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## Planning and Development Committee

### Date

2017/03/20

### Time

7:00 PM

### Location

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

### Members

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

### Contact

Stephanie Smith, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 3795  
[Stephanie.smith@mississauga.ca](mailto:Stephanie.smith@mississauga.ca)

### Find it Online

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



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

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

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

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MATTERS TO BE CONSIDERED
  - 3.1. **PUBLIC MEETING (WARD 1)**  
Lakeview Local Area Plan – Mississauga Official Plan Amendment and Implementing Zoning  
File: CD.03-LAK
  - 3.2. **PUBLIC/INFORMATION/RECOMMENDATION (WARD 2)**  
Applications to permit 136, four storey back to back stacked townhouses and 2, three storey commercial buildings.  
1101-1125 Clarkson Road North, east side of Clarkson Road North, south of the CN Railway tracks and north of Lakeshore Road West  
Owner: 1101-1125 Clarkson Developments Inc.  
File: OZ 15/003 W2
  - 3.3. **LIFTING OF THE H HOLDING SYMBOL (WARD 7)**  
Application for removal of the “H” Holding Symbol to permit 120 townhomes and 20 live/work townhomes  
90, 100 110 Dundas Street West  
Owner: 675553 Ontario Limited (Conservatory Group)  
File: H-OZ 15/001 W7
  - 3.4. **SUPPLEMENTAL IMPLEMENTATION REPORT ON COMMENTS (WARDS 1,2&8)**  
Mississauga Road Scenic Route Policies Review  
Implementation – Proposed changes to Mississauga Official Plan  
File: CD.21-MIS
4. ADJOURNMENT





# City of Mississauga

## Corporate Report



Date: 2017/02/24

To: Chair and Members of Planning and Development Committee

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

Originator's files:  
CD.03-LAK

Meeting date:  
2017/03/20

## Subject

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

**Lakeview Local Area Plan - Mississauga Official Plan Amendment and Implementing Zoning**

## Recommendation

1. That the report titled "Lakeview Local Area Plan – Mississauga Official Plan Amendment and Implementing Zoning," dated February 24, 2017 from the Commissioner of Planning and Building, be received for information.
2. That following the Public Meeting, staff report back to Planning and Development Committee on any submissions made.

## Background

A planning review conducted for the Lakeview area resulted in the adoption of the new Lakeview Local Area Plan. The Local Area Plan forms part of Mississauga Official Plan and provides goals and policies to guide the development of the Lakeview area. At its meeting on September 16, 2015, City Council adopted By-law 0213-2015 which approved Amendment No. 32 to Mississauga Official Plan (Official Plan).

With the approval of Amendment No. 32, it is necessary to establish a zoning by-law that conforms to the amended official plan. A zoning by-law implements the goals and policies of an official plan and provides a legal tool for managing land use and development. Zoning contains regulations that control development and specific requirements.

The lands subject to Amendment No. 32 are as shown in Appendix 1. The majority of properties do not need to be rezoned. The existing zone conforms to the new Lakeview Local Area Plan. However, there are five sites where zoning changes are proposed.

In addition to the zoning changes, the Arsenal Lands and the area at Lakeshore and Cawthra as noted above will require both an official plan amendment and rezoning. The proposed changes are detailed in the following section and in Appendix 2.

## Comments

There are four sites along Lakeshore Road East (Appendix 1 – sites 1, 2, 3, and 5) which are designated Mixed Use. The proposed zoning changes from RA (Residential Apartment) to a C4 zone (Mainstreet Commercial) would allow, for example, an apartment building with commercial uses on the ground floor and residential units above.

Site 4 – Adamson Estate currently permits a specialty hospital (amongst other uses). This specialty hospital no longer exists and was deleted with the approval of Amendment 32. Accordingly, the zoning should be modified to reflect this, and this use is proposed to be deleted from the zoning by-law.

Since the adoption of the amendment, the City has initiated a review of the opportunities for the Small Arms Building located on the Arsenal Lands (site 6). The City is developing a building program to convert the facility into a community cultural hub. Additional uses have been identified that were not included in the approved special site policies and include an indoor market (that may include a farmer's market) and a sports facility. Therefore an official plan amendment to revise the special site policies is being proposed.

Additionally, the lands located between Lakeshore Road East and CN Railway, on both sides of Cawthra Road (site 7) are designated Residential Medium Density. At the time that the Local Area Plan was approved, Metrolinx was considering a new GO Station at Cawthra. Metrolinx has now confirmed that this is no longer being considered.

Both Lakeshore and Cawthra Roads are arterials and identified as Corridors in Mississauga Official Plan. Higher density development is encouraged along Corridors, and it is appropriate to maintain the Residential Medium Density designation. The proposed official plan amendment would also allow existing low density forms of housing (i.e. detached and semi-detached) to continue and rebuild.

## Financial Impact

Not applicable.

## Conclusion

Subsequent to the approval of Amendment No. 32, the Planning Act requires that revisions to the zoning by-law conform to the official plan policies. The proposed changes to the zoning by-law are contained in Appendices 1 and 2 of this report. Two additional modifications to Mississauga Official Plan are proposed. One amendment is for the Arsenal Lands to allow for

additional uses including a farmer's market (indoor market) and an indoor sports club/centre (entertainment, recreation and sports facilities). A second amendment is proposed for lands between Lakeshore Road East and the CN Railway, on both sides of Cawthra Road which will allow for a variety of residential dwelling types (detached, semi-detached, duplex, triplex, street townhouses).

## Attachments

Appendix 1: Location of Properties for Proposed Mississauga Official Plan Amendment and/or Proposed Rezoning

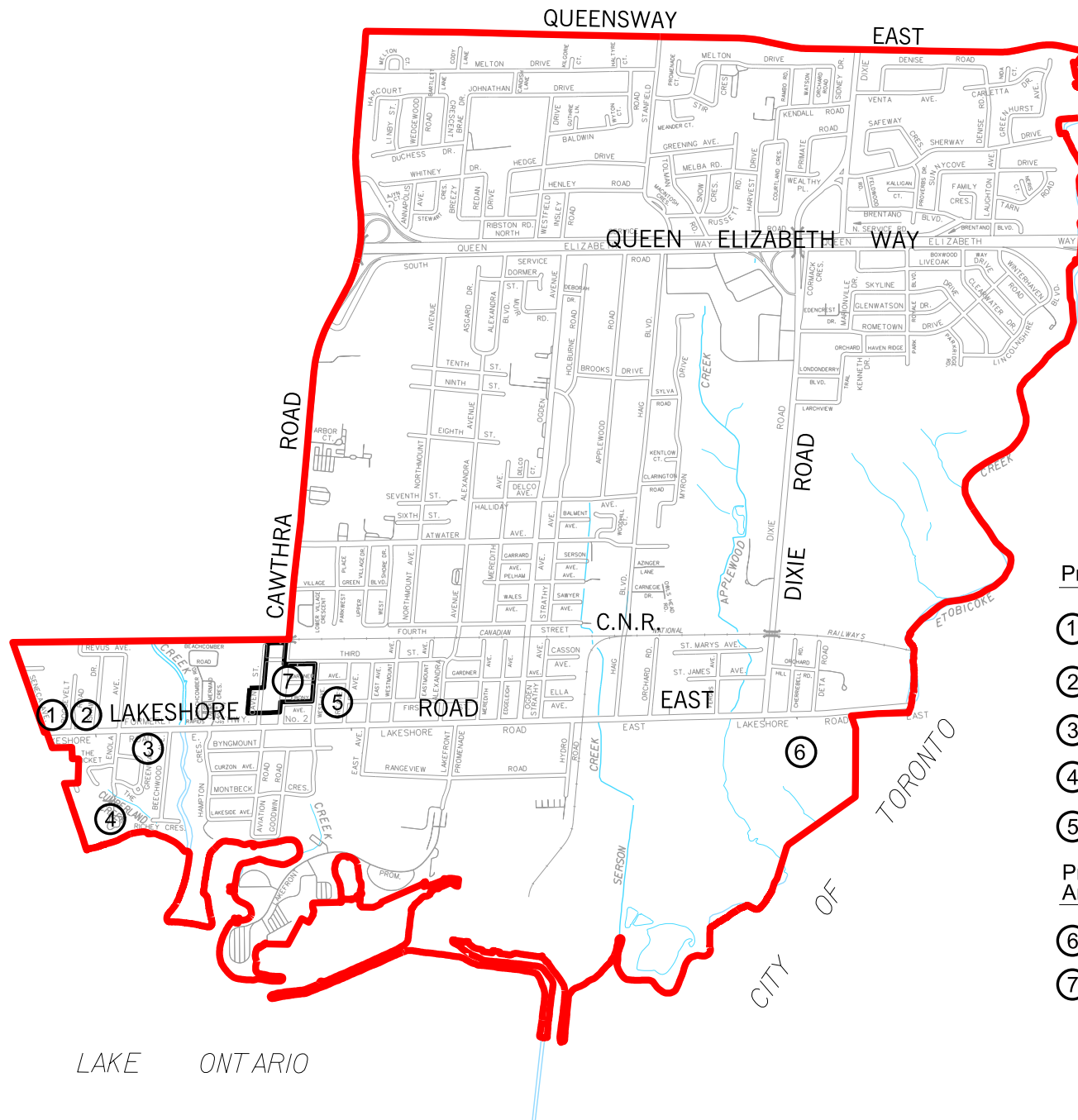
Appendix 2: Summary of Proposed Mississauga Official Plan and/or Zoning By-law Amendments



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Karin Phuong, Planner



## LAKEVIEW AREA

### Proposed Rezoning

- ① 363 LAKESHORE ROAD EAST
- ② 1015 ROOSEVELT ROAD
- ③ 480 LAKESHORE ROAD EAST
- ④ 850 AND 875 ENOLA AVENUE
- ⑤ 1022 AND 1030 GREAVES AVENUE

### Proposed Mississauga Official Plan Amendment and Rezoning

- ⑥ 1352 LAKESHORE ROAD EAST
- ⑦ SUBJECT LANDS LOCATED BETWEEN LAKESHORE ROAD EAST AND THE CN RAILWAY, ON BOTH SIDES OF CAWTHRA ROAD

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



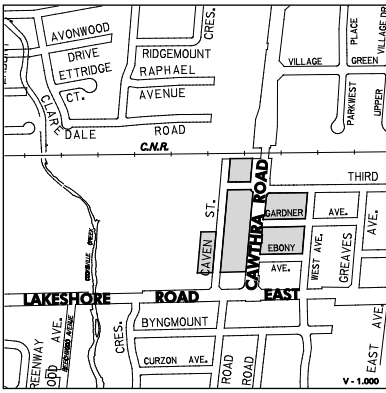
## Appendix 2

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

| Site No. | Site Location           | Current MOP <sup>1</sup> Designation | Proposed MOP Amendment                                     | Current Zoning                          | Proposed Zoning Amendment                 | Explanation   |
|----------|-------------------------|--------------------------------------|--|---|---|---|
| 1        | 363 Lakeshore Road East | Mixed Use                            | No change to the land use designation (remains Mixed Use). | RA2-6 (Apartment Dwellings – Exception) | C4-## (Mainstreet Commercial – Exception) | <p>In addition to the C4 regulations, the C4-## (Mainstreet Commercial Exception) will allow for RA2 uses not permitted in a C4 zone. Minimum and maximum FSIs<sup>2</sup> will not be carried over.</p> <p>The proposed changes would permit an 8-storey apartment building with commercial uses on the ground floor and residential above. Uses carried from the RA2 zone would also allow for long-term care and retirement dwellings.</p> |
| 2        | 1015 Roosevelt Road     | Mixed Use                            | No change to the land use designation (remains Mixed Use). | RA2-6 (Apartment Dwellings – Exception) | C4-## (Mainstreet Commercial – Exception) | <p>In addition to the C4 regulations, the C4-## (Mainstreet Commercial Exception) will allow for RA2 uses not permitted in a C4 zone. Minimum and maximum FSIs will not be carried over.</p> <p>The proposed changes would permit an 8-storey apartment building with commercial uses on the ground floor and residential above. Uses carried from the RA2 zone would also allow for long-term care and retirement dwellings.</p>             |

|   |                              |  |  |   |   |   |
|---|------------------------------|--|--|---|---|---|
| 3 | 480 Lakeshore Road East      | Mixed Use  | No change to the land use designation (remains Mixed Use).   | RA2 (Apartment Dwellings)                   | C4-## (Mainstreet Commercial – Exception)   | <p>In addition to the C4 regulations, the C4-## (Mainstreet Commercial Exception) will allow for RA2 uses not permitted in a C4 zone.</p> <p>The proposed changes would permit an 8-storey apartment building with commercial uses on the ground floor and residential above. Uses carried from the RA2 zone would also allow for long-term care and retirement dwellings.</p>    |
| 4 | 850 and 875 Enola Avenue     | Public Open Space, Lakeview Local Area Plan Special Site 2 | No change to the land use designation (remains Public Open Space, Lakeview Local Area Plan Special Site 2) | OS2-10 (Open Space – City Park - Exception) | OS2-10 (Open Space – City Park - Exception) | The use/regulation change being proposed is to delete the specialty hospital which no longer exists, and to add a banquet hall/conference centre/convention centre which will be in conformity with Special Site 2 as identified in the Lakeview Local Area Plan.   |
| 5 | 1022 and 1030 Greaves Avenue | Mixed Use  | No change to the land use designations (remains Mixed Use).  | RA2-15 (Apartment Dwellings – Exception)    | C4-## (Mainstreet Commercial – Exception)   | <p>In addition to the C4 regulations, the C4-## (Mainstreet Commercial Exception) will allow for the current regulations for RA2-15 zone.</p> <p>The proposed changes would permit a 7-storey apartment building with commercial uses on the ground floor and residential above. Uses carried from the RA2 zone would also allow for long-term care and retirement dwellings.</p> |

|   |   |  |   |                              |  |   |
|---|---|--|---|------------------------------|--|---|
| 6 | 1352 Lakeshore Road East  | Public Open Space, Lakeview Local Area Plan, Special Site 9        | <p>That policy 13.1.9.4 be deleted and replaced with the following:</p> <p>13.1.9.4 Notwithstanding the policies of this Plan, the following additional uses will be permitted:</p> <ul style="list-style-type: none"> <li>a. commercial schools</li> <li>b. community facilities, including art studios, art galleries, and an indoor market</li> <li>c. a conference centre</li> <li>d. entertainment, recreation and sports facilities</li> <li>e. restaurants</li> <li>f. <b>secondary offices</b></li> </ul> | OS2 (Open Space – City Park) | OS2-## (Open Space – City Park - Exception)                            | <p>The proposed MOP amendment will allow for a range of uses at the Arsenal Lands to help revitalize the site. Two additional uses are proposed to allow for a farmer's market (indoor market) and an indoor sports club/centre (entertainment, recreation and sports facilities).</p> <p>The OS2-## (Open Space – City Park – Exception) will allow for uses/regulations to conform to Special Site 9 identified in the Lakeview Local Area Plan, and include the following: office, banquet hall/conference centre/convention centre, academy for the performing arts, art gallery or studio, commercial school, indoor market, recreational establishment, take-out restaurant and restaurant.</p> |
| 7 | Subject lands located north of Lakeshore Road East between Cooksville Creek and West Avenue | Residential Medium Density, Lakeview Local Area Plan Exempt Site 6 | <p>That policy 13.2.6 Site 6 of the Lakeview Local Area Plan be deleted (as an Exempt Site) and that a new policy be added as a Special Site as follows:</p> <p><i>See next page</i></p>  | R3-75                        | RM7-## (Detached, Semi-detached, Duplex, Triplex Dwelling - Exception) | <p>An Exempt Site allows the existing lands to be redeveloped with the underlying designation. The proposed MOP amendment to a Special Site allows flexibility for other dwelling types. Detached, semi-detached, duplex, triplex and street townhouse dwellings will also be allowed in addition to the uses permitted in the Residential Medium Density designation.</p>  |

|  |  |  |  |  |  |   |
|--|--|--|--|--|--|---|
|  |  |  | <p><b>13.1.## Site ##</b></p>  <p><b>13.1.##.1</b> The lands identified as Special Site ## are located north of Lakeshore Road East between Cookville Creek and West Avenue.</p> <p><b>13.1.##.2</b> Notwithstanding the policies of this Plan, the following uses will be permitted:</p> <ul style="list-style-type: none"> <li>a. detached dwelling</li> <li>b. semi-detached dwelling</li> <li>c. duplex dwelling</li> <li>d. triplex dwelling</li> <li>e. street townhouses</li> </ul> |  |  | <p>In addition to the RM7 regulations, the RM7-## (Detached, Semi-detached, Duplex, and Triplex - Exception) will allow for detached, semi-detached, duplex, triplex and street townhouse dwellings. Detached and semi-detached dwellings shall comply with the R3-75 and RM1-26 zone regulations, respectively. Street townhouse dwellings shall comply with the RM5 zone regulations.</p> |
|--|--|--|--|--|--|---|

<sup>1</sup> Mississauga Official Plan (MOP)

<sup>2</sup> FSI is the floor space index and means the ratio of the gross floor area of all buildings and structures to the lot area.



# City of Mississauga

## Corporate Report



Date: February 24, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 15/003 W2

Meeting date:  
2017/03/20

## Subject

### **PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT (WARD 2)**

**Applications to permit 136, four storey back to back stacked townhouses and 2, three storey commercial buildings**

**1101 – 1125 Clarkson Road North, east side of Clarkson Road North, south of the CN Railway tracks and north of Lakeshore Road West**

**Owner: 1101 - 1125 Clarkson Developments Inc.**

**File: OZ 15/003 W2**

## Recommendation

1. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend Ontario Municipal Board (OMB) proceedings which may take place in connection with these applications in support of the recommendations outlined in the report dated February 24, 2017 that concludes that the proposed official plan amendment and rezoning applications do not represent good planning and should be refused.
2. That City Council provide the Planning and Building Department the authority to instruct the City Solicitor on modifications to the position as may be deemed necessary during or before the OMB hearing process; however, if there is a potential for settlement, then a report shall be brought back to Council by the City Solicitor.

## Report Highlights

- The subject Official Plan Amendment and Rezoning applications have been appealed to the OMB by the applicant for failure by City Council to make a decision within the prescribed timelines. A pre-hearing conference or hearing date has not yet been scheduled
- It has been concluded that the proposed development is not supportable from a planning perspective
- Staff requires direction from Council to attend any OMB proceedings which may take place

in connection with these applications and in support of the recommendations outlined in this report

## Background

The original applications submission in July 2015 was for 1101 – 1109 Clarkson Road North and did not include the lands at 1115 - 1125 Clarkson Road North. Initial comments from City departments and agencies based on this submission indicated numerous concerns that remain outstanding today. Following a second resubmission in May 2016, the applicant advised that additional lands had been purchased (1125 Clarkson Road North) and the applications were formally amended to include these lands. The revised applications were circulated for technical comments and a Community Meeting was held. Comments on the second submission included the same concerns that were previously communicated to the applicant. On October 4, 2016, City staff and the Ward Councillor met with the applicant regarding a revised preliminary concept and the outstanding concerns were not resolved. The applications were appealed by the applicant to the OMB for non-decision on November 21, 2016.

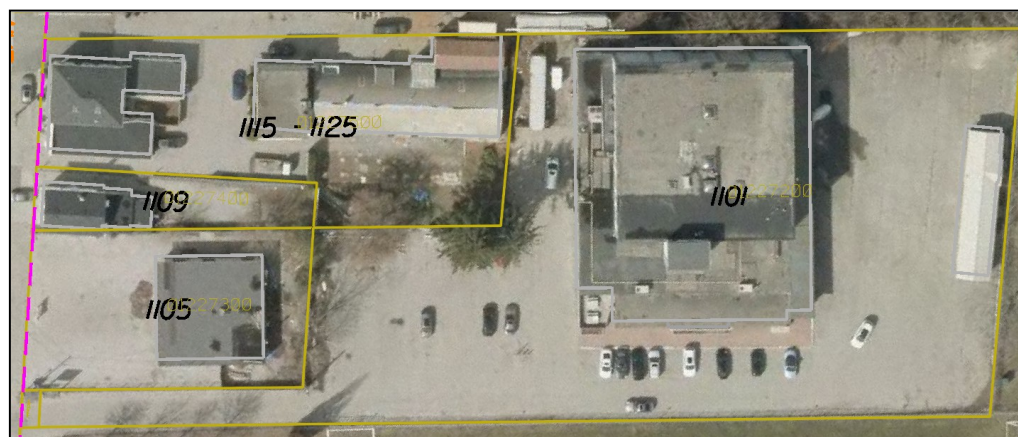
Given that the applications have been appealed to the OMB and that a pre-hearing conference will be taking place in the near future, a combined Information and Recommendation Report is being brought forward to Planning and Development Committee to allow for public input and for Council to provide direction to Legal Services prior to an OMB hearing.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

| Size and Use    |  |
|-----------------|--|
| Frontage:       | 63 m (206 ft.) on Clarkson Road N.   |
| Depth:          | 160 m (524 ft.)  |
| Gross Lot Area: | 1.0 ha (2.47 ac.)  |
| Existing Uses:  | 1101 Clarkson Road N.: Form and Fitness Centre, yoga studio<br>1105 Clarkson Road N.: vacant 1 storey building<br>1109 Clarkson Road N.: vacant 2 storey building (formerly butcher shop)<br>1115 Clarkson Road N.: Destiny Wellness Centre<br>1117 Clarkson Road N.: The Colon Clinic and Healing Centre<br>1125 Clarkson Road N.: Electrical Contracting Business, Outdoor Storage |

The properties are located on the east side of Clarkson Road North, which is designated a Major Collector Road. Two of the properties involved, namely 1109 and 1125 Clarkson Road North are listed on the City's Heritage Register but are not designated under the *Ontario Heritage Act*. The local area is historically known as 'Clarkson Corners', and was a service stop on the railway in the 1800s. The rail station which was located in this area was the hub of the community from 1850-1950. The area today is an established residential neighbourhood characterized by mostly detached dwellings as well as commercial uses to the west and north of the CN Railway. Birchwood Park is located immediately to the south and east of the property.



Aerial image showing property addresses

The surrounding land uses are:

- North: CN Railway, vacant land and detached homes
- East: Birchwood Park, softball field
- South: Birchwood Park, soccer field and parking lot
- West: Clarkson Village Dental Clinic and detached homes

## DETAILS OF THE PROJECT

The applicant is proposing 136, four storey back to back stacked townhouses in 5 blocks and 2, three storey commercial buildings located adjacent to the railway (see Appendices 4 and 5). Site access is proposed from Clarkson Road North near the north limit of the site. A total of 255 parking spaces are proposed, 249 which are located underground and the remaining 6 are surface parking spaces.

| Development Proposal         |   |
|------------------------------|---|
| Applications submitted:      | Received: June 5, 2015<br>Deemed complete: July 21, 2015<br>Revised submission: May 9, 2016 |
| Developer Owner:             | 1101 – 1125 Clarkson Developments Inc.  |
| Applicant:                   | KFA Architects & Planners   |
| Number of residential units: | 136 back to back stacked townhouses   |

Originator's file: OZ 15/003 W2

| <b>Development Proposal</b> |   |          |
|-----------------------------|---|----------|
| Height:                     | Residential: 4 storeys - 14.3 m (46.9 ft.)<br>Commercial: 3 storeys - 12.0 m (39.4 ft.)   |          |
| Lot Coverage:               | 46.2%   |          |
| Floor Space Index (FSI):    | 1.71  |          |
| Landscaped Area:            | 33.4%   |          |
| Gross Floor Area:           | Residential: 15 227 m <sup>2</sup> (163,906 ft <sup>2</sup> )<br>Commercial: 1 913 m <sup>2</sup> (20,588 ft <sup>2</sup> )                               |          |
| Road type:                  | Private Condominium Road  |          |
| Anticipated Population:     | 421*<br>*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             | 193   | 154      |
| commercial spaces           | 61  | 57       |
| visitor spaces              | 34  | 34       |
| Total                       | 288   | 255      |

Additional information is provided in Appendices 1 to 10.



Image of existing conditions



Rendering of proposed development by applicant

## LAND USE CONTROLS

The subject lands are located within the Clarkson-Lorne Park Neighbourhood Character Area and are designated **Mixed Use** which permits a mix of commercial, personal service, office and residential uses, among other uses. Residential uses are to be combined on the same lot or same building with another permitted use. The applicant is requesting an Official Plan Amendment (OPA) to accommodate the proposed development; however, through the processing of the applications, staff have determined that an OPA is not required. The applications are in conformity with the land use designation.

A rezoning is proposed from **C4** (Mainstreet Commercial) to **C4 - Exception** (Mainstreet Commercial) to permit 136, four storey back to back stacked townhouses and 2, three storey commercial buildings in accordance with the zone standards contained in Appendix 9.

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

## WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 2 Councillor, Karen Ras on June 22, 2016. The community raised concerns regarding the following:

- The intent to demolish the two heritage buildings fronting onto Clarkson Road North
- The impact of the proposed development on the historic character of the immediate area
- The negative impact of the proposed development on Birchwood Park
- How safety issues with respect to on-site ingress/egress and surrounding traffic patterns will be addressed
- The viability of the proposed commercial space

The above noted concerns are addressed in the Planning Comments section of this report.

## OTHER INFORMATION

Agency comments and school accommodation information are summarized in Appendices 6 and 7. The applicant has submitted the following information in support of the application:

- Planning Justification Report
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Concept Plan
- Elevations/Sections
- Arborist Report
- Phase I Environmental Site Assessment
- Noise and Vibration Feasibility Study
- Traffic Impact Study
- Heritage Impact Statement

- Functional Servicing Report

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 exemplifies some of the concerns that were identified in the report including: excessive grading and retaining walls, inadequate common amenity areas, insufficient parking and reduced landscaped areas, as outlined in the Comments section of the report.

### Development Requirements

There are engineering matters including: grading, servicing, stormwater management and noise mitigation measures which will require the applicant to enter into satisfactory 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.

## Comments

### PLANNING COMMENTS

#### Provincial Policy Statement (PPS)

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 states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites," and "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Areas for intensification have been identified in the Official Plan. The properties do not front onto an intensification corridor and are not located within an intensification area identified in the Official Plan hierarchy. Although intensification is also contemplated outside of intensification corridors and areas, the Official Plan also includes a number of policies that are to be met when developing in the stable neighbourhoods. These policies are addressed and detailed later in the report. Achieving appropriate development standards is critical for intensification projects to be successful and ultimately fulfilling the PPS.

In addition, the PPS requires "avoiding development and land use patterns which may cause environmental or public health and safety concerns." As indicated in the Planning Comments section of the report and further detailed in the Agency Comments (Appendix 6), staff have communicated a major safety concern with respect to the access location in relation to the CN railway to the immediate north.

The PPS also goes on to state the following; "encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define

character, including built heritage resources and cultural heritage landscapes." The site contains heritage listed buildings that are proposed to be demolished. As indicated in the Planning Comments section of the report, and more specifically in the Heritage Planning portion of the Agency Comments, staff have expressed concerns with the demolition of these buildings as they are deemed to have heritage value.

While back to back stacked townhouses and commercial uses are generally appropriate for the subject lands, the proposed development has not addressed heritage, safety and the numerous development standard deficiencies and is not consistent with the intentions of the PPS.

### **Growth Plan for the Greater Golden Horseshoe**

The Growth Plan encourages intensification generally throughout built-up areas while recognizing that intensification must be of an appropriate type and scale. The proposed back to back stacked townhouses and commercial buildings provide uses and built form that are generally deemed appropriate in the context of the Growth Plan. The applicant; however; has not satisfied many outstanding technical and design matters required in order to demonstrate that the site can support the number of units proposed.

### **Official Plan**

As indicated previously, an Official Plan Amendment is not required to permit the proposed uses; however; in evaluating the proposed development concept, staff has identified several elements of the proposal that do not appropriately address general Official Plan policies. These issues are discussed in the Planning Concerns section of the report. In addition, Appendix 8 contains a list of all relevant policies.

### **Zoning By-law**

Staff has identified issues with certain requested zoning regulations of the proposed **C4 - Exception** (Mainstreet Commercial) zone that are further reinforced by corresponding general Official Plan policies and are articulated in the Planning Concerns section below.

### **Planning Concerns**

#### *Proposed Density*

One of the important goals of Mississauga Official Plan (MOP) is to direct intensification to the appropriate areas of the City. These areas are identified in the City Structure known as the Urban Hierarchy. This Urban Hierarchy identifies areas such as the Downtown, which is to accommodate the highest densities to Neighbourhoods, which are to accommodate the lowest densities. The lands are located within a Neighbourhood Character Area which is considered a "Non-Intensification Area". The general thrust of the applicable policies for this area stipulate that, while some intensification is to be accommodated, it must be sensitive to the surrounding context and neighbourhood character. To realize this goal, MOP contains various policies in multiple sections of the Plan that reiterate the requirement of good planning principles in the design of buildings and overall site development.

MOP does not prescribe density limits City-wide with the exception of certain properties identified either through mapping or special site policies that prescribe specific Floor Space Index (FSI) ranges. Where not specifically identified, the intent is to determine the appropriate density through the implementation of all other applicable policies related to built form and transition. The applicable Zoning By-law regulations under the **C4** (Mainstreet Commercial) zone also do not prescribe a maximum density, but compliance with the zoning regulations will dictate the appropriate density of the site.

The majority of the Clarkson-Lorne Park Neighbourhood Character Area does not have FSI ranges prescribed, except for certain properties around the Clarkson GO Station, which is a major transit hub for the area and is also located on a "Corridor". The FSI range prescribed for those lands are 0.5 – 1.0, well below the proposed FSI of 1.71 for the proposed development. Further, the Clarkson Village Community Node, which is considered an "Intensification Area", specifies FSI ranges of 0.5 - 2.0 in the mainstreet area, with properties closer to Southdown Road having higher FSI ranges. This range is also similar to prescribed FSI ranges in other community nodes throughout the City. The proposed FSI of 1.71 is similar to the densities found in areas of the City identified for intensification and out of context with the surrounding neighbourhood.

Upon review of the proposed development, staff have identified a number of design related concerns and technical matters that remain outstanding and are detailed below. A reduction of units may be required in order to address these concerns and render the proposed development as good planning.

#### *Setback and Transition to Birchwood Park*

The lands are adjacent to Birchwood Park which borders the easterly and southerly property lines of the site. MOP states that "developments adjacent to public parkland will complement the open space and minimize negative impacts." The **C4** (Mainstreet Commercial) zoning regulations require a 4.50 m (14.76 ft.) setback and landscape buffer, which allows for an appropriate buffer and transition to the adjacent park and achieves the intent of the above noted policy.

The proposed setbacks of 2.30 m (7.54 ft.) along the south property line and narrowing setbacks with the pinch point of 1.70 m (5.57 ft.) along the east property line do not provide the appropriate space required for landscaping on-site in order to achieve a sufficient buffer and transition to the park. The setback of the proposed buildings would result in limited transition of the 4 storey building to the adjacent park, with no mitigating measures to soften the massing impacts on the park. Further, there is no ability to screen future residents from potential noise and use conflicts associated with the adjacent soccer and baseball fields. Appendix 11 shows the Birchwood Park parking lot setback to the subject lands at approximately 3.3 m (10.8 ft.) and the setback to the soccer field bleachers at approximately 4.0 m (13.1 ft.).



In addition, the preliminary site grading plans provide for a 1.0 m (3.28 ft.) retaining wall along the south property line adjacent to Birchwood Park. This will further exacerbate the negative impacts imposed by the setback and landscape buffer deficiency.

#### *Vehicular Access Location and the Rail Corridor*

The Official Plan stresses the importance of site ingress and egress with respect to potential traffic implications by stating "...to ensure safety, the efficient function of the thoroughfare and other matters, the access locations to private property will be controlled." Directly to the north of the site is the CN Railway Corridor that is also used by Metrolinx for Go Transit service. Metrolinx's Regional Express Rail (RER) program proposes to increase in service frequency from 30 minute to 15 minute intervals. Metrolinx has also identified the Clarkson Road North railway crossing as a "medium" potential for a grade separation in the future.

In order to protect for this potential and to ensure safe ingress and egress to the subject lands, access to the site needs to be shifted to the southerly lot limit. The applicant has not addressed this fundamental issue and continues to propose the site access at the northerly portion of the site frontage, close to the adjacent railway corridor. This raises a significant safety concern with the potential for unsafe queuing over the railway tracks. This is further detailed in the Transportation and Works Department and Metrolinx comments in Appendix 6.

#### *Heritage Listed Buildings*

MOP contains general policies that speak to the importance of the protection and preservation of heritage sites. The policies require that heritage resources be maintained in a manner that prevents deterioration and protects the heritage qualities of the resource. As detailed in the Heritage Planning comments contained in Appendix 6, two of the properties are listed on the City's Heritage Register under Section 27 of the *Ontario Heritage Act* and contain buildings deemed to have heritage value and interest, given the contextual value in relation to the "Clarkson Corners". The applicant is proposing the demolition of these buildings in order to accommodate a portion of the development contrary to the above-noted MOP policies and Heritage Planning staff's comments. The applications have not gone to the Heritage Advisory Committee as the Heritage Impact Assessment submitted was incomplete.

#### *Additional Development Issues*

Based on the comments received and the relevant Mississauga Official Plan policies, the following additional matters have yet to be addressed by the applicant:

- Location and size of the required common amenity space
- The need for more soft landscaping
- Eliminating proposed retaining walls along property lines
- Metrolinx's requirement for a 20 m (66 ft.) setback from the railway tracks to a residential building (a reduction from the typical 30 m [98 ft.]); whereas the current proposal is 19 m (62 ft.)

- No rationale has been provided to justify the proposed reduction in parking for the residential portion of the development
- Staff cannot determine if the parking provided for the commercial portion is sufficient
- Additional technical information has also been requested by the Transportation and Works Department staff with respect to the following:
  - grading and servicing plans
  - updates to the Acoustical Study to include recommendations to mitigate noise impacts on the northerly residential neighbourhood from the proposed "crash wall"
  - updates to the Traffic Impact Study regarding trip data and bicycle requirements, among other items
  - submission of a Phase II Environmental Site Assessment in order to determine the appropriate site remediation works

### **Informal Submission - Revised Concept Plan**

Since the applicant filed their appeals to the OMB on November 21, 2016, the applicant informally provided a revised concept plan to staff on February 1, 2017. The revised concept maintains the northerly access but relocates the ramp to the underground parking garage at the southerly portion of the site with immediate access to Clarkson Road North. The revised concept suggests an arrangement that would create an alternative road layout should a grade separation be pursued by both Metrolinx and the City of Mississauga. This would result in the closing of the northerly access location and the rerouting of the private condominium road across the City owned lands associated with the Birchwood Park parking lot to provide access to Clarkson Road North. This revised concept plan is shown on Appendix 11.

Given that the revised concept plan is not an actual resubmission of plans as part of the processing of files, it has not been formally recirculated to all commenting departments and agencies. However, the following preliminary comments are offered in response to the informal submission:

- Setback and transition to Birchwood Park has not been altered from the May 2016 formal submission and remains a concern
- Heritage buildings are still proposed to be removed, contrary to City's position
- Based on site statistics provided, an additional unit has been added, totalling 137
- Vehicular access continues to be proposed at the northerly portion of the site (Concept A - Appendix 11). Concerns regarding the safety, operation, and conflict of queuing remain as a result of its proximity to the CN railway tracks
- Proposed additional ramp location accessing directly onto Clarkson Road North at southern portion of site adds additional safety and operational concerns. Access ramps should be located internal to the site. Additional information, such as security access and underground parking layout, is also required

- In the event a grade separation for the railway tracks and Clarkson Road North be pursued, a future alternative concept (Concept B – Appendix 11) is proposed. This concept requires the use of City owned lands (Birchwood Park) to facilitate a southerly access for the development. This arrangement does not have any approval or sanction from the City and does not address the concerns expressed above
- All landscaping, setback and access requirements are to be accommodated on the subject lands

## Financial Impact

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

## Conclusion

In summary, since the applications have been submitted to the City in July 2015, staff has consistently communicated several concerns with the proposal that currently remain outstanding. While the proposed land use and built form are generally acceptable, various design and technical matters have yet to be addressed and prevent staff from supporting the proposed development in its current form. There are a number of factors that play an important role in determining the development on the lands, including the contextual value relating to the historic "Clarkson Corners" and the location of the adjacent railway tracks and Birchwood Park. It is imperative that development appropriately recognize these features and appropriately respond to them. In absence of a suitable solution to address these constraints, it appears the proposal represents overdevelopment of the site. The City's desire to retain the heritage buildings; the location of the vehicular access; the setback and transition to Birchwood Park and the overall density of the site are identified as the main planning concerns. The current concept plan does not address these concerns in that it proposes the demolition of the heritage listed buildings; a vehicular access close to the railway tracks; an insufficient setback and landscape buffer to Birchwood Park and an FSI that is out of character with the surrounding area. Accordingly, the proposed Official Plan Amendment and Rezoning are not acceptable from a planning standpoint and should not be approved for the following reasons:

1. The applicant has not satisfactorily addressed public safety concerns in regards to site access and heritage matters as identified in the Provincial Policy Statement (PPS).
2. The proposed development does not appropriately address general policies in Mississauga Official Plan related to site design and access, built form, heritage and transition.
3. It has not been demonstrated that the proposed zoning standards are appropriate to accommodate the requested uses based on the applicant's proposed concept plan.
4. Numerous outstanding technical concerns have not been addressed at the time of the preparation of this report.

## Attachments

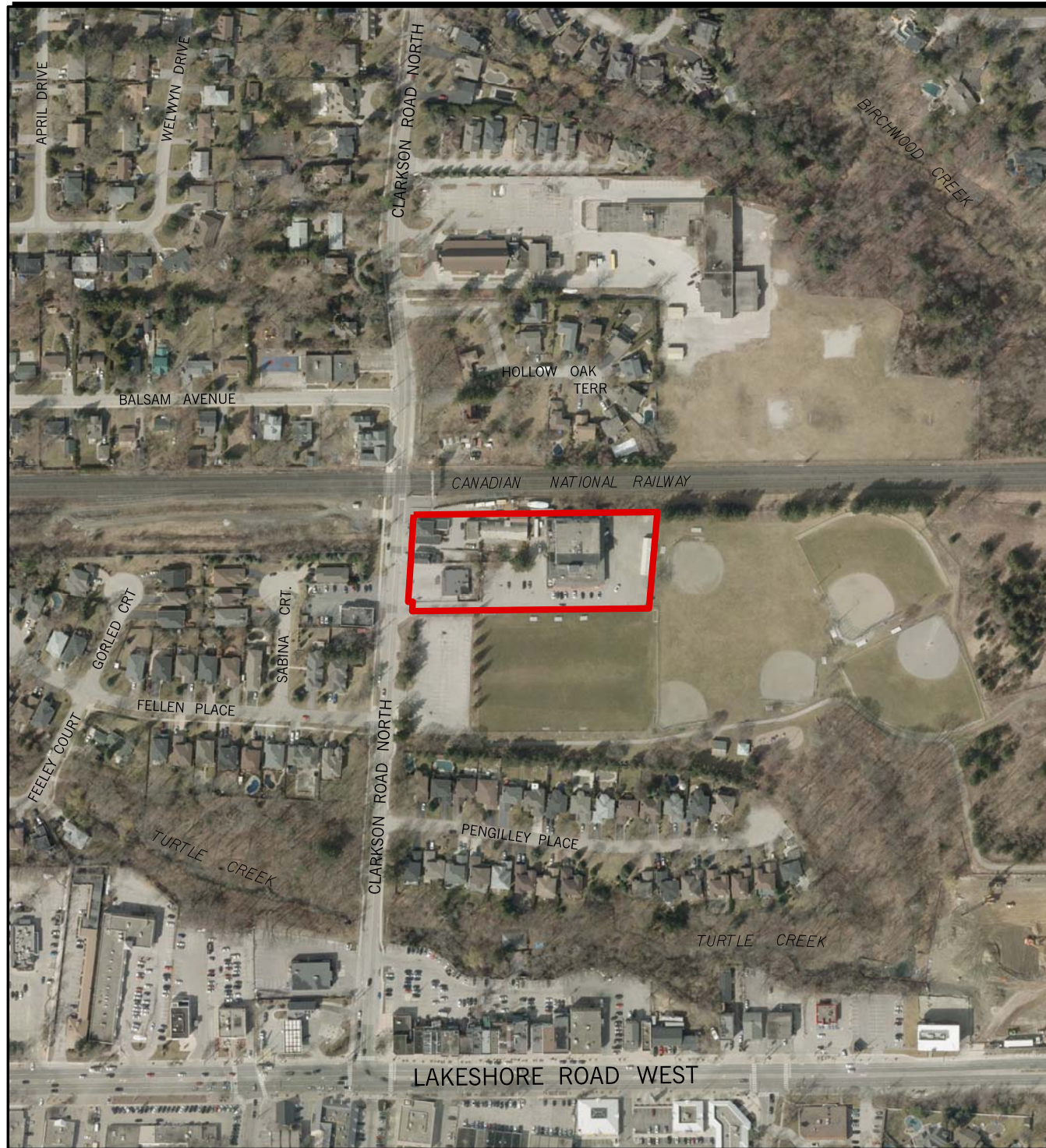
- Appendix 1: Aerial Photograph
- Appendix 2: Excerpt of Clarkson Lorne Park Neighbourhood Land Use Map
- Appendix 3: Existing Land Use and Proposed Zoning Map
- Appendix 4: Concept Plan
- Appendix 5: Elevations
- Appendix 6: Agency Comments
- Appendix 7: School Accommodation
- Appendix 8: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 9: Summary of Existing and Proposed Zoning Provisions
- Appendix 10: General Context Map
- Appendix 11: Informal Submission – Revised Concept Plan



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner



**LEGEND:**



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016



**TITLE:** 1101 - 1125 Clarkson Developments Inc

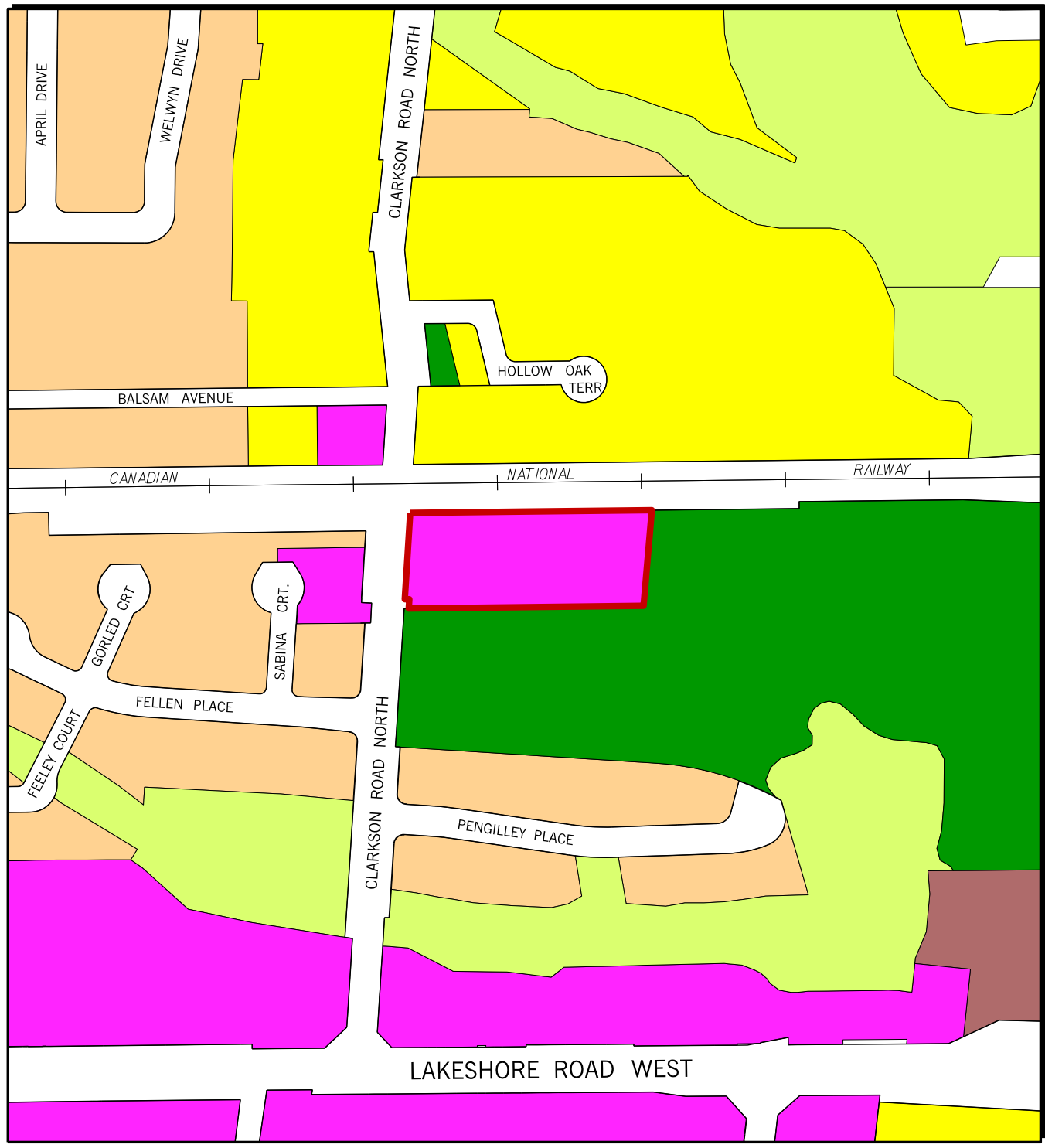
**FILE NO:** OZ 15/ 003 W2



**MISSISSAUGA**

Produced by  
T&W, Geomatics





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

**LAND USE DESIGNATIONS**

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

**BASE MAP INFORMATION**

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

**City Structure**

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

**SUBJECT LANDS**



**TITLE:** 1101 - 1125 Clarkson Developments Inc.

**FILE NO:** OZ 15/ 003 W2



Produced by  
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**LEGEND:**



PROPOSED OFFICIAL PLAN AMENDMENT FROM MIXED USE TO MIXED USE-SPECIAL SITE AND PROPOSED REZONING FROM 'C4' TO 'C4-EXCEPTION' TO PERMIT 136 BACK TO BACK STACKED TOWNHOUSES AND TWO, 3 STOREY COMMERCIAL BUILDINGS.

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



**TITLE:** 1101 - 1125 Clarkson Developments Inc.

**FILE NO:** OZ 15/ 003 W2



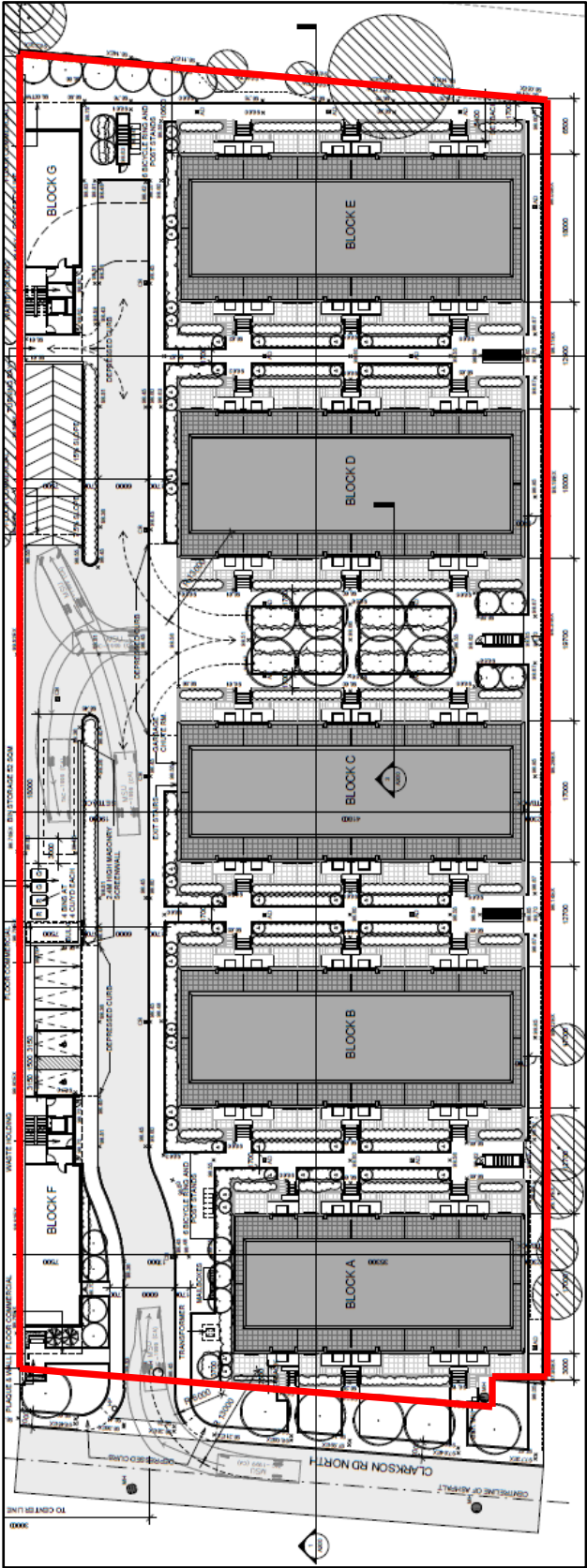
**MISSISSAUGA**

Produced by  
T&W, Geomatics

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

Proposed Concept Plan – May 2016

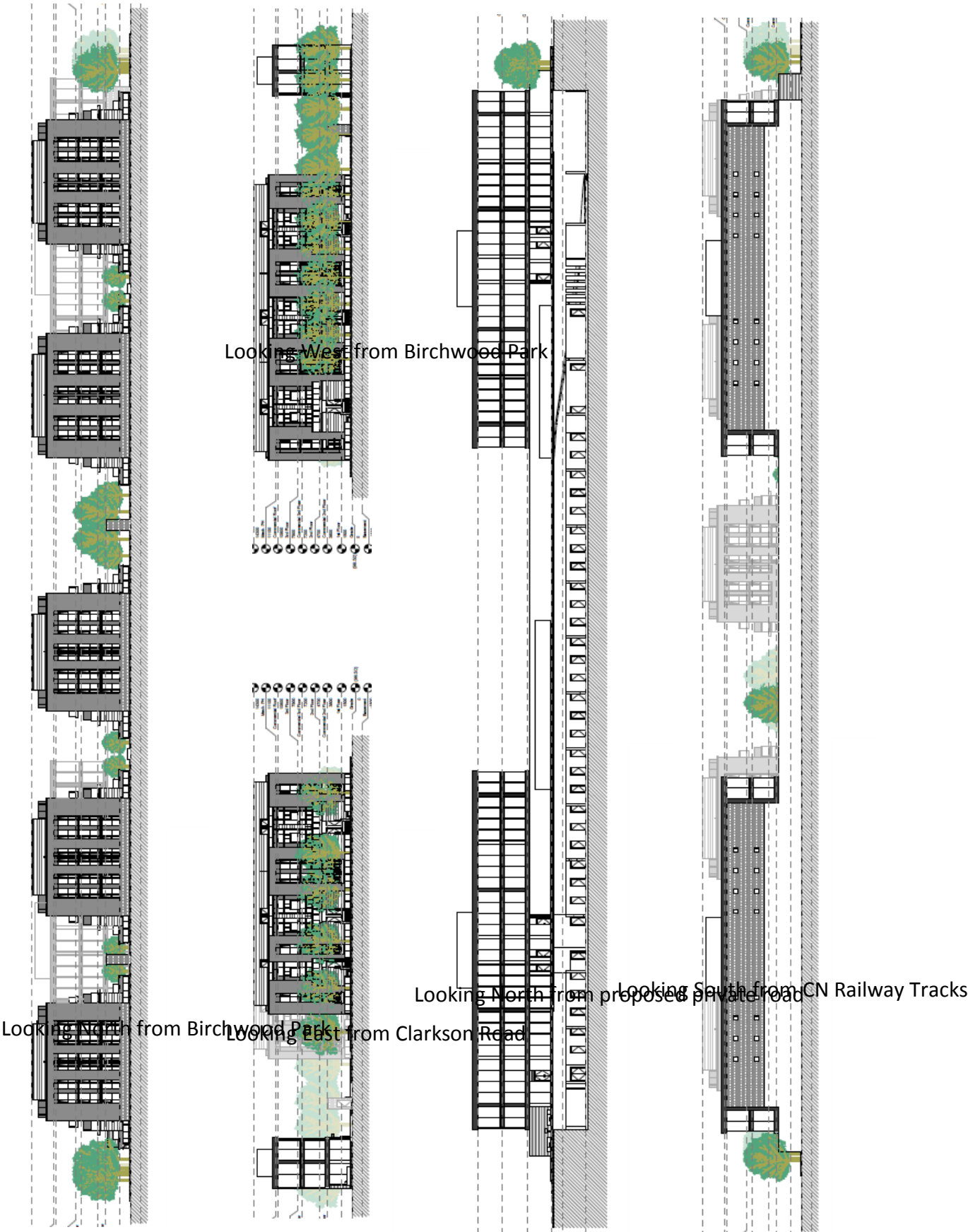




1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

Proposed Building Elevations – May 2016



1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

### Agency Comments

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

| Agency / Comment Date                 | Comment  |
|---------------------------------------|--|
| Region of Peel<br>(December 15, 2016) | <p>An existing 200 mm (8 in.) diameter water main and 250 mm (10 in.) diameter sanitary sewer is located on Clarkson Road North. The proposed type of development requires connection to at least a 300 mm (12 in.) water main, therefore an upgrade of the water main, at the applicant's expense is required.</p> <p>A Functional Servicing Report was submitted as part of the original application however additional information is required and is detailed in the Application Status Report.</p> <p>This property is within the vicinity of Birchwood Park. This site was used for the disposal of fly ash and bottom ash from the Lakeview Generating Station. Leachate has been detected. A park is located on the site. It is catalogued by the M.O.E.C.C. as A220105.</p> <p><i>Waste Collection</i></p> <p>For the 3-storey commercial portion:<br/>Waste collection will be required through a private waste hauler. Residential waste must be separated from commercial waste, and must be clearly identifiable.</p> <p>For the Stacked Townhouses:<br/>The Region will provide front-end collection of garbage and recyclable materials provided that the following requirements are satisfied and shown on a revised concept plan:</p> <ul style="list-style-type: none"> <li>• The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing. The turning radius from the centre line must be a minimum of 13 m (42.6 ft.) on all turns.</li> <li>• The number, size and type of front end bins to be used for garbage and recyclable materials must be clearly shown and labelled on the site plan.</li> <li>• The waste storage area must be large enough to contain all the required number of front end bins - 10 m<sup>2</sup> (107.6 ft<sup>2</sup>) for the first bin and 6 m<sup>2</sup> (64.6 ft<sup>2</sup>) for each thereafter and allow for easy movement of the bins.</li> <li>• Sufficient space (a minimum of 10 m<sup>2</sup> (107.6 ft<sup>2</sup>)) must be provided for the storage of bulky items.</li> </ul> |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

| Agency / Comment Date  | Comment   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• For developments requiring waste to be stored and collected externally, a front end garbage bin enclosure must be provided around a level (+/- 2%) concrete pad. The concrete pad should extend a minimum of 3 metres in length outside of the collection area to accommodate the front wheels of the waste collection vehicle.</li> <li>• For each multi-residential building, a minimum of 10 m<sup>2</sup> (107.6 ft<sup>2</sup>) must be provided for the storage and set out of bulky items generated by residents between scheduled collections.</li> <li>• Bollards or a concrete curb should be installed at the rear of the enclosure to protect the enclosure wall from damage when containers are picked up or returned in place by the collection vehicle.</li> </ul>  |
| <p>Dufferin-Peel Catholic District School Board and the Peel District School Board<br/>(December 16, 2016)</p> | <p>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 these development applications.</p> <p>The Peel District School Board indicated that there may not be available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.”</p> <p>In addition, the Peel District School Board also requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan,</p> |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

| Agency / Comment Date  | Comment   |
|--|---|
|  | <p>within a period of five years from the date of registration of the agreement:</p> <p>"Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p>   |
| <p>City Community Services Department – Park Planning Section<br/>(December 16, 2016)</p>                | <p>Birchwood Park (P-137) is a highly utilized park providing multiple active recreational sports facilities within proximity to the proposed development. The proposed setback to Birchwood Park should be increased to provide for an appropriate buffer and transition to the park, as well as to increase the setback to the existing sports facilities in the park to avoid conflicts with respect to noise and light nuisance. The policies of the Official Plan do not support development that is not complementary to public parkland; this would include inappropriate setbacks and lack of transition. Every effort should be made to the meet the minimum standards set out in the Zoning By-law.</p> <p>Further, the development should provide for a flush condition along the entire shared property line with the parkland to avoid the need for toe walls or retaining walls.</p> <p>Should the applications be approved, 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>, as amended and in accordance with the City's Policies and By-laws.</p> |
| <p>City Community Services Department – Culture Division (Heritage Planning)<br/>(December 15, 2016)</p> | <p>The property at 1109 Clarkson Road North is listed on the City's Heritage Register. The property contains a vernacular style building that has long been known in the community as the Auld and Sons Butcher shop. The building was also previously occupied by Clarkson's first bank, the Merchant Bank of Canada which opened in 1913.</p> <p>The property at 1115-1125 Clarkson Road North is also listed on the City's Heritage Register under Section 27 of the <i>Ontario Heritage Act</i>. There are two structures on the</p>  |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

| Agency / Comment Date  | Comment  |
|--|--|
|  | <p>property, with the front building known as the site of Clarkson's first library.</p> <p>The subject properties represent a small cluster of buildings that contribute to the core of the original historic Clarkson Village, first established in the 19<sup>th</sup> century. These buildings are of vernacular village form and scale and contribute to creating a distinct village pattern in Clarkson by being located at the street front. They have potential physical, historic associative and contextual value to the community.</p> <p>The Official Plan requires that "cultural heritage resources must be maintained in situ and in a manner that prevents deterioration and protects the heritage qualities of the resource" and "... they will be integrated with development proposals." Therefore in accordance with the Official Plan and best conservation practices, the subject buildings are to be assessed, conserved and integrated within a development on site. This is to be detailed in a Heritage Management Conservation Plan; however, this has not been submitted.</p> <p>Listed properties under the <i>Ontario Heritage Act</i> require a Heritage Permit for demolition, which requires approval from City Council and the Heritage Advisory Committee. A Heritage Permit Application has not been submitted to the City in order to remove the buildings.</p> <p>In addition, the Heritage Impact Assessment submitted was found to be deficient against the Terms of Reference, and therefore a fulsome evaluation of their cultural value and exploration of mitigation options have not been completed as per City standards as required to be considered at the Heritage Advisory Committee and Council.</p> <p>Finally, the area is located in a high archaeological potential and the required archaeological assessment has not been submitted.</p> |
| City Transportation and Works Department (T&W) (December 16, 2016) | <p>A Noise and Vibration Study, Functional Servicing Report and Phase 1 ESA, along with Site Grading and Servicing drawings have been submitted. Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details which remain outstanding.</p> <p>A Traffic Impact Study (dated November 13, 2014) has been submitted in which preliminary comments were provided to the applicant regarding methodology and assumptions. An</p>  |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

| Agency / Comment Date                       | Comment   |
|---|---|
|   | <p>updated Traffic Impact Study has been requested to address T&amp;W comments; however no update has been received by this department. A current Record of Site Condition is also required.</p> <p>The geometric design of the internal private roadway, including proper turnaround, is to be confirmed by emergency services and the Region of Peel with respect to an operational and servicing perspective and is to be consistent with the City's condominium standards. Any aspects related to the adjacent CN railway line (i.e. noise, vibration, safety barrier, warning clause, setbacks, etc.) are to be confirmed by the railway company.</p> <p>The proposed access location adjacent to the northerly lot limit is not acceptable to T&amp;W and is not supported. The preferred location is to be shifted adjacent to the southerly lot limit as advised by T&amp;W in previous comments and meetings with the applicant. Concerns regarding the safety, operation, and conflict of queuing imposed on, and resulting from the close proximity to the railway tracks are not addressed by the current access proposal. In addition, the shift of the proposed access will address the concerns related to the proximity of the GO Transit rail line, safety and design criteria, and will also protect for future improvements and upgrades along the rail corridor.</p> <p>Access approval falls under the authority of the City. As indicated in the City's Official Plan, the access locations to private property will be controlled to ensure safety, the efficient function of the thoroughfare and other matters (Policy 8.2.2.1.c). It is our understanding that Metrolinx's proposed improvements to the Lakeshore GO Transit rail line will include increased service frequency and exploration of future improvements/ upgrades along the rail corridor. Further to this initiative, the City's intentions are to provide adequate provision for safety in the planning, design and operation of rail facilities (Policy 8.8.3).</p> |
| Metrolinx GO Transit<br>(December 15, 2016) | <p><i>Setback to Railway Corridor</i></p> <p>Metrolinx indicated that the typical requirement for a setback between a residential building face and the railway corridor property line is 30.0 m (98.4 ft.). Given that this is a spatially constrained site and a crash wall is being proposed, Metrolinx is willing to accept a minimum 20.0 m (65.6 ft.) setback, provided that the crash wall is constructed and the measures</p>   |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

| Agency / Comment Date                        | Comment  |
|--|--|
|  | <p>outlined in the Noise and Vibration Study are implemented. The current concept plan has the nearest residential building at 19.0 m (62.3 ft.) from the common property line, which falls short of the established requirement.</p> <p><i>Noise and Vibration Impacts on Commercial Buildings</i></p> <p>The submitted Noise and Vibration Feasibility Study was reviewed in relation to the proposed residential buildings. With reasonable means to reduce the impact on the functioning of the commercial buildings, Metrolinx staff find the noise vibration to be of no concern. With regard to the commercial portion of the proposed development, information is requested in order to assess the conditions in relation to the commercial buildings.</p> <p><i>Vehicular Access Location</i></p> <p>GO Transit is currently embarking on a major service expansion under the Regional Express Rail (RER) program. With the increase to 15 minute service on the Lakeshore West railway corridor, the program requires certain rail-road crossings to be grade separated to enhance service reliability and safety. Based on preliminary analysis, Clarkson Road North has been identified as a “medium” priority in this regard. A preliminary feasibility-level assessment was completed for an underpass at the Clarkson Road North railway crossing, but it is unclear how circumstances will ultimately unfold and what the implications will be for the subject lands. In order to protect for this potential in the future, Metrolinx staff are of the opinion that the best approach is to locate the vehicular access at the southern portion of the subject property frontage and as far from the railway corridor as possible, in order to “future proof” the access in the event a grade separation is pursued.</p> |
| Other City Departments and External Agencies | <p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Canada Post</li> <li>• Enersource</li> <li>• Rogers Cable</li> <li>• Bell Canada</li> <li>• Fire</li> </ul>  |

**1101 – 1125 Clarkson Developments Inc.**

**File: OZ 15/003 W2**

| Agency / Comment Date | Comment  |
|-----------------------|--|
|                       | <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>• Economic Development</li> <li>• Conseil Scolaire de District Catholique Centre-Sud</li> <li>• Conseil Scolaire Viamonde</li> <li>• CN Rail</li> <li>• Trans-Northern Pipelines Inc.</li> </ul> |



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File: OZ 15/003 W2

**School Accommodation**

| <b>The Peel District School Board</b>  | <b>The Dufferin-Peel Catholic District School Board</b> |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
|--|---|-------------------------|----|--------------------|----|---------------------|------------|-----|-----------|-----|------------|---|------------|-----|-----------|-----|------------|---|------------|------|-----------|------|------------|---|--|---|--------------------------------|---|---------------------|------------|-----|-----------|-----|------------|---|------------|------|-----------|-----|------------|----|
| <ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>24</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>11</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>15</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>Whiteoaks Public School</p> <table> <tr> <td>Enrolment:</td><td>681</td></tr> <tr> <td>Capacity:</td><td>668</td></tr> <tr> <td>Portables:</td><td>3</td></tr> </table> <p>Hillcrest Middle School</p> <table> <tr> <td>Enrolment:</td><td>464</td></tr> <tr> <td>Capacity:</td><td>544</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>Lorne Park Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1074</td></tr> <tr> <td>Capacity:</td><td>1236</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> </li> </ul> | 24  | Kindergarten to Grade 5 | 11 | Grade 6 to Grade 8 | 15 | Grade 9 to Grade 12 | Enrolment: | 681 | Capacity: | 668 | Portables: | 3 | Enrolment: | 464 | Capacity: | 544 | Portables: | 1 | Enrolment: | 1074 | Capacity: | 1236 | Portables: | 0 | <ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>9</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>8</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>St. Christopher Separate School</p> <table> <tr> <td>Enrolment:</td><td>452</td></tr> <tr> <td>Capacity:</td><td>430</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Iona Catholic Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1040</td></tr> <tr> <td>Capacity:</td><td>723</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> </li> </ul> | 9 | Junior Kindergarten to Grade 8 | 8 | Grade 9 to Grade 12 | Enrolment: | 452 | Capacity: | 430 | Portables: | 0 | Enrolment: | 1040 | Capacity: | 723 | Portables: | 17 |
| 24   | Kindergarten to Grade 5                                 |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| 11   | Grade 6 to Grade 8                                      |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| 15   | Grade 9 to Grade 12                                     |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Enrolment:   | 681   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Capacity:  | 668   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Portables:   | 3   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Enrolment:   | 464   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Capacity:  | 544   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Portables:   | 1   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Enrolment:   | 1074  |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Capacity:  | 1236  |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Portables:   | 0   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| 9  | Junior Kindergarten to Grade 8                          |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| 8  | Grade 9 to Grade 12                                     |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Enrolment:   | 452   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Capacity:  | 430   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Portables:   | 0   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Enrolment:   | 1040  |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Capacity:  | 723   |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |
| Portables:   | 17  |                         |    |                    |    |                     |            |     |           |     |            |   |            |     |           |     |            |   |            |      |           |      |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |      |           |     |            |    |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

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

#### Current Mississauga Official Plan Designation and Policies for the Clarkson-Lorne Park Neighbourhood Character Area

The subject property is designated **Mixed Use** which permits a mix of commercial, personal service, office and residential uses, among other uses. Residential uses are to be combined on the same lot or same building with another permitted use

#### Proposed Official Plan Amendment Provisions

The applicant is proposing to redesignate the subject lands to **Mixed Use-Special Site** to permit to permit 136, four storey back to back stacked townhouses and 2, three storey commercial buildings.

As noted; however; through the processing of the applications, staff have determined that an Official Plan Amendment is not required. The applications are in conformity with the land use designation.

#### Relevant Mississauga Official Plan Policies

|                           | Specific Policies    | General Intent   |
|---------------------------|----------------------|--|
| Chapter 5 – Direct Growth | 5.1 Introduction     | The various elements of the City Structure will play a unique role in accommodating development. Some will be areas where growth is focused and directed, while others will accommodate some development, but will not be the primary location for future growth.  |
|                           | 5.3.5 Neighbourhoods | <p>5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p> |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

|                                       | Specific Policies   | General Intent  |
|---------------------------------------|---|---|
| Chapter 7 – Complete Communities      | 7.4 Heritage Planning   | <p>7.4.1.7 Mississauga will maintain a Heritage Register of property, including structures and cultural landscapes that should be preserved as cultural heritage resources. The cultural heritage resources in the Heritage Register will be assessed based on their design or physical value, historical or associative value, contextual value and archaeological significance including the aggregation of both natural and cultural heritage resources.</p> <p>7.4.1.8 The Heritage Register will contain a legal description of the property, the name and address of the owner, a statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property.</p>  |
| Chapter 8 – Create A Multi Modal City | <p>8.1 Introduction</p> <p>8.2.2 Road Network</p> <p>8.8 Railway Corridor</p> | <p>8.1.16 In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.</p> <p>8.2.2.1 Mississauga's road network will consist of the following road classification:</p> <p>c. minor collectors and local roads will be designed to accommodate low levels of traffic and to provide property access. To ensure safety, the efficient function of the thoroughfare and other matters, the access locations to private property will be controlled; and</p> <p>8.8.4 The City will continue to construct road/rail grade separations to support a safe and efficient transportation system, and to maintain an adequate level of service on the road network.</p> <p>8.8.5 Mississauga will continue to seek financial assistance from other levels of government for the provision of road/rail grade separations.</p> |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

|  | Specific Policies                   | General Intent  |
|--|-------------------------------------|---|
| Chapter 9 – Build A Desirable Urban Form | 9.1.3 Introduction                  | <p>9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>9.1.10 The city vision will be supported by site development that:</p> <ul style="list-style-type: none"> <li>a. respects the urban hierarchy;</li> <li>b. utilizes best sustainable practices;</li> <li>c. demonstrates context sensitivity, including the public realm;</li> <li>d. promotes universal accessibility and public safety; and e. employs design excellence.</li> </ul>  |
|  | 9.2.2 Non-Intensification Areas     | <p>9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>a. respect existing lotting patterns;</li> <li>b. respect the continuity of front, rear and side yard setbacks;</li> <li>c. respect the scale and character of the surrounding area;</li> <li>d. 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> |
|  | 9.2.4 Cultural Heritage Resources   | <p>9.2.4.1 Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resources and makes them focal points for the community.</p>   |
|  | 9.3.5 Open Spaces and Amenity Areas | <p>9.3.5.6 Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p>   |
|  | 9.5.1 Context                       | <p>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.</p> <p>9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize negative impacts.</p> <p>9.5.1.14 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.</p>   |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

|  | Specific Policies     | General Intent  |
|--|-----------------------|---|
| Chapter 11 – General Land Use Designations | 11.2 General Land Use | <p>11.2.5.5 Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> <li>a. townhouse dwelling; and</li> <li>b. all forms of horizontal multiple dwellings.</li> </ul> <p>11.2.6.1 Mixed Use, in addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p> <ul style="list-style-type: none"> <li>a. commercial parking facility;</li> <li>b. conference centre;</li> <li>c. entertainment, recreation and sports facility;</li> <li>d. financial institution;</li> <li>e. funeral establishment;</li> <li>f. motor vehicle rental;</li> <li>g. motor vehicle sales;</li> <li>h. overnight accommodation;</li> <li>i. personal service establishment;</li> <li>j. post-secondary educational facility;</li> <li>k. residential;</li> <li>l. restaurant;</li> <li>m. retail store; and</li> <li>n. secondary office.</li> </ul> <p>The following uses are not permitted:</p> <ul style="list-style-type: none"> <li>a. self-storage facility; and</li> <li>b. detached and semi-detached dwellings.</li> </ul> <p>11.2.6.2 Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p> <p>11.2.6.3 Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.</p> <p>11.2.6.4 Residential uses will be combined on the same lot or same building with another permitted use.</p> <p>11.2.6.5 Residential uses will be discouraged on the ground floor.</p> |
|  |                       |   |

1101 – 1125 Clarkson Developments Inc.

File: OZ 15/003 W2

|  | Specific Policies | General Intent   |
|--|-------------------|--|
| Chapter 11 – General Land Use Designations |                   | <p>11.2.6.6 Notwithstanding 11.2.6.4 and 11.2.6.5, development applications proposing residential uses that are not combined in the same building with another permitted use may be required to submit a development master plan to the City's satisfaction.</p> <p>Clarkson Lorne Park Neighbourhood<br/> 16.5.1.1 Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.</p> |

**1101 – 1125 Clarkson Developments Inc.**

**File: OZ 15/003 W2**

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

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

**C4** (Mainstreet Commercial), which permits restaurant, office, apartment, financial institution and personal service establishment, among other uses. Horizontal Multiple Dwellings are not a permitted use within a **C4** zone.

#### **Proposed Zoning Standards**

The following chart identifies the zoning regulation differences based on the applicant's request.

|  | <b>Required C4 Zoning By-law Standards</b> | <b>Proposed C4 - Exception Zoning By-law Standards</b>  |
|--|--|---|
| Retail and Commercial Uses                       | Permitted                                  | Permitted   |
| Horizontal Multiple Dwellings                    | Not Permitted                              | Permitted   |
| Minimum Front Yard                               | 0.0 m (0.0 ft.)                            | 3.7 m (12.1 ft.) to building face<br>0.0 m (0.0 ft.) to retaining wall                          |
| Minimum Interior Side Yard<br>(adjacent to park) | 4.5 m (14.8 ft.)                           | 1.7 m (5.6 ft.) to retaining wall<br>2.3 m (7.6 ft.) to building face                           |
| Minimum Rear Yard<br>(adjacent to park)          | 4.5 m (14.8 ft.)                           | 1.7 m (5.6 ft.) to retaining wall<br>6.4 m (21.0 ft.) to building face                          |
| Maximum Height – Flat Roof                       | 12.5 m (41.0 ft.) and 3 storeys            | 12.0 m (39.4 ft.) 3 storeys commercial blocks<br>14.3 m (46.9 ft.) 4 storeys residential blocks |
| Minimum Landscape Buffer<br>(adjacent to park)   | 4.5 m (14.8 ft.)                           | 0.0 m (0.0 ft.)   |



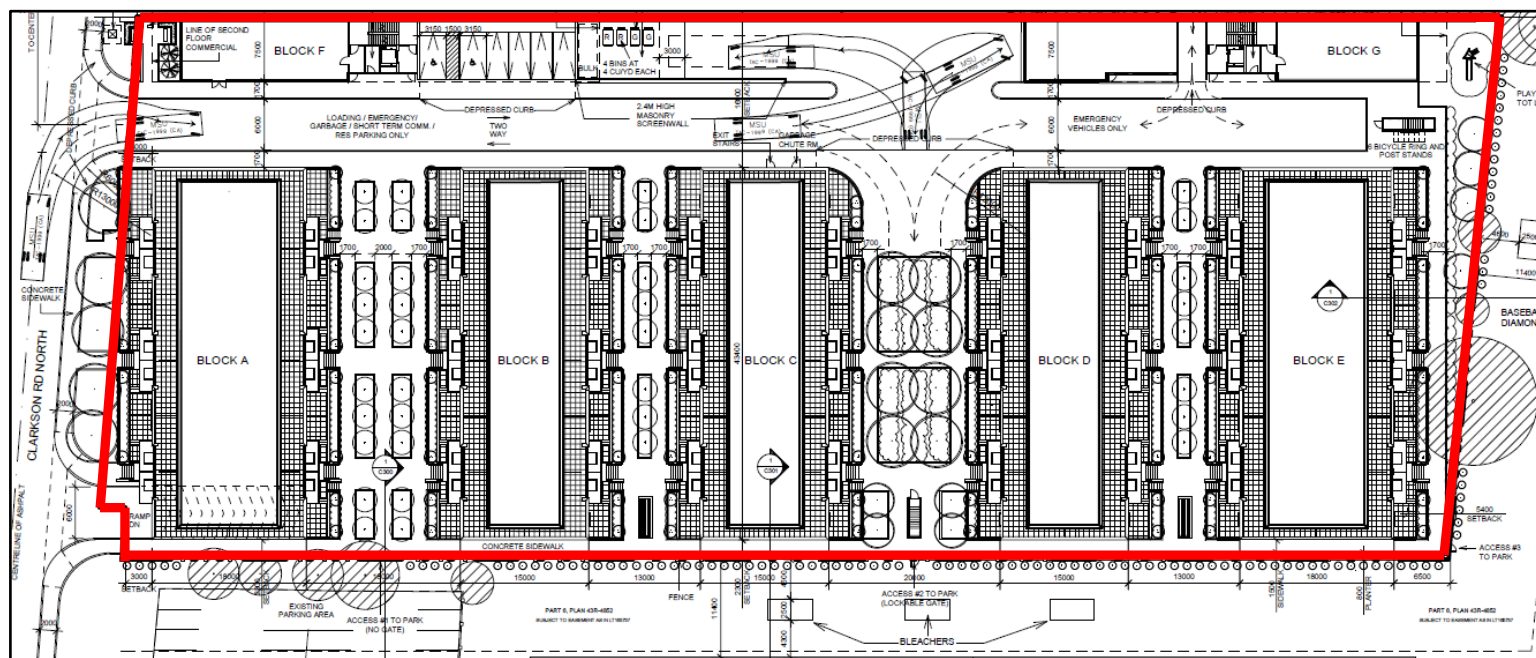


1101 – 1125 Clarkson Developments Inc

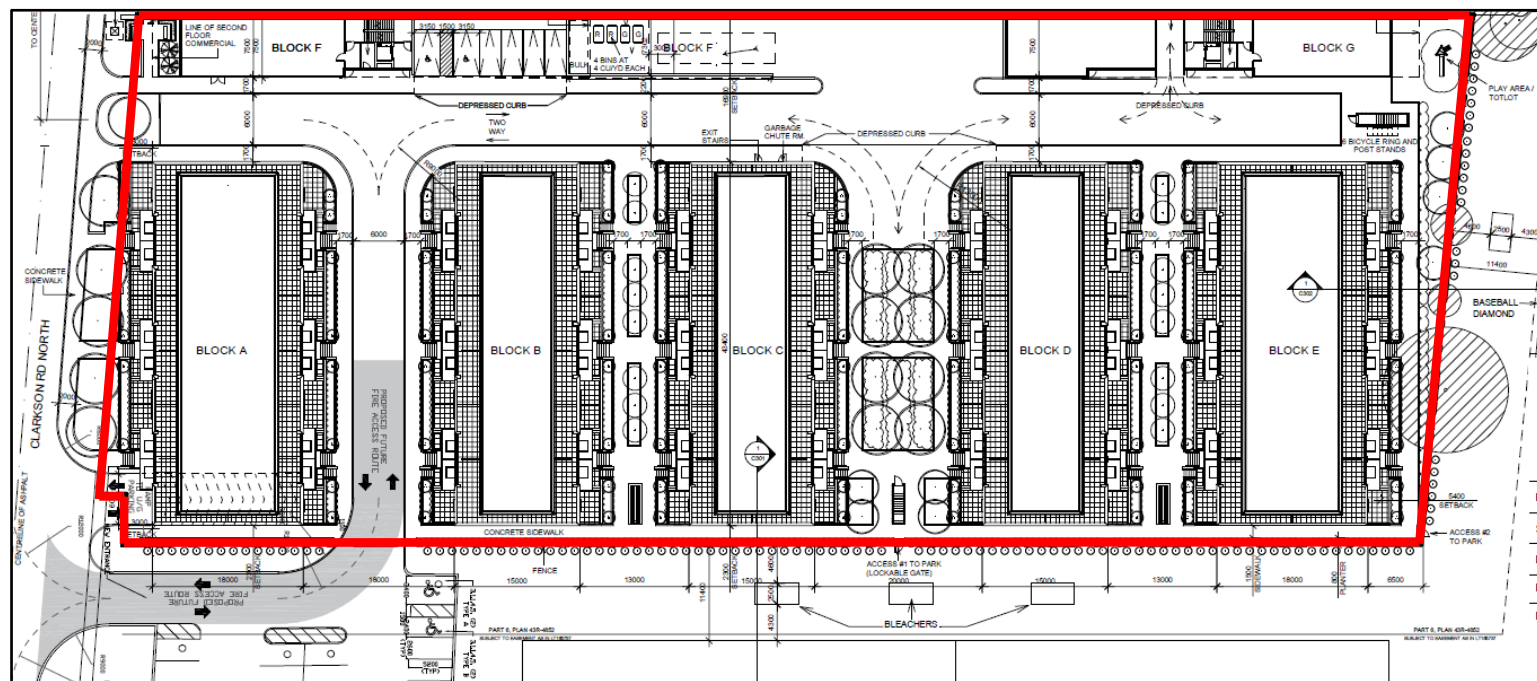
File: OZ 15/003 W2

## Informal Submission – Revised Concept – February 2017

Concept A – before the potential for grade separation.



Concept B - should a grade separation be pursued.


 Property Line

# City of Mississauga

## Corporate Report



Date: February 24, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
H-OZ 15/001 W7

Meeting date:  
2017/03/20

## Subject

### RECOMMENDATION REPORT (WARD 7)

**Application for removal of the "H" Holding Symbol to permit 120 townhomes and 20 live/work townhomes**

**90, 100, 110 Dundas Street West**

**Owner: 675553 Ontario Limited (Conservatory Group)**

**File: H-OZ 15/001 W7**

## Recommendation

1. That the application to remove the "H" holding symbol be approved and that the Planning and Building Department be authorized to prepare the necessary by-law for Council's passage.
2. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants to attend the Ontario Municipal Board hearing on the subject applications in support of the recommendation.

## Background

On December 22, 2015, the owner appealed the removal of the Holding Symbol Application to the Ontario Municipal Board (OMB) pursuant to subsection 36(3) of the *Planning Act*. The appeal to the OMB was as a result of the City of Mississauga not making a decision within 120 days after the application was submitted. There is an OMB Hearing date scheduled for April 27, 2017.

Appendices 1 and 2 identify the lands to which the by-law applies and the underlying zoning.

Currently the lands are zoned **H-C4-8** (Mainstreet Commercial) and **H-RM6-15** (Townhouse Dwellings on a CEC – Private Road). Upon the removal of the "H" Holding symbol, the by-law will allow for 120 townhomes and 20 live-work townhomes with retail or commercial uses facing Dundas Street West. See Appendix 3 for the proposed elevations.

The "H" Holding symbol was to remain in effect until a number of technical issues were addressed including an executed Development Agreement, Functional Servicing Report, a Record of Site Condition and a streetscape plan.

The full list of "H" Holding provisions is found in Appendix 4.

## Comments

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

The conditions for removing the "H" holding symbol have been fulfilled as 675553 Ontario Limited (Conservatory Group) has provided a satisfactory development agreement, Functional Servicing Report, Record of Site Condition and streetscape plan, and made the satisfactory arrangements with the relevant departments and agencies to address the other conditions.

The required Development Agreement will be executed prior to the implementation of the By-law to remove the "H" holding symbol.

## Financial Impact

Not applicable

## Conclusion

The conditions to remove the "H" holding symbol have been fulfilled. Should Council approve the lifting of the "H", staff will attend the OMB Hearing in support of the application.

## Attachments

- Appendix 1: Aerial Photograph
- Appendix 2: Land Use Map
- Appendix 3: Elevation
- Appendix 4: "H" Provisions



Planning and Development Committee

2017/03/20

3

Originator's file: H-OZ 15/001 W7

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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Michael Hynes, Development Planner





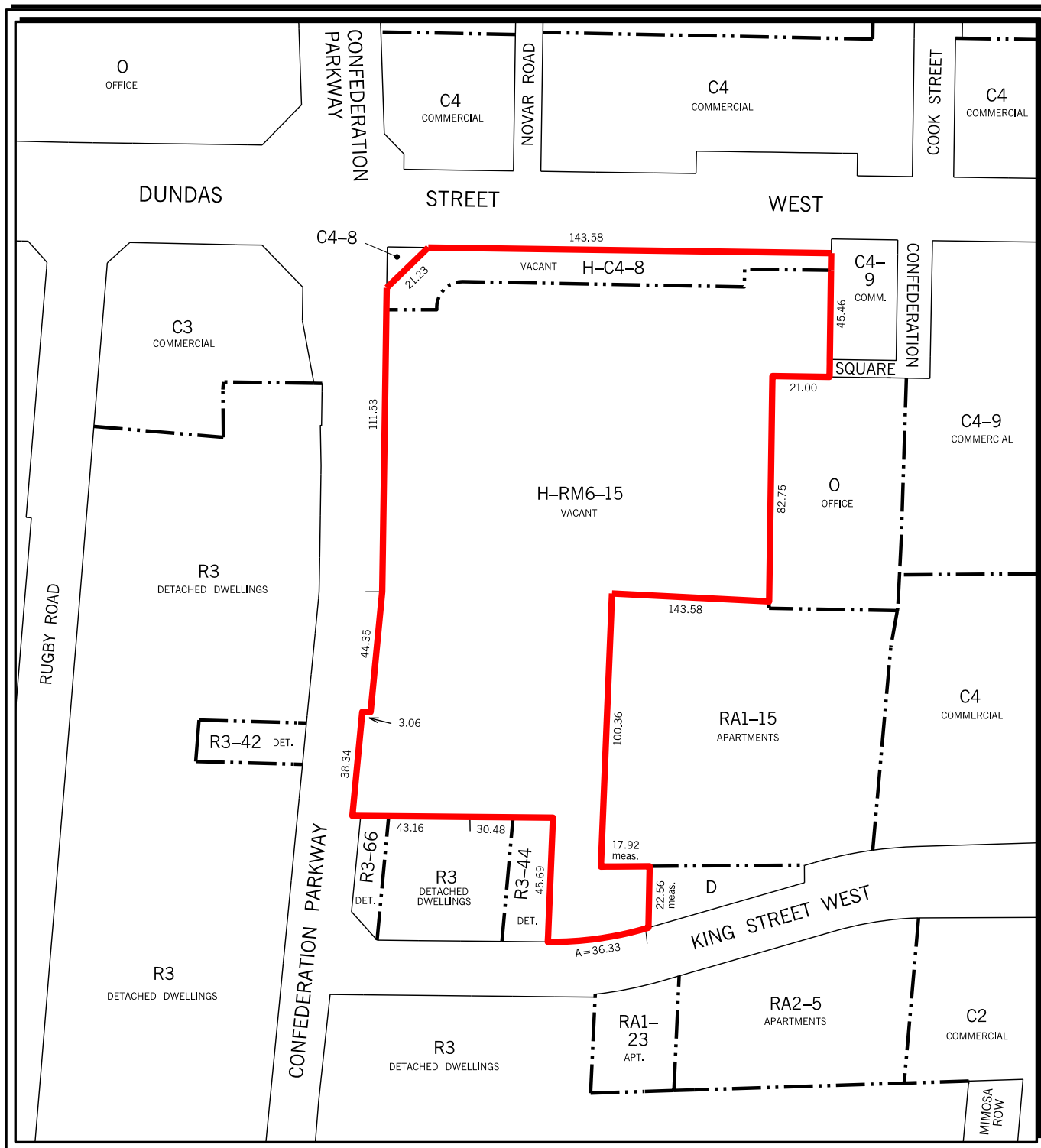
**LEGEND:**  
 SUBJECT LANDS

  
DATE OF AERIAL IMAGERY: SPRING 2016

**TITLE:** 675553 ONTARIO LIMITED  
(CONSERVATORY GROUP)

**FILE NO:** H OZ 15/ 001 W7

2016/11/24



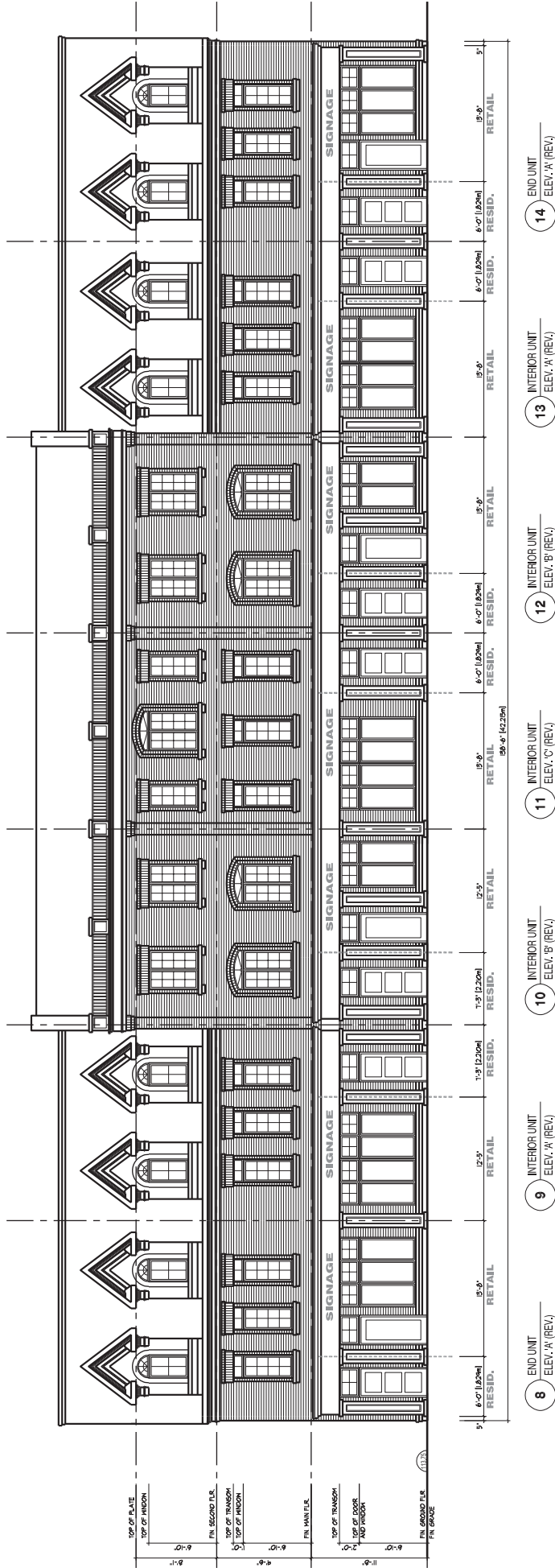
**LEGEND:**

 PROPOSED REMOVAL OF THE 'H' HOLDING PROVISION FROM 'H-RM6-15' AND 'H-C4-8'.



**TITLE:** 675553 ONTARIO LIMITED (CONSERVATORY GROUP)

**FILE NO:** H OZ 15/ 001 W7



TYPE A - BLOCK 3 (DUNDAS STREET WEST) SOUTH ELEVATION

## Appendix 4

## "H" Holding Provisions

1. Delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga addressing and agreeing to the installation or placement of all required municipal boulevard works, including the provision of required securities and the implementation of requirements/conditions prior to Site Plan approval, warning clauses, phasing and development provisions and such other provisions the City may require in relation to the proposed development
2. Submission of a Functional Servicing Report and waste collection facility design to the satisfaction of the City of Mississauga and Region of Peel
3. Submission of satisfactory grading and servicing drawings, including appropriate cross-sections to clearly demonstrate the feasibility of grading to City of Mississauga standards and specifications
4. Submission of original Environmental Site Assessments, Record of Site Condition and Letter of Reliance for final review and approval, and the completion of any recommended remediation undertakings
5. Submission of a Streetscape Plan for the Dundas Street West and Confederation Parkway frontages of the site, including additional municipal services, street tree plantings and other landscape features, supported by an underground composite Utility Plan based on the physical locates of all existing utilities/services within the municipal boulevard
6. Delivery of the appropriate agreements to establish the necessary reciprocal easements for any shared services and facilities associated with the future condominium development
7. Gratuitous dedication to the City of Mississauga of right-of-way widenings along the south side of Dundas Street West, the east side of Confederation Parkway, and the north side of King Street West
8. The provision of securities to guarantee the installation of air conditioning units and special acoustical building measures in accordance with the approved Noise Report
9. The provision of all required public easements for vehicular, pedestrian, cycling and servicing, including the provision of related securities, fees and provisions
10. The City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development
11. The execution of the agreement of purchase and sale of City lands and the registration of the transfer of the lands



# City of Mississauga

## Corporate Report



Date: February 24, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
CD.21-MIS

Meeting date:  
2017/03/20

## Subject

**SUPPLEMENTAL REPORT ON COMMENTS (Wards 1, 2, 8 and 11)**  
**Mississauga Road Scenic Route Policies Review**  
**Implementation - Proposed Changes to Mississauga Official Plan**  
**File: CD.21-MIS**

## Recommendation

That the report dated February 24, 2017, from the Commissioner of Planning and Building titled "Supplemental Report on Comments (Wards 1, 2, 8 and 11) Mississauga Road Scenic Route Policies Review Implementation – Proposed Changes to Mississauga Official Plan", be adopted in accordance with the following:

1. That the proposed amendments to Mississauga Official Plan for the Mississauga Road Scenic Route Policies Review be approved in accordance with Appendix 2 of this report.
2. That Urban Design Guidelines for the Mississauga Road Scenic Route Study Area be prepared by staff and brought forward to a future Planning and Development Committee meeting for Council endorsement.

## Report Highlights

- On October 24, 2016, Planning and Development Committee deferred the Report on Comments in order to allow for further consultation between the Ward 11 Councillor, staff and residents
- Following further review and communication with residents' group *Affected Neighbours*, one change to the proposed policies was made to emphasize that detached homes are the only form of residential development that will be permitted fronting Mississauga Road within the Study Area
- The proposed amendments will strengthen the existing policies which seek to protect the

|                                    |            |   |
|------------------------------------|------------|---|
| Planning and Development Committee | 2019/02/24 | 2 |
|------------------------------------|------------|---|

Originator's file: CD.21-MIS

unique scenic character of Mississauga Road between Streetsville and Port Credit

## Background

A public meeting was held by the Planning and Development Committee on October 24, 2016, at which time a Report on Comments (Appendix 1) was considered. Recommendation PDC-0078-2016 was then adopted by Council on October 26, 2016.

1. That the report dated October 4, 2016, from the Commissioner of Planning and Building titled "Report on Comments (Wards 1, 2, 8 and 11) Mississauga Road Scenic Route Policies Implementation – Proposed Changes to Mississauga Official Plan", be deferred pending further consultation between the Ward 11 Councillor, staff and residents.
2. That the oral submissions made at the Planning and Development Committee meeting held on October 24, 2016, and written submissions from Glen Schnarr & Associates Inc., and Sajid and Violet Aziz, be received.

Although attempts were made by Ward 11 Councillor George Carlson to set up a meeting with representatives of the residents' group *Affected Neighbours*, City staff and himself, this meeting was declined by *Affected Neighbours*. Telephone discussions and emails were instead used to understand remaining concerns and provide further information. A representative of this residents' group recently indicated that while he is satisfied with some of the proposed policies, he still has concern with a perceived lack of heritage-related policies.

## Comments

A summary of comments that had not been previously made or addressed are listed below with responses.

### COMMUNITY COMMENTS

#### Comment

The new policies do not address the heritage components of the Scenic Route.

#### Response

Existing Official Plan policies already adequately address this. The Mississauga Road Scenic Route is subject to all the policies of Mississauga Official Plan, which includes policies in Sections 7.4.1 and 7.4.2 that specifically address cultural heritage resources and cultural heritage properties. The Scenic Route is identified as part of the City's Cultural Landscape, which further speaks to the relevance and applicability of these Official Plan heritage policies. Consequently, both Heritage and Planning staff are of the opinion that no additional heritage-related policies are required.

**Comment**

*Affected Neighbours* requests that the City share with them the technical details of the traffic modelling study that was undertaken by staff as part of the Scenic Route Policy Review.

**Response**

A summary of the traffic assessment was prepared and provided to a representative of *Affected Neighbours* that included methodology, key findings, analysis results (including intersection level of service data) and conclusions.

**Comment**

Mississauga Road has always been designated a “Corridor” and this should not be changed.

**Response**

Several Mississauga Official Plan policies encourage increased density and a mixture of uses along Corridors. This is not consistent with efforts to preserve the existing scenic route character and as such, the Corridor identification should be removed.

**Comment**

An earlier draft of the policies included the words “other forms of residential development will not be permitted abutting Mississauga Road” and should not be removed.

**Response**

Please see response under the Planning Comments section of this Report.

**PLANNING COMMENTS**

Following consideration of comments made by *Affected Neighbours* and after discussions with one of their representatives, it is recommended that the proposed wording of Section 9.3.3.11(a) be changed to add the wording underlined and bolded below:

- (a) In order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum lot depth of 40 m. These lots will be developed with detached dwellings; **consequently, other forms of development will not be permitted**. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).

This new wording will provide further clarity that the only form of new residential development abutting Mississauga Road is to be detached homes and addresses the wording request made by *Affected Neighbours*. This wording is reflected in the revised draft of the proposed Official Plan Amendment found in Appendix 2.

## Financial Impact

There is no financial impact.

## Conclusion

Community input received during 2016 has been valuable in this review of the Mississauga Road Scenic Route policies. This dialogue with area residents has helped to shape and improve these policies. This includes the proposed wording change outlined in this Report.

The proposed City-initiated Official Plan Amendment should be approved as it meets the overall intent, goals, objectives and policies of the Official Plan and achieves the specific goal of improving the existing Mississauga Road Scenic Route policies.

## Attachments

Appendix 1: Report on Comments – Implementation Report (October 4, 2016)

Appendix 2: Revised Draft Proposed Official Plan Amendment



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner

# 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

Originator's file:  
CD.21-MIS

Meeting date:  
2016/10/24

## Subject

**REPORT ON COMMENTS (Wards 1, 2, 8 and 11)**

**Mississauga Road Scenic Route Policies Review**

**Implementation - Proposed Changes to Mississauga Official Plan**

**File: CD.21-MIS**

## Recommendation

That the report dated October 4, 2016, from the Commissioner of Planning and Building titled "Report on Comments (Wards 1, 2, 8 and 11) Mississauga Road Scenic Route Policies Review Implementation - Proposed Changes to Mississauga Official Plan", be adopted in accordance with the following:

1. That the proposed amendments to Mississauga Official Plan for the Mississauga Road Scenic Route Policies Review be approved in accordance with Appendices 2 and 3 of this report.
2. That Urban Design Guidelines for the Mississauga Road Scenic Route Study Area be prepared by staff and brought forward to a future Planning and Development Committee meeting for Council endorsement.

## Report Highlights

- A public meeting was held on June 27, 2016 to hear comments regarding the proposed amendments to Mississauga Official Plan to implement the findings of the Mississauga Road Scenic Route Policies Review
- The proposed amendments will strengthen the existing policies which seek to protect the unique scenic character of Mississauga Road between Streetsville and Port Credit
- Through the circulation of the proposed amendments to agencies and departments, along with the public consultation process, several comments were provided, reviewed and proposed modifications recommended, where appropriate

## Background

A public meeting was held by the Planning and Development Committee on June 27, 2016, at which time a Public Meeting Report (Appendix 1) was received for information.

Recommendation PDC-0055-2016 was then adopted by Council on July 7, 2016.

1. That the report dated June 7, 2016, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review – Public Meeting" be received for information.
2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on June 27, 2016, be received.
3. That staff report back to Planning and Development Committee on the submissions made.
4. That the designation of the Mississauga Road Scenic Route as a Heritage Conservation District be referred to Heritage staff, Culture Division, for review.

Submissions were received at the public meeting and staff was directed to report back. In addition, the draft policies were circulated to departments and agencies for comment. The purpose of this staff report is to provide a summary of comments received from agencies, departments and the public, and to recommend changes to the draft policies.

## Comments

The proposed Official Plan Amendment is intended to strengthen the existing policies which seek to protect the unique scenic character of Mississauga Road between Streetsville and Port Credit. Through the circulation and public consultation process several comments were made which have been summarized below.

A summary of the proposed policies outlining the recommended modifications to the existing Official Plan policies and to those presented at the June 27, 2016 Public Meeting is included in Appendix 2. A draft of the proposed Official Plan Amendment is found in Appendix 3.

### COMMUNITY COMMENTS

#### Comment

Permitting only detached homes abutting Mississauga Road amounts to a prohibition on condominium development and contradicts policies in the Official Plan which promote mixed uses and compact development within Corridors.

**Response**

The existing buildings along Mississauga Road are mainly characterized by detached homes on large lots with generous front yard setbacks. These proposed policies seek to reinforce and maintain this housing form which is a key component of the streetscape that makes this a unique and scenic road.

**Comment**

Existing properties with **Mixed Use** and **Residential Medium Density** designations should be exempt from these policies.

**Response**

The existing and proposed modifications to the Official Plan policies are not attached to specific land use designations but give direction to the type of development that represents good planning and design abutting Mississauga Road along the length of the Scenic Route. They include more than just lands that are designated **Residential Low Density I**. The policies also require new development to be sensitive to the existing neighbourhood context.

**Comment**

The sections of Mississauga Road north of the CP Rail tracks, as you enter into Streetsville and south of the CN railway tracks as you enter Port Credit should not be part of the Scenic Route.

**Response**

While the character of Mississauga Road may differ along sections of the Study Area, there is a general commonality of key scenic features along its length that are worth preserving and enhancing. Staff is of the opinion that the extent of the Scenic Route should not be altered. The updated policies reflect the context and character found at the north and south ends of the Study Area (e.g. the policies relating to non-residential land uses north of Melody Drive).

**Comment**

Since these updated policies restrict widening of Mississauga Road, any past land dedications from abutting properties for future road widenings should be returned to the property owners.

**Response**

These land acquisitions are to complete the public right-of-way widths identified in Mississauga Official Plan. They allow for future public amenities along Mississauga Road such as sidewalks, trees, bicycle paths, utilities and other boulevard improvements. They are needed even when the paved portion of the road is not planned to be widened.

**Comment**

Public art should be added along Mississauga Road.

**Response**

There are currently no planned public art projects along this route. However, staff from the City's Culture Division have indicated that they will explore with City departments possible opportunities for the integration of public art elements into future infrastructure improvements along Mississauga Road as those projects arise.

**Comment**

The volume and speed of traffic detracts from this scenic road and should be addressed.

**Response**

It is recognized that there are public concerns associated with traffic on Mississauga Road. Although the recommended policy changes strengthen planning and design direction for low density development along the Study Area, any efforts to specifically reduce traffic flow and volumes on this road are outside of the Study scope.

**Comment**

Council should support the designation of the Scenic Route as a Heritage Conservation District under the *Ontario Heritage Act* and that no new development take place until this happens.

**Response**

Please refer to the response in the next section under the heading "Planning & Development Committee Comments".

**PLANNING & DEVELOPMENT COMMITTEE COMMENTS****Comment**

Consistent with requests by neighbours in the area of Melody Drive and Mississauga Road, the potential for designation of the Mississauga Road Scenic Route as a Heritage Conservation District (HCD) should be reviewed by Heritage staff in the City's Culture Division.

**Response**

On July 15, 2016, Heritage Planning staff, along with representatives from the Planning and Building Department, met with four Mississauga residents who identify with a group known as "Affected Neighbours". The group had asked to meet to discuss the potential for Mississauga Road to be studied and possibly designated as an HCD. Staff walked the group through the detailed process necessary to determine if there was a case to proceed with a feasibility study. It was explained that an HCD is a cultural heritage landscape whereby the heritage attributes of the landscape are identified for protection. The residents could not identify or clearly express the heritage attributes associated with Mississauga Road. It was also discovered through the conversation that the property owners fronting onto Mississauga Road, or with a Mississauga Road address had not demonstrated an interest in pursuing an HCD. It is Heritage Planning staff's opinion that until such time as the residents who own property on Mississauga Road



approach the City with an organized request, clearly identifying the heritage elements and significance to be protected through legislation, that no further action be taken at this time.

### **Comment**

Does the City have a long term plan for tree replacement along Mississauga Road given the continuing loss of trees over the next 20 years due to the Emerald Ash Borer and Gypsy Moth?

### **Response**

City-wide tree replacement is ongoing. Ash trees removed along Mississauga Road will be replaced in proximity to where they were removed, and when that is not feasible, they will be planted within the surrounding neighbourhood. In general, Forestry staff are continually looking across the City for infill tree planting opportunities. As recommended in the Urban Forest Management Plan, staff have also been looking at various locations, including the southern portions of the City, to identify areas where the tree canopy is maturing, and potentially beginning to decline naturally.

### **Comment**

Enhanced streetscape policies or guidelines should be considered as part of this policy review.

### **Response**

Should an Official Plan Amendment in keeping with the recommendations of this report be approved, staff propose that a detailed set of urban design guidelines be prepared for the Study Area that will include recommended streetscape design. These guidelines will be brought forward to a future Planning and Development Committee Meeting for consideration.

## **AGENCY COMMENTS**

### **Infrastructure Ontario**

Infrastructure Ontario manages the Province's real estate, including its hydro corridors. This agency provided comments related to proposed policies regarding tree preservation and enhancement (Policy 9.3.3.11h.), as well as minimizing utility impacts on existing vegetation (Policy 9.3.3.11 k.). It indicated that the City should be aware that notwithstanding these proposed policies, it may not always be possible to preserve trees while operating and/or expanding works within hydro corridors in order to facilitate the safe transmission and distribution of electricity. No changes to the proposed policies are recommended by staff as a result of Infrastructure Ontario's comments.

## **PLANNING COMMENTS**

The proposed Official Plan Amendment is intended to strengthen the existing policies which seek to protect the unique scenic character of Mississauga Road between Streetsville and Port Credit. The only recommended change to those policies presented at the June 27, 2016 public meeting is the deletion of wording that would have modified the **Residential Low Density I** land use policies in the Central Erin Mills and Erin Mills Neighbourhoods requiring only detached

homes abutting Mississauga Road. Since these requirements will be part of the main Mississauga Road Scenic Route policies of Section 9.3.3.11, there is no need to attach them to specific land use designations for the reasons identified earlier in this report.

## Financial Impact

There is no financial impact.

## Conclusion

The proposed City-initiated Official Plan Amendment associated with the Mississauga Scenic Route Policies Review should be approved as it meets the overall intent, goals, objectives and policies of the Official Plan and achieves the specific goal of improving the existing Mississauga Road Scenic Route policies. In addition, urban design guidelines should be prepared for the Study Area that will include recommended streetscape design.

## Attachments

Appendix 1: Public Meeting Report

Appendix 2: Chart of Proposed Amendments to Mississauga Official Plan

Appendix 3: Draft Proposed Official Plan Amendment



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Planner

# City of Mississauga Corporate Report



Date: June 7, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
CD.21-MIS

Meeting date:  
2016/06/27

## Subject

**PUBLIC MEETING (Wards 1, 2, 8 and 11)**

**Mississauga Road Scenic Route Policies Review**

**Study Area: Along the Mississauga Road Corridor between Streetsville (south of the CPR tracks) and Port Credit (ending at Lakeshore Road West)**

**File: CD.21-MIS**

## Recommendation

1. That the report dated June 7, 2016, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review – Public Meeting" be received for information.
2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on June 27, 2016, be received.
3. That staff report back to Planning and Development Committee on the submissions made.

## Report Highlights

- This report provides an update on feedback received from area residents and ratepayer groups as part of community consultation on the proposed changes to Official Plan policies for the Mississauga Road Scenic Route
- Additional changes to the policies are now proposed as a result of public feedback
- A statutory public meeting is a requirement under the *Planning Act* and represents the next step in the process of amending the Official Plan to incorporate updated policies related to the Mississauga Road Scenic Route

## Background

On September 8, 2015, the Planning and Development Committee received for information an August 18, 2015 staff report titled "Mississauga Road Scenic Route Policies Review" (Appendix 1). The Planning and Development Committee passed Recommendation PDC-0053-2015 which was adopted by Council as follows:

1. That the Report dated August 18, 2015, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review" be received for information;
2. That a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting;
3. That the letter distributed by Mr. Peter Jakovcic, Director of Land Development, Dunpar Homes, be received.

The City initiated Official Plan Amendment (OPA) was to be based on the proposed policies found in the August 18, 2015 staff report.

The report was circulated to local ratepayer groups and posted on the City's website along with other study information ([www.mississauga.ca/mississaugascenicroute](http://www.mississauga.ca/mississaugascenicroute)). The City also hosted an open house community meeting on January 25, 2016 to present the proposed policies and receive feedback from area residents. This meeting was well attended by local residents and the Ward 2, 5, 8 and 11 Councillors.

## Comments

The community consultation resulted in a range of comments that have been summarized in Appendix 2. Some of these comments have resulted in changes to the proposed Official Plan policies, which are also identified in Appendix 2. These include:

- Specific policies to achieve the highest design and architectural quality development on lands with existing and planned non-residential uses located at the north end of the Study Area
- Requiring lots for detached dwellings to generally have lot depths of at least 40 m (131 ft.) where abutting Mississauga Road
- Removal of the "Corridor" identification of Mississauga Road between Dundas Street West and the CPR tracks just south of Streetsville

The full list of revised policies including changes proposed since the August 18, 2015 staff report is in Appendix 3.

Appendix 4 presents a graphic summary of the key features that currently exist along various sections of Mississauga Road. This illustration highlights the fact that the streetscape and built

form character differs along the Study Area and has assisted in refining some of the proposed policies.

The public meeting of the Planning and Development Committee on June 27, 2016 is the statutory public meeting to fulfill the requirements of the *Planning Act*. The purpose is to provide an opportunity for the public to make submissions on the proposed changes to the Official Plan policies.

## Financial Impact

There is no financial impact.

## Conclusion

Following the statutory public meeting, a report on comments will be prepared for consideration by the Planning and Development Committee, which will address comments received from the public and circulation of the policies to City and external agency staff.

## Attachments

- Appendix 1: Staff Report dated August 18, 2015
- Appendix 2: Summary of Community Comments and Resulting Policy Changes
- Appendix 3: Current Policies and Proposed Amendments to Mississauga Official Plan
- Appendix 4: Graphic Summary of Scenic Route Key Features



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Ben Phillips, Planner

City of Mississauga

## Corporate Report

PDC

SEP - 8 2015



|   |                                |
|---|--------------------------------|
| Date: 2015/08/18  | Originator's files:<br>CD21-MS |
| To: Chair and Members of Planning and Development Committee<br><br>From: Edward R. Sajecki, Commissioner of Planning and Building | Meeting date:<br>2015/09/08    |

## Subject

Mississauga Road Scenic Route Policies Review

## Recommendation

1. That the Report dated August 18, 2015, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review" be received for information; and,
2. That a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting.

## Report Highlights

- This report provides the results of a recent review of policies related to the Mississauga Road Scenic Route consistent with Council Resolution 0222-2012;
- Several revised and new Mississauga Official Plan policies are recommended in order to strengthen the existing policies, particularly given redevelopment interest along this Scenic Route;
- Community consultation is proposed to obtain feedback from area residents and ratepayer groups.

## Background

Council passed Resolution 0222-2012, (see Appendix 1), directing staff to undertake a review of policies associated with the 1997 Mississauga Road Scenic Route Study Report and related policies that were subsequently incorporated into the City's Official Plan (see Appendix 3 for current policies). The resolution dealt with three major issues:



- Council's concern that increasing redevelopment pressures on lands adjacent to the Mississauga Road Scenic Route may undermine the key features that contribute to its scenic value;
- The outcome of this review should strengthen the Mississauga Road Scenic Route policies;
- The need to examine the cumulative traffic impacts of potential future development along the Scenic Route corridor.

Consistent with Resolution 0222-2012 and the 1997 Mississauga Road Scenic Route Study, the study area does not include the Scenic Route as it passes through Streetsville (between the CP Railway tracks located just south of Reid Drive and Britannia Road), where the road is known as Queen Street South. The portion of the Scenic Route for which policy changes are being recommended in this report is illustrated in Appendix 2.

The purpose of this report is to provide an overview of the findings of the study and to seek permission to circulate this report to affected ratepayer groups and to hold a future public meeting on proposed changes to the policies that apply to the Mississauga Road Scenic Route.

## Comments

The 1997 Mississauga Road Scenic Route Study was prepared to establish criteria by which development applications along this corridor could be evaluated. The criteria and related policies were created to help preserve Mississauga Road's unique qualities in the face of increasing development pressures.

### 1. Key Features and Issues

Staff have reviewed the 1997 Study and have found that many of its findings on the corridor's key features and issues of concern are still valid today. Key features and current issues are summarized below:

| Key Feature   | Summary of Issues   |
|---|---|
| <b>Existing Street Trees and Greenbelt Vegetation</b> – the quality of the existing street trees within the boulevard and on private property, and the bordering greenbelt vegetation | The loss of existing trees from road upgrades, utility construction, and the action of private landowners is negatively impacting the Scenic Route.   |
| <b>Road Type</b> – the winding, undulating road alignment and narrow pavement width   | Increases to the Mississauga Road pavement width (e.g. adding general purpose lanes, turning lanes and slip-off lanes) are having a cumulative negative impact on the quality of the Scenic Route.        |
| <b>Residential Character</b> – the larger lots and house sizes with generous front and side yard setbacks which is the primary land use   | Intensification along the Scenic Route is changing the visual character through new built form and lot patterns such as townhouses.<br><br>New homes need to maintain the existing residential character. |
| <b>Heritage Quality</b> – the heritage components of the Scenic Route   | Historic buildings, community linkages (primarily between Streetsville and Port Credit) and their relationship to the Credit River valley as an historic natural route need to be preserved.              |

| Key Feature | Summary of Issues   |
|-------------|---|
|             | Existing landscape features, including fences, stone walls and hedgerows link the present with the past and should be maintained. |

These key features make the Scenic Route special and worthy of preservation. Infill development has the potential to erode these characteristics (e.g. tree removal, smaller lots, introduction of more intense housing forms than detached homes, reduced building setbacks and increased road pavement widths), resulting in changes to the look and feel of the Scenic Route.

## 2. Traffic Impacts

As part of the review, the Transportation and Works Department with the assistance of the Planning and Building Department performed a modelling exercise to assess the cumulative traffic impact on Mississauga Road of possible future infill development along the Scenic Route. A fairly intense residential infill density was applied to several vacant and/or large properties along the Scenic Route as part of this evaluation. The density assumption used was taken from the Dunpar Developments Inc. residential development that was approved by the Ontario Municipal Board (OMB) on April 10, 2013. The development, located at 4390 Mississauga Road (west side of Mississauga Road, north of Highway 403), consists of 57 townhouses and 8 semi-detached homes on a private condominium road. The project is currently under construction.

Active and recently approved development applications were also incorporated into the modelling. While this analysis concluded that additional traffic lanes would not be warranted for Mississauga Road in this "worst case" intensification scenario, improvements at some intersections and new turn lanes would likely be required. This could result in increased pavement widths at certain locations, which would conflict with efforts to keep the width of Mississauga Road the same.

## 3. Proposed Policy Changes

Although the current land use permissions and Mississauga Official Plan policies generally support the retention of the key Scenic Route features, the policies could be strengthened given intensification pressures. Staff from the Planning and Building Department, Transportation and Works Department, and the Community Services Department jointly reviewed these Official Plan policies with respect to their clarity, strength and relevance. Staff also identified gaps where new policies should be introduced to further protect the key features of the Scenic Route. Certain themes, principles and priorities evolved during this evaluation, which include:

- Detached homes are the only form of new residential development that should have frontage on the Scenic Route;
- Even small pavement widenings will cumulatively erode the scenic quality of Mississauga Road over time and should be restricted as much as possible;
- Minor text changes will strengthen and clarify the policies (e.g. from "should be" to "will be");
- Preservation of the tree canopy closest to the road needs to be prioritized;
- The "Corridor" status of the Scenic Route between Eglinton Avenue West and Dundas Street, as outlined in Mississauga Official Plan, needs to be re-evaluated;
- Changes to the City's Zoning By-law are not required to implement the recommended Official Plan changes.

Appendix 3 outlines the current policies and proposed changes to Mississauga Official Plan, including a specific rationale for each change.



#### 4. Public Engagement

Staff recommend that this report be circulated to ratepayer groups adjacent to the Scenic Route to obtain their comments and that an open house meeting be held to explain the recommended Official Plan changes and receive further input from the community. A formal Public Meeting, as required under the *Planning Act*, will be held at a future Planning and Development Committee meeting.

### Financial Impact

There is no financial impact.

### Conclusion

Existing Mississauga Official Plan policies associated with the Mississauga Road Scenic Route need to be strengthened to enhance their effectiveness, particularly given intensification pressures along this corridor. Staff recommend that a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting.

### Attachments

Appendix 1: Council Resolution 0222-2012

Appendix 2: Map and Air Photos of Mississauga Road Scenic Route Study Area

Appendix 3: Current Policies and Proposed Changes to Mississauga Official Plan

Appendix 4: Key Features



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner

## Council Resolution 0222-2012

WHEREAS on April 26, 1996, City Council passed Resolution 131-96 which stated in part: 'That no approvals be given to new rezoning, committee of adjustment and/or land division applications received after April 24, 1996, for lands fronting on both sides of Mississauga Road from the CPR tracks to the Queen Elizabeth Way until a study which establishes the criteria for a 'Scenic Route' and determines the impact of the existing and proposed development on Mississauga Road has been carried out.'

AND WHEREAS on October 15, 1997, City Council passed Resolution 286-97, which adopted the Mississauga Road Scenic Route Study Report dated September 4, 1997 from the Commissioner of Planning and Building that required amendment to Official Plan policies to identify lands abutting Mississauga Road as a Special Site Area with related urban design guidelines in recognition of Mississauga Road from Lakeshore Road to the St. Lawrence and Hudson Railway as a Scenic Route;

AND WHEREAS the primary function of the term 'Scenic Route' as defined by the Mississauga Road Scenic Route Study is to preserve or enhance the aesthetic quality of Mississauga Road and the existing man-made and natural features that border the street;

AND WHEREAS the four key features of the Special Site Area of Mississauga Road that contribute to its scenic value as defined in the Mississauga Road Scenic Route Study are: the existing street trees and greenbelt vegetation; the winding road alignment and narrow width; the larger lot and house sizes with generous front and side yard setbacks; and the heritage components of the route;

AND WHEREAS in recent years there has been increasing redevelopment pressure on lands adjacent to the Mississauga Road Scenic Route in the form of development proposals, applications and approvals for residential intensification, particularly between Eglinton Avenue West and lands south of Dundas Street West;

AND WHEREAS the qualitative and quantitative cumulative impacts of residential intensification pressure along the Mississauga Road Scenic Route corridor may undermine the identified four key features that contribute to its scenic value and the associated Official Plan policies;

NOW THEREFORE LET IT BE RESOLVED THAT:

1. The Planning and Building Department, in consultation with the Transportation and Works and Community Services Departments be directed to undertake a review of policies within the Mississauga Road Scenic Route Study and associated Official Plan policies with the intent of strengthening the policies in the context of increasing residential intensification pressures along the Mississauga Road corridor.
2. As part of this review, the Planning and Building Department identify the location and nature of potential residential development sites and their potential impact on the character of the Scenic Route. As part of the impact analysis, the Transportation and Works Department is to examine future cumulative traffic impacts, including approved

and potential residential development scenarios adjacent to Mississauga Road between Eglinton Avenue West and the Queen Elizabeth Way, in the context of current policies that preclude major road upgrades such as new general purpose lanes.

3. No planning approvals for residential development applications received by the City after the passing of this Resolution, on lands with any frontage or potential vehicular access to Mississauga Road from the CPP tracks in Streetsville to the CN Rail tracks, be granted until City Council has made a decision on the outcomes of a review, report and recommendations of the Mississauga Road Scenic Route Study policies. Site Plan applications for detached dwellings (new homes, replacement housing and additions), as well as related minor variance applications shall be exempt from these provisions.
4. Appropriate staff resources be allocated for this review in the 2013 Work Programs for the Planning and Building Department and the Transportation and Works Department.





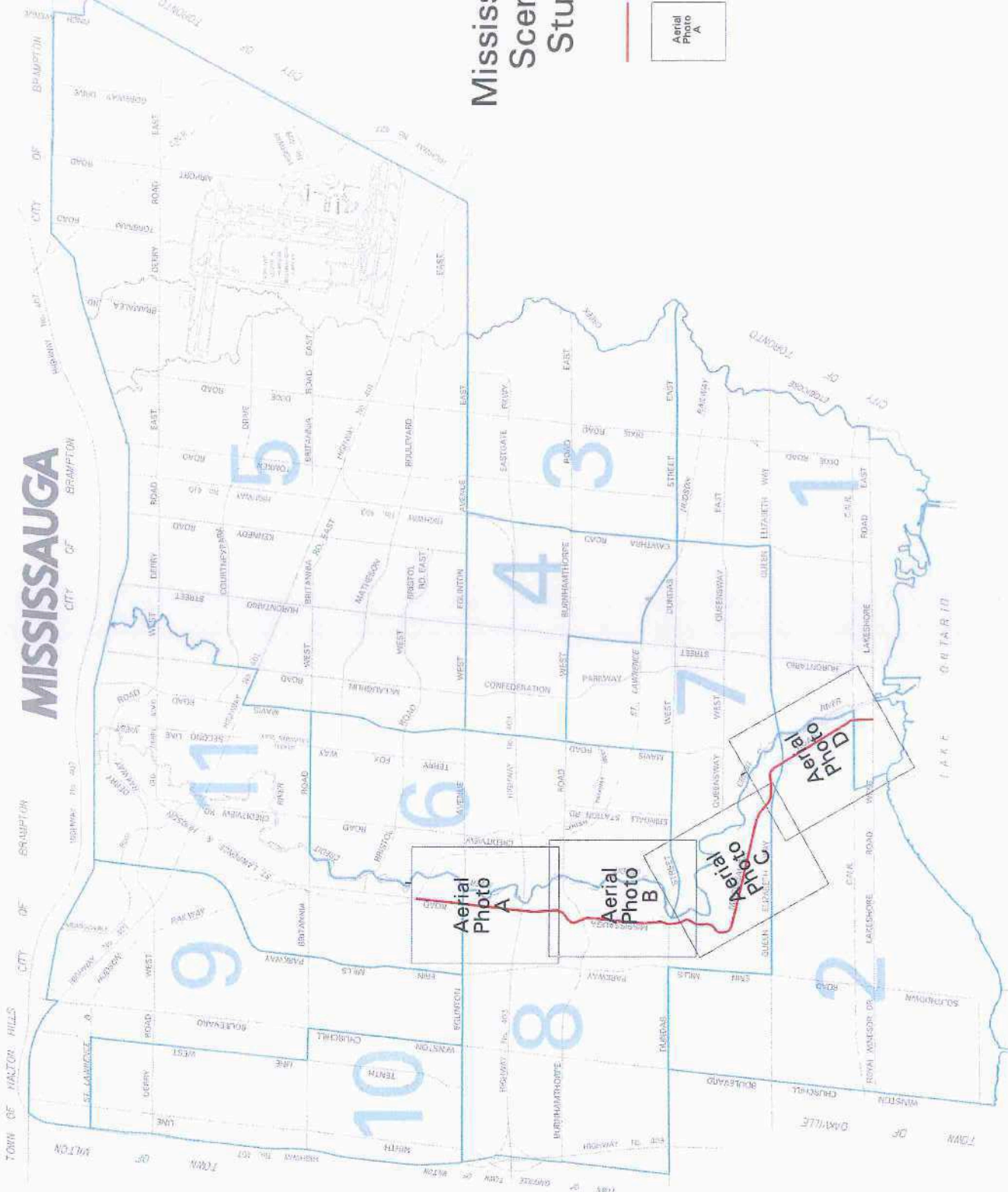
Prepared by T&N Consultants

# Mississauga Road Scenic Route Study Area

Study Area

Aerial Photo  
Index

Aerial  
Photo  
A



**MISSISSAUGA**  
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Aerial  
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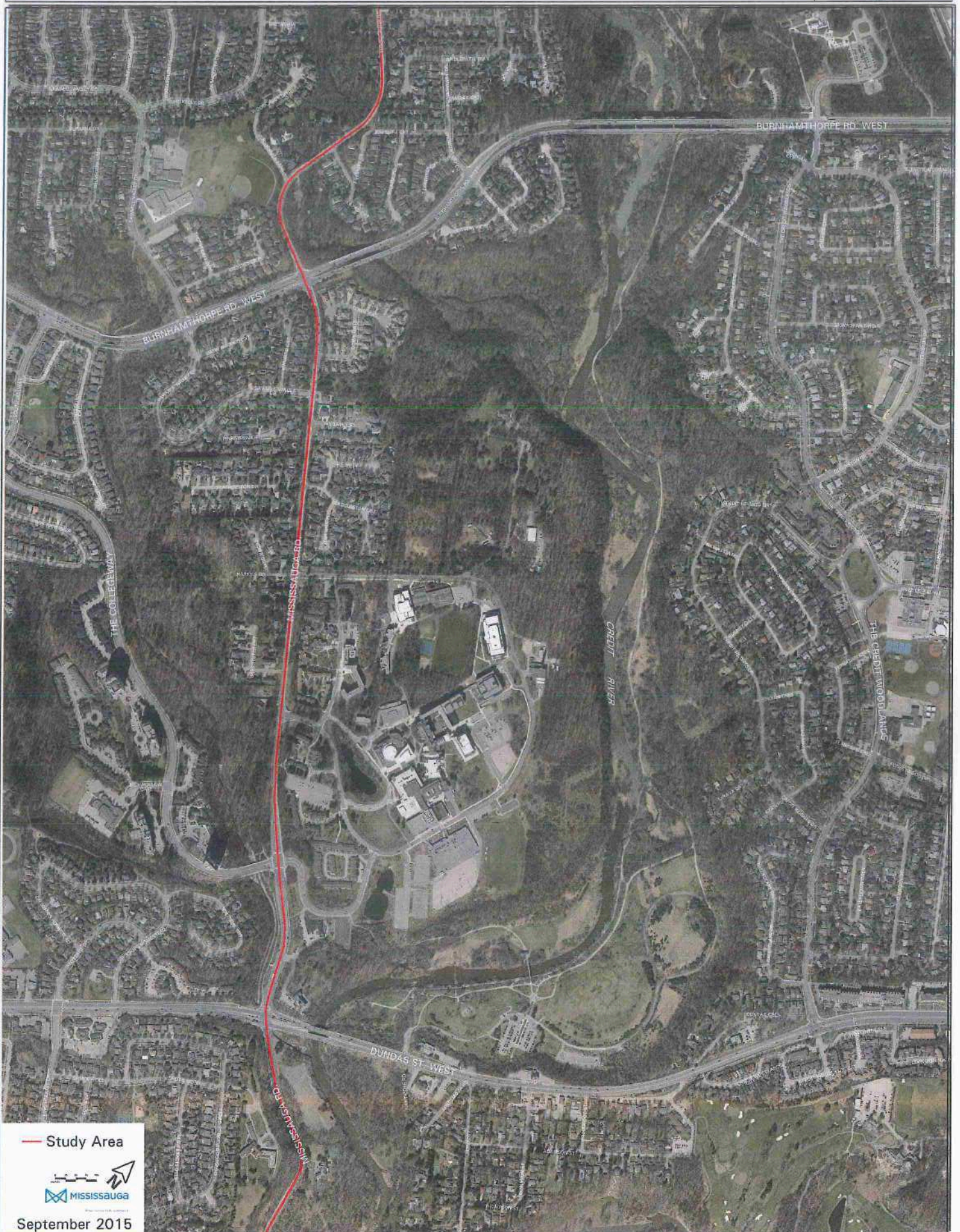
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## Aerial Photo D





### Current Policies and Proposed Changes to Mississauga Official Plan

| Current Policy  | Proposed Policy   | Comment  |
|---|---|--|
| 9.3.3.10 Special care will be taken with development along <i>scenic routes</i> to preserve and complement the scenic historical character of the street.   | 9.3.3.10 Special care will be taken with development along <i>scenic routes</i> to preserve and complement the scenic historical character of the street.   | No change proposed.  |
| 9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated <i>scenic route</i> , will be subject to the following: | 9.3.3.11 Lands abutting the Mississauga Road <del>right-of-way</del> ( <i>i.e.</i> frontage, flankage and rear yards) between the <del>St. Lawrence and Hudson Railway</del> <i>Canadian Pacific Railway (located just south of Reid Drive)</i> and Lakeshore Road West ( <del>frontage, flankage and rear yards</del> ) which <i>are part of</i> a designated <i>scenic route</i> . <i>These lands</i> will be subject to the following: | Wording changed. The St. Lawrence and Hudson Railway no longer exists (former subsidiary of CPR) but was changed back to CPR ownership in 2001. As such, all references to the St. Lawrence and Hudson Railway throughout Mississauga Official Plan will be changed. Wording has also been modified to improve readability. The Scenic Route goes up to Britannia Road but these policies only apply to this specified portion of the Scenic Route.  |
| n/a   | <i>a. in order to preserve its historic streetscape character, residential development of the portion of lands with frontage along Mississauga Road will be in the form of detached dwellings. Other forms of residential development will not be permitted abutting Mississauga Road.</i>  | New policy. This change would affect the north portion of the corridor between CPR tracks to Dundas Street (Erin Mills and Central Erin Mills Neighbourhood Character Areas). The predominant "Residential Low Density I" designation allows for singles and semis between this stretch (but further south, Sheridan and Clarkson-Lorne Park Neighbourhood Character Areas already prohibit semis or denser housing in "Residential Low Density I"); this policy will prohibit semis or other more intense forms of housing abutting Mississauga Road. It will help ensure that the appearance of the corridor |

| Current Policy   | Proposed Policy  | Comment   |
|--|--|---|
|  |  | maintains its current built form character. Would require revising Erin Mills and Central Erin Mills Neighbourhood Character Area policies as well to permit only detached dwellings in the "Residential Low Density I" designation where abutting Mississauga Road (see below). Other existing official plan policies (including 16.1.2) and new Policy f. below address the importance of maintaining consistency in lot frontages. |
| a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged; | <p><del>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</del></p> <p><i>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</i></p> <p><i>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and windows) facing Mississauga Road;</i></p> | Policies strengthened. Wording clarified by creating two separate policies. Upgraded building elevations facing the street required on all lots abutting Mississauga Road, but only encourage direct vehicular access.  |
| b. service road and reverse frontage lot development will be discouraged;  | d. service road and reverse frontage lot development <del>will be discouraged;</del> <i>will not be permitted on lots abutting Mississauga Road.</i>   | Policy strengthened. "Will not be permitted" instead of "will be discouraged". This type of development erodes the scenic character. Also, revised policy c) requires abutting lots to have homes facing Mississauga Road.  |
| c. existing residential lot frontages will be retained;  | Deleted.   | The existing wording is unclear. If taken literally, no severances or other redevelopment of even the largest residential lots are permitted, which conflicts with  |



| Current Policy   | Proposed Policy   | Comment  |
|--|---|--|
|  |   | other official plan policies permitting infill development and limited intensification, as well as permissions under the zoning by-law. This is now addressed by adding "lot frontages" to new policy f).  |
| n/a  | <i>e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;</i>       | New policy. This restrictive policy has the potential to limit denser forms of development behind lots that front onto Mississauga Road. Incremental changes in the paved portion (e.g. left turn lanes and slip off lanes) even for safety reasons have a cumulative impact on the overall corridor character. This new policy would not prohibit safety improvements warranted by a general increase in background traffic volumes from existing and proposed development that is not abutting Mississauga Road. |
| d. building massing, design and setback should be consistent with buildings on surrounding lots;   | f. building massing, design, <del>and setbacks</del> and lot frontages <del>should</del> <i>will</i> be consistent with buildings on surrounding lots; <i>surrounding buildings and lots;</i> | Policy strengthened. "Will be" instead of "should be". Lot frontages added to prevent lot frontages that are not in keeping with those in the surrounding area (see other official plan policies, including 16.1.2).   |
| e. projecting garages will be discouraged;   | g. projecting garages will be discouraged;  | No wording change proposed.  |
| f. tree preservation, enhancement and replacement on private lands will be required;   | h. tree preservation <i>and</i> enhancement <del>and replacement on private lands</del> will be required <i>in order to maintain the tree canopy.</i>   | Policy strengthened. Broadened to apply to both public and private lands. The expectation is that tree preservation and enhancement will be achieved. Tree replacement will be considered as a last resort.  |
| g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce reverse movements and the number of driveway | i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged <i>in order</i> to reduce reverse movements and the number of   | Policy strengthened. Circular driveways now discouraged. The words "in order" have been added for clarity.   |

| Current Policy  | Proposed Policy   | Comment   |
|---|---|---|
| entrances. Circular driveways will be evaluated on an individual basis;                                     | driveway entrances. Circular driveways will be evaluated on an individual basis<br><i>discouraged</i> ;   |   |
| h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and | j. <del>preservation</del> <i>removal</i> of existing landscape features ( <i>including but not limited to stone</i> retaining walls, fences <i>and</i> hedgerows) will be <del>encouraged</del> <i>discouraged</i> ;   | Policy strengthened by rewording.   |
| i. the location of utilities should minimize the impact on existing vegetation.                             | k. the location of utilities <del>should</del> <i>will be situated to</i> minimize the impact on existing vegetation;   | Policy strengthened. "Will be" instead of "should".   |
| n/a   | <i>l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged; and</i> | New Policy. Maintaining grading as much as possible will help preserve the scenic route corridor.                 |
| n/a   | <i>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.</i>  | New Policy. Protecting the scenic route corridor should not prevent the enhancement of trail connections.         |
| n/a   | <i>16.3.1 Notwithstanding the policies of this Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</i>   | Modification to Central Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road. |
| n/a   | <i>16.10.1.2 Notwithstanding the policies of the Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</i>   | Modification to Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.         |

| Current Policy | Proposed Policy   | Comment  |
|----------------|---|--|
| n/a            | Schedules 1 (Urban System) and 1c (Urban System – Corridors) – re-evaluate the “Corridor” identification of Mississauga Road between Dundas Street West and Eglinton Avenue West. | Several Mississauga Official Plan policies encourage increased density and a mixture of uses along Corridors (e.g. Section 5.4 and 9.2.2). This is not consistent with efforts to preserve the existing scenic route character and as such, the Corridor identification should be re-evaluated. One option is to add clarification to Section 5.4 that would prioritize the scenic route policies if they conflict with Corridor policies. Schedules 1 and 1c could also be amended to delete the Corridor identification of Mississauga Road between Dundas Street West and Eglinton Avenue West. |



**Appendix 4: Photos of Key Features****Existing Street Trees and Greenbelt Vegetation****Road Type**



## Residential Character



## Heritage Quality



## Appendix 2: Summary of Community Comments and Resulting Policy Changes

Note: underlining indicates changes since the August 18, 2015 Staff Report

| Item | Respondent   | Date              | Section     | Issue/Summary of Comment  | Staff Comment   | Recommendation   |
|------|--------------|-------------------|-------------|---|---|--|
| 1    | Dunpar Homes | September 8, 2015 | 9.3.3.11 a) | Does not support a policy that restricts land use to semis abutting the Scenic Route. This can be addressed through architectural design to achieve the same residential character as detached homes. | Introducing semi-detached homes begins to erode the unique built form quality found along the corridor. It also affects lot frontages, lot sizes, tree preservation efforts, the amount of driveways/hard surfacing and parking. Design policies will not ensure a certain architectural outcome. A requirement for detached homes provides more control in maintaining the existing character. | No further policy changes recommended.   |
| 2    | Dunpar Homes | September 8, 2015 | 9.3.3.11 d) | Concerned with prohibition of service roads, as this is an effective way to service rear garages and allow for greater landscape treatment.   | Intent was to prohibit service roads immediately abutting Mississauga Road, not local roads that service lots from the rear as “double frontage” lots. Clarification wording needed for policy.<br><br>Note: Transportation and Works indicated that “buffer road” is the correct term for the Official Plan (instead of “service road”).   | That policy 9.3.3.11 d) be revised to read:<br><br><u>Buffer Road (ie. a parallel road abutting Mississauga Road)</u> and reverse frontage lot development will not be permitted for lots abutting Mississauga Road. |
| 3    | Public       | November 30, 2015 | General     | Any development in the area should be detached homes. The corridor should look the same from Port Credit to Streetsville.   | See proposed revised policy 9.3.3.11 a) which will require new residential development closest to the corridor to be detached homes. Development that is set back an appropriate distance from Mississauga Road will have limited visual  | No further policy changes recommended.   |



| Item | Respondent | Date                                   | Section | Issue/Summary of Comment   | Staff Comment   | Recommendation                         |
|------|------------|--|---------|--|---|--|
|      |            |  |         |  | impact on the character of the road. There are other OP policies addressing appropriate infill development in Neighbourhoods.   |  |
| 4    | Public     | November 3, 2015 and November 30, 2015 | General | <p>Scope of Scenic Route policies needs to be expanded to ensure that properties currently zoned in categories other than residential also be subject to restrictions that respect the intent of the scenic route character.</p> <p>Commercial development of lands currently zoned residential along the corridor is not compatible or warranted.</p> | <p>Most of the policies unless noted otherwise pertain to all land uses. Proposed revised policy 9.3.3.11 a) speaks to proposed residential development, not existing zoning or land use designations. Due to the mix of non-residential uses and planning permissions north of Eglinton Avenue East, new policies are proposed for this transitional area into Streetsville (see Item 7).</p> <p>Policy 10.4.6. already discourages the dispersion of retail uses beyond currently designated commercial areas. There are several other OP policies that speak to neighbourhood compatibility.</p> | See Policy 9.3.3.11 n) below.          |
| 5    | Public     | November 30, 2015                      | General | Does not support the new proposals and development applications in the area. The scenic and heritage policies are not strong enough and the current ones are not being adhered to.   | The proposed new wording will further strengthen the policies.  | No further policy changes recommended. |
| 6    | Public     | November 30, 2015                      | General | 1. Several comments relating to the Credit   |   | No further policy changes recommended. |

| Item | Respondent          | Date              | Section                              | Issue/Summary of Comment   | Staff Comment  | Recommendation   |
|------|---------------------|-------------------|--------------------------------------|--|--|--|
|      |                     |                   |                                      | Mills application.<br>2. The strengthened policies will hopefully positively impact future developments north of Eglinton Avenue West  |  |  |
| 7    | Affected Neighbours | November 30, 2015 | General and 9.3.3.11 c), 9.3.3.11 h) | <ol style="list-style-type: none"> <li>1. Concerned about development proposals north of Eglinton Ave. W.</li> <li>2. Requesting a moratorium on development until the Study is complete</li> <li>3. Needs to be a clear distinction between residential and commercial development issues along the corridor</li> <li>4. Questions related to the effect of the Corridor status of a portion of Mississauga Road</li> <li>5. Questions related to traffic, pavement widenings and the Credit Mills development</li> <li>6. Questions related to Council's Resolution 0222-2012</li> <li>7. Recommend to keep policy 9.3.3.11 c) to</li> </ol> | <ol style="list-style-type: none"> <li>1. This review will not address concerns with specific applications.</li> <li>2. Council has ability to refuse applications it deems premature or inappropriate.</li> <li>3. Agree that non-residential uses north of Melody Drive should have specific design-related policies – see new Policy 9.3.3.11 n).</li> <li>4. Staff now recommending removal of "Corridor" identification in the Official Plan for entire length of Study Area.</li> <li>5. No further changes to the proposed policies were recommended by Affected Neighbours.</li> <li>6. No further changes to the proposed policies were recommended by Affected Neighbours.</li> <li>7. As indicated in the Staff Report, policy 9.3.3.11 c) has been replaced by 9.3.3.11. f), as the current policy conflicts directly with other policies in the OP and</li> </ol> | <p>Response to No. 3:</p> <p>That new Policy 9.3.3.11 n) be introduced:</p> <p><u>The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided.</u></p> <p><u>Should any of these sites be developed for residential uses, they shall maintain the</u></p> |

| Item | Respondent                                   | Date             | Section | Issue/Summary of Comment  | Staff Comment   | Recommendation   |
|------|--|------------------|---------|---|---|--|
|      |  |                  |         | <p>preserve “residents’ interests”</p> <p>8. Suggest to add “on public and private lands” for policy 9.3.3.11 h)</p> <p>9. Prohibition of all commercial developments</p> | <p>is unclear.</p> <p>8. Agree with proposed additional wording for policy 9.3.3.11 h) as this will aid in clarity that it is to apply to both public and private lands.</p> <p>9. Some lands along the corridor already have commercial zoning and OP permissions. Wholesale land use changes (e.g. from commercial to residential) will not be recommended as part of this Study and are not part of the concern that Council articulated as part of the 2012 Resolution. Its concern specifically related to residential intensification pressures; these are primarily design policies to shape the character of development.</p> | <p><u>character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.</u></p> <p>Response to No. 4:</p> <p>That the “Corridor” identification of the Scenic Route be removed between Dundas Street West and the <u>CPR tracks just south of Streetsville.</u></p> <p>Response to No. 8:</p> <p>That policy 9.3.3.11 h) be revised to read:</p> <p>Tree preservation and enhancement will be required <u>on public and private lands</u> in order to maintain <u>existing</u> trees.</p> |
| 8    | Mississauga Kane Road Ratepayers Association | December 1, 2015 |         | <p>Suggest promoting the creation of architecturally consistent features along the corridor.</p> <p>Some reference needed to speed limits and traffic flow.</p>           | <p>Policy 9.3.3.11 f) contains strengthened language that states building design will be consistent with surrounding buildings. This would include architectural consistency.</p> <p>The four features that make up the scenic character of the route are not related to speed limits and traffic flow but are design, landscape and heritage</p>   | No further policy changes recommended.   |

| Item | Respondent                              | Date             | Section     | Issue/Summary of Comment  | Staff Comment   | Recommendation   |
|------|---|------------------|-------------|---|---|--|
|      |   |                  |             |   | elements.   |  |
| 9    | Sherwood Forrest Residents Association  | December 1, 2015 | n/a         | Does not support changes along the Scenic Route.  | n/a   | No further policy changes recommended.   |
| 10   | University of Toronto Mississauga (UTM) | January 18, 2016 | Genral      | Concern with any policy that would require detached homes on the UTM property.  | UTM campus development should have regard for the Scenic Route Policies (S. 18.3.2). Need to consider the principles behind policies in any redevelopment proposal.   | No further policy changes recommended.   |
| 11   | Affected Neighbours                     | January 19, 2016 | n/a         | Request that Council unanimously support designation of the Corridor as a Heritage Conservation District under the <i>Ontario Heritage Act</i> and that no new development take place until this designation is in place. | This request has been forwarded to the City's Culture Division. It is outside of the scope of Council's 2012 Resolution directing staff to update the Scenic Route policies. Culture Division has indicated that it will wait on Council for further direction on this matter.  | No further policy changes recommended.   |
| 12   | Public (General)                        | January 25, 2016 | 9.3.3.11 a) | Several residents indicated that more intense forms of housing (e.g. townhomes) should not be located along the corridor as it changes the visual character. Views from the road need to be protected from change.        | Introducing a minimum lot depth and explicitly stating that these are to be detached homes would better protect the existing character and views from the road. At the same time it should be made clear that these policies do not apply in Port Credit, which has an urban built form, density and land use context that differs from the rest of the corridor (mix of land uses, zoning, heights, setbacks, lot fabric, etc.). | That policy 9.3.3.11 a) be revised to read:<br><br>In order to preserve its historic streetscape character <u>and appearance</u> , residential development of the portion of lands with frontage along Mississauga Road will <u>generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).</u> |

| Item | Respondent         | Date             | Section | Issue/Summary of Comment   | Staff Comment  | Recommendation   |
|------|--------------------|------------------|---------|--|--|--|
| 13   | Public (anonymous) | January 25, 2016 | n/a     | Supports a Heritage Conservation District for the corridor. Council should try harder to help the area north of Eglinton Avenue West.  | No specific concerns with the proposed policies (but see Item 11 response). See Item 7 response regarding the area north of Eglinton Avenue West.  | See Item 7 recommended policy changes.                 |
| 14   | Public (anonymous) | January 25, 2016 | n/a     | We need to stop the OMB.   | No specific concerns with the proposed policies.   | No further policy changes recommended.                 |
| 15   | Public (anonymous) | January 25, 2016 | n/a     | Question related to development north of Eglinton Avenue West.   | No specific concerns with the proposed policies (but see Item 7 response).   | See Item 7 recommended policy changes.                 |
| 16   | Public             | January 25, 2016 | General | <ol style="list-style-type: none"> <li>1. Concerned that semis or townhomes could be built behind detached homes fronting the corridor, just as Dunpar has done.</li> <li>2. Traffic comments/ recommended improvements related to specific locations.</li> <li>3. Retail on Credit Mills site should have heritage design.</li> </ol> | <ol style="list-style-type: none"> <li>1. Revised policy recommends only detached homes with lot depths of generally at least 40 m to limit impact of other forms of housing on deep lots. Other OP policies speak to Neighbourhood compatibility and appropriate land uses.</li> <li>2. No specific concerns with proposed policies.</li> <li>3. Non-residential design policies are now proposed for the north end of the Study Area.</li> </ol> | See newly proposed policies related to Items 7 and 12. |
| 17   | Public             | January 28, 2016 | General | The new policies only apply to Residential Low Density I lands – this does not help with lands north of Eglinton Avenue West.  | The new policies apply to all the lands abutting Mississauga Road. Some policies apply specifically to residential proposals, while others apply to any development.   | No further policy changes recommended.                 |
| 18   | Public             | January 29, 2016 | n/a     | Provided comments related to a desire for OMB reform.  | This does not relate to the proposed policies.   | No further policy changes recommended.                 |
| 19   | Public             | January          | n/a     | This review is timely  |  | No further policy changes                              |

| Item | Respondent | Date             | Section | Issue/Summary of Comment   | Staff Comment   | Recommendation                         |
|------|------------|------------------|---------|--|---|--|
|      |            | 31, 2016         |         | and important. History of the Scenic Route provided. The proposed policies are supported.            |   | recommended.                           |
| 20   | Public     | February 1, 2016 | n/a     | How did the Dunpar development get approved, as it is inappropriate given the scenic route corridor. | The concern relates to previous development, not the proposed policies. | No further policy changes recommended. |

## Appendix 3: Current Policies and Proposed Amendments to Mississauga Official Plan

Note: underlining indicates changes since the August 18, 2015 Staff Report

| Current Policy   | Proposed Policy   | Comment  |
|--|---|--|
| 9.3.3.10 Special care will be taken with development along <b><i>scenic routes</i></b> to preserve and complement the scenic historical character of the street.   | 9.3.3.10 Special care will be taken with development along <b><i>scenic routes</i></b> to preserve and complement the scenic historical character of the street.  | No change proposed.  |
| 9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated <b><i>scenic route</i></b> , will be subject to the following: | 9.3.3.11 Lands abutting the Mississauga Road <del>right-of-way</del> <b><i>(i.e. frontage, flankage and rear yards)</i></b> between the <del>St. Lawrence and Hudson Railway</del> <b><i>Canadian Pacific Railway (located just south of Reid Drive)</i></b> and Lakeshore Road West ( <del>frontage, flankage and rear yards</del> ) which <del>is</del> <b><i>are part of</i></b> a designated <b><i>scenic route</i></b> . <b><i>These lands</i></b> will be subject to the following: | Wording changed. The St. Lawrence and Hudson Railway no longer exists (former subsidiary of CPR) but was changed back to CPR ownership in 2001. As such, all references to the St. Lawrence and Hudson Railway throughout Mississauga Official Plan will be changed. Wording has also been modified to improve readability. The Scenic Route goes up to Britannia Road but these policies only apply to this specified portion of the Scenic Route.  |
| n/a  | <b><i>a. in order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).</i></b>   | New policy. This change would affect the entire length of the corridor. Wording has been added so that lots are a minimum depth of 40 m, which will further strengthen this policy. It will help ensure that the appearance of the corridor maintains its current built form character. Would require revising Erin Mills and Central Erin Mills Neighbourhood Character Area policies as well to permit only detached dwellings in the "Residential Low Density I" designation where abutting Mississauga Road (see below). |

| Current Policy   | Proposed Policy  | Comment   |
|--|--|---|
|  |  | Other existing Official Plan policies (including 16.1.2) and new Policy f. below address the importance of maintaining consistency in lot frontages.  |
| a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged; | <p><del>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</del></p> <p><b>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</b></p> <p><b>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;</b></p> | <p>Policies strengthened. Wording clarified by creating two separate policies. Upgraded building elevations facing the street required on all lots abutting Mississauga Road, but only encourage direct vehicular access.</p> <p>The wording regarding upgraded building elevations is now consistent with language in Section 9.5.3.2 of the Official Plan (i.e. using “fenestrations” instead of “windows”).</p>  |
| b. service road and reverse frontage lot development will be discouraged;  | d. <b>buffer road (i.e. a parallel road abutting Mississauga Road)</b> and reverse frontage lot development <del>will be discouraged;</del> <b>will not be permitted on lots abutting Mississauga Road.</b>  | <p>Policy strengthened. “Will not be permitted” instead of “will be discouraged”. This type of development erodes the scenic character. Also, revised policy c) requires abutting lots to have homes facing Mississauga Road.</p> <p>Wording in brackets added for clarification following public comment on what a “service road” constitutes.</p> <p>Transportation and Works has indicated that “buffer road” is the correct wording for the Official Plan (instead of “service road”) and has been used previously.</p> |
| c. existing residential lot frontages will be retained;  | Deleted.   | The existing wording is unclear. If taken literally, no severances or other redevelopment of even the largest residential lots are  |



| Current Policy   | Proposed Policy   | Comment  |
|--|---|--|
|  |   | permitted, which conflicts with other Official Plan policies permitting infill development and limited intensification, as well as permissions under the zoning by-law. This is now addressed by adding “lot frontages” to new policy f).  |
| n/a  | <b>e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;</b> | <p>New policy. This restrictive policy has the potential to limit denser forms of development behind lots that front onto Mississauga Road. Incremental changes in the paved portion (e.g. left turn lanes and slip off lanes) even for safety reasons or as a “standard road improvement” as currently permitted under Section 8.3.1.4 have a negative cumulative impact on the overall corridor character.</p> <p>This new policy would not prohibit safety improvements warranted by a general increase in background traffic volumes from existing and proposed development that is not abutting Mississauga Road.</p> |
| d. building massing, design and setback should be consistent with buildings on surrounding lots; | <b>f. building massing, design, and setbacks and lot frontages will be consistent with buildings on surrounding lots; surrounding buildings and lots;</b>                               | Policy strengthened. “Will be” instead of “should be”. Lot frontages added to prevent lot frontages that are not in keeping with those in the surrounding area (see other Official Plan policies, including 16.1.2).   |
| e. projecting garages will be discouraged;   | g. projecting garages will be discouraged;  | No wording change proposed.  |
| f. tree preservation, enhancement and replacement on private lands will be required;             | <b>h. tree preservation and enhancement and replacement on private lands will be required on public and private lands in order to maintain existing trees.</b>                          | <p>Policy strengthened. Broadened to apply to both public and private lands per comments from the public.</p> <p>The expectation is that tree preservation and enhancement will be</p>   |

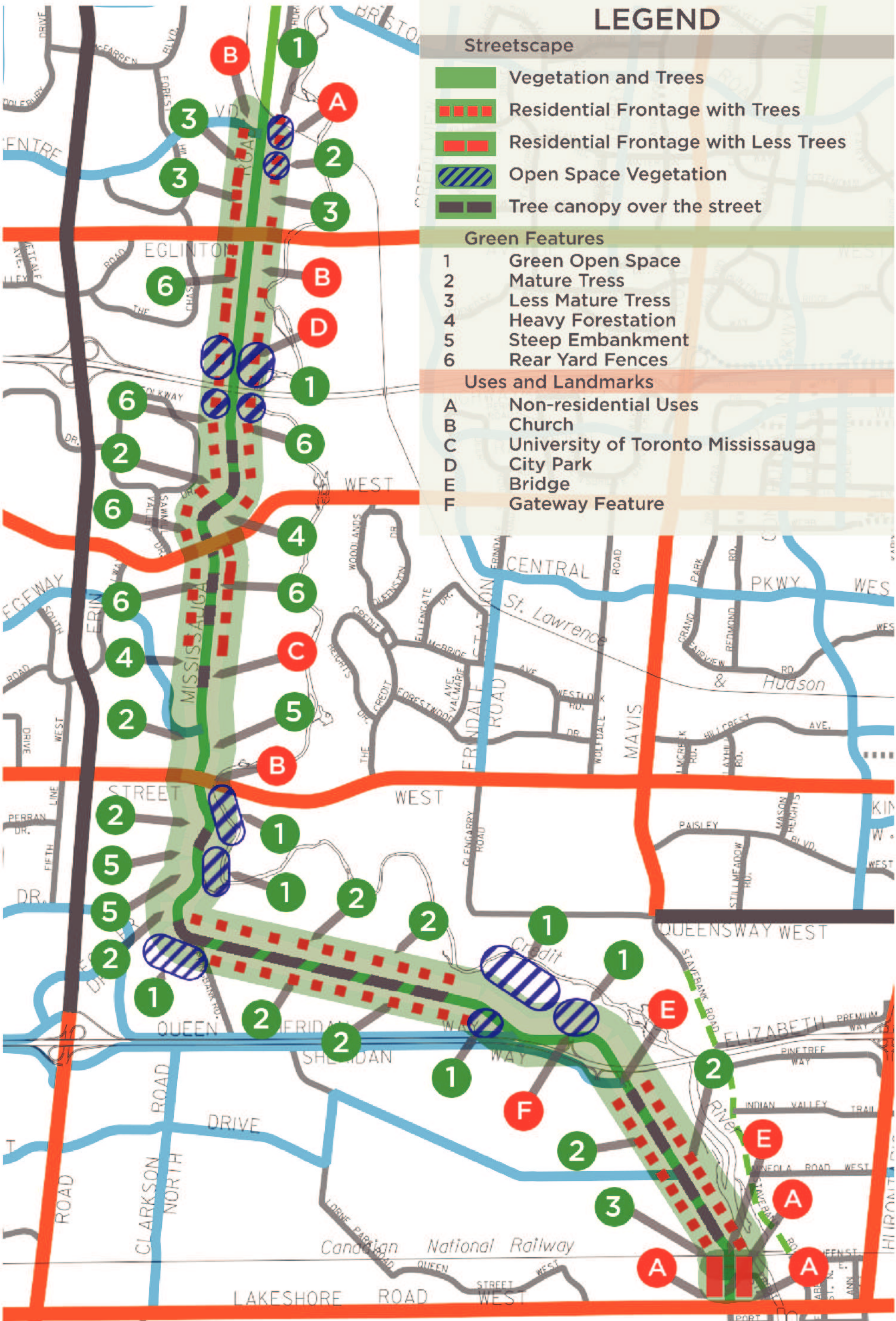
| Current Policy   | Proposed Policy   | Comment   |
|--|---|---|
|  |   | <p>achieved. Tree replacement will be considered as a last resort.</p> <p>The word “canopy” has been removed from the previously recommended wording, as there is not a continuous tree canopy along the entire corridor.</p> |
| g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis; | i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged <b>in order</b> to reduce reverse movements and the number of driveway entrances. Circular driveways will be <del>evaluated on an individual basis</del> <b>discouraged</b> ; | Policy strengthened. Circular driveways now discouraged. The words “in order” have been added for clarity.  |
| h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and  | j. preservation <b>removal</b> of existing landscape features ( <b>including but not limited to stone</b> retaining walls, fences <b>and</b> hedgerows) will be encouraged <b>discouraged</b> ;   | Policy strengthened by rewording.   |
| i. the location of utilities should minimize the impact on existing vegetation.  | k. the location of utilities should <b>will be situated to</b> minimize the impact on existing vegetation;  | Policy strengthened. “Will be” instead of “should”.   |
| n/a  | <b><i>l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged;</i></b>  | New Policy. Maintaining grading as much as possible will help preserve the scenic route corridor.   |
| n/a  | <b><i>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and</i></b>   | New Policy. Protecting the scenic route corridor should not prevent the enhancement of trail connections.   |

| Current Policy | Proposed Policy  | Comment   |
|----------------|--|---|
| n/a            | <p><b><u>n. The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided.</u></b></p> <p><b><u>Should any of these sites be developed for residential uses, they shall maintain the character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.</u></b></p> | <p>New Policy. Added after public comments to recognize the land use and built form transition south of Streetsville and the need for specific policies for this stretch of the corridor dealing with non-residential development. Wording has been reworked to address the non-residential land uses north of Melody Drive and give more specifics on the desired character of new built form.</p> |
| n/a            | <p><b><u>16.3.1 Notwithstanding the policies of this Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</u></b></p>  | <p>Modification to Central Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.</p>  |
| n/a            | <p><b><u>16.10.1.2 Notwithstanding the policies of the Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</u></b></p>  | <p>Modification to Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.</p>  |

| Current Policy | Proposed Policy   | Comment   |
|----------------|---|---|
| n/a            | Schedules 1 (Urban System) and 1c (Urban System – Corridors) – <u>remove</u> the “Corridor” identification of Mississauga Road between Dundas Street West and <u>the CP Railway (just south of Streetsville).</u> | Several Mississauga Official Plan policies encourage increased density and a mixture of uses along Corridors (e.g. Section 5.4 and 9.2.2). This is not consistent with efforts to preserve the existing scenic route character and as such, the Corridor identification should be removed from the entire extent of the Study Area. |



# Mississauga Road Scenic Route Study





## Chart of Proposed Amendments to Mississauga Official Plan

### Section 9.3.3.11; Schedule 1; Schedule 1c

| Current Policy  | Proposed Official Plan Amendment  |
|---|---|
| Section 9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated <b>scenic route</b> , will be subject to the following: | Section 9.3.3.11 Lands abutting the Mississauga Road right-of-way ( <b>i.e.</b> frontage, flankage and rear yards) between the St. Lawrence and Hudson Railway <b>Canadian Pacific Railway (located just south of Reid Drive)</b> and Lakeshore Road West (frontage, flankage and rear yards) which is <b>are part of</b> a designated <b>scenic route</b> . <b>These lands</b> will be subject to the following:                             |
| n/a   | <b>a. in order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).</b>  |
| a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;  | <del>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</del><br><br><b>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</b><br><br><b>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;</b> |
| b. service road and reverse frontage lot development will be discouraged;   | <del>b.</del> <b>d. buffer road (i.e. a parallel road abutting Mississauga Road)</b> and reverse frontage lot development <del>will be discouraged;</del> <b>will not be permitted on lots abutting Mississauga Road.</b>   |
| c. existing residential lot frontages will be retained;   | <del>c. existing residential lot frontages will be retained;</del>  |

| Current Policy   | Proposed Official Plan Amendment   |
|--|--|
| n/a  | <b>e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;</b>  |
| d. building massing, design and setback should be consistent with buildings on surrounding lots;   | <del>d. f.</del> <b>f. building massing, design, and setbacks and lot frontages</b> should <b>will</b> be consistent with buildings on surrounding lots; <b>surrounding buildings and lots;</b>  |
| e. projecting garages will be discouraged;   | <del>e. g.</del> <b>g.</b> projecting garages will be discouraged;   |
| f. tree preservation, enhancement and replacement on private lands will be required;   | <del>f. h.</del> <b>h.</b> tree preservation, <b>and</b> enhancement <b>and</b> replacement on private lands will be required <b>on public and private lands in order to maintain existing trees.</b>  |
| g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis; | <del>g. i.</del> <b>i.</b> alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged <b>in order</b> to reduce reverse movements and the number of driveway entrances. Circular driveways will be <del>evaluated on an individual basis</del> <b>discouraged;</b> |
| h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and  | <del>h. j.</del> <b>j.</b> <del>preservation</del> <b>removal</b> of existing landscape features ( <b>including but not limited to stone</b> retaining walls, fences <b>and</b> hedgerows) will be encouraged <b>discouraged;</b>  |
| i. the location of utilities should minimize the impact on existing vegetation.  | <del>i. k.</del> <b>k.</b> the location of utilities should <b>will be situated to</b> minimize the impact on existing vegetation;   |
| n/a  | <b>l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged;</b>                                |
| n/a  | <b>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and</b>   |

| Current Policy | Proposed Official Plan Amendment  |
|----------------|---|
| n/a            | <p><b><i>n. The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetsville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided.</i></b></p> <p><b><i>Should any of these sites be developed for residential uses, they shall maintain the character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.</i></b></p> |
| n/a            | <p>Schedules 1 (Urban System) and 1c (Urban System – Corridors) – remove the “Corridor” identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).</p>  |

Note: the only change from the June 7, 2016 Public Meeting staff report is the removal of the following proposed policies:

16.3.1 Notwithstanding the policies of this Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.

16.10.1.2 Notwithstanding the policies of the Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.



## Draft Details of the Proposed Amendment

1. Section 9.3.3.11 of Mississauga Official Plan be deleted and replaced with the following:

9.3.3.11 Lands abutting Mississauga Road (i.e. frontage, flankage and rear yards) between the Canadian Pacific Railway (located just south of Reid Drive) and Lakeshore Road West are part of a designated *scenic route*. These lands will be subject to the following:

- a. in order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor);
- b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;
- c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;
- d. buffer road (i.e. a parallel road abutting Mississauga Road) and reverse frontage lot development will not be permitted on lots abutting Mississauga Road;
- e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;
- f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;
- g. projecting garages will be discouraged;
- h. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;
- i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;
- j. removal of existing landscape features (including but not limited to stone walls, fences and hedgerows) will be discouraged;
- k. the location of utilities will be situated to minimize the impact on existing vegetation;
- l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged;

- m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and
  - n. The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetsville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they shall maintain the character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.
- 2. Schedule 1: Urban System, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).
  - 3. Schedule 1c: Urban System - Corridors, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).

## Draft Details of the Proposed Amendment (Updated February 2017)

1. Section 9.3.3.11 of Mississauga Official Plan be deleted and replaced with the following:

9.3.3.11 Lands abutting Mississauga Road (i.e. frontage, flankage and rear yards) between the Canadian Pacific Railway (located just south of Reid Drive) and Lakeshore Road West are part of a designated *scenic route*. These lands will be subject to the following:

- a. in order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings; consequently, other forms of development will not be permitted. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor);
- b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;
- c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;
- d. buffer road (i.e. a parallel road abutting Mississauga Road) and reverse frontage lot development will not be permitted on lots abutting Mississauga Road;
- e. notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;
- f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;
- g. projecting garages will be discouraged;
- h. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;
- i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;
- j. removal of existing landscape features (including but not limited to stone walls, fences and hedgerows) will be discouraged;
- k. the location of utilities will be situated to minimize the impact on existing vegetation;
- l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged;

- m. opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and
  - n. the existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetsville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they shall maintain the character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.
- 2. Schedule 1: Urban System, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).
  - 3. Schedule 1c: Urban System - Corridors, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).