modification of exempted antenna systems, proponents are required to provide the following materials to the LUA:
  - a) Cover letter describing the proposed antenna system including the location (i.e. address and/or legal description), height and dimensions and any antenna that may be mounted on the supporting structure.
  - b) Description of how the proposal meets the applicable exclusion criteria identified in Section 4.1;
  - c) Site plan or survey plan of the subject property showing the location of the proposed antenna system in relation to the site and/or building on the property;
  - d) Elevation plan or simulated images of the proposed antenna system; and
  - e) Applicable fees in accordance with the City's General Fees and Charges By-law, as amended.

Proponents are encouraged to consider and incorporate the Location and Design Guidelines identified in Section 6.

4.2.3 The LUA will review the documentation and if the proposal is deemed to meet the applicable exclusion criteria and the Location and Design Guidelines identified in Section 6, and there are no site-specific sensitivities, the LUA will issue a Notice of Telecommunication Antenna/Tower System Exclusion to the proponent with a copy to the Ward Councillor and ISED Canada

In the event that the proposed antenna system does not comply with the Location and Design Guidelines identified in Section 6 or there are site-specific sensitivities, the LUA will indicate the outstanding issues/concerns. In such cases, the proponent and LUA will then work toward a mutually agreeable alternative/solution, which may include the LUA requesting the proposal be subject to all or part of the preliminary consultation, formal submission and public consultation process outlined in this protocol, as applicable, concluding with a Consultation Conclusion Letter with or without objections.

# 5 Siting on City Owned Properties

Any request to install an antenna system on land owned by the City shall be made through the DMO.

Proposed antenna systems on City owned properties are subject to this protocol.

Notwithstanding the public consultation requirements outlined in Section 9, the DMO may identify the need to amend the content of the public notification requirements accordingly.

# 6 Development and Design Guidelines

#### 6.1 Co-location

Co-location on an existing antenna system is the preferred option instead of constructing new antenna system within the City.

#### 6.2 Preferred Locations

Where a new antenna system must be constructed, the following locations are preferred:

- a) Areas that maximize the distance from residential areas; and
- b) Business employment, industrial and utility areas;

#### 6.3 Discouraged Locations

Where a new antenna system must be constructed, the new system should not be located on:

- a) Lands designated as Greenbelt under Mississauga Official Plan which are generally associated with natural hazards lands and/or natural area systems; and
- b) Heritage listed or designated properties under the authority of Part IV or Part V of the *Ontario Heritage Act*.

#### c) Downtown area.

#### 6.4 Siting on a Property

Where a new antenna system must be constructed, the following location guidelines should be followed:

- a) Locate antenna systems away from street line to minimize visual impact of the tower from the streetscape;
- b) Associated equipment shelter(s) measuring greater than 5.0 square metres (53.8 square feet) should comply with the applicable zoning by-law regulations (e.g. minimum setbacks, minimum landscaped buffers, etc.); and
- c) Avoid locating antenna systems on parking and/or loading spaces as it may cause a non-compliance situation for a property with the zoning by-law and/or impact future development for the site.

#### 6.5 Design

Where a new antenna system must be constructed, the following design guidelines should be followed:

a) Allow for future co-location capacity;

- Associated equipment shelter(s) should be screened using landscape treatment, decorative fencing, etc., except in lands designated as Industrial under Mississauga Official Plan;
- c) Lattice style towers and pinwheel telecommunication antennas are strongly discouraged;
- d) Monopole towers with antennas shrouded or flush mounted are preferred; and
- e) Antenna Systems attached to an existing building, including rooftop installations, should not be visible from any public street abutting the subject property, as demonstrated in a visual plane analysis, or should be screened and complement the architecture of the building with respect to form, materials and colour in order to minimize the visual impact from the streetscape;

#### 6.6 Design in High Profile and/or Sensitive Areas

When new antenna systems must be located in a high profile and/or sensitive area, such as, but not limited to, major nodes and community nodes identified in Mississauga Official Plan, the system should be designed and sited to minimize visual impact within the context of the surrounding area.

In addition to the guidelines in Sections 6.1 to 6.5, the following design guidelines should also be met:

- a) Stealth techniques, such as flagpoles, clock towers, trees, light poles, etc., should be used and reflect the context of the surrounding area; and
- b) Associated equipment shelter(s) greater than 5.0 square metres (53.8 square feet) should be constructed to reflect the context of the surrounding area. Particular attention should be focused on compatibility of roof slopes, materials, colours and architectural details.

#### 6.7 Colour, Lighting, Signage and Other Graphics

Where a new antenna system must be constructed, the following design guidelines should be followed:

- a) Use non-reflective surfaces and neutral colours that blend with the surrounding landscape and public realm, unless Transport Canada has identified painting requirements for aeronautical safety for an antenna system;
- b) No illumination is permitted on an antenna system, except where Transport Canada requirements for illumination of an antenna system are identified;
- c) Identify the owner/operator, including the contact information, of a facility by providing a small sign with a maximum size of 0.5 square metres (5.4 square feet) placed at the base of the structure; and
- d) No third party advertising or promotion of the owner/operator is permitted on an antenna system.

#### 6.8 Amateur Radio Antenna System in Residential Areas

The following location and design guidelines shall apply to proposals for an antenna system located in a residential area used for personal use by a resident for amateur radio communication.

- 6.8.1 Amateur radio antenna systems should not be located within:
  - a) Lands designated Greenbelt under Mississauga Official Plan which are generally associated with natural hazards lands and/or natural area systems;
  - b) Lands heritage listed or designated properties under the authority of Part IV or Part V of the *Ontario Heritage Act*, and
  - c) Front or exterior side yard of the property, as defined in the City's zoning by-law.
- 6.8.2 Amateur radio antenna systems are preferred to be located in the following location:
  - a) Rear yard of the property, but excluding the extension of the exterior side yard into the rear yard, as defined in the City's zoning by-law.
- 6.8.3 The following location and design guidelines should be followed:
  - a) Height of an amateur radio antenna system should be less than 15 metres (49.2 feet) above ground level, whether located on the ground or attached to a building or structure;
  - b) Width of an amateur radio antenna system should not exceed 3 metres (9.8 feet);
  - c) No part of an amateur radio antenna system should be located within 1.2 metres (3.9 feet) of any lot line;
  - d) An amateur radio antenna system on a roof of a residential building should only be located on that half of the roof closest to the rear yard;
  - e) Non-reflective surfaces and neutral colours that blend with the surrounding area should be used; and
  - f) Graphics, signage, flags or lighting on an amateur radio antenna system is not permitted.
- 6.8.4 Proponents should consider the visual impacts on surrounding properties even though the amateur radio antenna system complies with the location and design guidelines noted above. Visual impact mitigation measures could include, but not limited to the following:
  - a) Select an appropriate location on the property to reduce the visibility from surrounding properties;
  - b) Decrease the size and visibility of the amateur radio antenna system; and
  - c) Screen the amateur radio antenna system with landscape treatment.

# 7 Preliminary Land Use Authority Consultation

#### 7.1 Preliminary Meeting

Proponents are required to have a preliminary consultation meeting with the LUA prior to submitting a formal request to install or modify an antenna system. This initial contact will allow the proponent to meet with the LUA to discuss the proposal, including the rationalization behind the site selection.

During this meeting, the LUA will provide preliminary input and comments regarding the proposal, such as, but not limited to, land use compatibility, potential impacts on high profile and sensitive areas, alternative sites, aesthetic or landscaping preferences, other agencies to be consulted, and whether a peer review by a consultant will be required. This meeting will also provide an opportunity to inform the proponent of the consultation process outlined herein.

#### 7.2 Preliminary Meeting Requirements

The following information must be provided to the LUA in order to schedule a preliminary consultation meeting:

- a) Cover letter describing the proposed antenna system including the height and dimensions and any antenna that may be mounted on the supporting structure;
- b) Site Selection/Justification Report prepared by a qualified professional, such as a land use planner or engineer. The report should identify all antenna systems within the vicinity of the proposed location. It should also include details with respect to the coverage and capacity of the existing antenna systems in the surrounding area and provide detailed documentary evidence as to why colocation on an existing antenna system is not a viable alternative to the construction of a new antenna system;
- Draft site plan or survey plan of the subject property showing the location of the proposed antenna system in relation to the site and/or building on the property;
   and
- d) Elevation plan or simulated images of the proposed antenna system.

#### 7.3 Notification of Preliminary Meeting

After the preliminary consultation meeting, the DMO will notify the Ward Councillor of the meeting.

#### 7.4 Confirmation of Land Use Authority Preferences and Requirements

During or after the preliminary consultation meeting, the DMO will provide the proponent with an information package that includes:

a) Formal submission requirements:

- b) A list of plans and studies that may be required;
- c) A list of municipal departments and other agencies to be consulted; and
- d) An indication of the LUA's preferences regarding co-location for the site(s) under discussion.

To expedite the review of the proposal, the proponent is encouraged to consult with the applicable municipal departments and agencies, and obtain applicable written comments/clearances before making a formal submission.

# 8 Formal Land Use Authority Consultation

#### 8.1 Land Use Authority Consultation Requirements

Where a proposed antenna system does not meet the exclusion criteria identified in Section 4.1, the proponent must submit a formal antenna system proposal to the LUA for review.

#### 8.2 Formal Submission Requirements

The proponent must submit the following materials to the LUA:

- a) A telecommunication antenna/tower application form and fees in accordance with the City's General Fees and Charges By-law, as amended;
- b) A Site Selection/Justification Report prepared by a qualified professional, such as a land use planner or engineer. The report should identify all antenna systems within the vicinity of the proposed location. It should also include details with respect to the coverage and capacity of the existing antenna systems in the surrounding area and provide detailed documentary evidence as to why colocation on an existing antenna system is not a viable alternative to the construction of a new antenna system. This requirement is not required for amateur radio antenna system proposals, however, a cover letter is required that describes the proposed antenna system including the height, dimensions, location within the subject property, and any antenna that may be mounted on the supporting structure;
- c) A public notification package;
- d) A site plan or survey plan which shall include a compound layout, an elevation and parking/loading statistics if the proposal is located on parking/loading areas;
- e) A copy of the draft newspaper notice and the proposed date on which it will be published (no sooner than 14 days from the date of request being submitted), if applicable;
- f) A copy of the draft notice sign; and

g) Any other required information listed in the information package provided to the proponent during or after the preliminary meeting.

#### 8.3 Determination of Complete or Incomplete Submission

The DMO will determine whether the antenna system request is deemed complete or incomplete within five business days of receipt of the request.

If the required materials listed in Section 8.2 of this protocol are not complete or provided to the satisfaction of the DMO, the request will be deemed incomplete and will not mark the official commencement of the 120 day consultation process. The DMO will notify the proponent of the outstanding items to be addressed.

When the request is deemed complete by the DMO, the DMO will notify the proponent and Ward Councillor of the complete request, and circulate the proposal to the applicable municipal departments for review and comment.

# 9 Public Consultation

#### 9.1 Public Consultation Requirements

Where a proposed antenna system requires public consultation, the proponent must carry out the following public consultation process.

The proponent must not initiate public notification or consultation for an antenna system proposal until a formal submission has been made to the LUA and written confirmation from the DMO to proceed with public notification and consultation has been provided.

The proponent shall be responsible for all costs associated with public consultation.

#### 9.2 Notification

The proponent is to distribute the public notification packages by mail to the following recipients:

- a) All property owners and resident associations within a radius of the greater of 120 metres (393.7 feet) or three times the antenna system height measured from the furthest point of the antenna system;
- b) Applicable Ward Councillor and applicable Member of Parliament in which the proposed antenna system is located;
- c) Adjacent municipalities within 120 metres (393.7 feet) of the proposed antenna system; and
- d) DMO.

9.2.1 The LUA will provide the proponent with a mailing list of all addresses of property owners and resident associations within a radius of the greater of 120 metres (393.7 feet) or three times the tower height measured from the furthest point of the antenna system.

The envelope for the public notification package should have the following statement in red ink: "IMPORTANT NOTICE REGARDING PROPOSED TELECOMMUNICATION ANTENNA/TOWER IN YOUR NEIGHBOURHOOD".

When a public information session is required, the proponent is to distribute the public notification packages by mail at least 30 days prior to the date of the public information session.

#### 9.3 Public Notification Package Requirements

The public notification package must include the following information:

- a) A location map, including the address, clearly indicating the exact location of the proposed antenna system in relation to the surrounding properties and streets;
- A physical description of the proposed antenna system including the height, dimensions, tower type/design, any antenna(s) that may be mounted on the tower, colour and lighting;
- c) An elevation plan of the proposed antenna system;
- d) Colour simulated images of the proposed antenna system;
- e) The purpose of the proposed antenna system, the reasons why existing antenna systems or other infrastructure cannot be used, a list of other structures that were considered unsuitable, and future sharing possibilities for the proposal;
- f) An attestation that the general public will be protected in compliance with Health Canada's Safety Code 6 including combined effects within the local radio environment at all times;
- g) Notice that general information relating to health concerns and Safety Code 6 is available on Health Canada's website;
- h) An attestation that the installation will respect good engineering practices including structural adequacy;
- i) Address, date and time of the public information session (if applicable);
- j) Information on how to submit written public comments to the proponent and the closing date for submission of written public comments;
- k) Proponent's contact information;
- I) Reference to the City of Mississauga Telecommunication Antenna/Tower Siting Protocol and where it can be viewed;
- m) The following sentences regarding jurisdiction: "Telecommunication antenna/tower systems are exclusively regulated by Federal legislation under the

Radiocommunication Act and administered by Innovation, Science and Economic Development (ISED) Canada. Therefore, Provincial legislation such as the Planning Act, including zoning by-laws, does not apply to these antenna/tower systems. It is important to understand that ISED Canada, while requiring proponents to follow the City of Mississauga's Telecommunication Antenna/Tower Siting Protocol, makes the final decision on whether or not an antenna/tower system can be constructed. The City of Mississauga can only provide comments to ISED Canada and does not have the authority to stop the construction of an antenna/tower system.";

- n) Notice that general information relating to antenna systems is available on ISED Canada's Spectrum Management and Telecommunications website; and
- o) Municipal designate, Member of Parliament and ISED Canada contact information.

#### 9.4 Closing Date for Written Public Comments

The closing date for submission of written public comments shall not be less than:

- a) 14 days after the public information session, where a public information session is required; or
- b) 30 days where a public information session is not required.

#### 9.5 Notice Sign

The proponent shall erect a sign on the property notifying the public of the proposal to establish an antenna system on the subject property. The sign shall be erected on the property so that it is clearly visible and legible from the street.

The sign shall be professionally prepared and its size shall be a minimum of  $1.2 \text{ metres } x \ 1.2 \text{ metres}$  ( $3.9 \text{ feet } x \ 3.9 \text{ feet}$ ) (width x height) and located a minimum of 0.61 metres (2.0 feet) and a maximum of 1.2 metres (3.9 feet) from the ground. However, the size of the sign shall not exceed  $2.4 \text{ metres } x \ 1.2 \text{ metres}$  ( $7.9 \text{ feet } x \ 3.9 \text{ feet}$ ) (width x height).

The erection of the notice sign should be coordinated with the distribution of the public notification packages.

Photographs showing the sign posted and the date on which it was erected on the subject property shall be submitted to the DMO within 10 days after the sign has been erected.

The sign shall remain on the subject property for the duration of the public consultation process.

The proponent shall be responsible for removing the sign no later than 21 days after the completion of the consultation process.

9.5.1 The notice sign shall contain the following wording:

#### **PUBLIC NOTICE**

[Name of Proponent] is proposing to locate a telecommunication antenna/tower system, being [#] metres ([#] feet) in height, on this property.

(If applicable) A public information session is scheduled on [date of meeting] from [start time] to [end time] at [location of meeting].

Public comment is invited.

The closing date for submission of written comments is [applicable closing date].

For further information, contact [Applicant's name, phone number and e-mail address].

Telecommunication antenna/tower systems are exclusively regulated by Federal legislation under the *Radiocommunication Act* and administered by Innovation, Science and Economic Development Canada. Therefore, Provincial legislation such as the *Planning Act*, including zoning by-laws, does not apply to these systems.

The City of Mississauga can only provide comments to Innovation, Science and Economic Development Canada and does not have the authority to stop the construction of a telecommunication antenna/tower system.

[Municipal contact information]
[Member of Parliament contact information]
[Local Innovation, Science and Economic Development Canada contact information]

#### 9.6 Newspaper Notice

Where an antenna system is 30 metres (98.4 feet) or greater in height, the proponent shall place a newspaper notice in the Mississauga News (i.e. the community's newspaper). The notice shall be placed in a Thursday's edition.

The newspaper notice shall be a minimum size of 10 centimetres x 10 centimetres (3.9 inches x 3.9 inches).

A copy of the actual newspaper notice appearing in the Mississauga News, including the newspaper date, shall be forwarded to the DMO within 10 days of the newspaper notice being published.

9.6.1 Where a public information session <u>is required</u>, the newspaper notice shall be published at least 21 days before the date of the public information session.

The date on which the newspaper notice is published should be coordinated with the distribution of the public notification packages.

9.6.2 Where a public information session is <u>not required</u>, the date on which the newspaper notice is being published should be coordinated with the distribution of the public notification packages.

- 9.6.3 The newspaper notice shall contain the following information:
  - a) Description of the proposed antenna system, including the height;
  - b) Address of the proposed antenna system,;
  - c) Location map (key plan) of the proposed site;
  - d) Invitation for public comment and the closing date for submission of written comments;
  - e) (If applicable) Invitation to the public information session, and location and time of the session;
  - f) Applicant's contact information;
  - g) Inclusion of the following "Telecommunication antenna/tower systems are exclusively regulated by Federal legislation under the *Radiocommunication Act* and administered by Innovation, Science and Economic Development Canada. Therefore, Provincial legislation such as the *Planning Act*, including zoning bylaws, does not apply to these systems. The City of Mississauga can only provide comments to Innovation, Science and Economic Development Canada and does not have the authority to stop the construction of a telecommunication antenna/tower system."; and
  - h) Municipal designate, Member of Parliament and ISED Canada contact information.

#### 9.7 Public Information Session

A public information session is required where the proposed antenna system is located:

- a) In a residential area; or
- b) Within the greater of either, three times the antenna system height or 120 metres (393.7 feet) from a residential area.
- 9.7.1 The applicable Member of Parliament, in consultation with the proponent, shall be responsible for convening a public information session, if applicable, at the proponent's cost.
  - Should the applicable Member of Parliament not convene a public information session, the proponent shall be responsible for convening a public information session, if applicable, at the proponent's cost.
- 9.7.2 The applicable Member of Parliament and/or proponent, as the case may be, shall adhere to the following requirements when organizing and convening a public information session:
  - a) Public information session shall be open and accessible to all members of the public and local stakeholders;

- Public information session shall occur on a weekday evening, no sooner than 21 days and no later than 28 days, from the date that the public notification packages are mailed and the sign posted;
- c) Duration of the public information session shall be a minimum of 2 hours;
- d) Two display panels, at a minimum, containing a site plan drawing and colour photographs of the subject property with superimposed images of the proposed antenna system shall be displayed at the public information session;
- e) The proponent shall conduct a presentation regarding the tower proposal, including the purpose of the tower, general information relating to health concerns and Safety Code 6 and clear statement indicating that telecommunication antenna/tower systems are exclusively regulated by Federal legislation under the *Radiocommunication Act* and administered by ISED Canada. Provincial legislation such as the *Planning Act*, including zoning by-laws, does not apply to these facilities and the City of Mississauga can only provide comments to ISED Canada as the City does not have the authority to stop the construction of a telecommunication antenna/tower system;
- f) Public notification packages including a public comment sheet shall be made available for attendees;
- g) Closing date for written public comments shall be clearly announced at the public information session; and
- h) Obtain a record of all names, addresses, email addresses and phone numbers of the attendees, subject to applicable privacy laws in respect of personal information.

#### 9.8 Responding to the Public

The proponent is to address all reasonable and relevant concerns, make all efforts to resolve them in a mutually acceptable manner and must keep a record of all associated communications. If the public or DMO raises a question, comment or concern relating to the antenna system, as a result of the public consultation process, then the proponent is required to:

- a) Respond to the party in writing within 14 days by acknowledging receipt of the question, comment or concern and keep a record of the communication;
- b) Address in writing all reasonable and relevant concerns within 30 days of receipt or explain why the question, comment or concern is not, in the view of the proponent, reasonable or relevant and clearly indicate that the party has 21 days from the date of the correspondence to reply to the proponent's response; and
- c) In the case where the party responds within the 21 day reply period, the proponent shall address all reasonable and relevant concerns within 21 days, either in writing, by contacting the party by telephone or engaging the party in an informal meeting. Telephone conversations and informal meetings must be documented by the proponent.

# 10 Concluding Consultation

#### 10.1 Consultation Summary Package

The proponent shall provide to the DMO a package summarizing the results of the public consultation process which shall include the following information:

- a) Attendance list and contact information from the public information session (if applicable);
- b) All written public comments and/or concerns received regarding the proposal;
- c) Proponent's responses to the public comments and/or concerns outlining how the concerns were or will be addressed, or alternatively, by clearly indicating why such concerns are not reasonable or relevant; and
- d) If any modifications to the proposal are agreed to, then further details will be required, including revised plans.

#### 10.2 Public Conclusion Package

The proponent may be required, if requested by the DMO, to provide a public conclusion package to the public.

Where a public conclusion package is required, the proponent shall provide the DMO with a draft public conclusion package summarizing the conclusion of the public consultation process.

#### 10.2.1 The public conclusion package must include the following information:

- a) Notice that the public consultation process is concluded;
- jurisdiction: "Telecommunication b) The following sentences regarding antenna/tower systems are exclusively regulated by Federal legislation under the Radiocommunication Act and administered by Innovation, Science and Economic Development (ISED) Canada. Therefore, Provincial legislation such as the Planning Act, including zoning by laws, does not apply to these antenna/tower It is important to understand that ISED Canada, while requiring systems. City of Mississauga's Telecommunication proponents to follow the Antenna/Tower Siting Protocol, makes the final decision on whether or not an antenna/tower system can be constructed. The City of Mississauga can only provide comments to ISED Canada and does not have the authority to stop the construction of an antenna/tower system."; and
- c) Contact information for the proponent, local ISED Canada office and applicable Member of Parliament.

- 10.2.2 Upon written confirmation from the DMO to proceed, the proponent shall be responsible for distributing the public conclusion packages by mail to the following recipients:
  - a) Attendees of the public information session, as indicated on the attendance list from the public information session, if applicable;
  - b) Public that provided written comments regarding the proposal;
  - c) List of property owners and applicable resident association provided by the DMO;
  - d) Applicable Ward Councillor and applicable Member of Parliament in which the proposed antenna system is located; and
  - e) Adjacent municipalities within 120 metres (393.7 feet) of the proposed antenna system.

Proponents are also required to mail a copy of the public conclusion package to the DMO.

#### 10.3 Letter of Undertaking

The proponent may be required, if requested by the DMO, to provide a letter of undertaking, which may include the following requirements:

- a) Posting of a security for the construction of any proposed fencing, screening and landscaping;
- b) A commitment to accommodate other telecommunication providers on a tower facility, where feasible, subject to the usual commercial terms and ISED Canada Conditions of Licence for Mandatory Roaming and Antenna Tower and Site Sharing and to Prohibit Exclusive Site Arrangements (CPC-2-0-17); and
- c) Other conditions identified in the Consultation Conclusion Letter.

#### 10.4 Letter of Comment Consultation Conclusion Letter

The LUA will review all pertinent information regarding the proposal and prepare comments to the proponent with a copy to ISED Canada. The focus of the comments will be on how the proponent complied with the consultation requirements of this protocol, how the proposal met the location and design objectives of this protocol, whether the proposal has any adverse impact on the community, and communicate any particular amenities, sensitivities, planning priorities and other relevant characteristics of the area.

The LUA will also indicate that the consultation process has been concluded (with or without conditions). If the proposal is deemed inappropriate by the LUA, the LUA will indicate objections to the proposal and may include outstanding concerns/issues.

The LUA may retract its Consultation Conclusion Letter if following the issuance of the letter, it is determined by the LUA that the proposal contains a misrepresentation or a failure to disclose all the pertinent information regarding the proposal, or the plans and conditions upon which the Consultation Conclusion Letter was issued in writing have not

been complied with, and a resolution cannot be reached to correct the issue. In such cases, the LUA will provide notification in writing to the proponent and to ISED Canada and will include the reason(s) for retracting its Consultation Conclusion Letter.

# 11 Timeframes

#### 11.1 Consultation Timeframes

The LUA and public consultation processes should be completed within 120 days from the date of a complete submission to the date where the LUA responds to the proponent with or without objections regarding the proposal.

Appendix A of this protocol contains a flow chart of the LUA and public consultation processes.

#### 11.2 Supplementary Public Consultation

Where the LUA consultation process has not been concluded and 270 days have elapsed from the time of the public notification packages being sent, the proponent may be required to carry out a supplementary public consultation process, if requested by the DMO.

# 12 Post Construction Requirements Verifying Antenna / Tower System Height

#### 12.1 Notice of Non Conformity

Where the consultation process has been concluded and the LUA has determined that the as-built tower facility is not in accordance with the plan or condition(s) set out in the Letter of Comments, the LUA will provide notification in writing to the owner/operator advising of the situation.

In the event the owner/operator does not respond to the matter within 30 days of receiving the notification, or a resolution between the owner/operator and LUA cannot be reached to correct the issue, the LUA will advise ISED Canada of the situation and request assistance.

#### 12.2 Verifying Height

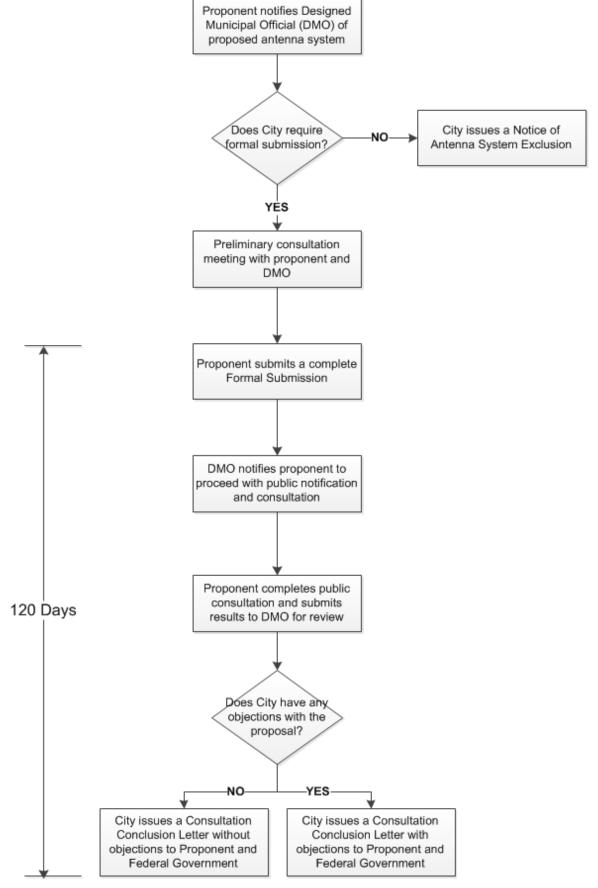
Where necessary, the LUA may request that measurements be provided to demonstrate the antenna system's overall height. This may include the owner/operator engaging the services of a qualified third party to verify that the antenna system's height is 30 metres (98.4 feet) above ground level.

# 13 Redundant Antenna / Tower System

The LUA can issue a request to the owner/operator to clarify that a specific antenna system is still required to support telecommunication network activity. The owner/operator will respond within 30 days of receiving the request and will provide any available information on the future status or planned decommissioning of the antenna system.

Where the owner/operator concur that an antenna system is redundant, the owner/operator and LUA will mutually agree on a timeframe to remove the system including all associated equipment and remediate the site to its original condition. Removal shall occur no later than 2 years from when the antenna system was deemed redundant.

# Appendix A - Consultation Process Flow Chart



# City of Mississauga

# **Corporate Report**



Date: November 15, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file: OZ 15/009 W1

Meeting date: 2016/12/05

# Subject

#### **RECOMMENDATION REPORT (WARD 1)**

Applications to permit 24 townhouses on a private condominium road 1629, 1635 and 1639 Blanefield Road, southeast corner of South Service Road and Blanefield Road

**Owner: Tupelo Investments Limited** 

File: OZ 15/009 W1

#### Recommendation

- 1. That the applications under File OZ 15/009 W1, 1629, 1635 and 1639 Blanefield Road, to amend Mississauga Official Plan to Residential Medium Density and to change the zoning to RM6-Exception to permit 24 townhouses, with 16 fronting onto a private condominium road and the remaining 8 fronting onto Blanefield Road, be approved subject to the conditions referenced in the staff report.
- 2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
- 3. 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**

- Comments were received from the public regarding traffic, appropriateness of the built form and design, and drainage
- The applicant has made minor revisions to the proposal to address issues raised, including revising the building elevations

Originator's file: OZ 15/009 W1

• Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

# **Background**

A public meeting was held by the Planning and Development Committee on May 30, 2016, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0041-2016 was then adopted by Council on June 8, 2016:

That the report dated May 10, 2016, from the Commissioner of Planning and Building regarding the applications by Tupelo Investments Limited to permit 24 townhouses on a private condominium road under File OZ 15/009 W1, 1629,1635 and 1639 Blanefield Road, southeast corner of South Service Road and Blanefield Road, be received for information.

#### **Comments**

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

#### REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including revising the building elevations and reorienting the driveway of the townhouse at the corner of the private condominium road and Blanefield Road to have access to Blanefield Road.

#### **COMMUNITY COMMENTS**

The issues below were raised by residents at the May 30, 2016 Public meeting and the community meeting held on March 10, 2016 by Ward 1 Councillor Jim Tovey.

#### Comment

The townhouse built form and the modern architectural style is not appropriate given the context of the area.

#### Response

While this area of Mineola is characterized by detached dwellings constructed primarily in the 1960's, it does not have one architectural style that is dominant within the neighbourhood. The Mineola area has a number of new and replacement homes that are of a modern architectural style. Furthermore, the site is not situated next to a listed or designated property on the City's heritage register and therefore the compatibility of the proposed townhouse development is assessed through site layout and built form and location with consideration given to the quality of the architecture itself. Further comments regarding the appropriateness of the development are included in the Planning Comments section of this report.

2016/11/15

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Originator's file: OZ 15/009 W1

#### Comment

Traffic and traffic related safety is already an issue in the neighbourhood and the proposal will worsen things.

#### Response

Comments from the Transportation and Works Department regarding traffic volume are included in the Updated Agency and City Departments section of this report.

#### Comment

How will the proposal address issues of drainage and flooding in the area?

#### Response

Comments from the Transportation and Works Department regarding storm water management are included in the Updated Agency and City Departments section of this report.

#### Comment

Will there be enough visitor parking?

#### Response

The 6 visitor parking spaces proposed on-site meet the visitor parking requirement in the Zoning By-law. In addition, there are two on-street parking spaces on Blanefield Road in front of the site which would be subject to the City's on-street parking regulations.

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

#### Region of Peel

The Region of Peel has received flow capacity information which is currently being modelled to confirm capacity for the development. Prior to the passage of the by-law, the applicant will be required to confirm adequate water capacity to the site to the Region's satisfaction.

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

Comments updated November 8, 2016, confirmed receipt of a Functional Servicing and Stormwater Management Report, Grading and Site Plan and Noise Report. In addition, they are satisfied with the findings of the Traffic Impact Study which confirms that the proposed development can be accommodated within the existing road network.

The proposed development should not have a negative impact from a drainage standpoint on the surrounding area. The applicant has been requested to further address site specific details as part of the Site Plan approval process, including the use of low impact development measures for stormwater management.

Originator's file: OZ 15/009 W1

In the event these applications are approved by Council, the applicant will be required to enter into a Development Agreement with the City and obtain approval from the Ministry of Transportation as the proposed development is within their corridor control area.

#### **PLANNING COMMENTS**

# Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe The *Provincial Policy Statement* (PPS) contains the Province's policies concerning land use planning for Ontario. All planning decisions are required to be consistent with these policies.

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

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan.

The site is located at the periphery of the neighbourhood abutting South Service Road and in proximity to Cawthra Road, an Intensification Corridor. The proposed townhouse development provides a level of intensification that is deemed appropriate and meets the intent of the Growth Plan. The proposal adequately takes into account the existing context and provides an appropriate transition of built form to adjacent areas as referenced in the Official Plan section below.

#### Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Mineola Neighbourhood Character Area from **Residential Low Density II** to **Residential Medium Density** to permit 24 townhouses on a private condominium road. 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

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Originator's file: OZ 15/009 W1

# amendment in comparison with the existing designation been provided by the applicant?

The site is located in the Mineola Neighbourhood Character Area which with the exception of a few sites is characterized by stable residential neighbourhoods. This site includes an assembly of properties at the northeastern periphery of the neighbourhood abutting South Service Road, which curves around the site along the northerly and easterly perimeter and connects to Cawthra Road. Beyond South Service Road is the Queen Elizabeth Way (QEW) - Cawthra Road interchange. South Service Road is classified as a Major Collector Road in the Official Plan and Cawthra Road is classified as an Intensification Corridor. The location of the site is an important contributor in assessing the appropriateness of the development proposal. The introduction of townhouses on the periphery of the neighbourhood along a major road and in proximity to an intensification corridor will not destabilize the character of the area.

The proposed site design is compatible with the community character and respects the immediate context by presenting frontages along Blanefield Road. The townhouse blocks along the southern property line are oriented with their rear yards along the property line which maximizes the separation distance to the dwellings to the south. The 3 storey height of the townhouses is below the maximum permitted for townhouses and is not based on any manipulation of the grades. The proposal is compatible with the existing context and presents a suitable level of integration.

The applicant has also provided a Planning Justification Report in support of the applications that has adequately demonstrated that the proposal represents good planning and is consistent with the intent of MOP policies. 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 **RM6-Exception** (Townhouse Dwellings on a CEC – Private Road) zone is appropriate to accommodate the proposed 24 townhouses. The development will meet almost all the standard **RM6** regulations. The exception schedule will recognize a reduced exterior side yard setback to the sightline triangle at the northwest corner of the site. The proposed provisions will be compatible with the surrounding lands for the reasons noted in the Official Plan section of this Report.

#### **Bonus Zoning**

Given the size of the proposed development, it does not meet the minimum threshold for size for a Section 37 contribution under the Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning.

Originator's file: OZ 15/009 W1

#### Site Plan

Prior to development of the lands, the applicant will be required to obtain Site Plan approval. A site plan application has not yet been submitted. While the applicant has worked with City departments to address many site plan related issues through review of the Rezoning concept plan, further revisions to the proposal may be made through review of the site plan to the elevations, landscaping and other design elements.

# **Financial Impact**

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

#### Conclusion

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

- The site is located along a Major Collector road and in proximity to an Intensification Corridor. The introduction of a townhouse built form at this location will not destabilize the existing stable residential neighbourhood.
- 2. The proposed layout is appropriate given the context of the site and compatible with the surrounding land uses.
- 3. The proposed Official Plan provisions and zoning standards, as identified, are appropriate to accommodate the requested uses.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

### **Attachments**

Appendix 1: Information Report
Appendix 2: Revised Concept Plan
Appendix 3: Revised Elevations
Appendix 4: Revised Renderings

E.R. Silen.

Planning and	Development Committee
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2016/11/15

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Originator's file: OZ 15/009 W1

Prepared by: David Breveglieri, Development Planner

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# City of Mississauga

# **Corporate Report**



Date: May 10, 2016

To: Chair and Members of Planning and Development

Committee

From: Edward R. Sajecki, Commissioner of Planning and

Building

Originator's file: OZ 15/009 W1

Meeting date: 2016/05/30

PDC MAY 3 0 2016

# Subject

#### PUBLIC MEETING INFORMATION REPORT (WARD 1)

Applications to permit 24 townhouses on a private condominium road 1629, 1635 and 1639 Blanefield Road, southeast corner of South Service Road and Blanefield Road

Owner: Tupelo Investments Limited

File: OZ 15/009 W1

#### Recommendation

That the report dated May 10, 2016, from the Commissioner of Planning and Building regarding the applications by Tupelo Investments Limited to permit 24 townhouses on a private condominium road under File OZ 15/009 W1, 1629,1635 and 1639 Blanefield Road, southeast corner of South Service Road and Blanefield Road, be received for information.

# Report Highlights

- This report has been prepared for a public meeting to hear from the community.
- The project does not conform with the Residential Low Density II land use designation and requires an official plan amendment and rezoning.
- Community concerns identified to date relate to traffic, the appearance of the townhouses and stormwater management.
- Prior to the next report, matters to be addressed include an evaluation of compatibility of the proposed townhouse development with the surrounding neighbourhood and resolution of traffic and stormwater management issues.

# Background

A rezoning application was submitted for the property at 1629 Blanefield Road by the same applicant in 2007 to permit 9 detached dwellings on a private condominium road. At the time, the property at 1635 Blanefield Road was under separate ownership so the site could not be

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Originator's file: OZ 15/009 W1

rezoned in its entirety. A Holding Symbol was proposed over a portion of the site as 2 of the 9 proposed lots could not be developed until the lands held under separate ownership were included in the proposal. The application was approved in 2009, however, the homes were never built. The applicant has now acquired the adjacent lot at 1635 Blanefield Road and has come forward with a revised proposal.

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

#### Comments

#### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use		
Frontage:	ntage: 60 m (197 ft.) on Blanefield Road 130 m (427 ft.) on South Service Road	
Depth:	Irregular	
Gross Lot Area:	0.69 ha (1.71 ac.)	
Existing Uses:	2 detached dwellings; majority of site is vacant	

The property is located in the Mineola Neighbourhood Character Area which is an established area characterized by detached dwellings with heights ranging from one to two storeys on moderate to larger sized lots.

The surrounding land uses are:

North: South Service Road and Queen Elizabeth Way (QEW)

East: South Service Road and off ramps for QEW and Cawthra Road

South: Detached dwellings West: Detached dwellings

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

#### **DETAILS OF THE PROJECT**

The applicant is proposing 24 three storey townhouses in 5 blocks located on a common element condominium private road. Site access is proposed to be provided from Blanefield Road. Six visitor parking spaces are proposed on-site (see Concept Plan - Appendix 5).

Development Proposal	
Applications	Received: October 2, 2015
submitted:	Deemed complete: November 19, 2015
Owner:	Tupelo Investments Limited

Originator's file: OZ 15/009 W1

Development P	The second of th	
Applicant:	De Luca Group	)
Number of units:	24 townhouses	5
Height:	3 storeys	
Lot Coverage:	27%	
Landscaped Area:	50%	
Gross Floor Area:	5 036 m <sup>2</sup> (54,207 ft <sup>2</sup> )	
Road type:	Common element condominium private road (CEC)	
Anticipated Population:	74*  *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking:	Required	Proposed
resident spaces	48	48
visitor spaces	6	6
Total	54	54

Additional information is provided in Appendices 1 to 11.

#### LAND USE CONTROLS

The subject lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Low Density II**. The applications are not in conformity with the land use designation.

The proposal requires an amendment to Mississauga Official Plan from Residential Low Density II to Residential Medium Density to permit the proposed townhouse development.

A rezoning is proposed from R3-1 (Detached Dwellings - Typical Lots), R16-6 (Detached Dwellings on a CEC – Private Road) and H-R16-6 (Detached Dwellings on a CEC – Private Road) to RM6-Exception (Townhouse Dwellings on a CEC – Private Road) to permit 24 townhouses in accordance with the proposed zone standards contained within Appendix 10.

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

#### Planning and Development Committee

2016/05/10

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Originator's file: OZ 15/009 W1

#### **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 these applications be approved by Council, staff 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 March 10, 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.

- Traffic is already an issue in this neighbourhood and the additional traffic generated by the development will result in increased vehicle congestion.
- As there is limited visitor parking on-site, there will be an overflow of parking within the community.
- The overall appearance of the townhouses is not in keeping with the character of the neighbourhood.
- There are currently flooding and stormwater management issues in the area.

#### **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?
- Is the proposal compatible with the character of the area given the project's land use, height, massing, density, landscaping, setbacks and building configuration?
- Has an appropriate transition been provided between the surrounding buildings and the proposed townhouses?
- What are the expected traffic impacts?
- Are the proposed design details, including site access, internal road configuration and grading, as well as zoning standards appropriate?
- Have all other technical requirements and studies related to the project, including stormwater management, been submitted and found to be acceptable?

#### Planning and Development Committee

2016/05/10

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Originator's file: OZ 15/009 W1

#### OTHER INFORMATION

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

- Planning Justification Report
- Noise Study
- Functional Servicing, Stormwater Management and Flood Spill Report
- Phase 1 Environmental Site Assessment
- · Tree Inventory, Preservation Plan and Arborist Report
- · Concept Plan, Elevations and Landscape Plan
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

#### **Development Requirements**

There are engineering matters including servicing, boulevard works 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

Most 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 Mineola Character Area Land Use Map

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Concept Plan Appendix 6: Renderings

Appendix 7: Agency Comments

Appendix 8: School Accommodation

Planning and	d Development Committee	2016/05/10	
		Originator's file: OZ 15/	009 W1
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Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and

Relevant Mississauga Official Plan Policies

Appendix 10: Summary of Existing and Proposed Zoning Provisions

Appendix 11: General Context Map

E. R. Silen.

Edward R. Sajecki

Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner

Appendix 1

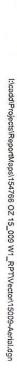
#### **Tupelo Investments Limited**

File: OZ 15/009 W1

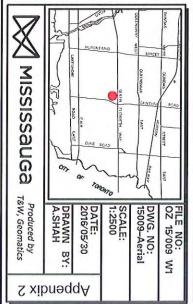
#### **Site History**

- June 30, 2005 Consent applications were submitted under Files 'B' 124/05 –
   'B'127/05 to develop the site for 5 detached dwellings with a shared driveway access onto Blanefield Road. The applications were withdrawn
- March 21, 2007 Rezoning application was submitted under File OZ 07/006 W1 for the development of 9 detached dwellings on a common element condominium (CEC) private road. The property at 1635 Blanefield Road was held under separate ownership and did not form part of the application. The application was approved by Council on June 25, 2009
- December 15, 2011 Committee of Adjustment approved variance and consent applications under Files 'A' 422/11 and 'B' 056/11 to sever the property at 1629 Blanefield Road in order to create a lot for a freehold detached dwelling fronting onto Blanefield Road (1639 Blanefield Road) with an area of 695 m² (7,481 ft²) and an exterior side yard of 3.0 m (9.8 ft.) with the balance of the land being incorporated into the aforementioned proposal
- April 2012 Site Plan applications submitted under Files SP 12/059 W1 and SP12/064 W1 to permit 7 detached dwellings on a CEC private road at 1629 Blanefield Road and a new 2 storey dwelling on the severed lot at 1639 Blanefield Road respectively. Both files were cancelled in October 2015

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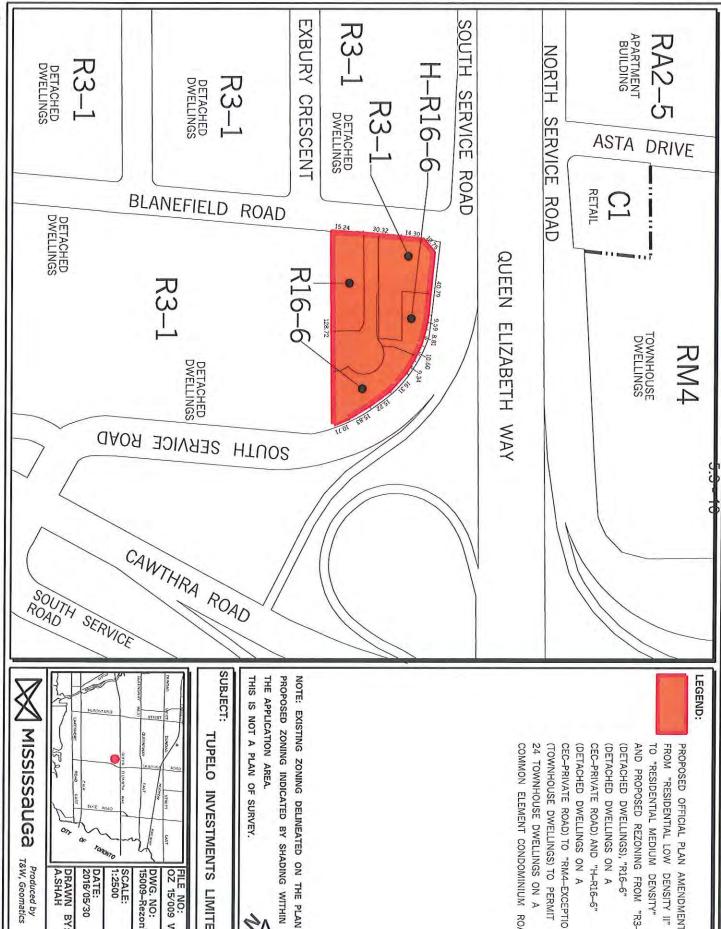


TUPELO INVESTMENTS LIMITED

DATE OF AERIAL IMAGERY: SPRING 2015

LEGEND:

SUBJECT LANDS



LEGEND:

FROM "RESIDENTIAL LOW DENSITY II" (DETACHED DWELLINGS ON A (DETACHED DWELLINGS), "R16-6" AND PROPOSED REZONING FROM "R3-1" TO "RESIDENTIAL MEDIUM DENSITY" PROPOSED OFFICIAL PLAN AMENDMENT

(TOWNHOUSE DWELLINGS) TO PERMIT

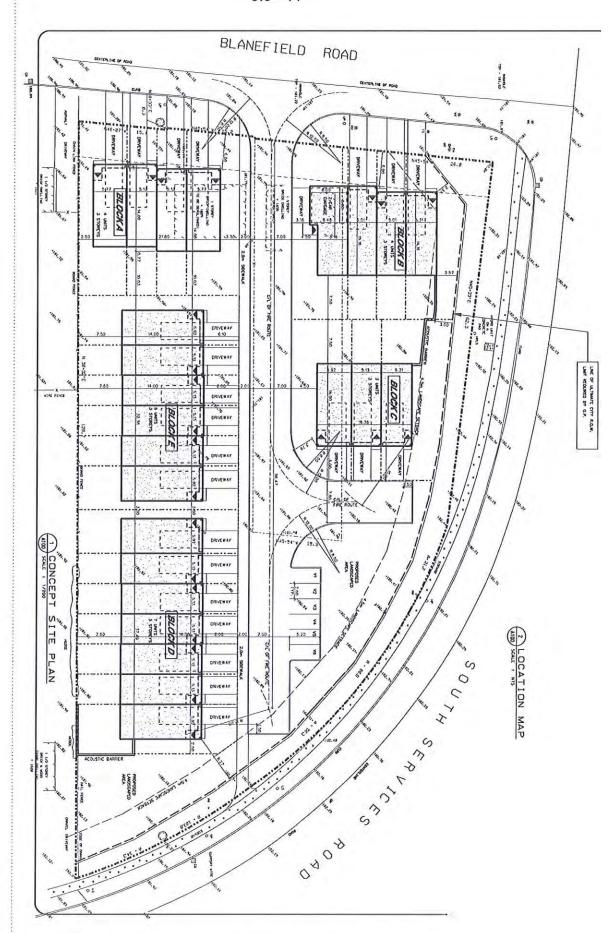
CEC-PRIVATE ROAD) TO "RM4-EXCEPTION"

(DETACHED DWELLINGS ON A CEC-PRIVATE ROAD) AND "H-R16-6"

COMMON ELEMENT CONDOMINIUM ROAD 24 TOWNHOUSE DWELLINGS ON A

SCALE: 1:2500 DATE: 2016/05/30 DWG. NO: 15009-Rezoning FILE NO: 0Z 15/009 W1 BY:

TUPELO INVESTMENTS LIMITED



Concept Plan





BLANEFIELD ROAD TOWNHOMES





Appendix 7, Page 1

File: OZ 15/009 W1

# **Tupelo Investments Limited**

### **Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (December 21, 2015)	This development will require a watermain that is looped to the existing municipal water system. Looping to the existing 150 mm (6") waterman on Blanefield Road will not be permitted due to the existing size (Minimum size of WM connection is 300 mm (12"). Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense.
	The Functional Servicing Report (FSR) submitted is incomplete and a revised FSR illustrating the detailed calculations is required. The Consultant is required to complete and submit the demand table (single use) for the Region to fulfil its modelling requirements and determine the proposal's impact to the existing system. The demand table shall be accompanied by the supporting graphs for the hydrant flow tests.
	Private servicing easements may be required prior to Regional servicing approval. This will be determined once the Legal Review has been completed and the site servicing proposal is reviewed. The applicant is required to provide to the Region copies of the most current PINS. Prior to site plan approval, a Section 118 (restrictions on title) may be required. This will be determined once the site servicing proposal is reviewed.
Dufferin-Peel Catholic District School Board and the Peel District School Board (April 14, 2016)	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 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 these development applications. If approved, both School Boards require that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.

File: OZ 15/009 W1

# **Tupelo Investments Limited**

Agency / Comment Date Comment	
City Community Services Department – Parks and Forestry Division/Park Planning Section (April 15, 2016)	There are 3 City-parks and a Community Centre within 800 m (2,625 ft.) of the site. Munden Park is approximately 360 m (1,181 ft.) from the site. The park is zoned OS1 (Open Space) and contains a play structure. Cawthra Park is within 400 m (1,312 ft.) of the site. The park is zoned G2 (Greenbelt – Natural Features) and OS2 (Open Space) and contains lawn bowling facilities, a senior lit soccer field and Carmen Corbasson Community Centre. Dellwood Park is located approximately 745 m (2,444 ft.) from the site. The park is zoned OS1 (Open Space) and G1 (Greenbelt – Natural Hazards) and contains multiple basketball hoops and tennis courts, as well as, a multipad and a play structure. The applicant shall submit a cash contribution for street tree planting on Blanefield Road. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (January 11, 2016)	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) (April 25, 2016)	T&W confirms receipt of a Functional Servicing and Stormwater Management Report, Concept Site Plan, Noise and Feasibility Study and a Phase 1 Environmental Site Assessment circulated by the Planning and Building Department.  Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by T&W include:
	<ul> <li>Grading and Site Plan details</li> <li>Functional Servicing and Stormwater Management details</li> <li>Ministry of Transportation approval, including set back requirements</li> <li>Parking plan</li> <li>Noise mitigation feasibility</li> </ul> The above aspects will be addressed in detail prior to the

# Appendix 7, Page 3 File: OZ 15/009 W1

# **Tupelo Investments Limited**

Agency / Comment Date	Comment
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:
	<ul> <li>Development Services, Planning and Building Department</li> <li>Enersource</li> <li>Canada Post</li> <li>Bell Canada</li> <li>Enbridge Gas Distribution Inc.</li> <li>Rogers Cable</li> </ul>
	The following City Departments and external agencies were circulated the applications but provided no comments:  - Culture Division, Community Services Department - Realty Services, Corporate Services Department - Conseil Scolaire de Distrique Centre-Sud - Conseil Scolaire Viamonde

# Tupelo Investments Limited

File: OZ 15/009 W1

# **School Accommodation**

The Peel District School Board				The Dufferin-Peel Catholic District School Board			
• 5	Student Yield:			Student Yield:			
1 2	Grade (	garten to Grade 5 3 to Grade 8 9 to Grade 12			Kindergarten to Grade 8 9 to Grade 12		
• 5	School Accommodation:		•	School Accommodation:			
J	Janet I. McDougald Public School			St. Domenic Elementary School			
C	Enrolment: Capacity: Portables:	464 552 0		Enrolment: Capacity: Portables:	295 271 1		
	Allan A. Martin Sr. Public School Enrolment: 481			St. Paul Catholic Secondary School			
C	Capacity: Portables:	538 0		Enrolment: Capacity:	419 807		
C	Cawthra Park Secondary School			Portables:	0		
*Note Educ capa	Enrolment: Capacity: Portables: e: Capacity reflect cation rated capaci city, resulting in the bles.	ty, not the Board rated	3				

Appendix 9, Page 1

File: OZ 15/009 W1

#### **Tupelo Investments Limited**

#### Relevant Mississauga Official Plan Policies

#### **Existing Official Plan Provisions**

Residential Low Density II which permits only detached dwellings in the Mineola Neighbourhood Character Area

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

The lands are proposed to be designated **Residential Medium Density**. Within the Mineola Neighbourhood, this designation only permits townhouses.

#### Relevant Mississauga Official Plan Policies

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

	Specific Policies	GeneralIntent	
Section 5 – Direct Growth	Section 5.3	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas and is to be sensitive to the context. Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan.	
Section 7 – Complete Communities	Section 7.2	Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.	

File: OZ 15/009 W1

# Tupelo Investments Limited

	Specific Policies	General Intent		
Building a Desirable Urban	Section 9.1 Section 9.2.2 Section 9.3 Section 9.4 Section 9.5	Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.		
		Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.		
Section 9 – Form		Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.		
	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:		
		<ul> <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> </ul>		
tation		<ul> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> </ul>		
Implemen		<ul> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> </ul>		
Section 19 - Implementation		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.		

File: OZ 15/009 W1

#### **Tupelo Investments Limited**

# Summary of Existing Zoning By-law Provisions

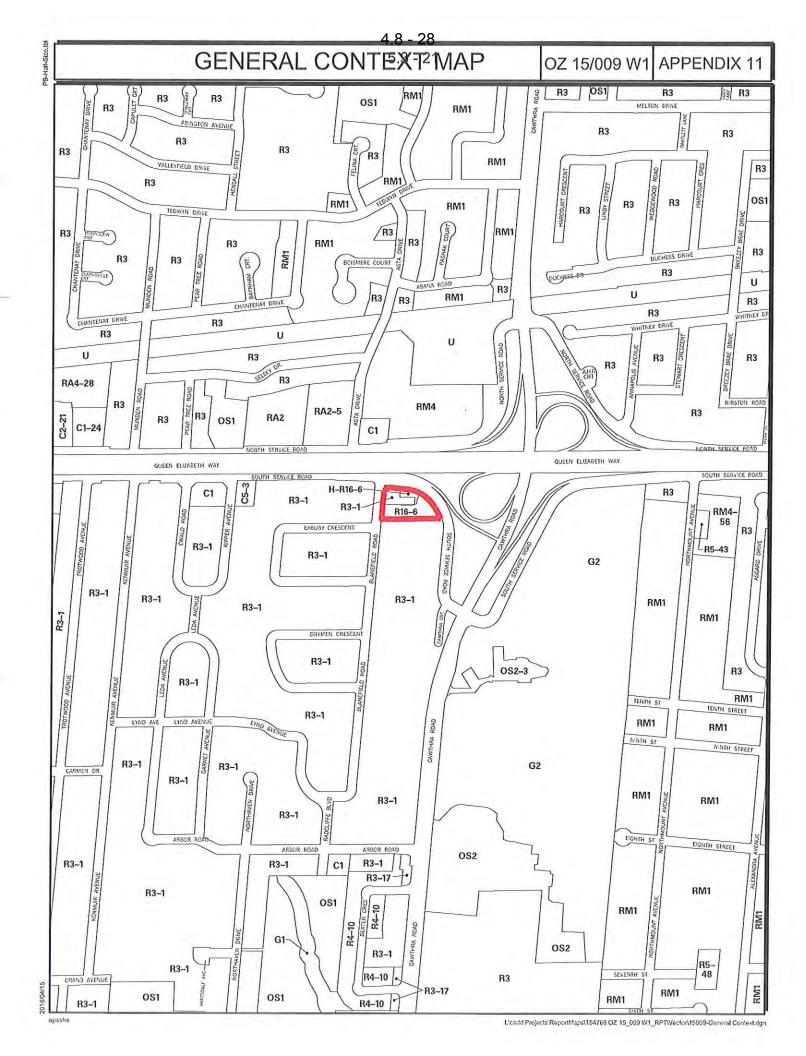
R3-1 (Detached Dwellings – Typical Lots) which permits detached dwellings with a minimum lot frontage of 15 m (49.2 ft.) for an interior lot and 19.5 m (64 ft.) for a corner lot.

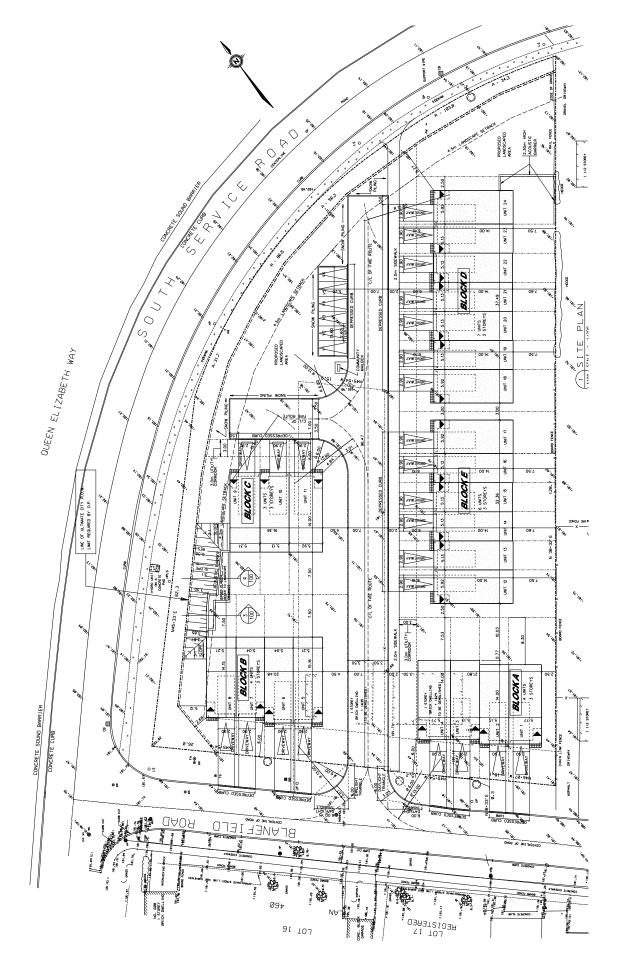
R16-6 (Detached Dwellings on a CEC – Private Road) and H-R16-6 (Detached Dwellings on a CEC – Private Road) which permits detached dwellings on a private condominium road subject to an exception schedule. An 'H' holding symbol was applied to a portion of the land as 2 proposed lots required the acquisition of additional land in order to be rendered feasible.

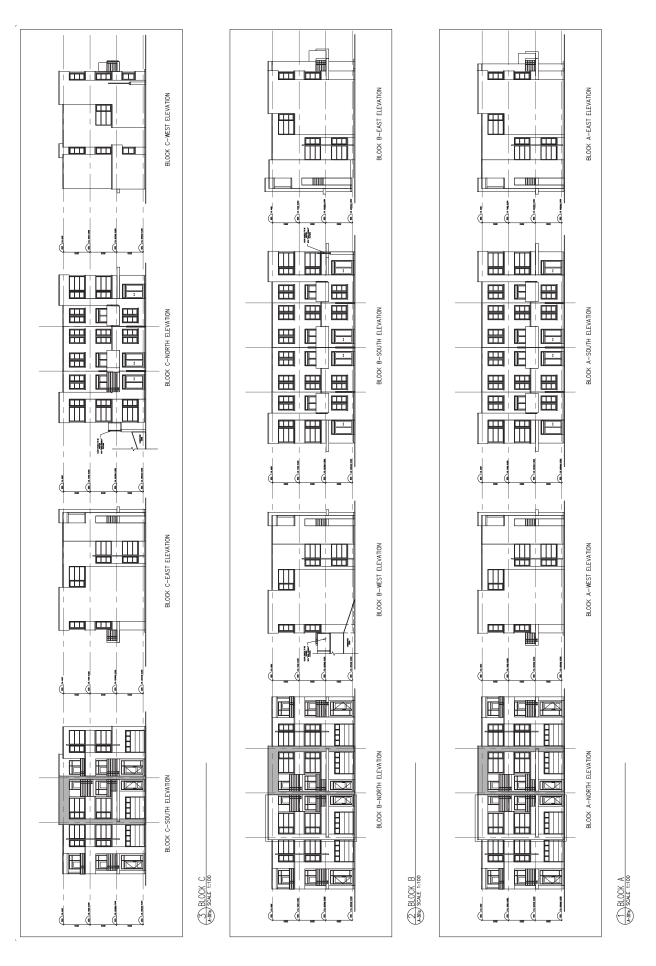
#### Summary of Proposed Zoning By-law Provisions

Zone Standards	Required "RM6" Zoning By-law Standards	Proposed "RM6- Exception" Zoning By-law Standards	
Use	Townhouse dwelling	Townhouse dwelling	
Minimum lot area per dwelling unit	115 m <sup>2</sup> (1,237.8 ft <sup>2</sup> ) (interior lot) 190 m <sup>2</sup> (2,045 ft <sup>2</sup> ) (corner lot)	195 m² (2,099 ft²)	
Maximum height	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)	
Minimum front yard setback	4.5 m (14.8 ft.)	6.0 m (19.7 ft.)	
Minimum exterior side yard to a street line of a designated right of way 20 m or greater	7.5 m (24.6 ft.)	2.3 m (7.5 ft.) (subject to exception schedule)	
Minimum exterior side yard to a CEC – private road	4.5 m (14.8 ft.)	3.1 m (10.2 ft.) (subject to exception schedule)	
Minimum number of parking spaces	2.0 per unit     0.25 visitor spaces per unit	2.0 per unit 0.25 visitor spaces per unit	

<sup>\*</sup>The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined













# City of Mississauga

# **Corporate Report**



Date: 2016/11/15

To: Chair and Members of Planning and Development Committee

From: Mary Ellen Bench, BA, JD, CS, CIC.C, City Solicitor

Originator's files: LA.07.OMB

Meeting date: 2016/12/05

# Subject

Ontario Municipal Board (OMB) Review: Consultation Submission to the Ministry of Municipal Affairs (MAH)

#### Recommendation

- That the Report titled "Ontario Municipal Board (OMB) Review: Consultation Submission to the Ministry of Municipal Affairs (MAH)" be approved by Council for submission to the Ministry of Municipal Affairs (MAH) for consideration during the Ontario Municipal Board (OMB) Review.
- That Council endorse the following key recommendations for changes to the Provincial land use planning and appeal system:
  - a) If a municipality has an in-effect official plan that has been reviewed and updated in accordance with Provincially established timeframes, there should be no right of appeal to a Council's refusal of an application to amend the official plan;
  - b) There should be no appeal to official plan amendments that have been brought forward to conform to Provincial policy or legislation or an upper-tired municipal plan;
  - c) A statutory amendment should be implemented in order to establish "reasonableness" as the standard of review to define and limit the Board's appellate jurisdiction, in the place of the current practice of hearings de novo or hearing all evidence fresh, whether presented to Council or not;
  - d) The mediation stream should be strengthened and more emphasis placed on prescreening appeals to allow for early dispute resolution.

# **Report Highlights**

 The Province has initiated a review of the Ontario Municipal Board's scope and effectiveness to determine improvements with respect to how the Board works

Originators files: LA.07.OMB

within Ontario's broader land use planning system.

- The Province will be consulting with the public, municipalities and stakeholders on what changes are needed and accepting input and feedback until December 19, 2016.
- The Province released a *Review of the Ontario Municipal Board Public Consultation Document* that focuses on 5 key theme areas and provides a series of questions to focus responses.
- Legal Services in consultation with City staff have identified a number of recommendations for changes to the OMB in this report and in Appendix 1 that focus on, among other matters, the protection of official plans against appeals, limiting the appellate jurisdiction of the Board to a standard of "reasonableness" and strengthening the mediation stream as a means of early resolution of appeals.
- The Public Consultation Document was circulated to staff from all City departments. Appendix 1 represents the consolidation of staff comments being recommended for consideration by the Province at part of the OMB Review.

# **Background**

The Province has initiated a review of the Ontario Municipal Board's scope (what it deals with) and effectiveness (how it operates) to determine improvements with respect to how the Board works within Ontario's broader land use planning system. The government is seeking comments and ideas on OMB reform. It has released a Public Consultation Document which sets out possible changes being considered organized into 5 key themes, and raises questions for consideration. Appendix 1 to this Report is structured to respond to these Themes and the questions posed. The deadline for providing feedback is December 19, 2016.

#### Comments

#### **Overview of Review**

As is outlined in the Public Consultation Document, the OMB is an independent tribunal that makes decisions at arm's length from government, and hears matters under a large number of public statutes. The OMB is granted its powers under these statutes as well as by the Ontario Municipal Board Act, and reports administratively through Environment and Land Tribunals Ontario (ELTO) to the Ministry of the Attorney General.

The Province has recognized a continuing need for the OMB in Ontario's land use planning system and is exploring changes to make sure that the Board's role is appropriate, open and fair. As such the Province has initiated a review of the OMB and related legislation. The role and function of the OMB has been subject to a number of reviews in past years yet the Province recognizes that concerns about the Board's role in relation to the municipal governments' responsibilities in land use planning decisions continue. It is proposed that the changes being considered, if adopted, would:

Originators files: LA.07.OMB

- · Give more weight to local and provincial decisions.
- Support alternative ways to settle disputes.
- Allow for more meaningful and affordable public participation at the Board.
- Bring fewer municipal and provincial decisions to the OMB.
- Support clearer and more predictable decision making.

The Public Consultation Document is focused on 5 key themes:

- Theme 1. OMB's jurisdiction and powers
- Theme 2. Citizen participation and local perspective
- Theme 3. Clear and predictable decision-making
- Theme 4. Alternative dispute resolution and fewer hearings

#### City of Mississauga Issues

The Province's OMB Review process raises a number of issues that have been a concern to the City of Mississauga and that affect Council's authority over the land use planning process within the City. These concerns have been voiced by Council on numerous occasions including through Council Resolution 0048-2013 (see Appendix 2). The attached Appendix 1 summarizes these concerns and outlines the recommended response to the questions posed by the Province in its Consultation Document. The key recommendations to be communicated to the Province on behalf of the City are as follows:

- a) The City proposes that if a municipality has an in-effect official plan that has been reviewed and updated in accordance with Provincial established timeframes, there should be no right of appeal to a Council's refusal of an application to amend its official plan.
- b) There should be no appeal to official plan amendments that have been brought forward to conform to provincial policy or legislation or an upper-tier municipal plan.
- c) Appeals should be limited to disputes only over site specific planning applications. The Board should function strictly as an appeal body over particular applications and not policy at large.
- d) The OMB should cease conducting hearings "de novo" as though no previous decision had been made by the municipality. Instead the Board's appellant jurisdiction should be limited to hearing the evidence presented to the municipality and determining if the decision of Council was reasonable or not.
- e) The City would like to see more resources given to the Board to build a mediation stream. If one party wants to engage in mediation then it should be mandatory for both parties.
- f) Appeals of new secondary plans and interim control by-law should be limited.
- g) The City would like to see more emphasis placed on pre-screening appeals so that fewer appeals proceed to a hearing without proper planning

Originators files: LA.07.OMB

# **Financial Impact**

Not applicable.

# Conclusion

The Province has commenced a review of the Ontario Municipal Board and is seeking input and comments on a number of proposed changes to the Board's scope and effectiveness. These proposed changes could have an impact on the City's land use planning process and in particular could significantly strengthen Council's authority over its policy decisions. As such, it is recommended that Council endorse the requested changes in this report and that the report be forwarded to the Ministry of Municipal Affairs so that the City's position can be considered by the Province as part of its review.

#### **Attachments**

Appendix 1: City of Mississauga Responses to Review of the Ontario Municipal Board Public

**Consultation Document Questions** 

Appendix 2: Mississauga Council Resolution 0048-2013

Mary Ellen Bench, BA, JD, CS, CIC.C, City Solicitor

Prepared by: Marcia Taggart, Legal Counsel

#### CITY OF MISSISSAUGA

#### REVIEW OF THE ONTARIO MUNICIPAL BOARD

#### Theme 1: OMB's Jurisdiction and Powers

#### 1. Protect public interests for the future

Changes being considered:

- The province could specify which parts of its decisions on official plans would not be subject to appeal
- The province's decisions on new official plans or proposed official plan amendments, where municipalities are required to implement Provincial Plans, would be final and not subject to appeal
- When the Minister of Municipal Affairs puts zoning provisions in place through a Minister's Zoning Order to protect public interests, the Minister (and not the OMB) would have the authority to make the final decision on any request to amend the zoning
- Q: What is your perspective on the changes being considered to limit appeals on matters of public interest?

<u>Response</u>: The City is generally supportive of placing limits on appeals to official plans but would encourage the Province to go further than the changes being proposed.

The City proposes that if a municipality has an in-effect official plan that has been reviewed and updated in accordance with Provincially established timeframes, there should be no right of appeal to a Council's refusal of an application to amend its official plan. Further there should be no appeal to official plan amendments that have been brought forward to conform to Provincial policy or legislation or an upper-tier municipal plan.

The City suggests that appeals should be limited to disputes only over site specific planning applications. This would have the effect of removing the ability to appeal decisions that are driven by provincial policy. The Board should function strictly as appeal body over particular applications and not policy at large. It is the City's role to develop policy after public consultation, and these policies go to the Minister on behalf of the Province for approval. It is improper therefore to have the Board, as a Provincial body, second-guessing decisions that have already been through this review and approval process. Currently there is no appeal rights related to Provincial policies and the City's policies should be accorded a similar level of deference.

#### 2. Bring transit to more people

Changes being considered:

- Restricting appeals of municipal official plans, amendments to these plans, and zoning by-laws, for development that supports provincially funded transit infrastructure and bus stations.
- Q: What is your perspective on the changes being considered to restrict appeals of development that supports the use of transit?

2

Response: The City supports the proposed changes. In the City's view this aligns with the Growth Plan and provides greater predictability. It further strengthens Council's ability to identify those areas where density should be focused. The LRT provides a good example in Mississauga of where the restriction of this type of appeal is reasonable. The LRT represents a significant investment of public money by multiple government bodies. It also went through an extensive EA process which afforded ample opportunity for public input and consultation. The outcome needs to be supported by an appropriate development. The outcome of such a huge public investment and broad planning should not be subject to challenge on an individual basis.

# 3. Give communities a stronger voice

Changes being considered:

- No appeal of a municipality's refusal to amend a new secondary plan for two years
- No appeal of a municipal interim control by-law
- Expand the authority of local appeal bodies to include appeals related to site plans
- Further clarify that the OMB's authority is limited to dealing with matters that are part of the municipal council's decision, meaning the Board is only able to deal with the same parts of an official plan as those dealt with by council
- Require the OMB to send significant new information that arises in a hearing back to the municipal council for re-evaluation of the original decision

Q: What is your perspective on the changes being considered to give communities a stronger voice?

#### Response:

The City supports the proposal to limit appeals of refusals to amend new secondary plans for two years. This is in keeping with the recent amendments introduced by Bill 73. Secondary plans are also comprehensive planning documents which require extensive planning and public consultation, and as such should be protected from amendments for two years.

Interim control by-laws should not be subject to appeal. It is important for municipalities to have the ability to study the impact of change and development on a particular area. Mississauga does not abuse this power and it is only used when appropriate. In the past, the City has faced instances where an ICBL has been appealed at the same time as the related official plan amendment. This resulted in long delays in moving the planning process forward as well as administrative complications. ICBL's are intended to be in place for a maximum of two years however the resolution to an appeal of an ICBL can take much longer than this.

The City supports the idea of clarifying that the OMB can only deal with matters that are part of a municipal council's decision. This would help to ensure that all relevant information is before Council in the first instance and makes the public process more transparent.

#### 4. "De novo" hearings

#### Changes being considered:

• Giving more weight to municipal and provincial decisions by moving the OMB away from de novo hearings

Q: What is your view on whether the OMB should continue to conduct de novo hearings? Q: If the OMB were to move away from de novo hearings, what do you believe is the most appropriate approach and why?

#### Response:

The City supports the idea that the Board should function as a true appellate body only. A statutory amendment should be implemented in order to establish "reasonableness" as the standard of review to define and limit the Board's appellate jurisdiction. OMB hearings are becoming increasingly complex and too expensive for municipalities and the public to participate. As an appeal body, the OMB's jurisdiction should be limited to hearing the evidence presented to the municipality and determining if Council's decision was reasonable or not. The process that municipalities undertake in making planning decisions is thorough and involves extensive public consultation. Allowing 'de novo' appeals undermines this process and the powers that are given to municipalities under the *Planning Act*. Planning has a number of subjective elements and where Council prefers one planning principle over another and is acting reasonably and in good faith, deference should be given to the position of the municipal Council. Section 2 of the *Municipal Act*, 2001 treats municipalities as "responsible and accountable governments.." and it is inconsistent with the intent of this statutory provision to accord to the OMB such far-reaching powers which it currently enjoys over municipal planning decisions. It may be necessary to consider further how this proposed change would apply to minor variance decisions as the same planning process is not followed in these cases and so it may be appropriate for a different standard of review to apply.

#### 5. Transition and use of new planning rules

#### Changes being considered:

• Requiring that all planning decisions, not just those after 2007, be based on provincial legislation and planning documents and municipal planning documents in effect at the time of the decision, not when the application is made.

Q: From your perspective, should the government be looking at changes related to transition and the use of new planning rules? If so:

- What is your perspective on basing planning decisions on municipal policies in place at the time the decision is made?
- What is your perspective on having updated provincial planning rules apply at the time of decision for applications before 2007?

#### Response:

It is important when considering a planning application that current planning policies be applied

and not outdated planning documents. This will provide for greater consistency in decision making. To allow policies and rules to apply that were in place at the time of an application allows applications to linger under old policy regimes and discourages applicants from moving a proposal forward. It also encourages the appeal of new policy documents. The application of the most current policies reflects an up-to-date understanding of the evolution of a community and better serves the interests of that community. Applications made prior to 2007 must be tested against new standards. Further, this change would be consistent with the provisions of the *Planning Act* that specify that in the case of provincial planning documents it is those that are in place at the time of the decision that apply.

#### Theme 2: Citizen Participation and Local Perspective

Changes being considered:

- Expanding the citizen's liaison office (CLO)
- Exploring funding tools to help citizens retain their own planning experts and/or lawyers
- Q: If you have had experience with the Citizens Liaison Office, describe what it was like- did it meet your expectations?
- Q: Was there information you needed, but were unable to get?
- Q: Would the above changes support greater citizen participation at the OMB?
- Q: Given that it would be inappropriate for the OMB to provide legal advice to any party or participant, what type of information about the OMB's processes would help citizens to participate in mediations and hearings?
- Q: Are there funding tools the province could explore to enable citizens to retain their own planning experts and lawyers?
- Q: What kind of financial or other eligibility criteria need to be considered when increasing access to subject matter experts like planners and lawyers?

<u>Response</u>: Residents should have access to information in order to better understand planning documents and the appeal process. Tools to support resident participation may help streamline the appeal process and possibly prevent unnecessary appeals. The City believes that an important part of providing support and access to citizens would be strengthening the mediation stream in order to create a more efficient system that does not promote an adversarial approach.

#### Theme 3: Clear and Predictable Decision-Making

Changes being considered:

- Increasing the number of OMB adjudicators and ensuring they possess the necessary skills.
- Whether to reintroduce multi-member panels with panel members representing a broad range of skills and backgrounds to ensure clear and predictable decision-making at the OMB. Specifically, having multi-member panels only conduct complex hearings, OR having multi-member panels conduct all hearings

- Q: Qualifications for adjudicators are identified in the job description posted on the OMB website. What additional qualifications and experiences are important for an OMB member?
- Q: Do you believe that multi-member panels would increase consistency of decision-making? What should be the make-up of these panels?
- Q: Are there any types of cases that would not need a multi-member panel?
- Q: How can OMB decisions be made easier to understand and be better relayed to the public?

#### Response:

Increasing the number of panel members may help shorten timeframes for hearing dates and move appeals along more quickly. The City supports the idea that consideration should be given for multi-member panels in complex matters. A multi-member panel may provide a balance of expertise that could be beneficial to the decision-making process. For example, from the City's perspective having an OMB member who is experienced in heritage planning and conservation matters would be essential to a hearing involving these types of issues.

#### Theme 4: Modern Procedures and Faster Decisions

Changes being considered:

- Allowing the OMB to adopt less complex and more accessible tribunal procedures
- Allow active adjudication
- Setting appropriate timelines for decisions
- Increasing flexibility for how evidence can be heard
- Conducting more hearings in writing in appropriate cases
- Establishing clear rules for issues lists to ensure that hearings are focused and conducted in the most cost-effective and efficient way possible
- Introducing maximum days allowed for hearings
- Q: Are the timelines in the Consultation Document (page 26) appropriate, given the nature of appeals to the OMB? What would be appropriate timelines?
- Q: Would the above measures help to modernize OMB hearing procedures and practices? Would they help encourage timely processes and decisions?
- Q: What types of cases/situations would be most appropriate to a written hearing?

#### Response:

If active adjudication were to be introduced there would need to be clear rules on how it could function. There is a concern that if Board members are given too much authority over the process then parties may be constrained from having their full case heard. Procedural fairness would need to be protected to ensure that active adjudication is not applied inconsistently depending on the Board member.

The City would support setting timelines for decisions as this would allow for planning instruments to be put in place more efficiently and removes uncertainty on lands that can linger for long periods.

The City supports establishing clear rules for issues lists and to ensure that matters are

sufficiently scoped prior to a hearing. The Board should ensure that the level of detail requires for issues lists is applied consistently by all Board members.

The use of written hearings should only be used for minor hearings. Appropriate pre-screening would be required by OMB staff to evaluate and determine whether a written hearing is appropriate. Further, the parties should be consulted on whether they agree to a written hearing, and one should only occur if all parties agree.

## Theme 5: Alternative Dispute Resolution and Fewer Hearings

#### Changes being considered:

- More actively promoting mediation
- Requiring all appeals to be considered by a mediator before scheduling a hearing
- Allowing government mediators to be available at all times during an application process, including before an application arrives at municipal council, to help reduce the number of appeals that go to the OMB
- Strengthening the case management at the OMB to better stream, scope issues in dispute, and identify areas that can be resolved at pre-hearing to further support OMB members during hearings
- Creating timelines and targets for scheduling cases, including mediation
- Q: Why do you think more OMB cases don't settle at mediation?
- Q: What types of cases/situations have a greater chance of settling at mediation?
- Q: Should mediation be required, even if it has the potential to lengthen the process?
- Q: What role should OMB staff play in mediation, pre-screening applications and in not scheduling cases that are out of the OMB's scope?

#### Response:

Many disputes can be resolved early in the process and the City would like to see more resources given to the Board to build a mediation stream. Mediation is less costly then preparation for a hearing and encourages working relationships between the parties. It is better for communities overall to work towards achieving a consensus rather than using an adversarial model. If one party wants to engage in mediation then it should become mandatory for both parties. Where both parties agree that mediation is not appropriate then it should not apply.

The City does not support the idea of mediation prior to a council decision which would interfere with the municipal process and undermine the ability of planning staff to plan appropriately.

The City would also like to see a procedural change be made to provide an ability to consult with the community when settling matters through mediation or arbitration. This would make the process more transparent and would also ensure appropriate public input.

Case managers should play a greater role in pre-screening appeals before hearings are scheduled. An appellant should be required to provide specific land use planning justification for the policies that have been appealed and the Board should screen out invalid appeals from moving forward.

General Question: Do you have other comments or points you want to make about the scope and effectiveness of the OMB in regards to its role in land use planning?

#### Response:

The Board should be more consistent in the weight that it gives to planning documents such as urban design guidelines. Such documents are adopted by Council with the expectation that those standards will be upheld.



# RESOLUTION 0048-2013 adopted by the Council of The Corporation of the City of Mississauga at its meeting on March 27, 2013

0048-2013 Moved by: Jim Tovey

Seconded by: Pat Mullin

WHEREAS Municipalities are required to produce Official Plans;

AND WHEREAS Municipalities use these plans to invest large amounts of up front capital in infrastructure to service future growth according to those plans;

AND WHEREAS densities located in areas not identified in the Official Plan may require changes to long term infrastructure planning, at additional costs;

AND WHEREAS Municipalities are provided finite growth numbers and job numbers as a basis for their Official Plan;

AND WHEREAS densities approved by the Ontario Municipal Board to be located in areas not identified in the Official Plan subtract from, and limit, a Municipalities ability to implement the intensification policies of that plan;

NOW THEREFORE BE IT RESOLVED that the City of Mississauga request of the Province of Ontario to make amendments to the *Planning Act* as follows;

- 1. where a Municipality has an Official Plan, and
- 2. where that Official Plan has been approved by the Province of Ontario, and
- where the Municipality is achieving all of their targets for densities as outlined in the Provincial Growth Plan

AND FURTHER where a Development application is submitted to the Municipality requesting densities to be located in any other area than those identified in the Municipality's Official Plan, that development application shall have no right of appeal at the Ontario Municipal Board. The decision of Council will be final;

AND FURTHER Despite subsection 22(7), there is no appeal in respect of the official plan policies of a municipality or a planning board, adopted to conform to the growth management population, intensification and employment targets and policies as set out in the *Provincial Growth Plan for the Greater Golden Horseshoe area* and related regulations and Provincial policies;

AND FURTHER that the resolution be forwarded to AMO.

	YES	NO	ABSENT	ABSTAIN
Mayor H. McCallion	X.			-
Councillor J. Tovey	Х			
Councillor P. Mullin	Х			
Councillor C. Fonseca	Х			
Councillor F. Dale	X			
Councillor B. Crombie	X			
Councillor R. Starr	X	<u> </u>		
Councillor N. lannicca	Х			
Councillor K. Mahoney	Х			
Councillor P. Saito	Х	-		
Councillor S. McFadden	Х			-
Councillor G. Carlson	X-	: `		

Carried (12, 0) Unanimously