
Planning and Development Committee

Date

2017/05/01

Time

7:00 PM

Location

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

Members

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

Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5425
mumtaz.alikhan@mississauga.ca

Find it Online

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

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

Send written submissions or request notification of future meetings to:

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

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING
Approval of Minutes of April 10, 2017 Meeting
4. MATTERS TO BE CONSIDERED
 - 4.1. Sign Variance Application 16-02348 (Ward 5) - Sign By-law 0054-2002, as amended
 - 4.2. **PUBLIC MEETING INFORMATION REPORT (WARD 2)**
Applications to permit 4 two storey detached homes on a primate condominium road, 1260 Kane Road, west side of Kane Road, south of Indian Road, north of the CN Railway
Owner: 1854290 Ontario Ltd.
File: OZ 16/007 W2 & T-M16002 W2
 - 4.3. **PUBLIC MEETING INFORMATION REPORT (WARD 2)**
Application to permit two detached homes on Hollow Oak Terrace and additional commercial and office uses within the existing heritage dwelling known as The Clarkson Paisley House (1141 Clarkson Road North)
1137 & 1141 Clarkson Road
Owner: Trig Investments Inc.
File: OZ 16/012 W2

4.4. **RECOMMENDATION REPORT (WARD 1)**

Applications to permit 148 horizontal multiple dwellings on a private condominium road
1174-1206 Cawthra Road, West side of Cawthra Road, south of Atwater Avenue
Owner: Queenscorp (Cawthra South) Inc.
File: OZ 16/002 W1

4.5. **REPORT ON COMMENTS (Ward 5, 6, 11)**

Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan
File: EC.07-AIR

5. **ADJOURNMENT**

City of Mississauga
Corporate Report



Date: 2017/03/10

To: Chair and Members of Planning and Development Committee

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

Originator's files:
 BL.03-SIG (2017)

Meeting date:
 2017/05/01

Subject

Sign Variance Application 16-02348 (Ward 5) - Sign By-law 0054-2002, as amended

Recommendation

That the following Sign Variances not be granted:

- 1(a) Sign Variance Application 16-02348
 Ward 5
 Mr. Lube
 111 Brunel Rd.

To permit the following:

- (i) Three (3) fascia signs on the south elevation which is not considered a building façade as defined in the Sign By-law.

Report Highlights

- None

Background

The applicant has requested a variance to the Sign By-law to permit the installation a fascia sign on the second story of the south elevation. The Planning and Building Department staff has reviewed the application and cannot support the request. As outlined in Sign By-law 54-2002, the applicant has requested the variance decision be appealed to Planning and Development Committee.

Comments

The property is located at the northeast corner of Brunel Rd. and Whittle Rd.

The existing fascia sign on the second storey of the building elevation facing Brunel Road was installed without a permit. The applicant is now seeking a variance to permit the existing sign to remain.

There is sufficient space to accommodate the existing street facing second storey fascia within the limits of the first storey of the building in accordance with the provisions of the Sign By-law 0054-2002 as amended. There is also adequate visibility from the street for fascia signs installed within the limits of the first storey. If visibility is desired, there are provisions within the Sign By-Law for the installation of a ground sign adjacent to the street. We therefore recommend refusal of the sign variance application.

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

Financial Impact

None

Conclusion

Allowing the requested variance would set an undesirable precedent for other fascia signs in the area to be erected above the first storey. The proposed sign is not within the intent of the Sign By-law 54-2002, as amended.

Attachments

Appendix 1: Sign Variance Application Report

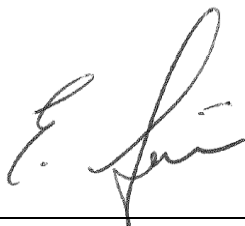
Appendix 2: Letter of Rationale for the Sign Variance Request

Appendix 3: Subject Property

Appendix 4: Site Plan

Appendix 5: Elevations

Appendix 6: Graphic Elevation



Ezio Savini, P. Eng, Chief Building Official

Prepared by: Darren Bryan, Supervisor Sign Unit



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

March 9, 2017

FILE: 16-02348

RE: Mr. Lube
111 Brunel Road - Ward 5

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

Section 13	Proposed
A fascia sign shall not be erected above the upper limit of the first storey.	One (1) fascia signs erected on the second storey of the building.

COMMENTS:

The existing fascia sign on the second storey of the building elevation facing Brunel Road was installed without a permit. The applicant is now seeking a variance to permit the existing street facing second storey fascia sign.

There is sufficient space to accommodate the existing street facing second storey fascia within the limits of the first storey of the building and in accordance with the provisions of the Sign By-law 0054-2002 as amended. There is also adequate visibility from the street for fascia signs installed within the limits of the first storey. In addition, if additional visibility if desired, there is provision within the Sign By-Law for the installation of a ground sign We therefore recommend refusal of the sign variance application.

March 6, 2017

To Whom it may Concern,

I wish to appeal the decision of rejection of my sign variance for SGNBLD 16-2348.

Please let me know how I should proceed.

Thanks,
Selo Clark Di Blasio

A handwritten signature in black ink, appearing to read 'Selo Clark Di Blasio', with a stylized flourish at the end.

selo.c@diblasiocorp.com

P: 905-890-2263

Letter of Rationale for the Variance Request

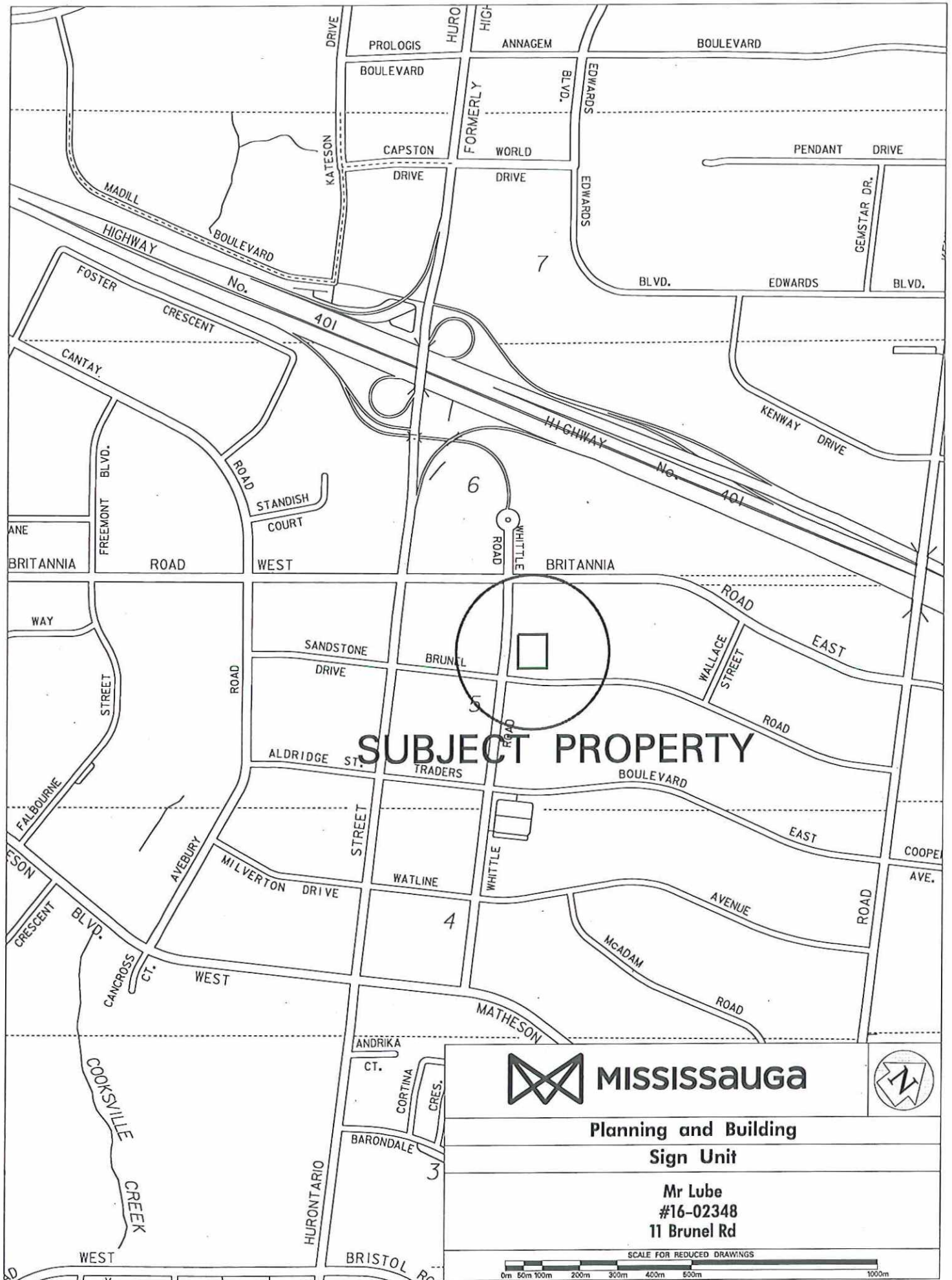
SGNBLD 16-2348

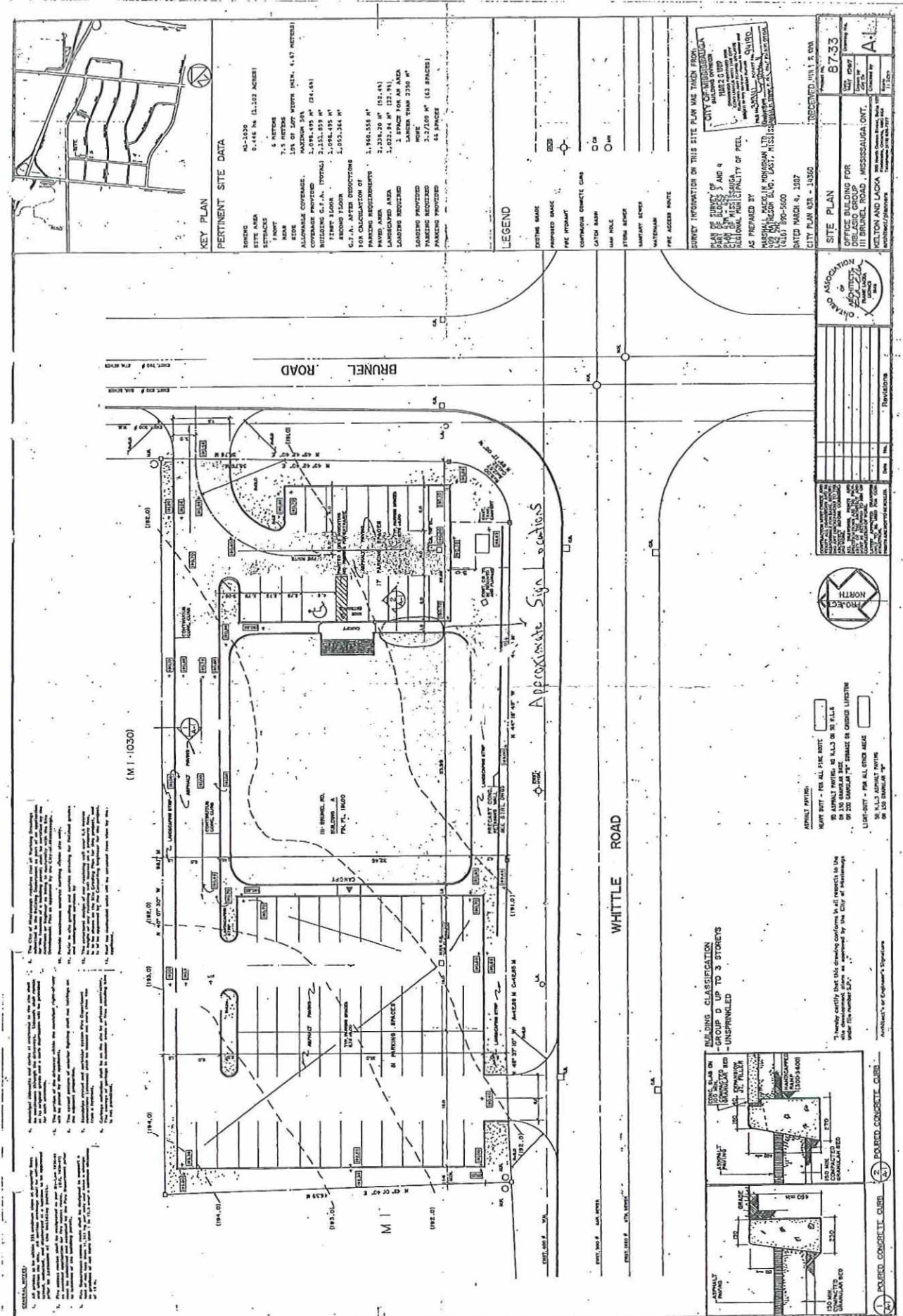
August 10th, 2016

I am requesting a variance for two existing fascia signs located at 111 Brunel Road that are located between the top of the second floor and roof level. The existing signs are for 2nd floor clients who were given permission to place signs on the building as long as they got a permit. There are no other fascia signs located on the building.

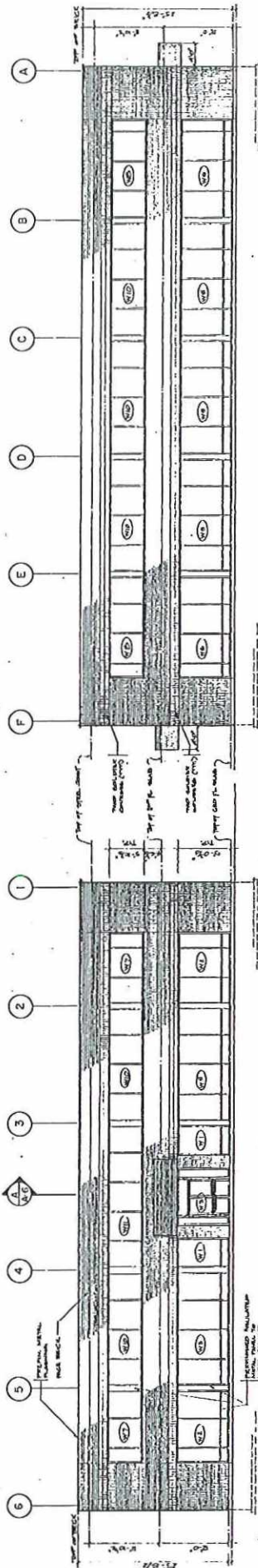


Selo Clark Di Blasio
Asset Manager, Di Blasio Corporation



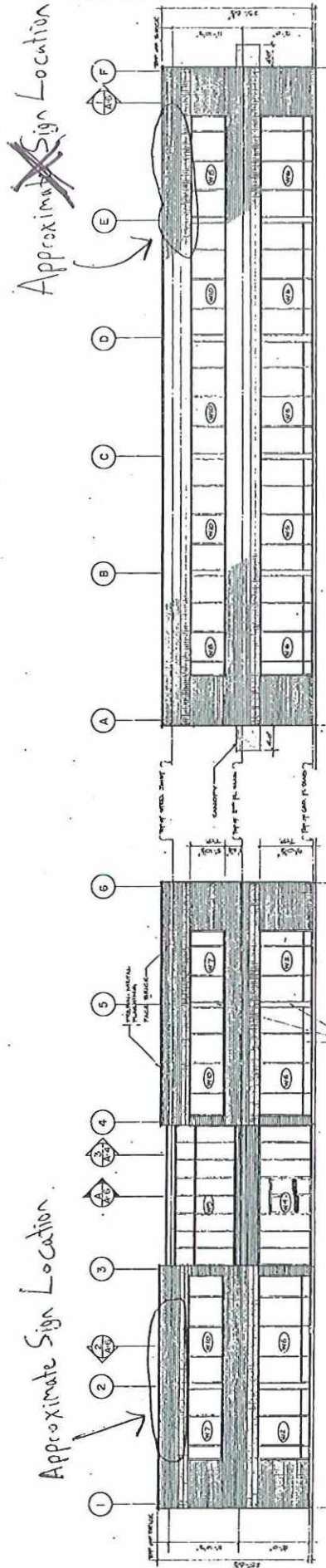


4.1 - 8



NORTH ELEVATION
SCALE: 1/8" = 1'-0"

ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF MISSISSAUGA STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC WORKS, LATEST EDITION, AND THE CITY OF MISSISSAUGA STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PRIVATE WORKS, LATEST EDITION. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF MISSISSAUGA STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PRIVATE WORKS, LATEST EDITION. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF MISSISSAUGA STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PRIVATE WORKS, LATEST EDITION.



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF MISSISSAUGA STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC WORKS, LATEST EDITION, AND THE CITY OF MISSISSAUGA STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PRIVATE WORKS, LATEST EDITION. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF MISSISSAUGA STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PRIVATE WORKS, LATEST EDITION. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF MISSISSAUGA STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PRIVATE WORKS, LATEST EDITION.

Approximate Sign Location

Approximate Sign Location

CITY OF MISSISSAUGA
JUL 22 2007
DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DATE: [Signature]

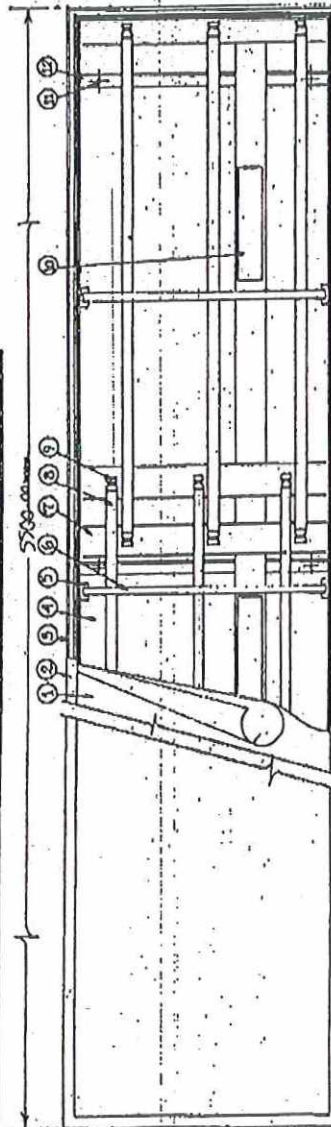
ELEVATIONS		Project No.	87-33
OFFICE BUILDING FOR		Drawn By	
111 BRUNEL ROAD, MISSISSAUGA, ONT.		Checked By	A-5
KELTON AND LUCKA		Scale	
Architectural Firm		Revisions	
ONARIO ASSOCIATION OF ARCHITECTS			
REGISTERED ARCHITECT			
KELTON AND LUCKA			
Architectural Firm			

#16-2348

MR. LUBE[®]

FRANCHISE SUPPORT CENTRE

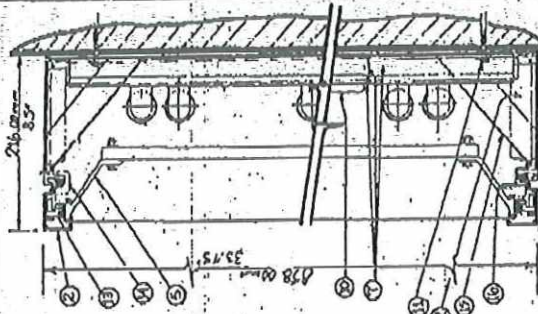
GRAPHIC ELEVATION - * - Scale: 3/4" = 1'-0"



STRUCTURAL & ELECTRICAL ELEVATION - * - Scale: 1" = 1'-0"

- 1- WHITE POLYESTER VINYL FACE REINFORCED WITH FIBERGLASS (YELLOW BN)
- 2- EIS IMPERIAL* EXTRUDED ALUMINUM REINFORCERS (BLACK)
- 3- EIS IMPERIAL* EXTRUDED ALUMINUM SINGLE FLIER (BLACK)
- 4- PREPAINTED WHITE ALUMINUM PLATE
- 5- EIS IMPERIAL* EXTRUDED ALUMINUM FRAME SUPPORT
- 6- 1" x 1/2" x 100 SQUARE TUBES
- 7- RAILWAYS (BOTTOM, COVERS & BLANK GUSSET)
- 8- HOVL FLUORESCENT LAMPS (9)
- 9- 100VA ELECTRIC SINGLE FACE SOCKETS
- 10- ALUMINUM BRACKETS (3) RATED EACH ONE AT 2.20 AMP @ 120VOLT
- 11- FASTENING BOLTS
- 12- 3/8" THICK x 1 1/2" x 1/4" STEEL ANGLES INSTALLED @ 1008-4-100 C/L
- 13- EIS IMPERIAL* EXTRUDED ALUMINUM FLEX HOLDERS
- 14- EIS IMPERIAL* EXTRUDED ALUMINUM HIDE DEVICE
- 15- PREPAINTED WHITE STEEL GUSSET
- 16- EIS IMPERIAL* EXTRUDED ALUMINUM TURNING DEVICE

END VIEW - * - N₂ Scale



COMPANY	MR. LUBE	CONTRACT	BRIDE VISUE	SCALE	AS SHOWN	ANALOG	6.90 A-M
PROJECT	ILLUMINATED S/F	DATE	10/1/79	DESIGNER NO	412871	VOLUME	120VOLT
SITE	MISSISSAUGA ONT.	BY	10/1/79	DESIGNER NO		CITE	1 CITE



City of Mississauga

Corporate Report



Date: April 7, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's files:
OZ 16/007 W2 &
T-M16002 W2

Meeting date:
2017/05/01

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 2)

Applications to permit 4 two storey detached homes on a private condominium road 1260 Kane Road, west side of Kane Road, south of Indian Road, north of the CN Railway

Owner: 1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

Recommendation

That the report dated April 7, 2017, from the Commissioner of Planning and Building regarding the applications by 1854290 Ontario Ltd. to permit 4, two storey detached homes on a private condominium road under files OZ 16/007 W2 and T-M16002 W2, 1260 Kane Road, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The project requires an amendment to the zoning by-law and a draft plan of subdivision
- Community concerns to date relate to impacts on adjacent residential properties, site design, character and landscaping
- Prior to the next report, matters to be addressed include an evaluation of the compatibility of the proposed development with the surrounding neighbourhood, the appropriateness of the proposed private roadway width and the resolution of technical requirements

Background

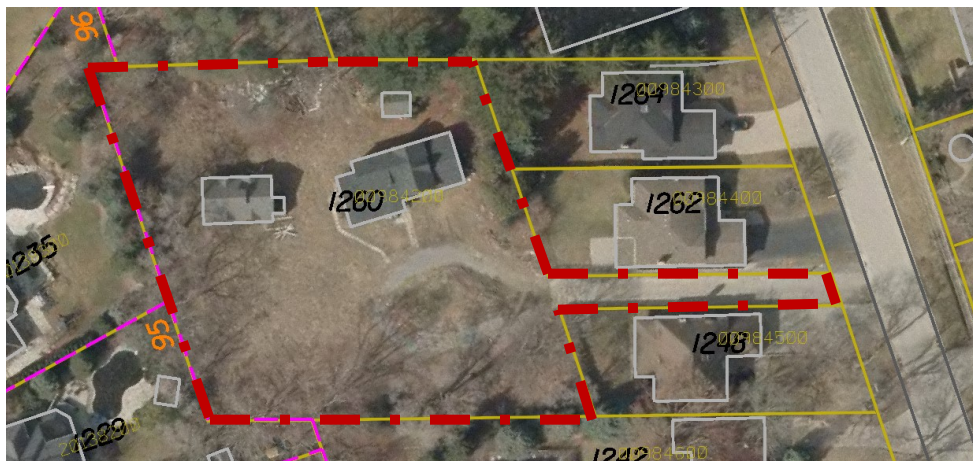
The applications have been circulated for technical comments and a community meeting was held on March 2, 2017. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	5.57 m (18.27 ft.) on Kane Road
Depth:	108.0 m (354.3 ft.)
Gross Lot Area:	0.38 ha (0.94 ac.)
Existing Uses:	Two storey detached home and two accessory buildings

The property is located in the Clarkson-Lorne Park Neighbourhood Character Area, which is an established neighbourhood characterized by detached homes on moderate to larger sized lots. The site can be described as a "key" lot with only its paved driveway having frontage onto Kane Road. Detached homes fronting onto Kane Road flank the existing driveway on either side. Both sides of Kane Road contain detached homes on large lots with mature vegetation. Some lots on the east side of the street are through lots with their frontage and driveways on Mississauga Road, which runs parallel to Kane Road. Immediately west of the site is the "Watercolours" residential development. This site was rezoned and a plan of subdivision approved in June 2001.



Aerial image of
1260 Kane Road

The surrounding land uses are:

- North: Detached homes
- East: Detached homes
- South: Detached homes
- West: Detached homes in "Watercolours" subdivision

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

DETAILS OF THE PROJECT

The applications are to permit 4 two storey detached homes on a private condominium road with access onto Kane Road. Each home will have a two car garage, and two visitor parking spaces are proposed on the southwestern portion of the private condominium road (see Appendix 5).

The applicant is proposing to achieve a private road width of 6.00 m (19.69 ft.) by adding an easement along the southerly limit of the property to the north, (1262 Kane Road). Staff will evaluate the viability and appropriateness of this approach prior to the Recommendation Report. It is also noted that the property owner has paved the area subject to the proposed easement without City approval. The City's By-law Enforcement Division has been advised of the issue, as the paving on 1262 Kane Road appears to contravene a provision of the Zoning By-law that requires the nearest part of a driveway to be a minimum of 0.6 m (2.0 ft.) from a side lot line. This paving results in a 0.0 m (0.0 ft.) setback to the lot line.

Development Proposal		
Applications submitted:	Received: August 4, 2016 Deemed complete: September 13, 2016	
Developer Owner:	1854290 Ontario Ltd.	
Applicant:	Nick Dell Greg Dell & Associates	
Number of units:	4 detached homes	
Height:	2 storeys; 9.0 m (29.5 ft.)	
Landscaped Area (total):	45%	
Gross Floor Area (range):	320 m ² (3,444 ft ²) – 356 m ² (3,831 ft ²)	
Road type:	Common element condominium (CEC) private road	
Anticipated Population:	15.6* *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	8	8
visitor spaces	1	2
Total	9	10

Additional information is provided in Appendices 1 to 11.



Image of site access onto Kane Road looking into subject lands



Image of existing two storey dwelling internal to subject lands

Image of existing conditions



Applicant's rendering of proposed 4 detached homes

LAND USE CONTROLS

The subject lands are located within the Clarkson-Lorne Park Neighbourhood Character Area and are designated **Residential Low Density I** which permits detached dwellings. The applications are in conformity with the land use designation.

A rezoning is proposed from **R2-3** (Detached Dwellings – Typical Lots) to **R16-Exception** (Detached Dwellings on a CEC – Private Road) to permit four detached homes on private condominium road in accordance with the proposed zone standards contained within Appendix 10.

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

A draft plan of subdivision is required in order to permit the creation of the 4 residential lots on a private condominium road.

WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 2 Councillor, Karen Ras on March 2, 2017.

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

- The potential for the proposed development to destabilize the character of the area
- The potential impact on the rear yards of the adjacent properties to the west located on Vermillion Court
- The adequacy of landscape buffers along the proposed private condominium road to the adjacent residential properties, including the hammerhead portion at the western portion of the site.
- The functionality and viability of the proposed private roadway and how it impacts the streetscape and surrounding character of the area

DEVELOPMENT ISSUES

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

- Are the policies and principles of Mississauga Official Plan maintained?
- Is the proposal compatible with the character of the area?
- Are the proposed zoning standards appropriate?
- Have all of the technical requirements and studies related to the project been submitted and found to be acceptable?
- Is there sufficient buffering between the proposed development and the adjacent detached homes?
- Is the proposed private road appropriate and compatible with the streetscape and surrounding context?

OTHER INFORMATION

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

- Planning Justification Report
- Acoustic Feasibility Study
- Stage 1 & 2 Archaeological Assessment
- Arborist Report
- Environmental Site Screening Questionnaire and Declaration

- Stormwater Management Report
- Functional Servicing Report
- Servicing and Grading Plans
- Lighting Plan
- Concept Plan

Development Requirements

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to servicing, utility location and grading which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision. Prior to any development proceeding on site, the City will require the submission and review of an application for site plan approval.

Financial Impact

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

Conclusion

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

Attachments

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



Edward R. Sajecki, Commissioner, Planning and Building

Prepared By David Ferro, Development Planner

1854290 Ontario Ltd.**Files: OZ 16/007 W2 & T-M16002 W2**

Site History

- July 13, 1983 – Rezoning application under file OZ80/088 W2 was approved by the Ontario Municipal Board (OMB) to permit the creation of three lots for residential purposes fronting onto Kane Road resulting in the key lot configuration that exists today
- November 22, 2001 – Site Plan application submitted under file SPI 01/434 W2 to permit a replacement detached dwelling on the subject site
- February 12, 2002 – Minor variance application under file 'A' 143/02 associated with SPI 01/434 W2 to permit the construction of a two storey detached dwelling on the subject property having a reduced lot area and frontage and proposing a roof and eave height and driveway width in excess of the by-law requirements approved by Committee of Adjustment
- July 30, 2002 – Tree Permit issued in association with SPI 01/434 W2 to remove nine trees to accommodate proposed replacement detached dwelling
- January 4, 2005 – Site Plan application under file SPI 01/434 W2 cancelled
- April 11, 2007 – Site Plan application submitted under file SPM 07/087 W2 to permit a replacement barn on the subject site
- January 9, 2008 – Minor Variance application under file 'A' 435/07 associated with SPM 07/087 W2 to permit two accessory structures (garden shed and barn) with the proposed barn having excessive floor area size and height approved by the Committee of Adjustment
- October 7, 2008 – Site Plan application under file SPM 07/087 W2 cancelled



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016

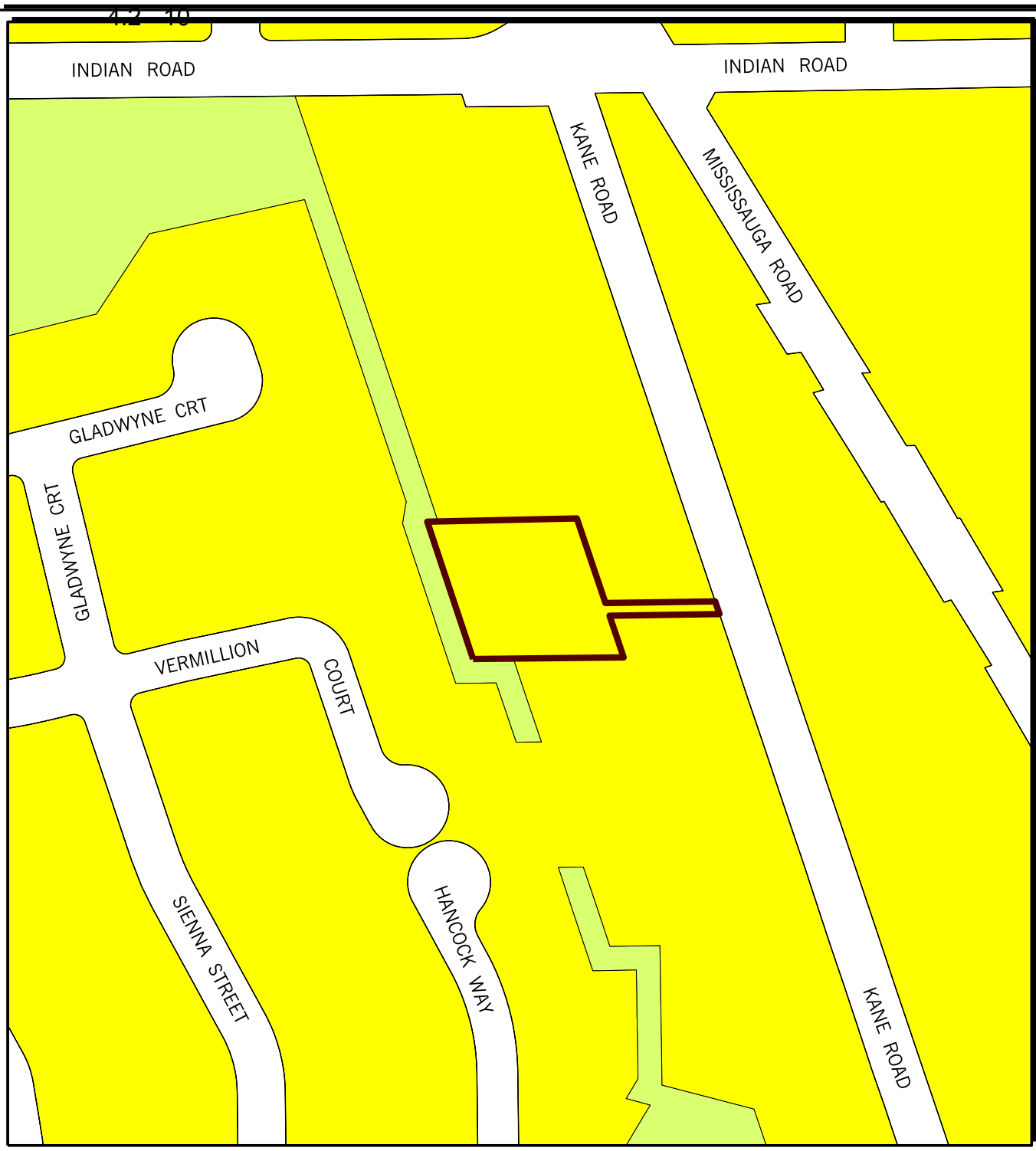


TITLE: 1854290 Ontario Ltd.

FILE NO: OZ 16/007 W2 & T-M16002 W2



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 |

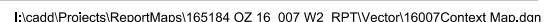
- City Structure**
- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

SUBJECT LANDS



TITLE: 1854290 Ontario Ltd.

FILE NO: OZ 16/007 W2 & T-M16002 W2

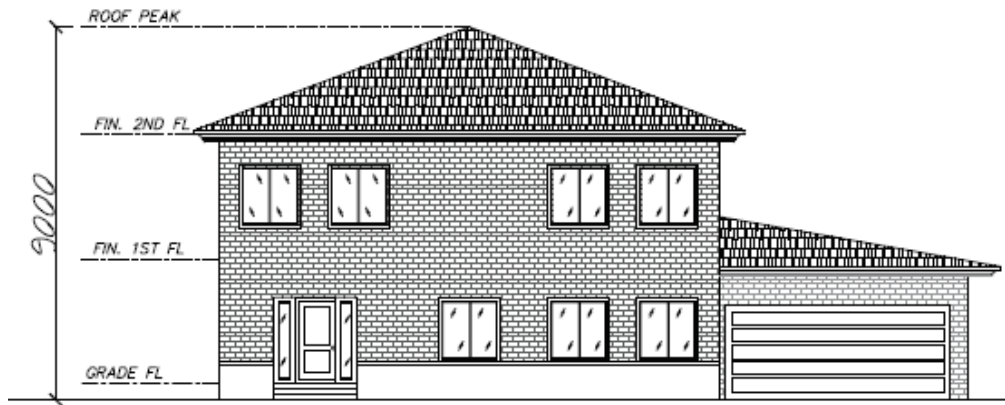


Files: OZ 16/007 W2 & T-M16002 W2

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1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

Proposed Elevations

1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (October 25, 2016)	<p>Municipal sanitary sewer facilities consist of a 250 mm (10 in.) sewer on Kane Road. External easements and construction may be required.</p> <p>The lands are located in Water Pressure Zone 1. Existing infrastructure consists of a 400 mm (16 in.) watermain on Kane Road. External easements and construction may be required.</p> <p>At the Draft Plan of Condominium stage, the Region will require the applicant to enter into a Condominium Water Servicing Agreement and will need to review and approve the draft Declaration and Description with completed Schedule A for the future Common Elements Condominium (Block 5).</p> <p>The Developer acknowledges that the lands are subject to the current Regional Development Charges By-law. The applicable development charges shall be paid in the manner and at the times provided by this By-law.</p> <p>The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to the following conditions:</p> <ul style="list-style-type: none"> • The turning radius from the centre line must be a minimum of 13 m (42.6 ft.) on all turns • All roads must have a minimum width of 6 m (19.7 ft.) • The waste set out location is to be as close as possible to the travelled portion of the roadway, directly adjacent to the private property of the unit occupier/owner, directly accessible to the waste collection vehicle and free of obstructions (i.e. parked cars)
Dufferin-Peel Catholic District School Board and the Peel District School Board (September 19, 2016)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by 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.

1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

Agency / Comment Date	Comment
City Community Services Department – Park Planning Section (February 24, 2017)	<p>The subject site is located within 195 m (640 ft.) of Palette Park (P-440) which contains a play site. This site is also located within 340 m (1,115 ft.) of Vanessa Park which contains an outdoor ice rink and play site.</p> <p>Prior to the issuance of the building permit for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City Policies and By-laws.</p>
City Community Services Department – Culture Division/Heritage Planning (October 18, 2016)	<p>The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.</p>
City Transportation and Works Department (T&W) (March 1, 2017)	<p>The applicant has been requested to address the following:</p> <ul style="list-style-type: none"> • Update and sign the Noise Report to reflect the current proposal • Revise the engineering drawings to add additional technical details and ensure the proposal conforms to Common Element Condominium standards • Update the Stormwater Management (SWM) Report • Acquisition of additional lands are required from the adjacent lot to ensure adequate driveway width and access on Kane Road • Confirm access and turnaround is adequate for Fire and Waste Collection vehicles • Complete the required Environmental Site Screening Questionnaire and Declaration (ESSQD) form and submit a Phase I Environmental Assessment, including a Letter of Reliance <p>As the above noted items and additional specific technical details requested remain outstanding, T&W is not in a position to confirm if the proposal is feasible and is not in favour of this application proceeding to a Recommendation Report until the outstanding matters have been satisfactorily resolved.</p>

1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none">• Fire• Canada Post• Alectra• Rogers Cable• Enbridge Gas
	<p>The following external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none">• Bell Canada• Trillium Health Partners

1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Riverside P.S. <ul style="list-style-type: none"> Enrolment: 302 Capacity: 452 Portables: 0 Lorne Park S.S. <ul style="list-style-type: none"> Enrolment: 994 Capacity: 1,236 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Iona Catholic S.S. <ul style="list-style-type: none"> Enrolment: 723 Capacity: 968 Portables: 15

1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

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

The subject property is designated **Residential Low Density I** which permits only detached dwellings.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Chapter 5 - Direct Growth	Section 5.1.7	Mississauga will protect and conserve the character of stable residential Neighbourhoods.
	Section 5.3.5.5 - Neighbourhoods	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.
	Section 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.
Chapter 9 - Build a Desirable Urban Form	Section 9.2.2.3 - Non-Intensification Areas	While new development need not mirror existing development, new development in neighbourhoods will: <ul style="list-style-type: none"> b. Respect the continuity of front, rear and side yard setbacks c. Respect the scale and character of the surrounding area g. Be designed to respect the existing scale, massing, character and grades of the surrounding area
	Section 9.3.1.7	Streetscape will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.
	Section 9.3.1.9	Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.
	Section 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.
	Section 9.5.1.2 – Site Development & Buildings	Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: <ul style="list-style-type: none"> a. Streets and block patterns b. The size and configuration of properties along a street, including lot frontages and areas c. Continuity and enhancements of Streetscape d. Front, side and rear yard

1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

	Specific Policies	General Intent
Chapter 11 – Land Use Designations	Section 11.2.5.3 - Residential	Lands designated Residential Low Density I will permit the following uses: <ul style="list-style-type: none">a. detached dwellingb. semi-detached dwellingc. duplex dwelling

1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

	Specific Policies	General Intent
Chapter 16 – Neighbourhoods	16.1.2 Residential	<p>16.1.2.1 To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots created by land division or units or parcels of tied land (POTLs) created by condominium will generally represent the greater of:</p> <ul style="list-style-type: none"> a. The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m of the subject property. In the case of corner development lots, units or POTLs on both streets within 120 m will be considered; or b. the requirements of the Zoning By-law.
	16.5.1 Urban Design Policies	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.
	Section 16.5.1.4 - Infill Housing	<p>For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply:</p> <ul style="list-style-type: none"> a. preserve and enhance the generous front, rear and side yard setbacks b. ensure that existing grades and drainage conditions are preserved c. encourage new housing to fit the scale and character of the area d. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook e. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows f. reduce the hard surface areas in the front yard g. preserve existing mature high quality trees to maintain the existing mature nature of these areas h. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged i. the building mass, side yards and rear yards should respect and relate to those of adjacent lots
	Section 16.5.2.1 – Land Use	Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings

1854290 Ontario Ltd.

Files: OZ 16/007 W2 & T-M16002 W2

Summary of Existing and Proposed Zoning Provisions**Existing Zoning By-law Provisions****R2-3** (Detached Dwellings – Typical Lots), which permits detached dwellings.**Proposed Zoning Standards**

The applicant is proposing to rezone the subject lands from **R2-3** (Detached Dwellings – Typical Lots) to **R16-Exception** (Detached Dwellings on a CEC – Private Road)

	Existing R2-3 Zoning By-law Standards	Required General R16 Zoning By-law Standards	Proposed R16 - Exception Zoning By-law Standards
Use	Detached Dwelling	Detached Dwelling on a CEC – private road	Detached Dwelling on a CEC – private road
Minimum Lot Area – Interior Lot	3 865 m ² (41, 602 ft ²)	550 m ² (5,920 ft ²)	560 m ² (6,027 ft ²)
Minimum Lot Area – Corner Lot	810 m ² (8, 718 ft ²)	720 m ² (7,750 ft ² .)	560 m ² (6,027 ft ² .)
Minimum Lot Frontage – Interior Lot	5.50 m (18.0 ft.)	15.0 (49.2 ft.)	21.0 m (68.9 ft.)
Minimum Lot Frontage – Corner Lot	21.0 m (68.9 ft.)	19.5 m (64.0 ft.)	21.0 m (68.9 ft.)
Maximum Height – Highest Ridge (sloped roof)	Lot Frontage greater than 22.5 m (73.8 ft.): 9.5 m (31.2 ft.) Lot Frontage less than 22.5 m (73.8 ft.): 9.0 m (29.5 ft.)	10.7 m (35.1 ft.)	9.0 m (29.5 ft.)
Maximum Height – (flat roof)	7.5 m (24.6 ft.)	-	7.5 m (24.6 ft.)
Maximum Height of Eaves	6.4 m (21 ft.)	-	-
Minimum width of a CEC – private road	-	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Maximum Lot Coverage	30%	35%	28%
Minimum Interior Side Yard	1.81 m (5.9 ft.) + 0.61 m (2.0 ft.) for each additional storey	1.20 m (3.93 ft.) + 0.61 m (2.0 ft.) for each additional storey	1.20 m (3.93 ft.) + 0.61 m (2.0 ft.) for each additional storey
Minimum Side Yard – abutting rear yard	-	2.5 m (8.2 ft.)	2.5 m (8.2 ft.)
Maximum Gross Floor Area	190 m ² (2, 045 ft ²) + 0.20 times the lot area	-	190 m ² (2, 045 ft ²) + 0.20 times the lot area

City of Mississauga
Corporate Report



Date: April 7, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
 OZ 16/012 W2

Meeting date:
 2017/05/01

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 2)

Applications to permit two detached homes fronting Hollow Oak Terrace and additional commercial and office uses fronting Clarkson Road North within the existing heritage home known as the Clarkson Paisley House

1137 & 1141 Clarkson Road North, east side of Clarkson Road North between the CN Railway and Hollow Oak Terrace

Owner: Trig Investments Inc.

File: OZ 16/012 W2

Recommendation

That the report dated April 7, 2017, from the Commissioner of Planning and Building regarding the applications by Trig Investments Inc. to permit two detached homes fronting Hollow Oak Terrace and additional commercial and office uses fronting Clarkson Road North within the existing heritage home known as the Clarkson Paisley House, under file OZ 16/012 W2, 1137 & 1141 Clarkson Road North, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the Official Plan and Zoning By-law
- Community concerns identified to date relate to tree preservation, maintaining the character of the area, construction management and the existing illegal contractor's yard use
- Prior to the next report, matters to be addressed include the appropriateness of the requested uses and satisfactory resolution of other technical requirements and studies related to the project

Background

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

Comments

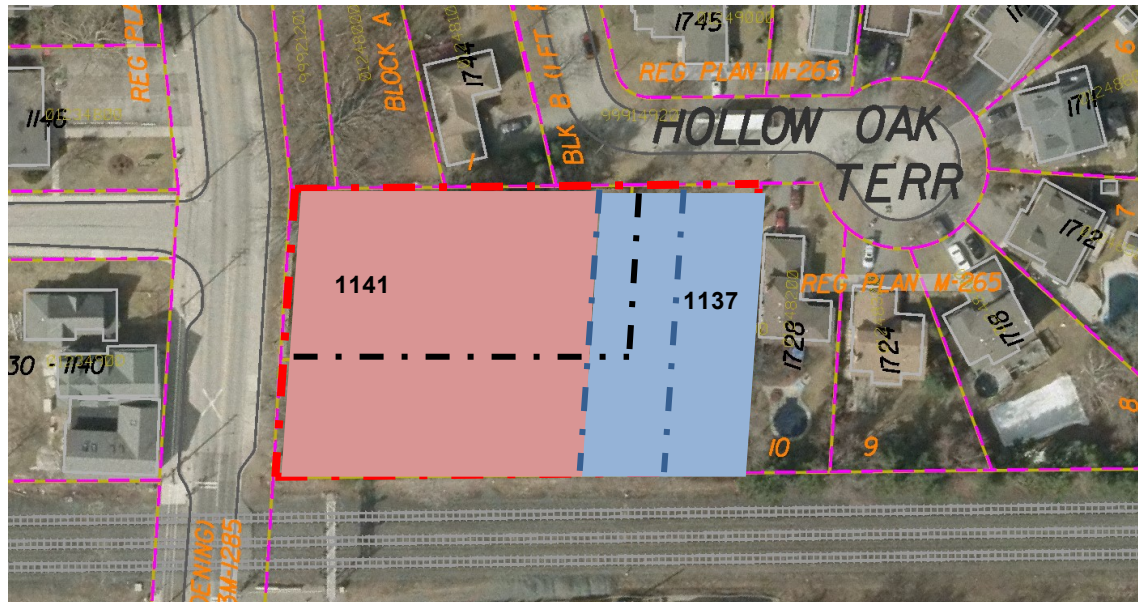
THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	30.4 m (99.7 ft.) – Hollow Oak Terrace 51.7 m (169.6 ft.) – Clarkson Road North
Depth:	51.7 m (169.6 ft.) – from Hollow Oak Terrace 53.2 m (174.5 ft.) – from Clarkson Road North
Gross Lot Area:	0.43 ha (1.07 ac.)
Existing Uses:	1137 Clarkson Road North – vacant except for a contractor's yard located on portion of site fronting onto Clarkson Road North 1141 Clarkson Road North - listed heritage structure known as the 'Clarkson Paisley House'. An office use previously existed in the house however it is currently used as a detached home






Trig Investments Inc. currently owns two properties; 1137 Clarkson Road North, which is an 'L' shaped property with frontage on Hollow Oak Terrace and Clarkson Road North, and 1141 Clarkson Road North, which is a rectangular shaped property that only has frontage onto Clarkson Road North.

The properties are located within the Clarkson-Lorne Park Neighbourhood Character Area which is an established neighbourhood containing large lots and mature vegetation. The immediate area contains mostly detached homes as well as some commercial uses north and south of the CN Railway on the east side of Clarkson Road North. 1141 Clarkson Road North, is listed on the City's Heritage Register and contains the 'Clarkson Paisley House' that was initially commissioned by Henry Clarkson in 1936. The property currently has a gravel parking area within the front yard. The local area is historically known as 'Clarkson Corners', and was a service stop on the railway in the 1800s. The rail station was the hub of the community from 1850 to 1950.

On February 3, 2017, the City's By-law Enforcement Division issued a letter to the applicant and property owner indicating that the existing contractor's yard located at 1137 Clarkson Road North is not a permitted use under the current Zoning By-law regulations. This use is only permitted in an **E3** (Industrial) zone, which is typically found in the employment areas of the City.



Aerial image of subject lands

- | | | | |
|---|-------------------------|---|-----------------------------------|
|  | Proposed property lines |  | Lands fronting Hollow Oak Terrace |
|  | Current property lines |  | Lands fronting Clarkson Road N |
|  | Subject lands | | |

The surrounding land uses are:

- North: Oak Tree Park, detached homes and St. Christopher's Roman Catholic Church
 East: Detached homes
 South: CN Railway, existing commercial uses subject to file OZ 15/003 W2 to permit stacked back-to-back townhouses and Birchwood Park
 West: Unoccupied commercial buildings and detached homes

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

DETAILS OF THE PROJECT

The applications are to permit two detached homes fronting Hollow Oak Terrace (easterly portion of the subject lands) and additional commercial and office uses fronting Clarkson Road North within the existing heritage home known as the Clarkson Paisley House (westerly portion of the subject lands). The proposed homes will have a total of four parking spaces per house. The applicant has not submitted a development concept for the lands fronting Clarkson Road North. Any future redevelopment of those lands will be subject to a Site Plan application.

The proposed detached homes fronting Hollow Oak Terrace will require a severance application to the Committee of Adjustment to create the two lots. The retained parcel will include the Clarkson Paisley House and the lands fronting Clarkson Road North.

Development Proposal	
Applications submitted:	Received: October 13, 2016 Deemed complete: December 12, 2016
Developer Owner:	Trig Investments Inc.
Applicant:	Alejandra Padron Glen Schnarr & Associates
Number of units:	2 detached homes fronting onto Hollow Oak Terrace
Height:	2 storeys
Gross Floor Area :	Proposed Detached homes: 532 m ² (5,736 ft ²) – total for both proposed homes Existing Clarkson Paisley House: 322 m ² (3,472 ft ²) – including basement and attic
Additional Uses Requested:	Commercial and office uses within the existing Clarkson Paisley House (1141 Clarkson Road North)
Anticipated Population:	8* *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.

Additional information is provided in Appendices 1 to 11.



Image of
existing
conditions

Hollow Oak Terrace Frontage

Clarkson Road North Frontage



Applicant's rendering of
proposed detached homes
fronting Hollow Oak Terrace

LAND USE CONTROLS

The lands are designated **Residential Low Density I** which permits detached dwellings and **Residential Low Density I – Exempt Site 2** which permits an office use within the existing home (Clarkson Paisley House). The applicant is proposing to change the designation for the lands fronting Clarkson Road North (including the Clarkson Paisley House) to **Mixed Use – Special Site** to permit additional commercial and office uses within the existing Clarkson Paisley House.

A rezoning is proposed for the lands fronting Hollow Oak Terrace from **D** (Development) to **R3-1** (Detached Dwellings – Typical Lots) to permit two detached homes and for the lands fronting Clarkson Road North from **D** (Development) and **R3-62** (Detached Dwellings – Typical Lots) to **C4 - Exception** (Mainstreet Commercial) to permit additional commercial and office uses within the existing Clarkson Paisley House.

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

WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 2 Councillor, Karen Ras on April 3, 2017.

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

- Construction activity related to the proposed detached homes will negatively impact surrounding area
- Preference for one detached home to be constructed instead of two detached homes
- Double car garages will better maintain the character of Hollow Oak Terrace
- The proposal will result in a loss of mature trees
- Concern with the existing illegal contractor's yard use located at 1137 Clarkson Road North
- The appearance and upkeep of the Clarkson Paisley House

DEVELOPMENT ISSUES

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed Zoning By-law exception standards appropriate?
- Are the requested uses appropriate for the surrounding context?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?

OTHER INFORMATION

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

- Plan of Survey
- Concept Plan
- Grading Plan & Servicing Plan
- Planning Justification Report
- Draft Official Plan Amendment
- Functional Servicing Report
- Noise & Vibration Feasibility Study
- Phase I Environmental Site Assessment
- Stage 1 & 2 Archaeological Assessment
- Tree Inventory & Preservation Plan Report

Development Requirements

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

Financial Impact

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

Conclusion

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

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Clarkson – Lorne Park Character Area Land Use Map
- Appendix 4: Zoning and General Context Map
- Appendix 5: Concept Plan
- 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



Edward R. Sajecki, Commissioner of Planning and Building

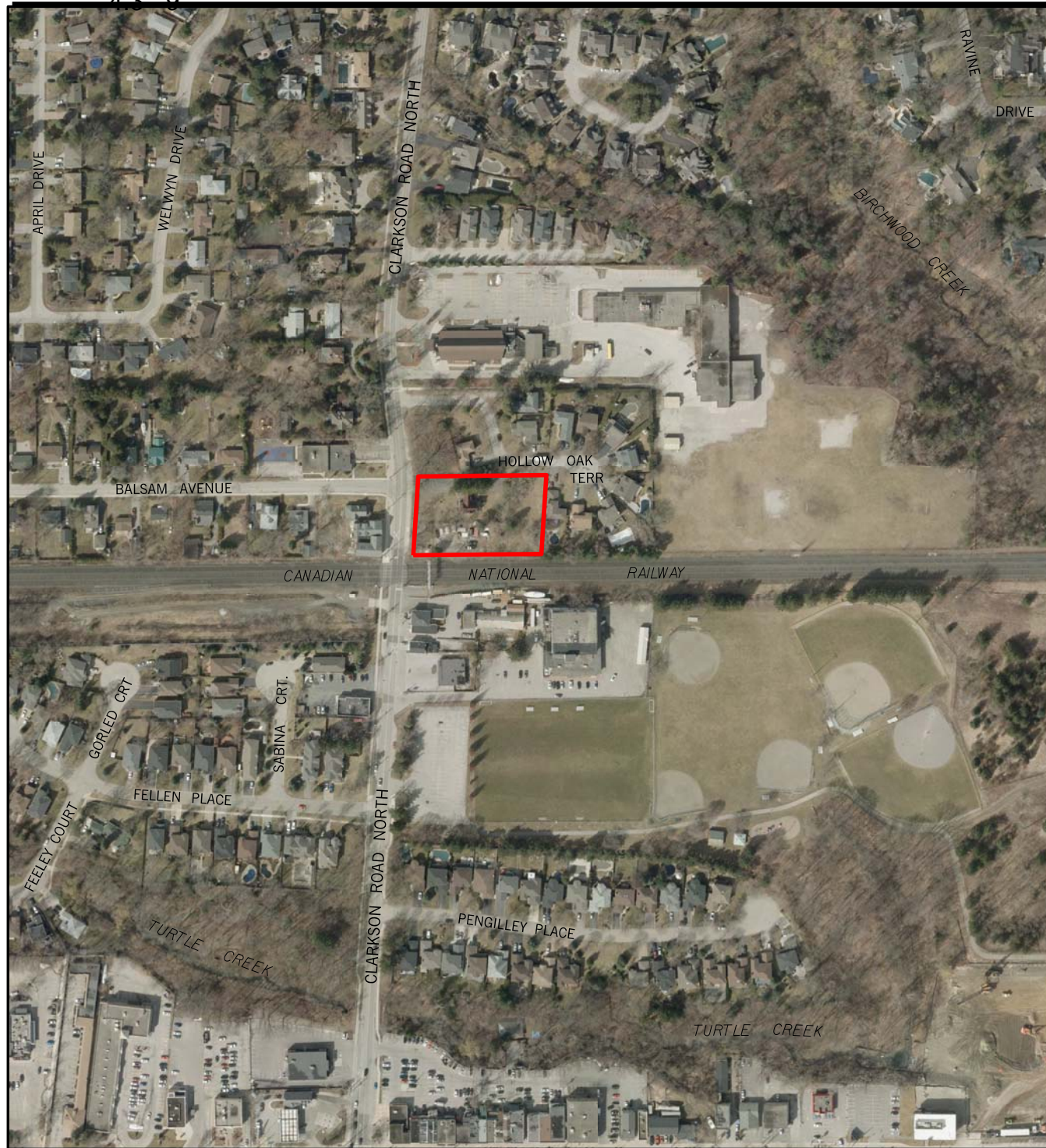
Prepared by: David Ferro, Development Planner

Trig Investments Inc.

File: OZ 16/012 W2

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands are zoned **D** (Development) and **R3-62** (Detached Dwellings – Typical Lots). Lands were previously zoned **M1** (Industrial Uses – Limited Outside Storage) under former Zoning By-law 5500
- September 10, 2007 – Mississauga Plan Amendment 25 approved including redesignation of portion of subject lands (1141 Clarkson Road North) from **Industrial** to **Residential Low Density I – Special Site 22** permitting office use within the existing detached dwelling



LEGEND:

SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016

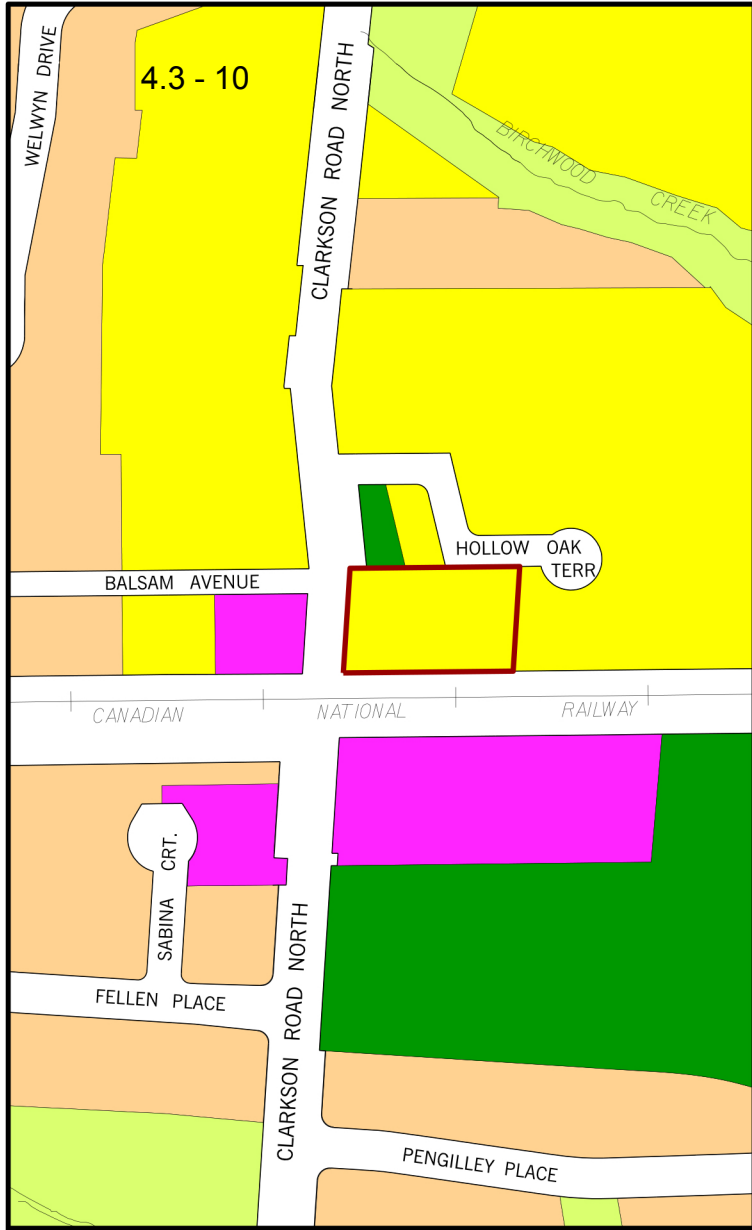


TITLE: TRIG INVESTMENTS INC.

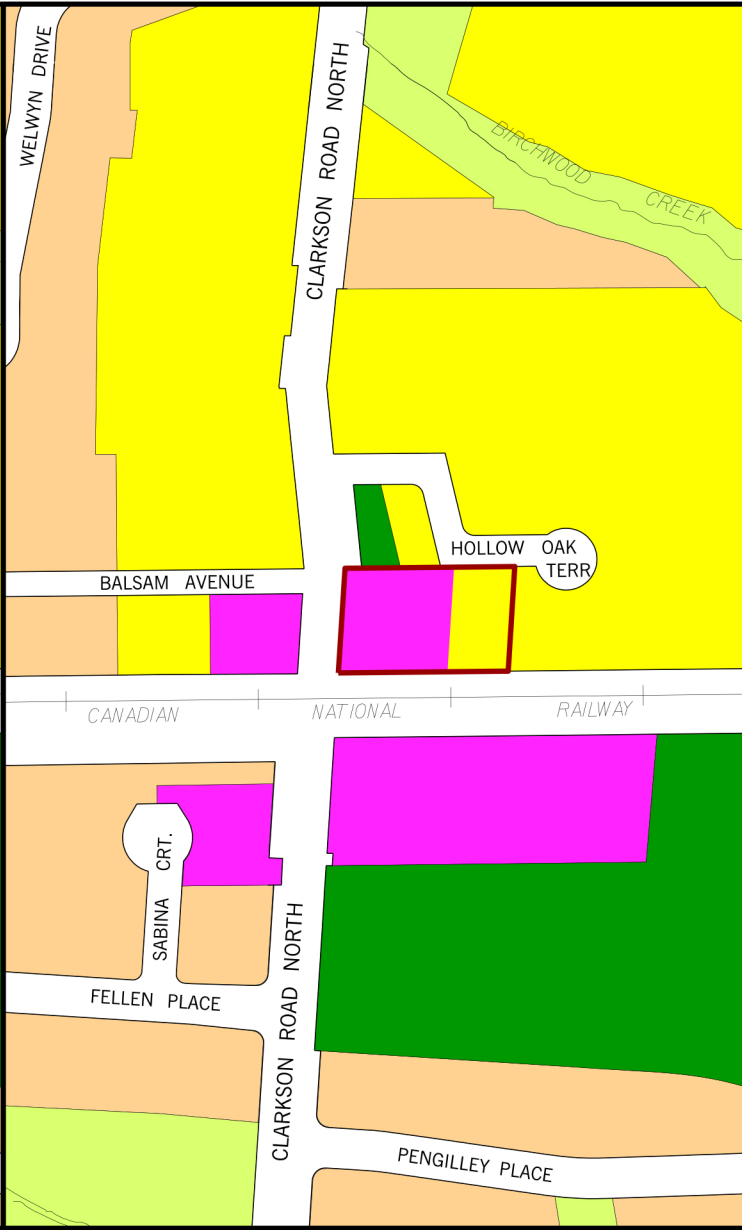
FILE NO: OZ 16/ 012 W2

 **MISSISSAUGA**

Produced by
T&W, Geomatics



EXISTING LAND USE DESIGNATION



AMENDED LAND USE DESIGNATION

- ### 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 | |

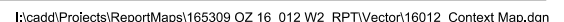
- ### BASE MAP INFORMATION
- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre/Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| 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 | |

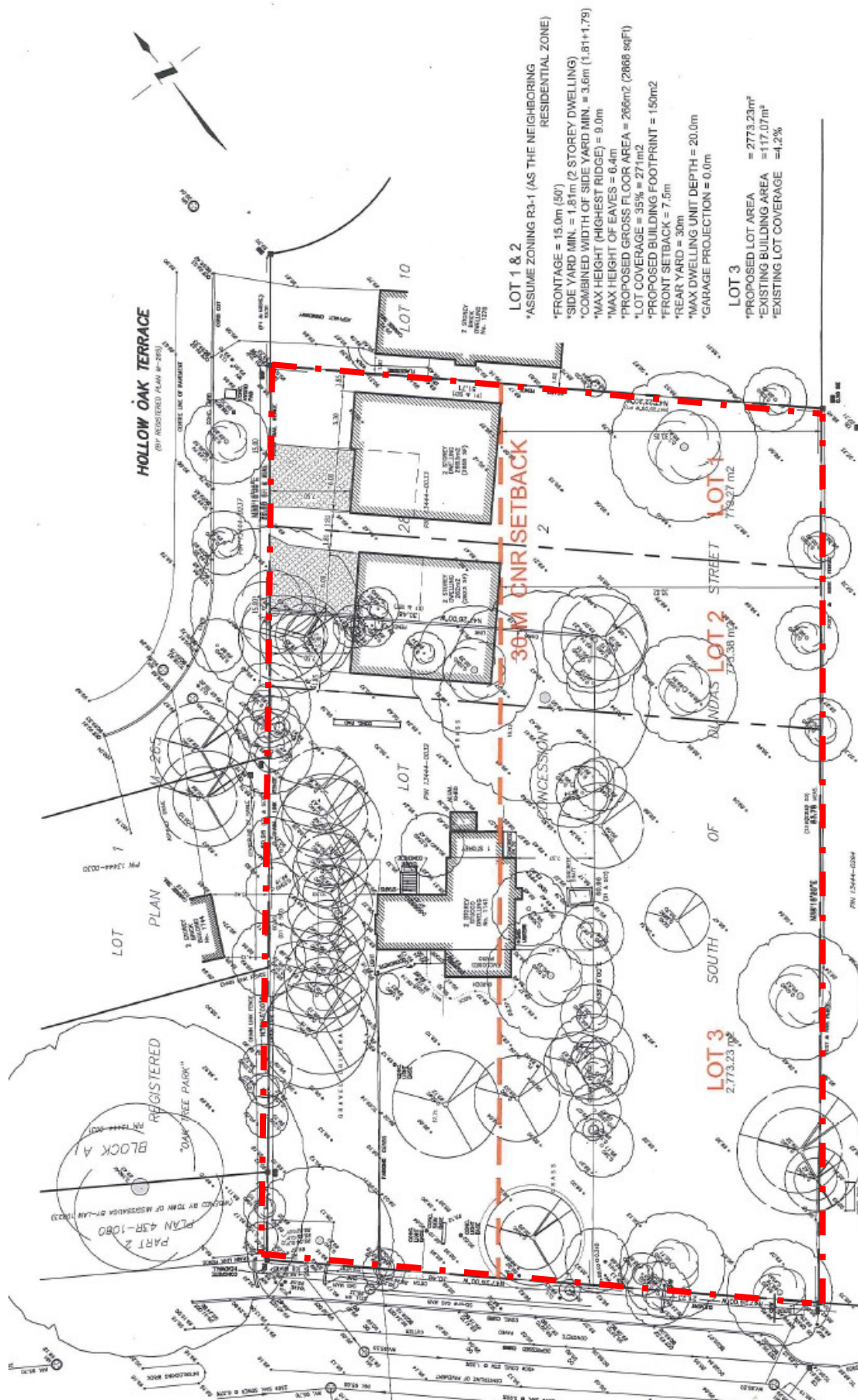
- AREA OF AMENDMENT
- FROM:
- RESIDENTIAL LOW DENSITY I
- TO:
- RESIDENTIAL LOW DENSITY I
- MIXED USE

TITLE: TRIG INVESTMENTS INC.

FILE NO: OZ 16/ 012 W2



Concept Plan



Trig Investments Inc.

File: OZ 16/012 W2

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (January 31, 2017)	<p>Prior to approval, the Consultant is required to complete and submit the Multi-Use Demand Table for the Region to fulfill their modelling requirements and determine the proposal's impact to the existing system. The demand table shall be accompanied by the supporting graphs for the hydrant flow tests and shall be stamped and signed by the Professional Consulting Engineer.</p> <p>The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste for the proposed two detached homes. Waste requirements will be provided at Site Plan Stage.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 11, 2017)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>If approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be included in Development and Servicing Agreements and all Agreements of Purchase and Sale.</p>
City Community Services Department – Park Planning Section (March 10, 2017)	<p>Should the applicant propose to resurface or reconfigure the existing parking lot serving the commercial building off of Clarkson Road North, through site plan approval, the developer will be required to provide securities and hoarding for tree preservation of the existing street trees and large oak tree located in the adjacent park, Oak Tree Park (P-193). The amount of the securities will be determined by the Community Services Department - Park Planning Section.</p> <p>Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's Policies and By-laws.</p>

Trig Investments Inc.

File: OZ 16/012 W2

Agency / Comment Date	Comment
<p>City Transportation and Works Department (T&W) (March 15, 2017)</p>	<p>T&W has requested the applicant to submit a scoped Traffic Review, including TDM measures to assess any traffic impacts on Clarkson Road North due to the proposed land use change. Comments from GO Transit/Metrolinx will be required to address any concerns regarding operational, safety and access issues adjacent to the rail tracks, including any noise mitigation requirements as the subject site is under their corridor control.</p> <p>In addition to the traffic matters noted above, there are a number of the other comments and concerns with respect to the feasibility of the development proposal that remain to be satisfactorily addressed by the applicant, including:</p> <ul style="list-style-type: none"> • Submission of a Drainage Proposal to verify the capacity on Hollow Oak Terrace • Additional details in the Functional Servicing Report to confirm adequate servicing • Revisions to the Noise and Vibration Study with respect to noise barrier mitigation • Revisions to the Grading and Servicing Plans to include cross-sections and safety barrier/berm requirements • Submission of a Letter of Reliance for the Phase One Environmental Site Assessment <p>As the above noted items and additional specific technical details requested remain outstanding, T&W is not in a position to confirm if the proposal is feasible and is not in favour of the applications proceeding to a Recommendation Meeting until the outstanding matters have been satisfactorily resolved.</p>
<p>City Community Services Department – Heritage Planning Section (February 16, 2017)</p>	<p>A Stage 1 and 2 archaeological report by The Archaeologists Inc. has been submitted recommending that no further assessment is required and found no archaeological resources. The corresponding MTCS has been submitted. As such, heritage planning has no further concerns regarding archaeological resources for the subject lands.</p> <p>The property at 1141 Clarkson Road North is individually listed in the City's Heritage Register under the <i>Ontario Heritage Act</i>. Accordingly, a Heritage Impact Assessment is required.</p>
<p>Metrolinx – GO Transit (January 27, 2017)</p>	<p>The standard residential building setback of 30 m (98.4 ft.) has been achieved. Typically the aforementioned setback is to be delivered in combination with a safety barrier (standard format is 2.5 m (8.2 ft.) high earthen berm). The proponent must</p>

Trig Investments Inc.

File: OZ 16/012 W2

Agency / Comment Date	Comment
	<p>provide additional information in this regard.</p> <p>In light of the limited information available in the Noise and Feasibility Study submitted regarding electric train service, the consultant has concluded that future traffic sound levels will exceed MOECC guidelines and various mitigation measures are recommended "to reduce the impact to within acceptable limits". Vibration mitigation was not found to be required for this project and therefore Metrolinx has no further comments in this regard.</p> <p>The Owner shall grant Metrolinx an environmental easement for operational emissions, registered on title against the subject residential dwellings in favour of Metrolinx.</p> <p>The existing post and wire fence shall remain in place to delineate the property line and discourage rail corridor trespassing.</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"> • Canada Post • Enbridge Gas • Rogers Cable • Hydro One • Fire Prevention • Public Art • Alectra (Enersource) • CVC
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • GTAA • Trans Canada Pipelines Ltd. • Economic Development • Bell Canada • Mississauga Transit • Policy Division • Realty Services

Trig Investments Inc.

File: OZ 16/012 W2

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Kindergarten to Grade 6 1 Grade 7 to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Whiteoaks PS <ul style="list-style-type: none"> Enrolment: 662 Capacity: 638 Portables: 0 Hillcrest Middle PS <ul style="list-style-type: none"> Enrolment: 440 Capacity: 544 Portables: 0 Lorne Park <ul style="list-style-type: none"> Enrolment: 994 Capacity: 1,236 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 1 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Christopher Elementary School <ul style="list-style-type: none"> Enrolment: 452 Capacity: 423 Portables: 2 Iona Catholic S.S. <ul style="list-style-type: none"> Enrolment: 886 Capacity: 723 Portables: 17

Trig Investments Inc.

File: OZ 16/012 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 **Residential Low Density I** and **Residential Low Density – Special Exempt Site 2** which permits only detached dwellings and an office within the existing heritage dwelling.

Proposed Official Plan Amendment Provisions

The lands fronting onto Clarkson Road North, which contain the existing heritage dwelling, is proposed to be designated to **Mixed Use** to permit additional commercial and office uses.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Chapter 5 – Direct Growth	5.1.7 – Introduction	Mississauga will protect and conserve the character of stable residential neighbourhoods.
	5.3.5.1 – Neighbourhoods	Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be Preserved.
	5.3.5.5	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.
	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.

Trig Investments Inc.

File: OZ 16/012 W2

	Specific Policies	General Intent
Chapter 7 – Complete Communities	7.4.1.2 – Cultural Heritage Resources	Mississauga will discourage the demolition, destruction or inappropriate alteration or reuse of cultural heritage resources.
	7.4.1.3	Mississauga will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource.
	7.4.1.11	Cultural heritage resources designated under the <i>Ontario Heritage Act</i> , will be required to preserve the heritage attributes and not detract or destroy any of the heritage attributes in keeping with the <i>Ontario Heritage Tool Kit</i> , the Ontario Ministry of Culture, and the <i>Standards and Guidelines for the Conservation of Historic Places in Canada</i> , Parks Canada.
	7.4.2.3 – Cultural Heritage Properties	Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.
Chapter 9 - Build a Desirable Built Form	9.2.2.3 – Non – Intensification Areas	While new development need not mirror existing development, new development in Neighbourhoods will: <ul style="list-style-type: none"> c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; g. be designed to respect the existing scale, massing, character and grades of the surrounding area.
	9.5.1.1 – Context	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.
	9.5.1.15	Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to: <ul style="list-style-type: none"> a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.

Trig Investments Inc.**File: OZ 16/012 W2**

	Specific Policies	General Intent
Chapter 10 – Foster a Strong Economy	10.3.3 - Industry	Development will minimize land use conflicts between industrial uses and sensitive land uses.

Trig Investments Inc.

File: OZ 16/012 W2

	Specific Policies	General Intent
Chapter 11 – General Land Use Designations	11.2.5.3 – Residential	Lands designated Residential Low Density I will permit the following uses: <ul style="list-style-type: none"> a. Detached dwelling; b. Semi-detached dwelling; and c. Duplex dwelling.
	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: <ul style="list-style-type: none"> a. commercial parking facility; b. conference centre; c. entertainment, recreation and sports facility; d. financial institution; e. funeral establishment; f. motor vehicle rental; g. motor vehicle sales; h. overnight accommodation; i. personal service establishment; j. post-secondary educational facility; k. residential; l. restaurant; m. retail store; and n. <i>secondary office</i>. <p>The following uses are not permitted:</p> <ul style="list-style-type: none"> a. self-storage facility; and b. detached and semi-detached dwellings.
	11.2.6.2	Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.
	11.2.6.4	Residential uses will be combined on the same lot or same building with another permitted use.

Trig Investments Inc.

File: OZ 16/012 W2

	Specific Policies	General Intent
Chapter 16 - Neighbourhoods	16.5.1.1 – Community Identity and Focus	Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.
	16.5.1.1	Development should be designed to reflect and enhance the Clarkson Village Mixed Use area streetscape.
	16.5.1.4 – Infill Housing	For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply: <ul style="list-style-type: none"> a. preserve and enhance the generous front, rear and side yard setbacks; b. ensure that existing grades and drainage conditions are preserved; c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation; d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property; e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook; f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows; g. reduce the hard surface areas in the front yard; h. preserve existing mature high quality trees to maintain the existing mature nature of these areas; i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.
	16.5.2	Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.
	16.5.6.2.2 – Exempt Site Policies	Notwithstanding the provisions of the Residential Low Density I designation, office use in the existing detached dwelling will also be permitted.

Trig Investments Inc.

File: OZ 16/012 W2

	Specific Policies	General Intent
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Trig Investments Inc.

File: OZ 16/012 W2

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

D (Development) that permits a building or structure legally existing on the date of the passage of the by-law.

R3-62 (Detached Dwelling – Typical Lots) that permits a detached dwelling, office or medical office-restricted in a detached dwelling.

Proposed Zoning Standards

Lands Fronting onto Hollow Oak Terrace, 2 Detached Homes

	Existing D Zoning By-law Standards	Proposed R3-1 Zoning By-law Standards (lands fronting onto Hollow Oak Terrace)
Use	Legally existing building or structure	Detached dwelling
Maximum Height	-	Sloped Roof: Lot Frontage less than 22.5 m (73.8 ft.): 9.0 m (29.5 ft.) Flat Roof: 7.5 m (24.6 ft.)
Maximum Gross Floor Area	-	190 m ² (2,045 ft ²) + 0.20 times the lot area
Maximum Height of Eaves	-	6.4 m (21.0 ft.)

Trig Investments Inc.

File: OZ 16/012 W2

Proposed Zoning Standards

Lands Fronting Clarkson Road North, Clarkson Paisley House

	Existing R3-62 Zoning By-law Standards	Required C4 Zoning By-law Standards	Proposed 'C4 – Exception' Zoning By-law Standards (lands fronting Clarkson Road N., Clarkson Paisley House)
Use	Detached dwelling or office in a detached dwelling and medical office – restricted in a detached dwelling	Retail store, restaurant, take-out restaurant, office, medical office, veterinary clinic, animal care establishment, funeral establishment, personal service establishment, financial institution, overnight accommodation, apartment dwelling, dwelling unit above the first storey of a commercial building, among other uses	Retail store, restaurant, take-out restaurant, office, medical office, veterinary clinic, animal care establishment, funeral establishment, personal service establishment, financial institution, overnight accommodation, apartment dwelling, dwelling unit above the first storey of a commercial building, among other uses Residential use within existing heritage dwelling
Maximum Height	Lot Frontage less than 22.5 m (73.8 ft.); Sloped Roof: 9.0 m (29.5 ft.) Flat Roof: 7.5 m (24.6 ft.)	Sloped Roof: 16.0 m (52.5 ft.) and 3 Storeys Flat Roof: 12.5 m (41 ft.) and 3 storeys	Sloped Roof: 16.0 m (52.5 ft.) and 3 Storeys Flat Roof: 12.5 m (41 ft.) and 3 storeys
Maximum Gross Floor Area	190 m ² (2,045 ft ²) + 0.20 times the lot area	-	-
Maximum Front Yard Setback	-	3.0 m (9.8 ft.)	N/A
Minimum Front Yard Setback	7.5 m (24.6 ft.)	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)

City of Mississauga
Corporate Report



Date: April 7, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/002 W1

Meeting date:
2017/05/01

Subject

RECOMMENDATION REPORT (WARD 1)

Applications to permit 148 horizontal multiple dwellings on a private condominium road 1174-1206 Cawthra Road

West side of Cawthra Road, south of Atwater Avenue

Owner: Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ 16/002 W1, 1174 -1206 Cawthra Road to amend Mississauga Official Plan to **Residential Medium Density – Special Site** and to change the zoning to **RM9 – Exception** (Horizontal Multiple Dwellings with more than 6 dwelling units) to permit 148 horizontal multiple dwellings on a private condominium road in conformity with the provisions outlined in Appendix 6, be approved subject to the conditions referenced in the staff report.
3. That the applicant agree to satisfy all of the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall remain the same.

Report Highlights

- Comments were received from the public regarding appropriateness of the built form; height and density; traffic and signal warrants; school accommodation; visitor parking; access to Cawthra Road and internal road connections; and, storm water management
- The applicant has made minor revisions to the proposal to address issues raised at the public meeting and by Planning staff, including a reduction in the number of proposed units, increases to some of the minimum internal setbacks, addition of road connections to the properties to the north and south and relocation of the garbage staging area to a more central location on the property
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

A public meeting was held by the Planning and Development Committee on December 5, 2016, at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-0089-2016 was then adopted by Council on December 14, 2016.

1. That the report dated November 15, 2016, from the Commissioner of Planning and Building regarding the applications by Queenscorp (Cawthra South) Inc. to permit 154 horizontal multiple dwellings on a private condominium road under File OZ 16/002 W1, 1174-1206 Cawthra Road, be received for information.
2. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.

Subsequent to the public meeting, meetings were held with the applicant to try to have the proposal revised to address concerns raised by the public and staff. Meetings were also held with adjacent property owners. These are discussed in the Comments section of this report.

Comments

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

REVISED DEVELOPMENT PROPOSAL

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

- Reducing the number of proposed units from 154 to 148

- Increasing the minimum internal setbacks throughout the development, including adjacent to the existing detached homes to the north and south and between the proposed road interconnection and ramp to the underground garage
- Protecting for an internal road connection to the properties to the north and south
- Relocating the proposed waste staging area to the interior of the development, away from existing neighbouring homes

COMMUNITY COMMENTS

Since the December 5, 2016 Public meeting and the community meeting held prior to that on September 27, 2016 by Ward 1 Councillor Jim Tovey, City and Region of Peel staff have met with the adjacent property owners to discuss the proposed development.

On March 14, 2017, Planning and Building, Transportation and Works and Region of Peel staff met with 8 unit owners from Peartree Estates at 1130 Cawthra Road (the existing condominium townhouse development, located one property south of the development site). During the meeting, the residents expressed the following concerns:

- The proposed development is too dense. A density that is similar to what exists at 1130 Cawthra Road would be more appropriate
- The proposed internal road connection from 1130 Cawthra Road through the development site to the north and out to Cawthra Road is not wanted
- Traffic signals are needed at Cawthra Road and Village Green Boulevard
- The construction of the sales trailer on-site and the pre-sale of units is inappropriate prior to Council's consideration and potential approval of any redevelopment of the subject lands

Staff is in receipt of a petition signed by 41 of the 52 Peartree Estates condominium owners opposing the proposed internal road connection. Comments on the petition indicate that there may be a misunderstanding about information on the road connection. For example, a number of comments speak to Peartree Estates' road no longer being a private road. This is not the case; Peartree Estates' road will remain a private road regardless of a connection to the north. Additionally, several comments imply that Peartree Estates' existing access to Cawthra Road would be lost. This is not correct; the Region of Peel will restrict the existing access to a right-in and right-out only, thereby removing the current left-in movement.

Planning and Building and Region of Peel staff also met with the owners of the property at 1168 Cawthra Road (immediately south of the development site) on several occasions. While they are not opposed to a road connection through the rear of their property, they have expressed concerns with the configuration of the proposed internal road connection and the impacts this will have on the future redevelopment potential of the rear of their property.

On March 16, 2017, Planning and Building, Transportation and Works and Region of Peel staff met with a representative for the 3 properties north of the development site. The representative was seeking clarification regarding access arrangements to Cawthra Road and grading. He

indicated his desire to use the proposed road connection through the development site to the south to access Cawthra Road, should he redevelop his property at some point in the future.

The following summarizes issues raised at all the above mentioned meetings.

Comment

The proposed development is out of character with the surrounding neighbourhood. It is too dense and too tall.

Response

Although the interior of the Mineola neighbourhood is characterized by detached and semi-detached homes, Cawthra Road, which is identified as a Corridor in Mississauga Official Plan (MOP), is distinctly different. Cawthra Road is the boundary between the Mineola and Lakeview neighbourhoods and is characterized by a wider range of uses and built forms. The area between Atwater Avenue and the CN rail corridor is designated **Residential High Density** and **Residential Medium Density** and is therefore intended to accommodate higher density residential uses than the interior of the Neighbourhood. The appropriateness of the proposed horizontal multiple dwelling development is assessed based on how compatible it is to the existing and planned character of the area. Further comments regarding the appropriateness of the development are included in the Planning Comments section of this report.

Comment

Traffic is already an issue on Cawthra Road, especially during school drop off/pick up hours. Additional traffic generated by the proposed development and other developments in the immediate area will create unsafe conditions. There should be a traffic signal installed at the intersection of Cawthra Road and Village Green Boulevard.

Response

Comments from the Region of Peel regarding traffic volumes on Cawthra Road and signal warrants at Village Green Boulevard are included in the Updated Agency and City Departments section of this report. The proposed development does not satisfy the requirements to warrant traffic signals at this intersection.

Comment

Insufficient visitor parking will result in on-street parking on the surrounding residential streets.

Response

The applicant is proposing 30 visitor parking spaces, whereas 37 spaces are required based on the Zoning By-law parking rates. A Parking Study was submitted and deemed to be acceptable. The proposed parking rates reflect what has been approved for other similar developments throughout the City.

Comment

The proposed pedestrian connection from Raphael Avenue into the proposed development is a concern.

Response

MOP contains policies which encourage pedestrian oriented development, connections to adjacent streets and neighbourhoods at regular intervals, and encourages accessible paths for walking and cycling where cul-de-sacs and dead end streets exist. The pedestrian connection from Raphael Avenue through the site to Cawthra Road is appropriate and consistent with these MOP policies.

Comment

Insufficient building setbacks are proposed to the adjacent properties, which will impact the amount of available sunlight.

Response

The applicant has increased the proposed building setbacks adjacent to the side lot lines which will further increase the amount of available sunlight to adjacent properties. Furthermore, the upper floor of the proposed buildings is setback from the building edge to minimize the building mass.

Comment

The developer has already removed a number of large mature trees from the property, which is unacceptable.

Response

A number of the trees removed from the site were ash trees infested with Emerald Ash Borer and were either dead or dying. Therefore, either property standards orders or tree removal permits were issued to remove the trees.

Comment

The neighbourhood schools are at capacity and cannot accommodate any more students.

Response

Comments received from the School Boards regarding school capacity as outlined in Appendix 7 of the Information Report state that they are satisfied with the current provision of educational facilities for the catchment area.

Comment

There have been flooding issues in the area.

Response

Comments from the City Transportation and Works Department and the Region of Peel regarding storm water management are included in the Updated Agency and City Departments section of this report.

Comment

Will there be additional bus routes added to Cawthra Road to accommodate the expected population from the proposal?

Response

Comments received from the Transit Division of the City Transportation and Works Department as outlined in Appendix 7 of the Information Report state that within the next five years MiWay has plans to reconfigure transit service to modify the current Route 8 to provide north/south service along Cawthra Road.

Comment

Will there be an internal road connection from 1130 Cawthra Road (Peartree Estates) through the site to Cawthra Road?

Response

At the request of the Region of Peel and the City, the applicant has demonstrated how the proposed internal condominium road can connect to the properties to the north and south. The applicant has also agreed to provide public easements over the proposed internal condominium road to allow for the future connections. Further comments regarding access and road connections are included in the Planning Comments section of this report.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Region of Peel

Comments updated April 6, 2017, state:

Functional Servicing Report/Capacity

Regional staff have reviewed the complete and satisfactory Functional Servicing Report submitted in March 2017. They have no objection to the water servicing of this proposal from the existing 300 mm (12 in.) diameter watermain but note that this watermain is under high demand during the summer months and recommend that the fire flows be recalculated once the internal building water system is designed for a more accurate fire flow. With regard to storm water servicing we note that the report, in Section 6.1, states that when water exceeds the storage capacity, an overland flow route will convey the overland flow towards Cawthra Road. Overland flow towards Cawthra Road is not acceptable and a more detailed review which includes a review of the grading at the property line will be done during the site plan stage. Detailed modelling conducted for sanitary sewer capacity on the existing 250 mm (10 in.) sanitary sewer on Cawthra Road has determined that there is available capacity under existing and future flow conditions.

Traffic Impact Study/Signals/Land Dedication

Regional staff have reviewed a satisfactory Traffic Impact Study (TIS) and functional design materials for this development. Through the review of the TIS and functional design the Region supports a full movement access onto Cawthra Road across from Village Green Boulevard, contingent upon the provision of internal connections and easements to the properties to the north and south. At this time based on the existing and future traffic volumes, this intersection does not warrant signals. This intersection will become part of the Region's intersection review conducted annually and they will monitor any changes to traffic volumes at this intersection and the potential need for signals in the future. The functional design provided by the applicant has confirmed that the gratuitous land dedication requirements for Cawthra Road (a 36 m (118 ft.) right of way) will be 18 m (59 ft.) from the centreline and a 0.3 m (1 ft.) reserve behind the property line along the frontage of Cawthra Road except at the approved access. Confirmation of any land dedication to meet the 18 m (59 ft.) from centreline and 0.3 m (1 ft.) reserve will be confirmed and dedicated through the subsequent site plan application.

North-South Internal Road

Regional staff have reviewed the north-south connecting road as shown on the applicant's revised concept plan. This review included review of the vehicle path (waste collection vehicle) and ramp site lines. The Region finds the conceptual north-south connecting road to be satisfactory.

Waste Collection Area

The alternate waste collection area shown at the stub road between Blocks 5 and 6 is satisfactory and with approval from Mississauga Fire Services, the Region is satisfied with this location as an alternate collection area as opposed to previous proposals with the collection area within the north-south connecting road.

City Transportation and Works Department

Comments updated April 4, 2017, state that a satisfactory Traffic Impact Study (TIS) including an addendum (Signal Warrant Analysis) in support of the applications concludes that the increased traffic flows as a result of the proposed development can be accommodated within the existing surrounding road network. As Cawthra Road is under the jurisdiction of the Region of Peel, final approval of the TIS, access and widenings will be required from the Region.

Additionally, the Region is requiring an interconnection to the adjacent lands north and south of the subject property to support future access restrictions for the neighbouring properties along Cawthra Road. The current plan includes the geometric design and associated mitigation measures of the interconnection to provide sufficient setback between the interconnection and the site garage ramp. Aspects related to the turning templates and circulation to accommodate fire and waste collection trucks are being addressed by the Region and Fire Services.

The Noise Impact Study submitted confirmed that with the installation of central air conditioning and registration of the appropriate noise warning clauses, compliance with Ministry of the

Environment and Climate Change Guidelines will be achieved. Notwithstanding the findings of the submitted reports and drawings, the applicant has been requested to provide additional grading details and cross sections, revised Functional Servicing and Stormwater Management Report, and final clearances from Fire and Peel Waste Collection regarding Fire/Garbage Truck Route design for the interim and ultimate design. As the above-noted items and additional specific technical details requested remain outstanding, the Transportation and Works department is not in favour of these applications proceeding to By-law enactment until the outstanding matters have been satisfactorily resolved.

In the event these applications are approved by Council and prior to enactment of the Zoning By-law, the applicant will be required to:

- Enter into a Development Agreement with the City
- Enter into an Encroachment Agreement with the City
- Establish Public Access Easements
- Provide any required securities and fees

The storm sewer outlet for these lands is the existing storm sewer system located on Cawthra Road, which is a Regional road. As part of the proposal, on-site storm water management controls will be implemented. Site specific details will be addressed through the site plan review and approval process.

City Fire & Emergency Services Department

Comments updated March 21, 2017, state that Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and watersupply available are acceptable. While fire route access and protection will be assessed through the site plan and building permit application processes, they have conducted a cursory review of the applicant's revised concept plan. In order to comply with Fire Route By-law 1036-81, the following is required:

- Block 7 shall be designed in conformance with Part 3 of the Ontario Building Code
- A walkway providing an unobstructed path of travel is required from the fire route to unit 401, in the area north of Block 4

The turning templates submitted for the road interconnection to the south have been prepared using the specifications for Aerial 101 which is the largest vehicle in the City's emergency services fleet. Therefore, Fire and Emergency Services has confirmed that the road design is acceptable.

PLANNING COMMENTS

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

The *Provincial Policy Statement* (PPS) contains the Province's policies concerning land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS encourages intensification of land within urban areas, promotes efficient use of infrastructure and public facilities, encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan.

The site is located at the periphery of the Mineola Neighbourhood on Cawthra Road, a Corridor in MOP. The proposed horizontal multiple dwelling development achieves a level of intensification that is deemed to be appropriate and meets the intent of the Growth Plan. The proposed development adequately take into account the existing context and provides an appropriate transition of built form to adjacent areas as referenced in the Official Plan section below.

Official Plan

The proposal requires an amendment to the MOP Policies for the Mineola Neighbourhood Character Area from **Residential Medium Density – Special Site 1** to **Residential Medium Density – Special Site** to permit horizontal multiple dwellings on a private condominium road and an increase in density to 112 units per net residential hectare (45 units per net residential acre). Section 19.5.1 of MOP provides the following criteria for evaluating site specific Official Plan Amendments:

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

Planning staff have undertaken an evaluation of the criteria against this proposed development application.

Directing Growth

The site is located in the Mineola Neighbourhood Character Area, which is generally characterized as a stable residential neighbourhood. According to the City Structure policies of MOP, Neighbourhoods are not intended to be the focus for intensification but it is recognized that these areas are not meant to stay static and that new development need not imitate previous development patterns. Where new development is proposed, it should be sensitive to the existing and planned character of the Neighbourhood and should be located in specific areas, including along Corridors such as Cawthra Road. The site is an assembly of seven properties on the west side of Cawthra Road, between Atwater Avenue and the CN rail corridor.

These properties are designated **Residential Medium Density** and are part of the lands identified as Special Site 1. Detached, semi-detached and townhomes are permitted on lands in Special Site 1, within a density range of 25-37 units per net residential hectare (10-15 units per net residential acre). The current designation and the location of the site are important factors in evaluating the appropriateness of the proposed development. The introduction of horizontal multiple dwellings on lands that already permit medium density residential uses and at the periphery of a Neighbourhood along a Corridor will not adversely impact or destabilize the overall goals and objectives of MOP.

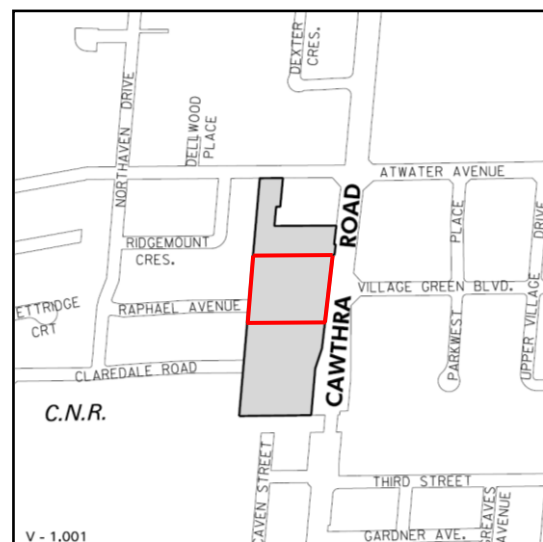


Figure 1 – Mississauga Official Plan Map of Special Site 1

Separate parcels in Special Site 1 are encouraged to be assembled. The lands at 1130 Cawthra Road (south of development site and referred to as Peartree Estates) were previously assembled and redeveloped with 52 condominium townhomes. The applicant has attempted to assemble the remaining lands in Special Site 1 but was successful in acquiring only seven of the remaining eleven parcels. There are three remaining properties north of the development site and one remaining property between the development site and Peartree Estates. The applicant has provided a concept plan demonstrating how the adjacent lands can potentially redevelop (Appendix 4).

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The proposed horizontal multiple dwellings are a suitable built form for the site, which is surrounded by detached, semi-detached and townhomes; and, horizontal multiple dwellings and apartment buildings opposite Cawthra Road.

A Site Plan application is in process for 650 Atwater Avenue (southwest corner of Atwater Avenue and Cawthra Road) to develop the site for 110 3 ½ storey horizontal multiple dwellings on a private condominium road. The vacant lands at the opposite corner zoned for all forms of horizontal multiples and apartments up to 12 storeys. The Queenscorp development ranges in height from 3 - 3 ½ storeys, consistent with the maximum 4 storey building height in Neighbourhoods. Each building has roof top terraces which are setback from the building edges to create an appropriate transition in height, minimize overlook conditions and maximize sun exposure to adjacent properties.

Building and Site Design

The proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent uses. The proposed buildings have been sited to face Cawthra Road and the internal condominium road. Setbacks to Cawthra Road are consistent with what has been provided on adjacent properties on this portion of Cawthra Road, which is characterized by wide boulevards. Overlook conditions and shadow impacts have been addressed through the increase in building setbacks to property lines and the setback of roof top terraces to building edges.

The internal condominium road has been designed to align with Village Green Boulevard on the east side of Cawthra Road. The condominium road comes to a T-intersection within the development site and extends north and south to the adjacent property lines. The north/south portion of the road is parallel to the west property line which provides a greater separation distance between the proposed buildings and the existing 1 storey detached and semi-detached homes on Raphael Avenue. A number of the surface visitor parking spaces have been relocated to the underground garage to limit the impacts on the adjacent properties and to allow for a greater amount of landscaping. Although the proposed parking rates are reduced from what is required under the Zoning By-law, Planning staff are satisfied with the reduction, which reflects what has been approved on similar developments elsewhere in the City.

The buildings are designed at a pedestrian scale with articulated façade treatments that are aesthetically pleasing. The combination of light coloured materials and glass serve to break up the building mass and create visual interest. Rooftop mechanical equipment has been integrated into the building design to minimize impacts on the public realm.

A common outdoor amenity area is proposed at a central location on the site. The applicant has proposed both active and passive amenity spaces, the design of which will be further refined through the Site Plan application.

Infrastructure

Based on the comments received from the applicable City departments and external agencies, the existing infrastructure is adequate to support the proposed development.

Summary

The proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent uses. Overlook conditions and shadow impacts have been addressed through the increase in building setbacks to the property lines and the setback of roof top terraces to building edges. The applicant has also provided a Planning Justification Report in support of the applications that has adequately demonstrated that the proposal represents good planning and is consistent with the intent of MOP policies.

Other Development Matters

Proposed Access to Cawthra Road and Internal Road Connections

Cawthra Road is under Regional jurisdiction and therefore any access to the site is subject to approval by the Region of Peel. The Region is supportive of a full movement access onto Cawthra Road across from Village Green Boulevard, contingent upon the provision of internal road connections to the properties to the north and south.

City staff support the Region's position and are seeking public easements over the internal private road connection to allow for the future shared use of the road by adjacent properties. This requirement from the Region echoes the agreements that were entered into when Peartree Estates (existing townhouse condominium at 1130 Cawthra Road) was approved in 2003. Appendix 5 contains the Overall Concept Plan that was included in the Supplementary Report for the development at 1130 Cawthra Road.

The agreements between the developer of Peartree Estates and the Region of Peel and City of Mississauga speak to the fact that the configuration of the existing access to 1130 Cawthra Road is intended to be a temporary condition until "*such time as the lands to the north ... are redeveloped providing access to Cawthra Road through the future extension of Village Green Boulevard.*" Once the lands to the north are redeveloped, access to Cawthra Road would be obtained through the development site and the current access to 1130 Cawthra Road will be restricted to a right-in and right-out only. A critical component to the connection is the intervening property at 1168 Cawthra Road, which does not form part of the development site. The road connection between the development site and 1130 Cawthra Road cannot occur until the property at 1168 Cawthra Road is redeveloped. A condition of any redevelopment of 1168 Cawthra Road would be the requirement to complete the internal private road connection.

The applicant has modified their proposal to provide a proposed road connection through their lands to connect to the properties to the north and south, when they ultimately redevelop. To accommodate the road connection, the applicant has removed 2 units from Block 3 and will be required to implement special design features to the ramp to the underground garage through the Site Plan application process. Although the layout of the proposed road connection differs from the Overall Concept Plan in Appendix 5, City and Region of Peel staff are satisfied with the proposed connection from a functional perspective. The alignment also protects for

redevelopment opportunities at the rear of the property at 1168 Cawthra Road. In addition to providing the road connection, the applicant has also agreed to provide public easements over their proposed internal private road in favour of the City of Mississauga, which will be secured through the Site Plan process.

Zoning

The proposed **RM9-Exception** (Horizontal Multiple Dwelling – with more than 6 dwelling units) zone is appropriate to accommodate the proposed 148 horizontal multiple dwelling development. Appendix 6 contains a summary of the proposed site specific zoning provisions.

Bonus Zoning

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

Should these applications be approved by Council, staff will hold discussions with the applicant to secure community benefits and return to Council with a Section 37 report outlining the recommended benefits and corresponding contribution amount.

Site Plan

Prior to development of the lands, the applicant will be required to obtain Site Plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the Rezoning concept plan, further revisions will be needed to address matters such as architectural elements, landscaping, detailed grading and site circulation.

Financial Impact

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

Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the requested revisions to the applications are not considered major changes to the development, it is recommended that no further public notice be required.

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

1. The proposed 148 horizontal multiple dwellings on a private condominium road is consistent with the overall intent, goals and objectives of Mississauga Official Plan as the site is located on the periphery of the Mineola Neighbourhood, on Cawthra Road and will not destabilize the surrounding residential neighbourhood.
2. The proposed built form is appropriate given the surrounding land uses and has been designed to minimize impacts from shadowing and overlook onto adjacent properties. Building heights and setbacks are consistent with existing and planned developments in the immediate area.
3. The proposed official plan provisions and zoning standards, as identified, are appropriate to accommodate the requested uses.

Prior to the passage of the implementing official plan amendment and zoning by-law by Council, the applicant will be required to execute a Section 37 agreement to the satisfaction of the City.

Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan

Appendix 3: Revised Elevations

Appendix 4: Context Plan

Appendix 5: Overall Concept Plan, May 22, 2003, Information Report for OZ 02/036 W1

Appendix 6: Revised Summary of Existing and Proposed Zoning Provisions



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

City of Mississauga

Corporate Report



Date: November 15, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/002 W1

Meeting date:
2016/12/05

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

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

West side of Cawthra Road, south of Atwater Avenue

Owner: Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Recommendation

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

Report Highlights

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

Background

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

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

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

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

The surrounding land uses are:

- North: Three properties occupied by detached dwellings and vacant lands at the southwest corner of Atwater Avenue and Cawthra Road subject to active Site Plan application SP 15/102 W1 for 110 back-to-back stacked townhouses
- East: Village Green Boulevard, townhouses and vacant lands zoned for apartments, townhouses and horizontal multiple dwellings, on the east side of Cawthra Road
- South: One detached dwelling, a 52 unit condominium townhouse development and the CN railway
- West: Detached and semi-detached dwellings

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

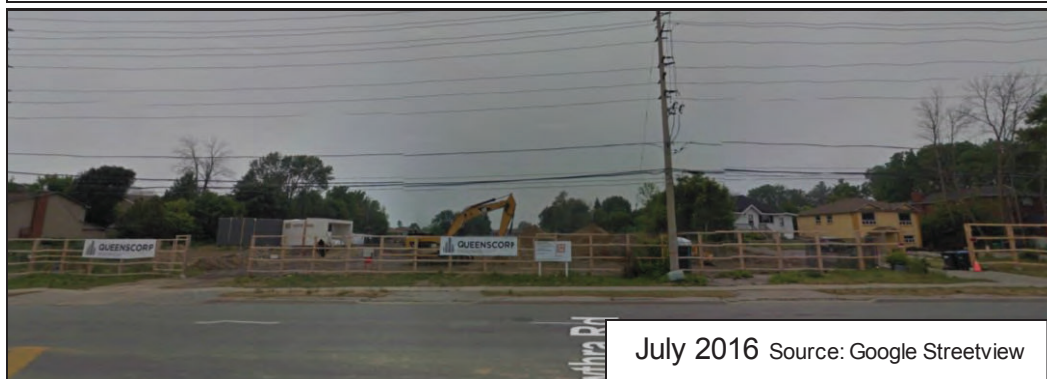
DETAILS OF THE PROJECT

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

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

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

Additional information is provided in Appendices 1 to 11.

Image of
previous
conditionsImage of
existing
conditionsRendering of
proposed
development

LAND USE CONTROLS

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

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

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

Bonus Zoning

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

WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 1 Councillor, Jim Tovey on September 27, 2016.

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

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

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

DEVELOPMENT ISSUES

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposed height, density and massing appropriate and compatible with the existing and planned character of the area?

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

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

OTHER INFORMATION

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

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

Development Requirements

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

Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

Financial Impact

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

Conclusion

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

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt from Mineola Neighbourhood Character Area Land Use Map
- Appendix 4: Existing Land Use and Proposed Zoning Map
- Appendix 5: Concept Plan
- Appendix 6: Elevations
- Appendix 7: Agency Comments
- Appendix 8: School Accommodation
- Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 10: Summary of Existing and Proposed Zoning Provisions
- Appendix 11: General Context Map



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Site History

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





PART OF SCHEDULE 10 LAND USE DESIGNATIONS
OF MISSISSAUGA OFFICIAL PLAN

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

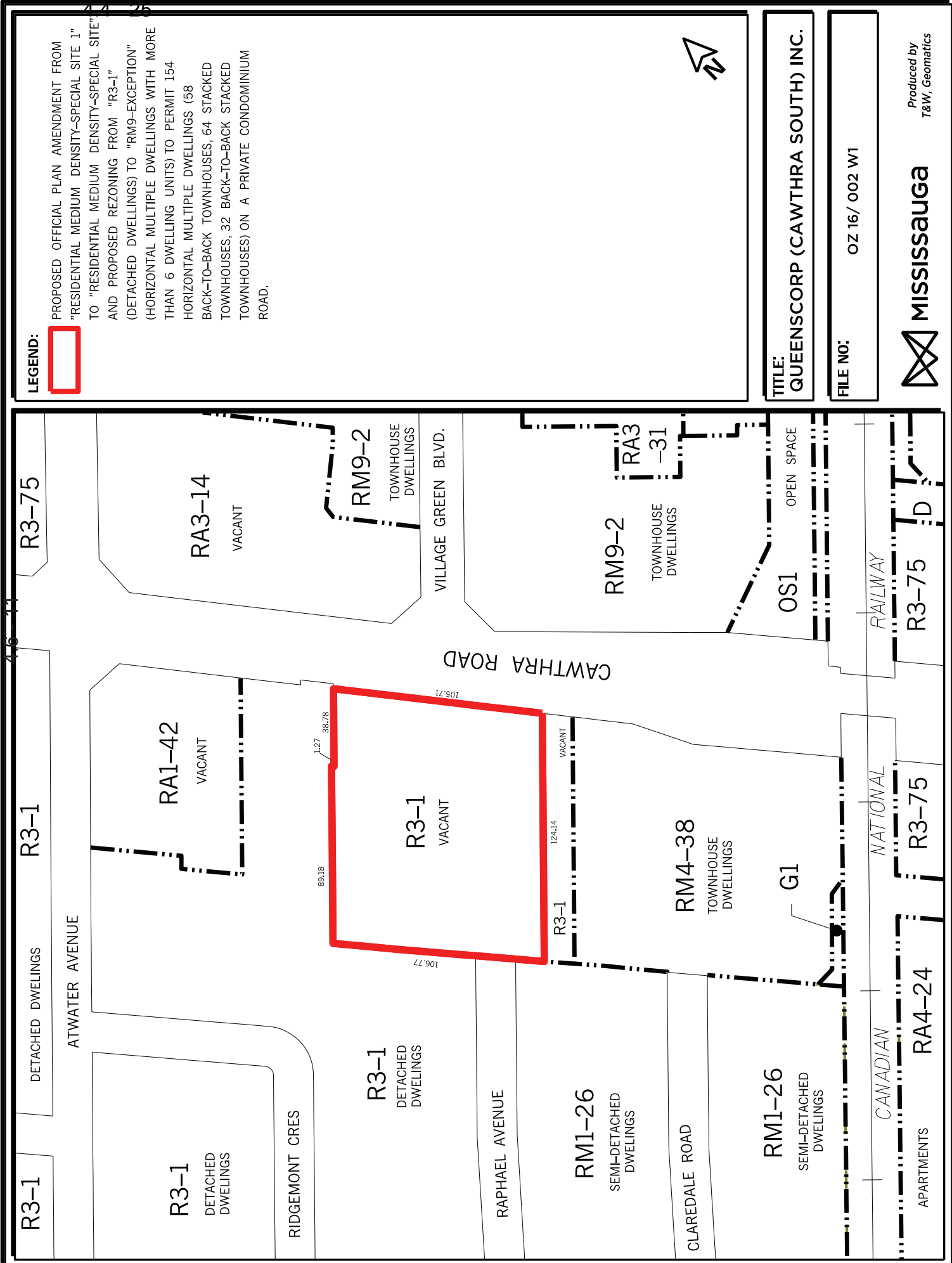
- BASE MAP INFORMATION
- Heritage Conservation District
 - 1996 NEP/2000 NEF
 - Composite Noise Contours
 - LBPIA Operating Area Boundary
 - See Aircraft Noise Policies
 - Area Exempt from LBPIA Operating Area
 - Natural Hazards
 - City Structure
 - Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area
 - Civic Centre (City Hall)
 - City Centre Transit Terminal
 - GO Rail Transit Station
 - Public School
 - Catholic School
 - Hospital
 - Community Facilities

SUBJECT LANDS

TITLE:
QUEENSCORP (CAWTHRA SOUTH) INC.

FILE NO:
OZ 16/ 002 W1

MISSISSAUGA
Produced by
T&W, Geomatics



LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL MEDIUM DENSITY-SPECIAL SITE 1" TO "RESIDENTIAL MEDIUM DENSITY-SPECIAL SITE" AND PROPOSED REZONING FROM "R3-1" (DETACHED DWELLINGS) TO "RM9-EXCEPTION" (HORIZONTAL MULTIPLE DWELLINGS WITH MORE THAN 6 DWELLING UNITS) TO PERMIT 154 HORIZONTAL MULTIPLE DWELLINGS (58 BACK-TO-BACK TOWNHOUSES, 64 STACKED TOWNHOUSES, 32 BACK-TO-BACK STACKED TOWNHOUSES) ON A PRIVATE CONDOMINIUM ROAD.

TITLE:
QUEENSCORP (CAWTHRA SOUTH) INC.

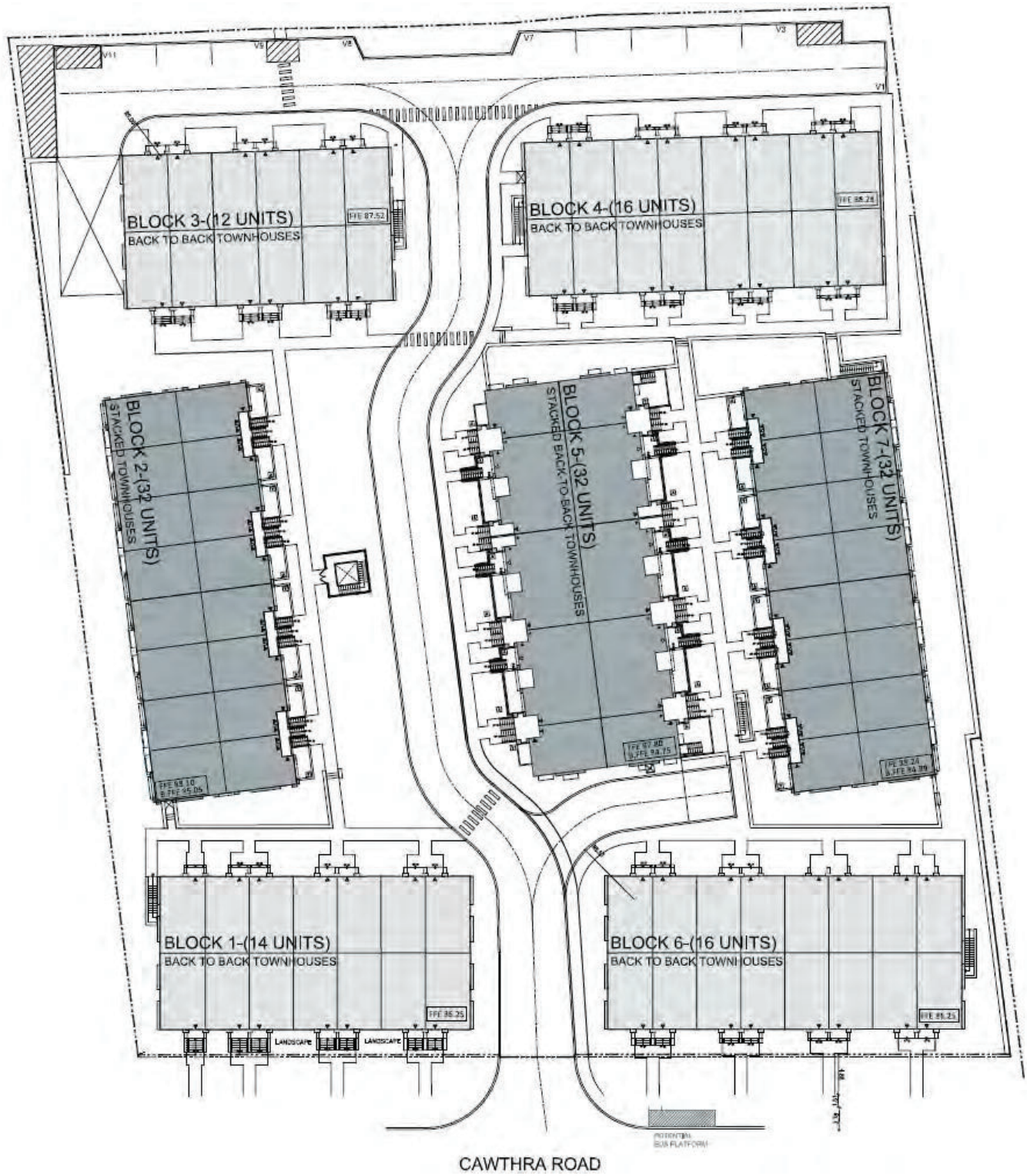
FILE NO:
OZ 16/ 002 W1

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

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Concept Plan



Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Elevations



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



Typical Stacked Townhouses (Block 2 and 7)



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

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (October 20, 2016)	A Functional Servicing Report & Stormwater Management Report satisfactory to the Region to determine adequacy of the existing services for the proposed development is required prior to final approval. An updated report has been received with the second submission and is under review. With regards to land dedications required for Cawthra Road, Regional staff are currently working with the applicant to determine the extent of land dedications required. Additionally, the Region requires the establishment of an internal connection/easement to the properties north and south of the subject lands to facilitate a full movement access onto Cawthra Road at Village Green Boulevard. With the establishment of this internal connection to the properties to the north and south, the proposed Waste Collection staging area will be required to be relocated while still adhering to the Region of Peel Waste Design Standard Manual.
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 6 and 7, 2016)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications. If approved, both School Boards require that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 14, 2016)	The subject site is located within 220 m (721.8 ft.) of Village Green Park which is zoned OS1 (Open Space – Community Park). The park contains a play site. Street tree contributions will be required along Cawthra Road. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Agency / Comment Date	Comment
City Community Services Department – Heritage Planning (October 18, 2016)	Stage 1 and Stage 2 Archaeological Assessment reports have been submitted and are under review. The corresponding Ministry of Tourism, Culture and Sport letters are pending.
City Transportation and Works Department (T&W) (October 26, 2016)	<p>In comments dated October 24, 2016 this department confirmed receipt of a Functional Servicing Report, Site Grading/Servicing Plans, Noise Feasibility Study, Site Plan, Transportation Impact Study and Phase 1 Environmental Site Assessment circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> • Grading and Servicing, • Stormwater Management, • Transportation Impacts, • Noise Feasibility Study update, • Overall concept / block plan (including interconnections to the adjacent lands to the north and south). <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Rogers Cable (May 2, 2016)	Rogers Communications Canada Inc. has aerial and buried fibre and coaxial plant in the working area and locates will be required to mark-out actual locations. Extreme caution is advised, maintain minimum of 0.6 m (1.96 ft.) clearance.
GO Transit (May 27, 2016)	<p>The subject site is not immediately adjacent to but within 300 m (984.3 ft.) of the GO Transit Lakeshore West Corridor. The Noise and Vibration Study submitted does not reflect future rail traffic levels anticipated on the Lakeshore West Corridor. The analysis is to be updated accordingly.</p> <p>The applicant shall grant Metrolinx an environmental easement for operational emissions, registered on title against the subject residential dwellings in favour of Metrolinx.</p> <p>If approved, GO Transit will require that certain warning clauses regarding noise and vibration from the GO Transit Lakeshore West Corridor shall be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Fire and Emergency Services • Culture Planning, Community Services Department • Mississauga Transit • Enersource Hydro Mississauga • Canada Post • Enbridge Gas Distribution Inc. • Greater Toronto Airports Authority <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Urban Forestry, Community Services Department • Realty Services, Corporate Services Department • Bell Canada • Conseil Scolaire de Distrique Centre-Sud • Conseil Scolaire Viamonde

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																						
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>15</td><td>Kindergarten to Grade 8</td></tr> <tr> <td>10</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Janet I. McDougald Public School</p> <table> <tr> <td>Enrolment:</td><td>462</td></tr> <tr> <td>Capacity:</td><td>552</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Allan A. Martin Public School</p> <table> <tr> <td>Enrolment:</td><td>466</td></tr> <tr> <td>Capacity:</td><td>538</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Cawthra Park Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,310</td></tr> <tr> <td>Capacity:</td><td>1,044</td></tr> <tr> <td>Portables:</td><td>5</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> 	15	Kindergarten to Grade 8	10	Grade 9 to Grade 12	Enrolment:	462	Capacity:	552	Portables:	0	Enrolment:	466	Capacity:	538	Portables:	0	Enrolment:	1,310	Capacity:	1,044	Portables:	5	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>11</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>9</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Dominic Separate School</p> <table> <tr> <td>Enrolment:</td><td>295</td></tr> <tr> <td>Capacity:</td><td>271</td></tr> <tr> <td>Portables:</td><td>3</td></tr> </table> <p>St. Paul Secondary School</p> <table> <tr> <td>Enrolment:</td><td>419</td></tr> <tr> <td>Capacity:</td><td>807</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	11	Junior Kindergarten to Grade 8	9	Grade 9 to Grade 12	Enrolment:	295	Capacity:	271	Portables:	3	Enrolment:	419	Capacity:	807	Portables:	0
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Portables:	0																																						

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

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

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

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

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

Proposed Official Plan Amendment Provisions

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

Relevant Mississauga Official Plan Policies

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

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Section 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>5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.</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 the 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>

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Section 5.4 – Corridors	<p>5.4.4 Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>5.4.5 Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>5.4.7 Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p>
Chapter 7 – Complete Communities	Section 7.2 – Housing	<p>7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>7.2.2 Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> The development of a range of housing choices in terms of type, tenure and price; The production of a variety of affordable dwelling types for both the ownership and rental markets; and, The production of housing for those with special needs, such as housing for the elderly and shelters. <p>7.2.8 Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p>
Chapter 8 – Create a Multi-Modal City	Section 8.2.2 – Road Network	<p>8.2.2.3 Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.</p> <p>8.2.2.5 Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.</p> <p>8.2.2.7 Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.</p>

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

	Specific Policies	General Intent
Section 9 – Building a Desirable Urban Form	Section 9.1 – Introduction	<p>9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.</p>
	Section 9.2.2 – Non-Intensification Areas	<p>9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and, g. be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>9.2.2.6 Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street; f. support transit and active transportation modes; g. consolidate access points and encourage shared parking, service areas and driveway entrances; and, h. provide concept plans that show how the site can be developed with surrounding lands.

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

	Specific Policies	General Intent
Chapter 9 – Building a Desirable Urban Form	Section 9.3 – Public Realm	<p>9.3.1.4 Development will be designed to:</p> <ul style="list-style-type: none"> d. achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible; e. meet universal design principles; g. be pedestrian oriented and scaled to support transit use; h. be attractive, safe and walkable; i. accommodate a multi-modal transportation system; and, j. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate. <p>9.3.1.5 The improvement of existing streets and the design of new streets should enhance connectivity by:</p> <ul style="list-style-type: none"> a. developing a fine-grained system of roads; b. using short streets and small blocks as much as possible, to encourage pedestrian movement; c. avoiding street closures; and, d. minimizing cul-de-sacs and dead end streets. <p>9.3.1.6 Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible.</p> <p>9.3.5.5 Private open space and/or amenity areas will be required for all development.</p> <p>9.3.5.6 Residential developments of significant size, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p>
	Section 9.5 – Site Development and Buildings	<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>

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

	Specific Policies	General Intent
Chapter 9 – Building a Desirable Urban Form		<p>9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> a. Natural Heritage System; b. Natural hazards; c. Natural and cultural heritage features; d. Street and block patterns; e. The size and configuration of properties along a street, including lot frontages and areas; f. Continuity and enhancement of streetscapes; g. The size and distribution of building mass and height; h. Front, side and rear yards; i. The orientation of buildings, structures and landscapes on a property; j. Views, sunlight and wind conditions; k. The local vernacular and architectural character as represented by the rhythm, textures and building materials; l. Privacy and overlook; and, m. The function and use of buildings, structures and landscapes. <p>9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>9.5.2.7 Site development should respect and maintain existing grades on-site.</p>
Chapter 11 – General Land Use Designations	Section 11.2.5 - Residential	<p>11.2.5.5 Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> a. Townhouse dwelling; and, b. All forms of horizontal multiple dwellings.
Chapter 16 - Neighbourhoods	Section 16.1.1 – General	<p>16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p>

	Specific Policies	General Intent
Chapter 16 - Neighbourhoods	Section 16.18 - Mineola	<p>16.18.2.2 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings.</p> <p>16.18.5.1 Special Site 1 -</p> <ol style="list-style-type: none"> 1. The lands identified as Special Site 1 are located on the west side of Cawthra Road, south of Atwater Avenue, and north of the CNR line. 2. Notwithstanding the provisions of the Residential Medium Density designation, detached, semi-detached and townhouse dwellings will be permitted within a net density range of 25-37 units per net residential hectare. Assembly of separate parcels will be encouraged.
Chapter 19 - Implementation	Section 19.5 – Criteria for Site Specific Official Plan Amendment	<p>19.5.1 City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rational for the amendment; including, among other matters:</p> <ol style="list-style-type: none"> a. That the proposed redesignation would not adversely impact or destabilize the following: <ul style="list-style-type: none"> • The achievement of the overall intent, goals, objectives and policies of this Plan; and, • The development or functioning of the remaining lands that have the same designation, or neighbouring lands; and, b. That a municipal comprehensive review of land use designation or a five year review is not required; c. That the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation; d. Land use compatibility with the existing and future uses of surrounding lands; and, e. The adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Summary of Existing Zoning By-law Provisions

R3-1 (Detached Dwellings – Typical Lots), which permits detached dwellings with a minimum lot area of 550 m² (5,920 ft²) and lot frontage of 15 m (49.2 ft.) for an interior lot and infill exception regulations.

Summary of Proposed Zoning By-law Provisions

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

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

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

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

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

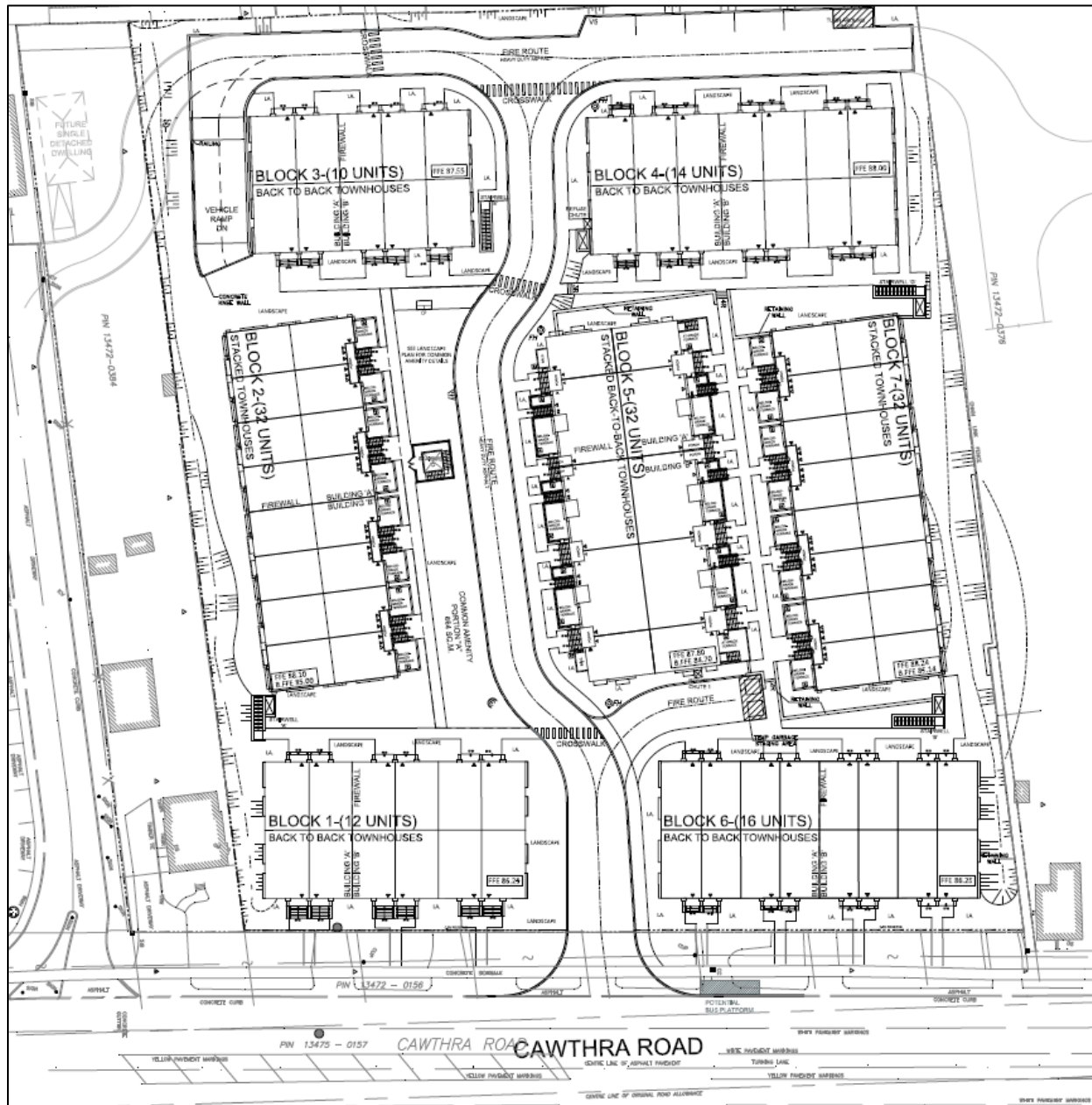
*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined



Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Revised Concept Plan



Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Revised Elevations

TYPICAL BACK TO BACK TOWNHOUSES (Blocks 1, 3, 4 and 6)



Front Elevation



Side Elevation

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Revised Elevations

TYPICAL BACK TO BACK STACKED TOWNHOUSES (Block 5)



Front Elevation



Side Elevation

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Revised Elevations

TYPICAL STACKED TOWNHOUSES (Blocks 2 and 7)



Front Elevation



Rear Elevation



Side Elevation

Context Plan



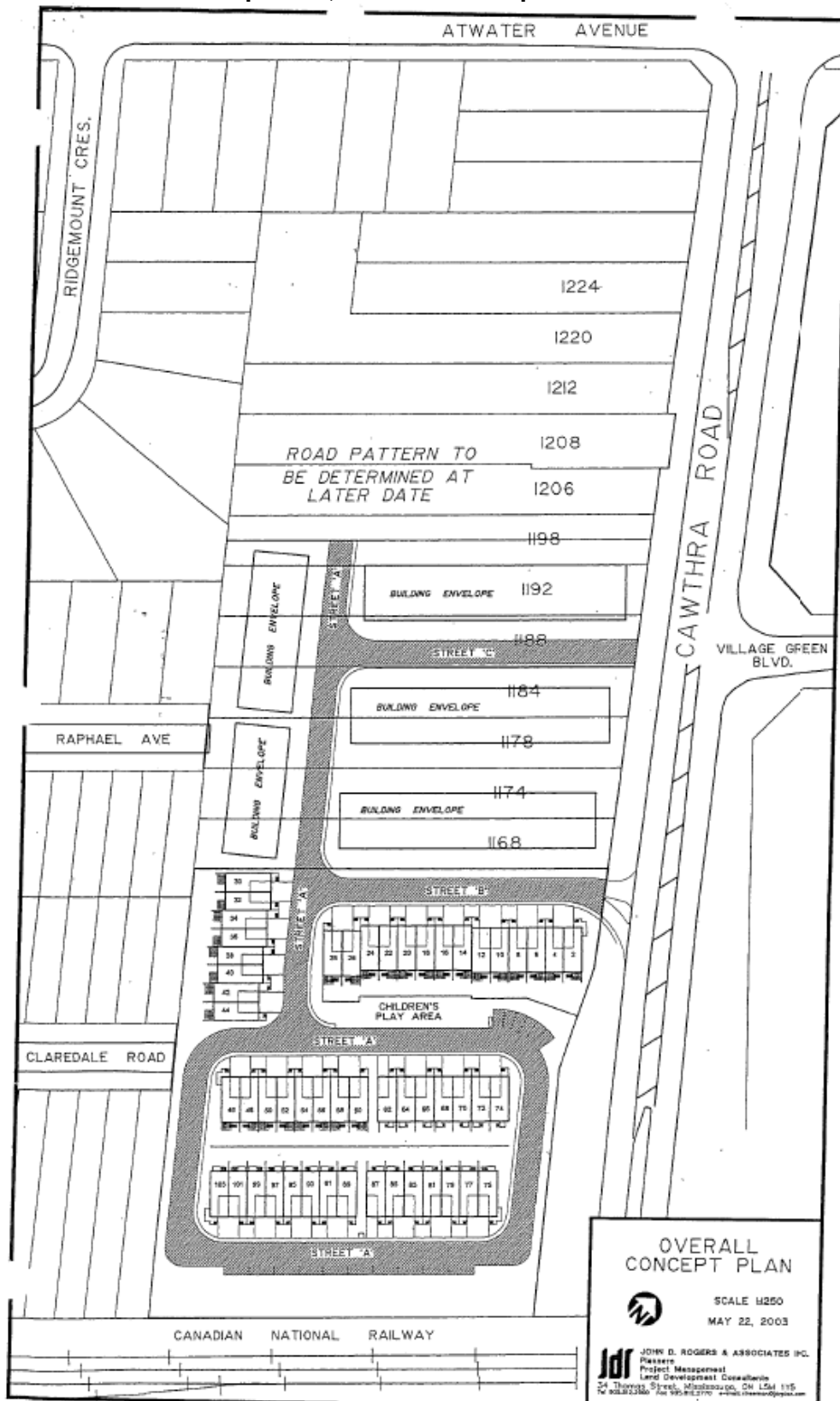
Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Overall Concept Plan, Information Report for OZ 02/036 W1



Queenscorp (Cawthra South) Inc.

File: OZ 16/002 W1

Summary of Existing Zoning By-law Provisions

"R3-1" (Detached Dwellings – Typical Lots), which permits detached dwellings with a minimum lot area of 550 m² (5,920 ft²) and lot frontage of 15 m (49.2 ft.) for an interior lot.

Summary of Proposed Zoning By-law Provisions

Zone Standards	Required "RM9" Zoning By-law Standards	Proposed "RM9-Exception" Zoning By-law Standards (based on Concept Plan dated September 2, 2016)	Proposed "RM9-Exception" Zoning By-law Standards (based on Revised Concept Plan dated March 24, 2017)
Use	Horizontal Multiple Dwelling – with more than 6 dwelling units	Horizontal Multiple Dwelling – with more than 6 dwelling units	Horizontal Multiple Dwelling – with more than 6 dwelling units
Minimum lot frontage	30.0 m (98.4 ft.)	105.7 m (346.8 ft.)	105.7 m (346.8 ft.)
Maximum floor space index	0.9	1.5	1.48
Maximum height – flat roof	13.0 m (42.7 ft.)	14.8 m (48.6 ft.)	14.7 m (48.2 ft.) including rooftop terrace 12.7 m (41.4 ft.) excluding rooftop terrace
Minimum front yard setback	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)	4.0 m (13.1 ft.)
Minimum interior side yard where a horizontal multiple dwelling has a height greater than 10.0 m (32.8 ft.) and any portion of the interior lot line abuts a zone permitting a detached and/or semi-detached dwelling	10.0 m (32.8 ft.)	Where a side wall abuts the interior side lot line: 3.1 m (10.2 ft.) Where a rear wall abuts the interior side lot line: 6.1 m (20.0 ft.)	Where a side wall abuts the interior side lot line: 3.0 m (9.8 ft.) Where a rear wall abuts the interior side lot line: 6.5 m (21.3 ft.)

Zone Standards	Required "RM9" Zoning By-law Standards	Proposed "RM9-Exception" Zoning By-law Standards (based on Concept Plan dated September 2, 2016)	Proposed "RM9-Exception" Zoning By-law Standards (based on Revised Concept Plan dated March 24, 2017)
Minimum rear yard where a horizontal multiple dwelling has a height greater than 10.0 m (32.8 ft.) and less than 15.0 m (49.2 ft.) and any portion of the rear lot line abuts a zone permitting a detached and/or semi-detached dwelling	10.0 m (32.8 ft.)	15.1 m (49.5 ft.)	13.4 m (44.0 ft.)
Maximum encroachment of a porch, inclusive of stairs, located at and accessible from the first storey or below the first storey of the horizontal multiple dwelling	1.8 m (5.9 ft.)	2.0 m (6.6 ft.)	2.8 m (9.2 ft.)
Minimum setback from a horizontal multiple dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	2.3 m (7.5 ft.)	1.4 m (4.6 ft.)
Minimum setback from a porch or deck, inclusive of stairs to an internal road or sidewalk	2.9 m (9.5 ft.)	1.0 m (3.3 ft.)	1.2 m (3.9 ft.)
Minimum setback from a side wall of a horizontal multiple dwelling to an internal walkway	1.5 m (4.9 ft.)	0.3 m (1 ft.)	1.4 m (4.6 ft.)

Zone Standards	Required "RM9" Zoning By-law Standards	Proposed "RM9-Exception" Zoning By-law Standards (based on Concept Plan dated September 2, 2016)	Proposed "RM9-Exception" Zoning By-law Standards (based on Revised Concept Plan dated March 24, 2017)
Minimum setback from a side wall of a horizontal multiple dwelling to an internal road	4.5 m (14.7 ft.)	2.7 m (8.8 ft.)	3.2 m (10.5 ft.)
Minimum setback between a parking space and any other lot line	3.0 m (9.8 ft.)	0.8 m (2.6 ft.)	1.0 m (3.3 ft.)
Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m (9.8 ft.)	2.4 m (7.9 ft.) to stairs	3.0 m (9.8 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)	1.5 m (4.9 ft.)
Minimum landscaped area	40% of lot area	38.9% of lot area	45% of lot area
Minimum amenity area	The greater of 5.6 m ² (60.2 ft ²) per dwelling unit (862 m ² (9,278.5 ft ²)) or 10% of the site (1 334 m ² (14,359 ft ²))	1 148 m ² (12,357 ft ²) (note: includes areas that are deemed to not meet the City's amenity area requirements)	735.3 m ² (7,914.7 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	51%	74%
Minimum number of parking spaces	1.5 per two-bedroom unit 1.75 per three-bedroom unit 0.25 visitor spaces per unit	1.3 per two-bedroom unit 1.4 per three-bedroom unit 0.20 visitor spaces per unit	1.3 per two-bedroom unit 1.4 per three-bedroom unit 0.20 visitor spaces per unit

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

City of Mississauga

Corporate Report



Date: 2017/04/07

To: Chair and Members of Planning and Development Committee

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

Originator's files:
EC.07-AIR

Meeting date:
2017/05/01

Subject

REPORT ON COMMENTS (Ward 5, 6, 11)

Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan

File: EC.07-AIR

Recommendation

1. That the amendments to Mississauga Official Plan proposed in the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated April 7, 2017, from the Commissioner of Planning and Building, be approved
2. That the recommendations regarding an Aircraft Noise Warning Agreement and/or a Development Agreement, in the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated April 7, 2017, from the Commissioner of Planning and Building, be approved
3. That the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated April 7, 2017, from the Commissioner of Planning and Building, be circulated to the Region of Peel and the Greater Toronto Airports Authority
4. That city staff be authorized to make application to the Region of Peel to amend the Regional Official Plan

Report Highlights

- Proposed amendments to Mississauga Official Plan (MOP) aircraft noise policies were originally outlined in a June 6, 2016 report to the Planning and Development Committee, and generally include amendments to update, simplify and clarify the policies, include a noise warning clause requirement, add a portion of lands in the Malton Community Node and Neighbourhood Character Areas within the Airport Operating Area to the defined Exception Area, and provide conditions for allowing residential or other sensitive land uses

within the Exception Area

- A public meeting was held on September 6, 2016. Revisions have been made to the proposed aircraft noise policy amendments to address comments received by the public and the Greater Toronto Airports Authority, as well as to clarify legal agreement matters, the noise impact study process and requirements, and to amend the Meadowvale Village Neighbourhood Exception Area boundary
- The proposed amendments will require amendment of Regional Official Plan policy, and therefore will not be in effect in MOP until the completion of the Regional approval process

Background

On September 6, 2016, a public meeting of the Planning and Development Committee (PDC) was held to consider amendments to the aircraft noise policies in Mississauga Official Plan (MOP). The public meeting report which includes the proposed amendments outlined in the June 6, 2016 report to PDC, is attached as Appendix 1.

The proposed amendments will enable residential infill and redevelopment opportunities in the Exception Area that includes portions of Meadowvale Village, East Credit and Malton Neighbourhood Character Areas, and a portion of the Malton Community Node Character Area, and are an important step to implementing the City's MyMalton Vision.

Three written submissions were received regarding the proposed amendments (Appendix 2). No member of the public was in attendance at the PDC meeting to speak to this item.

Written public comments are generally related to aircraft noise pollution, the proposed new Malton Exception Area, updated noise contours, terminology clarification, indoor and outdoor sound level measurement and noise mitigation, and stationary noise.

The City has also consulted with and received comment from the Greater Toronto Airports Authority (GTAA) throughout the policy review process. The GTAA is a critical stakeholder as the policies directly relate to the Toronto – Lester B. Pearson International Airport operations. The GTAA has requested the following be conditions of the policy to ensure its operations are not adversely impacted:

1. Assurance that new buildings are designed and constructed with appropriate aircraft noise mitigation, and confirmation that new buildings are built in accordance with the mitigation measures prescribed by technical noise studies certified by a licensed professional engineer with acoustical expertise
2. Aircraft Noise Warning Agreements between the GTAA, the City of Mississauga and the Developer be required, and be registered on title, and that such agreements include, but not be limited to the requirement for:

- a. A posted aircraft noise warning notice advising of noise in a development, including outdoor living areas and outdoor recreation areas, where located above the 30 noise exposure projection/noise exposure forecast (NEP/NEF) composite noise contour
 - b. Noise warning notices to be included in promotional material for the development and in purchase and sale documents
 - c. Noise warning notices to be included in enrollment documents for schools and daycares
3. That post-construction certification shall be undertaken by a licensed professional engineer with acoustical expertise to the satisfaction of the City of Mississauga, that the mitigation measures and features satisfy the applicable Provincial Government environmental noise guideline

Comments

City responses to the written submission comments as well as to GTAA comments are provided in Appendices 3 and 4.

Since the public meeting, the aircraft noise policies have been revised to address the following:

- Public and GTAA comments, where applicable
- Clarification of policy and legal agreement matters
- The noise impact study process and requirements
- Minor changes for policy clarification

Additionally, the boundary of the Meadowvale Village Neighbourhood Exception Area has been amended to capture lands designated Mixed Use above the 35 NEP/NEF composite noise contour, as shown in Appendix 5. This is consistent with the inclusion of the Mixed Use designation above the 35 NEP/NEF noise contour in the proposed Malton Exception area, allowing for residential and other sensitive land uses provided that the aircraft noise policy requirements can be met.

The revised policies are shown in Appendix 6, and policy implementation matters are addressed in the following section.

POLICY IMPLEMENTATION

The aircraft noise policy shall require that development approvals would not be provided until an Aircraft Noise Warning Agreement between the City, the GTAA and the Developer, which would include the requirement for a Development Agreement, is executed.

The following matters will be addressed through the Aircraft Noise Warning Agreement and/or a Development Agreement:

- Posted aircraft noise warning notices for outdoor living areas¹ and outdoor recreation areas above the 30 NEP/NEF composite noise contour
- Noise warning notices in enrollment documents for schools and daycares
- Securities to be posted during the development application process at an amount sufficient to address any deficiencies in the detailed noise impact study's prescribed mitigation measures, as identified through a post-construction review
- Requirement for a detailed noise impact study
- Post-construction certification be submitted by a licensed professional engineer with acoustical expertise to the satisfaction of the City, that the mitigation measures and features prescribed in the detailed noise impact study have been implemented and satisfy the applicable Provincial Government environmental noise guideline

NEXT STEPS

The proposed amendments to MOP will require an amendment to the Regional Official Plan (ROP). ROP policy 5.9.6.2.6.b. that prohibits above the 35 NEF/NEP contour, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools, will need to be amended. An amendment application must be submitted by City staff. As part of the Region's amendment process, Regional staff will need to consult with and seek approval from the Province on exceptions to this ROP policy. The ROP Airports policies are attached as Appendix 7.

Financial Impact

There is a ROP Amendment application fee of \$20,000; however, city staff have requested that the Region consider waiving the fee.

Conclusion

The proposed amendments will allow for infill and redevelopment opportunities in the Exception Areas that include portions of the Meadowvale Village, East Credit and Malton Neighbourhood Character Areas, and a portion of the Malton Community Node Character Area. Development of sensitive land uses including new residential dwellings will be subject to meeting sound level limits as set out by the Province, the provision of appropriate noise mitigation measures, and having executed noise warning and development agreements. The proposed amendments as outlined in this report dated April 7, 2017 should be approved.

¹ *Outdoor living area* as defined in "Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning", Publication NPC-300

Attachments

Appendix 1: PDC Public Meeting Report dated August 16, 2016, Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan

Appendix 2: Written Submissions

Appendix 3: Public and GTAA Comments and City Responses

Appendix 4: GTAA Response to Aircraft Noise Complaint

Appendix 5: Proposed Amendment to Meadowvale Village Exception Area Boundary

Appendix 6: Proposed Mississauga Official Plan Amendments - REVISED

Appendix 7: Region of Peel Official Plan, Section 5.9.6 Airports



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Planner

City of Mississauga
Corporate Report



Date: 2016/08/16

To: Chair and Members of Planning and Development Committee

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

Originator's files:
EC.07-AIR

Meeting date:
2016/09/06

Subject

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

Recommendation

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

Background

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

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

The report is attached as Appendix 1.

Comments

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

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

Financial Impact

Not applicable.

Conclusion

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

Attachments

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



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Policy Planner

City of Mississauga Corporate Report



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

Subject

INFORMATION REPORT (Ward 5, 6, 11)

Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan

File: EC.07-AIR

Recommendation

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

Background

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

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

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

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

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

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

Comments

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

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

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

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

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

Strategic Plan

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

Financial Impact

Not applicable.

Conclusion

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

Attachments

Appendix 1: Airport Operating Area

Appendix 2: NEP/NEF Composite Noise Contours

Appendix 3: Land Use Permissions in the Airport Operating Area

Appendix 4: Proposed Aircraft Noise Policy Amendments



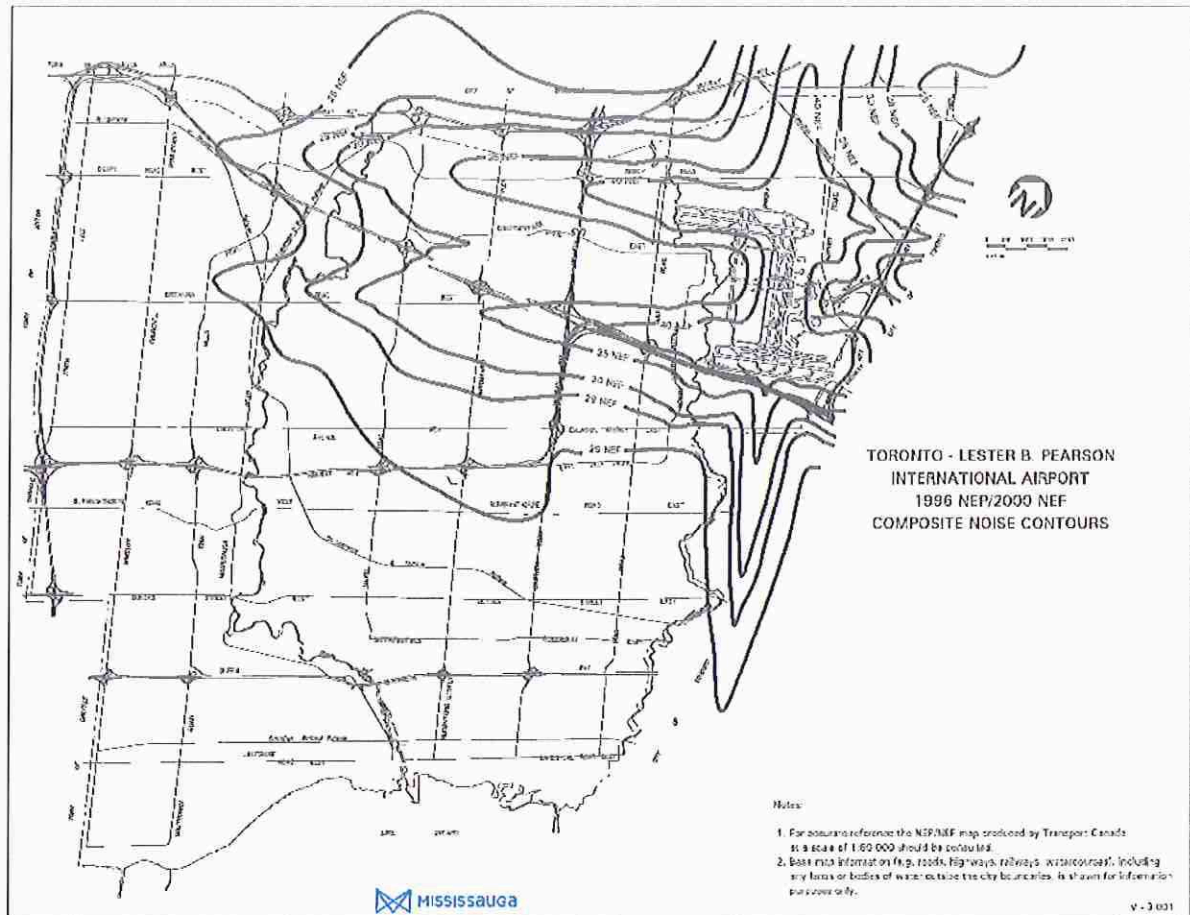
Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Policy Planner



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

NEP/NEF COMPOSITE NOISE CONTOURS



1996 NEP/2000 NEF Composite Noise Contours

Appendix 3

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

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

Peel Region Official PlanGeneral policy for lands within the AOA

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

Exceptions for lands below 35 NEF/NEP

Residential:

Exceptions limited to redevelopment and infilling

Other Sensitive Land Uses:

Exceptions limited to redevelopment and infilling

Exceptions for lands above 35 NEF/NEP

Residential:

No exceptions

Other Sensitive Land Uses:

No exceptions

Mississauga Official Plan

General Policy for lands within the AOA

Prohibit new development, redevelopment and infill

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

Exceptions for lands below 35 NEF/NEP

Residential:

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

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

Lands within Malton allow redevelopment or infilling provided

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

Other Sensitive Land Uses:

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

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

Exceptions for lands above 35 NEF/NEP

Residential:

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

Other Sensitive Land Uses:

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

PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENTS

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

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

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

6.10.2 Aircraft Noise

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

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



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

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

Table: 6-1 Noise Studies

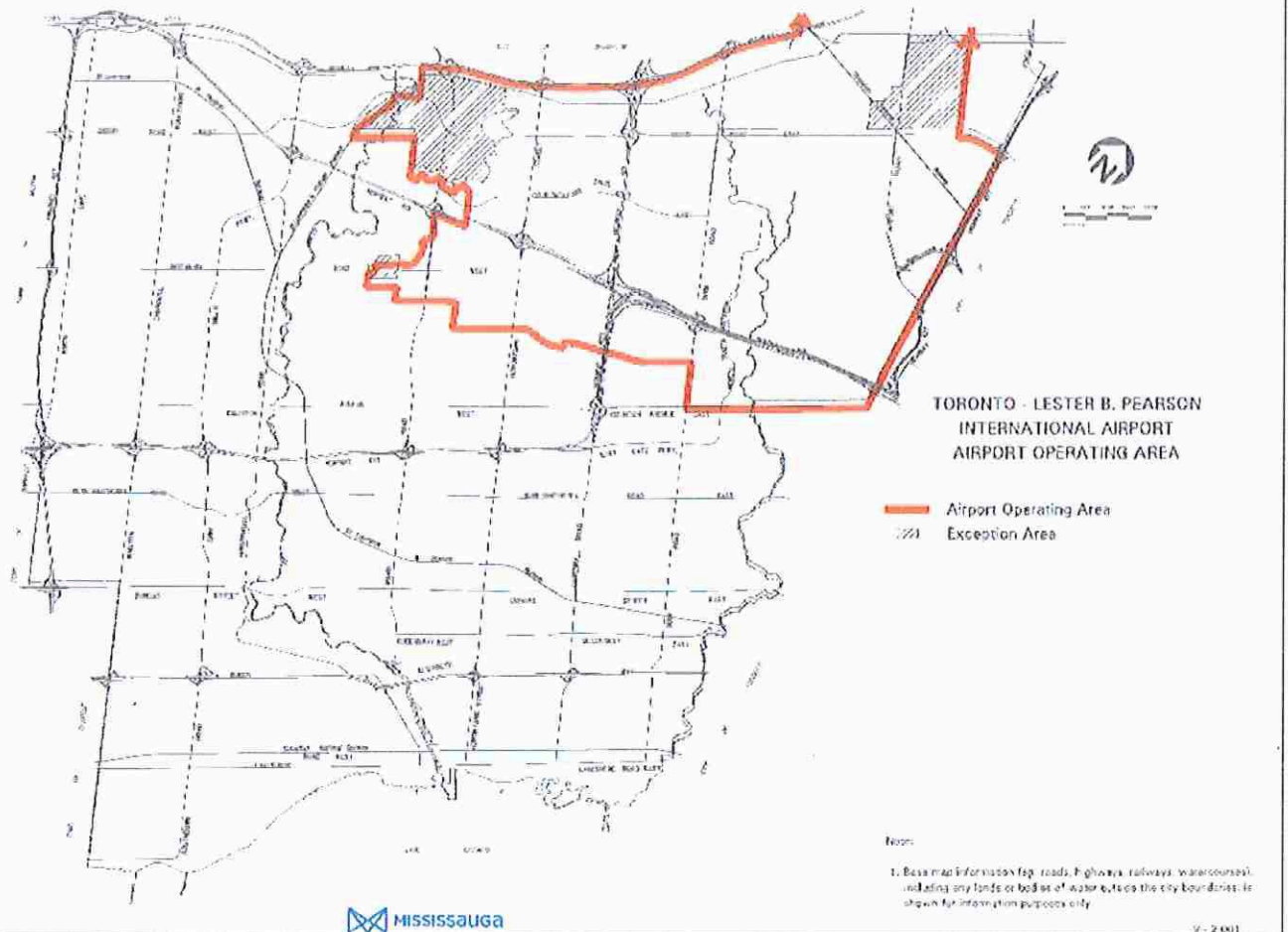
LAND USE ₁	Noise Exposure Projection (NEP)/Noise Exposure Forecast (NEF) Contour
Residential Passive use parks Public and private schools Day care facilities Libraries Place of religious assembly Theatres Auditoria Hospitals Nursing Homes	25 or Greater
Hotels Motels Retail or service commercial Office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

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

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

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

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



Map 6-1: Airport Operating Area and Exception Area

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

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

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

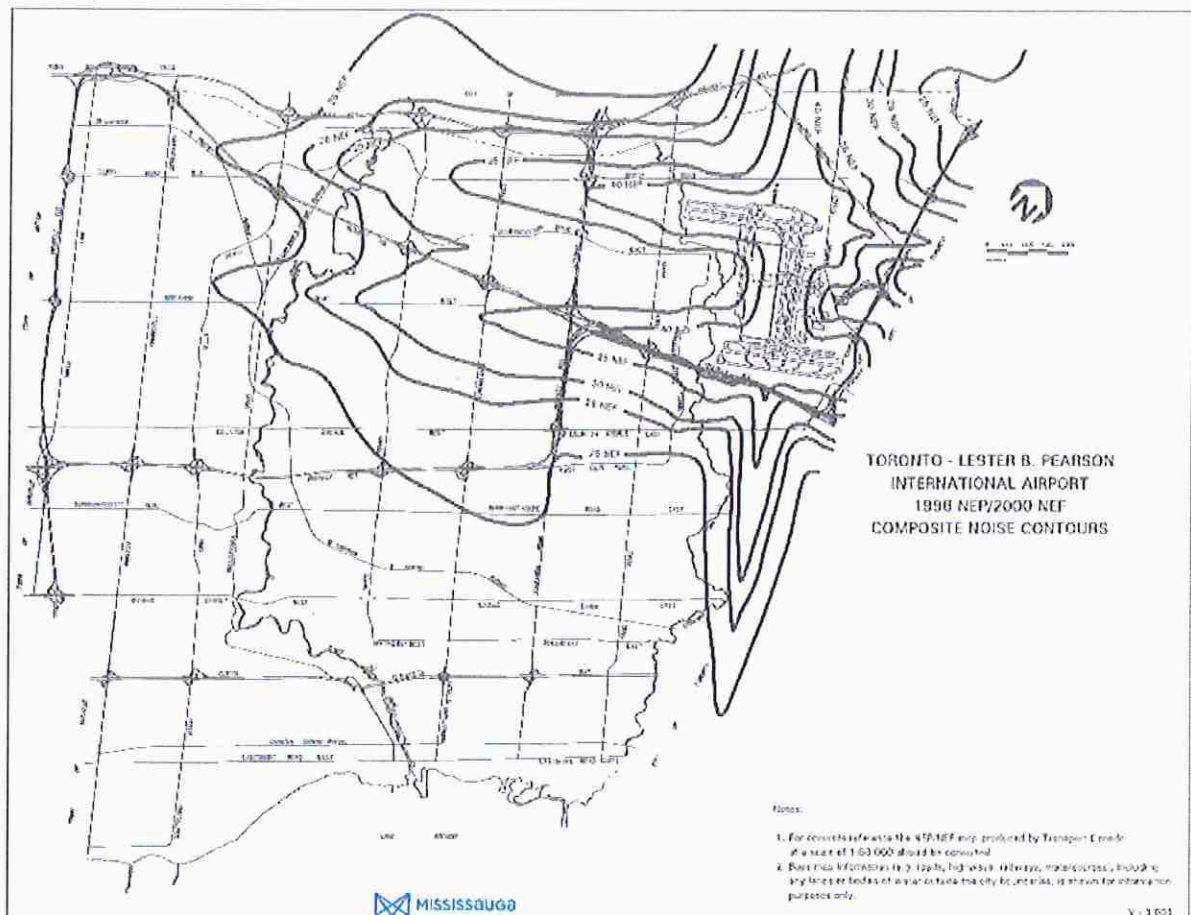


Figure 22: 1996 NEP/2000 NEF Composite Noise Contours

APPENDIX 2: WRITTEN SUBMISSIONS

1. Pound & Stewart Associates Limited,
Philip Stewart, MCIP, RPP
2. Paolo and Antonietta Natale
3. Pinchin Ltd., Vince Gambino, P.Eng.

September 6, 2016

BY EMAIL & REGULAR MAIL

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

Attn: Chair & Members of Committee

**Re: Planning & Development Committee, September 6, 2016 - Public Meeting
Item 4.2 "Proposed Amendments to Aircraft Noise Policies in Mississauga
Official Plan"
City of Mississauga File EC.07-AIR
Our File No. 1421**

We are the planners of record writing on behalf of Orlando Corporation, a major landowner and commercial/industrial developer with significant properties located within the City of Mississauga.

Thank you for the opportunity to share our observations and comments regarding the above captioned Item 4.2, the subject of a statutory Public Meeting.

- 1) We note with interest that the report proposes to depict the Malton Community Node and Neighbourhood Character Areas as a new "Exception Area". This proposed "Exception Area" comprises lands that are presently subject to the 30 thru 40, (plus) 1996 NEP/2000 NEF Composite Noise Contours within the Toronto - Lester B. Pearson International Airport Operating Area (AOA);
- 2) The 1996 NEP/2000 NEF Composite Noise Contours relied on in Mississauga Official Plan were prepared in the 1980's. These are 'Noise Exposure Projections - NEPs' and 'Noise Exposure Forecasts - NEFs'. We would suggest there is value in the City requesting updated NEP / NEF Composite Noise Contours from Transport Canada, or its designate;
- 3) Proposed policy 6.10.2.5 refers to '*Applications...*' Does this mean '*Planning Act*' applications?

- 4) Proposed policy 6.10.2.5 b. refers to '*outdoor passive recreation areas*', and 6.10.2.5 e. refers to '*outdoor facilities and space*'. How are these terms different? Should they be defined?
- 5) In proposed policy 6.10.2.5 b. we would suggest that the use of 'Decibels' or 'dBA' as a reference for measuring "*...mitigated outdoor noise...*" associated with aircraft noise should be removed, as NEP/NEF Composite Noise Contours have been traditionally used to control land use planning decisions in the Airport Operating Area (AOA);
- 6) In proposed policy 6.10.2.5. d. we would suggest that "*...aircraft noise warning agreements...*" be replaced with "*...satisfactory or appropriate aircraft noise warning clauses...*" to be included in the approval;

Thank-you for the opportunity to provide our submission.

Please notify us of all future reports and meetings respecting this item.

We will monitor proceedings on this matter and we reserve the right to file additional comments in the future as necessary.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart, MCIP, RPP

la/

1421ltr.Mississauga.PDC.Sept.06.16

cc. Ms. M. Alikhan, Legislative Coordinator, City of Mississauga
cc. Ms. C. Greer, City Clerk, City of Mississauga
cc. Mr. E. Sajecki, MCIP, RPP Commissioner of Planning, City of Mississauga
cc. Ms. S. Bayovo, MCIP, RPP, Policy Planner, City of Mississauga
cc. Ms. C. McInnes, MCIP, RPP, Planner, Region of Peel
cc. Mr. L. Longo, Aird & Berlis
cc. Client

September 16, 2016

Air Craft Noise Pollution

I listened to the video for the September 6th meeting at the City Hall Council Chambers . Ron Starr asked questions, same as the ones I have been asking, but there were no answers and solutions given to the air craft noise pollution problem. There were, however, summaries made about other noises, such as road noise due to transport trucks in other neighbourhood areas.

In general conversations with my fellow neighbours, who have lived in this area for more than 20 years, they, too, have noticed the increased noise levels. Their comments, also, about the unbearable aircraft pollution.

I have contacted:

1) **Brad Butt**, Councillor Ward 6, City of Mississauga, September 11, 2015.

No Reply.

2) **Ron Starr**, Councillor Ward 6, City of Mississauga, July 20/16.

The reply was that any regulations regarding airports, airplanes and air traffic are the jurisdiction of the federal government. The local municipalities have no say in the operation and related problems. Anyone with concerns are welcome to contact the airport management and the GTAA Noise Management office with their concerns.

3) **Iqra Kahlid**, House of Commons, Member of Parliament, Aug 20/16.

The reply was to forward my concerns to the airport, as they are responsible for their noise impact on the communities they occupy.

4) I have registered noise complaints to **CENAC**, Aug 4/16 and Aug 5/16.

No replies or acknowledgements received.

5) I have visited various **Toronto Pearson Airport** websites, **Federal Aviation Administration** (FAA) and links regarding this issue to learn more. In these sites, I have read that aircraft flight plans began in 2003. It has extremely intensified since then.

To summarize, I have been a current resident of Invergordon Lane for more than 20 years . It has been approximately 6 years that I feel like "living next to an airport." The unbearable

noise and volume from the jet planes flying overhead from arrivals and departures makes it uncomfortable to be outside. My community is not an area of aircraft noise like is in some other areas in Mississauga, where signs have been erected in the residential zones.

I have been monitoring the jet planes traffic and less than every minute, an aircraft flies over my home. This intolerable noise is everyday. In the morning hours (6am to 10am) and in the evening hours (7pm to 9pm), the aircrafts flying by is every 30 seconds, minute to minute in a half. At times, a few jumbo jets fly over and the noise is extremely louder. I have seen some jet planes fly lower than others where I am able to see the airline company. Not only this, the landing gear deployed can also be seen. The sky looks like the 401 highway.

By noon, it becomes suddenly quiet and finally, a sense of tranquility. There is an awkward smell in the air once all the flights have stopped. When I wipe my patio furniture, the cloth is black. All this noise and pollution is extremely unacceptable, frustrating, and annoying. In addition to the noise is the health risks associated with this pollution.

I'm still looking for answers.

Thank you for looking into my concerns and issues.

Paolo and Antonietta (Toni) Natale

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



November 14, 2016

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

E-mail: ed.sajecki@mississauga.ca

Attention: Mr. Edward R. Sajecki
Commissioner of Planning and Building

Re: Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan
300 City Centre Drive, Mississauga, Ontario

My name is Vince Gambino, P.Eng., Director of Acoustics and Vibration with Pinchin Limited in Mississauga. I am in receipt of the City of Mississauga Corporate report dated September 6, 2016 along with supporting documentation attached as Appendix 1, City Corporate report dated June 6, 2016. This document references Proposed amendments to Aircraft Noise Policies in the City of Mississauga Official Plan (MOP) along with the call for a public meeting to consider the proposed amendments.

By virtue of background on the subject, I am a Consulting Engineer in Acoustics and Vibration with over 30 years of Experience and my direct involvement in aircraft noise with issues specific to GTAA is as follows:

1. Provided an independent review of Noise Management Policies and Monitoring Protocols at the Lester B. Pearson International Airport, GTAA, along with a review of Noise Impact prediction methodologies as prepared for the Works & Emergency Services Department at the City of Toronto (2000). The study entailed a comprehensive review of noise monitoring and complaint management protocols at GTAA along with a review of strategic noise abatement measures employed for Airport Operations and Flight management.
2. Technical Advisor (Acoustics and Noise) to Federal Assessment Review Office (FEARO) Panel for the Runway expansion of the Lester B. Pearson International Airport (GTAA).
3. Airport Noise Monitoring System Review: This project was conducted with Imagineering Limited and entailed a review of monitoring requirements at LBPIA. A technical critique was conducted on monitoring equipment c. 1989. Noise monitoring systems from other Airports were reviewed as part of the Study.
4. GTAA Cogeneration Power Plant: I conducted an environmental noise assessment of the proposed Cogeneration facility that was based on the GE LM6000 aero-derivative gas turbine engine. The facility entailed an OTSG, Once Through Steam Generator, to recover exhaust gases and an Acoustic Assessment Report was prepared to support permitting and to ensure

compliance with MOECC Noise Guidelines and City of Mississauga Noise Bylaw Requirements.

5. Dufferin Peel Separate School Board: Conducted an Acoustic Review of the proposed LBPIA expansion and its impact on proposed and existing schools in the Region of Peel. Sample schools and sites were selected for Assessment which included the development of best practices construction guidelines for building facade retrofits and guidelines for optimizing speech intelligibility and educational learning for proposed and existing schools located within the range of NEF (Noise Exposure Forecast) 30 noise contour and above.
6. Levi Creek Residential Community: This engineering work entailed the evaluation of the LBPIA/GTAA noise impact on a large scale planned residential community in the City of Mississauga where some development encroached into the NEF 30/30+ noise contour zones. This work included the preparation of acoustical specifications for exterior wall and window glazing designs to achieve viable and sustainable building construction. Many other similar studies conducted for other proposed developments in the vicinity of GTAA.
7. Rockwood Residential Community: This study entailed a Noise Impact Review of the GTAA New North-South Runway. The engineering work encompassed an Ambient Noise survey and an evaluation of the change to the ambient sound character of the Community as a result of preferred usage of the new N-S runway.

I would like to state at the outset that Pinchin can assist the City of Mississauga in providing valuable technical support in the development of Aircraft Noise Policy Amendments and the resolution of any ongoing Aircraft noise concerns related to both the planning and the building construction of residential and other sensitive land uses in the identified areas.

I have reviewed the subject materials and comments and have summarized the issues in the following. In addition, I have made some observations and wanted to share my thoughts and comments with the City.

Summary of City Corporate Report, September 6, 2016

The MOP sets out restrictions for development within areas subject to high levels of aircraft noise and Aircraft Operating Area (AOA) identifies specific character areas with potential impacts in the NEF 30/30+ range; namely, Malton, Meadowvale Village/East Credit and Gateway areas.

The Corporate report outlines that development in Malton is considered to be overly restrictive and that there are studies that find the noise levels to be less than what is reflected by the GTAA noise contours. Similar arguments were set forth for Meadowvale Village and East Credit. It is key to state at the outset that the implications of these findings, particularly of any studies conducted in Malton, need to be vetted and to be consistent with the noise impact prediction methodologies defined by the Airport Authorities as well as the current Guidelines, NPC-300, that have been defined by the Province.

Meetings between City Staff, The Region and GTAA have taken place and a series of amendment proposals have been put forth to update policies and consolidate issues where appropriate. The objective is to remove density restrictions and to provide conditions for residential, infill and other sensitive land uses within the Exception Areas including those areas located above Noise Exposure Forecast/Noise Exposure Projection, NEF/NEP 35.

The objective to pave the way for future development is clear and it is understood that one mechanism to accomplish this is to remove any excess conservatism with the current protocols for assessing aircraft noise. In addressing any possible conservatism of current protocols, it should be kept in mind that the NEF descriptor and the generation of the NEF/NEP contours, by virtue of their simplistic single number type of descriptor do have inherent deficiencies that need to be considered when drafting policy amendments. Without delving too deeply into the technical and physical aspects of aircraft noise, the frequency spectrum and the duration of aircraft flyover events can at times be under predicted. The City would benefit from knowing the risk of making a potentially flawed conclusion that the noise impact predicted by the model is conservative.

Recent updates to Provincial Noise Guidelines, as depicted by MOECC publication NPC-300, for Land Use Planning include specific sections on aircraft noise. As you are likely aware, detailed noise studies may be required for new noise sensitive land use proposals located at or above NEF/NEP 25 contours and that the contours for a future date as prepared by the airport authority would serve as the appropriate reference for assessing any noise impacts to potentially impacted developments.

Findings and Recommendation

Based on my previous involvement and exposure to GTAA site specific aircraft noise impacts, I see three potentially significant noise issues that present themselves as a risk to either a proposed Community or sensitive land use and thus to the Municipality responsible for the subject approvals. This is particularly relevant where the objective is to permit sensitive land uses into the NEF/NEP 35+ range where the potential for adverse noise impacts may be significant.

The first issue, which is mentioned in the Corporate Report prepared by City Planning deals with Building Construction and Sound Isolation or insulation as often described by US Airport authorities.

1. This issue deals with the acoustic isolation properties of a noise sensitive structure and the development of appropriate construction standards that address any inherent shortcomings of acoustic descriptors such as the NEF contour and the A-weighted sound levels, which are used interchangeably in noise studies. As noted earlier, specific frequency components and durations of potentially significant aircraft flyover events may fall out of the calculation process when formulating the airport noise contours. This condition may result in an

omission that may result in construction deficiencies and thus have a notable adverse noise impact component on the construction of residential or other sensitive land uses.

In addition, the acoustic descriptors that are used to quantify the performance of building components (i.e. the STC, sound transmission class) also have similar deficiencies.

Specifically, the STC descriptor is based on the human speech or middle frequency range of sounds that are audible to humans. The low frequency range is de-emphasized by this descriptor and as a result the potential impacts pertaining to low frequency sounds may be under-predicted which in turn would result in inadequate and deficient building construction.

Furthermore, STC ratings generally apply to a single component of a building system and they do not represent a holistic approach to describing the acoustic performance of an overall building assembly. It is noteworthy, that recent changes to the building code on the acoustic performance requirements for interior demising partitions has only recently addressed a similar issue dealing with the effective or apparent acoustic properties of demising separations and the systems that affect them. These factors all need to be considered carefully when assembling and preparing 'conditions' to facilitate long term viable and sustainable development in high noise risk areas. We could assist in the development of Noise Policy and Construction Guidelines to help mitigate risk in high noise areas.

2. The second issue deals with the provision of protected outdoor living space, which is a significant driver of noise approvals in the land use planning process. This issue predominantly deals with residential land uses in high noise risk areas. With respect to high rise development, the current protocols consider the use of sufficient indoor amenities as a means of demonstrating feasibility for land use approvals and substantiating compliance with MOECC or other directives. The current MOECC requirement for outdoor noise levels is a 24 hour exposure of NEF/NEP 30 or less. As outdoor living areas are predominantly used during daytime and evening/early nighttime hours, 16 hours is actually a more appropriate exposure timeframe. This reduction in exposure time may translate into an increased time corrected exposure (possibly NEF/NEP 32), subject to the prevalence and significance of nighttime operations at the airport.

Therefore, consideration of appropriate sound level exposures in outdoor living areas near noise sensitive airport operations is required, especially if there are policy revisions that will permit development into the NEF/NEP 35+ contour range.

3. The third issue deals with airport facilities and operations such as mechanical systems, power generation plants, and activities such as associated maintenance, testing in hangars, ground level operations, taxiing activities, ground run-ups, APU (auxiliary power unit) operations, etc. are all considerations that require assessment as a stationary noise source, which is defined by MOECC as: ***`a source of sound or combination of sources of sound***

that are included and normally operated within the property lines of a facility, and includes auxiliary transportation facilities, commercial facilities, repair, maintenance or storage facilities for vehicles, routine loading and unloading, power generation, warehousing, vehicle terminals and on site movement of vehicles'. A more elaborate discussion on dealing with stationary noise sources is available in various MOECC publications, namely NPC-300. As such, due diligence assessment of noise levels from stationary noise sources at a facility are a requirement for both permitting and demonstrating to the community and Municipality that noise levels are within an acceptable range, as defined by Federal Public Health Authorities (Health Canada) and the World Health Organization (WHO) and that noise from these sources do not create any potentially adverse noise impacts. Any conditions that come out of potential Policy change should address this requirement, as at least two of the Community areas identified in the Corporate Report would be in proximity to potential stationary noise sources associated with GTAA.


We trust that this provides some guidance in the preparation of any amendments to address any changes in the Noise Policy. Many of the nuances described in this letter are brief capsules of deep technical discussions that have endured on this subject for many decades.

We would welcome an opportunity to further assist the City in providing technical support in the development of robust and technically sound Aircraft Noise Policy amendments that will protect the Municipality and the affected Communities well into the future.

Yours truly,

Pinchin Ltd.

Prepared by:

 2016.11.14
15:43:27 -05'00'

Vince Gambino, P,Eng.
Director of Acoustics and Vibration
416.455.5265
vgambino@pinchin.com

Cc: Councillor Carolyn Parrish, carolyn.parrish@mississauga.ca
Ms. Sharleen Bayovo, Policy Planner/City of Mississauga, sharleen.bayovo@mississauga.ca

Public and Greater Toronto Airports Authority Comments and City Responses			
Public Comment	City Response	Mississauga Official Plan Policy Change	
Pound & Stewart Associates Limited, Philip Stewart, MCIP, RPP, September 6, 2016		Yes	No
Point #1 – Note with interest the depiction of Malton Community Node/Neighbourhood Character Areas as proposed “Exception Area”, comprising lands subject to 30-40 (plus) NEP/NEF Composite Noise Contours	Correct, however note that the Exception Area is over only a portion of lands within the Malton Community Node and Neighbourhood Character Areas, since the Airport Operating Area boundary is at Goreway Drive		X
Point #2 - There is value in the City requesting updated noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contours from Transport Canada, or its designate	Transport Canada’s noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour on the City’s land use map is shown for information purposes only and is subject to change at any time. All development applications within the Airport Operating Area are circulated to the Greater Toronto Airports Authority (GTAA) for review		X
Point #3 - Does proposed policy 6.10.2.5 ‘Applications’ mean ‘Planning Act’ applications?	This proposed policy is now 6.10.2.6. Terminology update made to clarify “development applications”	X	
Point #4 – Proposed policy 6.10.2.5.b. refers to ‘outdoor passive recreation areas’ and 6.10.2.5.e. refers to ‘outdoor facilities and space’. How are these terms different?	The noted policies have been removed, as addressed in Point 5 below	X	
Point #5 – Suggest that the proposed policy 6.10.2.5.b. use of ‘Decibels’ or ‘dBA’ as a reference for measuring “...mitigated	The noted policy has been removed. Aircraft noise warning clauses regarding noise impacts on outdoor uses within the	X	

<i>outdoor noise...</i> ” associated with aircraft noise be removed, as NEP/NEF Composite Noise Contours have been traditionally used to control land use planning decisions in the Airport Operating Area (AOA)	Airport Operating Area/above the 30 NEF/NEP contour will be contained within the Aircraft Noise Warning Agreement (ANWA)		
Point #6 – Suggested for proposed policy 6.10.2.5.d. that “...aircraft noise warning agreements...” be replaced with “...satisfactory or appropriate aircraft noise warning clauses...” to be included in the approval	This policy is now 6.10.2.6.c. An ANWA is an agreement between the City, the GTAA (or its successor) and the developer, that can include aircraft noise warning clauses		X
Public Comment	City Response	Mississauga Official Plan Policy Change	
Paolo and Antonietta Natale, Sept. 16, 2016		Yes	No
Aircraft noise complaint	Comments pertaining to aircraft noise complaints were forwarded to the GTAA, with GTAA’s response attached as Appendix 4		X
Pinchin Ltd., Vince Gambino, P.Eng., November 14, 2016		Yes	No
Malton noise levels need to be vetted and be consistent with the noise impact methodologies defined by the Airport Authorities and current Provincial guidelines	The proposed policy requires that development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached or semi-detached dwellings, in the identified “Exception Area”, are required to meet sound level limits in accordance with the applicable municipal, regional and provincial ¹ environmental noise guidelines		X

¹ The current Provincial Government environmental noise guideline is Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning, Publication NPC-300

	and Federal guidelines for land use in the vicinity of airports ²		
<p>Issues identified regarding building construction and sound isolation or insulation, particularly for sensitive land uses into the NEF/NEP 35+ range where the potential for adverse noise impacts may be significant</p> <p>Factors to consider when preparing conditions to facilitate long term viable and sustainable development in high noise risk areas:</p> <ul style="list-style-type: none"> - need for construction standards that address any inherent shortcomings of acoustic descriptors such as the NEF contour and A-weighted sound levels (e.g. noise contour calculation may not have captured specific frequency components and durations of potentially significant aircraft flyover events) - acoustic performance of an overall building assembly 	<p>There are two required studies under the proposed policy - feasibility noise impact study and detailed noise impact study - to assess the impact of all transportation and stationary noise sources on the indoor and outdoor environment specific to the development site in accordance with the applicable municipal, regional, provincial and federal noise guidelines, and address mitigation measures and features required to meet sound level limits</p> <p>These studies would be certified by a licensed professional engineer with acoustical expertise</p> <p>Proposed are Mississauga Official Plan definitions for “feasibility noise impact study” and “detailed noise impact study”</p> <p>A Development Agreement, as contained in an Aircraft Noise Warning Agreement (ANWA) would include conditions for post-construction certification, to verify that the mitigation measures and features prescribed in the detailed noise impact study have been implemented and satisfy the applicable Provincial Government environmental noise guideline</p>	X	
Consideration of appropriate sound level exposures in outdoor	The 30 NEF/NEP contour is the noise limit. There is no dBA		X

² The current Federal Government guideline is TP1247E 2013/14 – Aviation – Land Use in the Vicinity of Aerodromes, Ninth Edition

living areas near noise sensitive airport operations is required	measurement applicable above the 30 NEF/NEP contour and therefore an ANWA is required for development within the Airport Operating Area		
Concern for stationary noise from airport facilities and operations	MOP has policies in place that are specific to road, rail and stationary noise. All transportation and stationary sources of noise are required to be assessed		X
GTAA Comment	City Response	Mississauga Official Plan Policy Change	
Greater Toronto Airports Authority (GTAA)		Yes	No
Needs assurance that new buildings are designed and constructed with appropriate aircraft noise mitigation and confirmation that new buildings are built in accordance with the mitigation measures prescribed by technical noise studies certified by a licensed professional engineer with acoustical expertise	<p>There are two required studies under the proposed policy - feasibility noise impact study and detailed noise impact study - to assess the impact of all transportation and stationary noise sources on the indoor and outdoor environment specific to the development site in accordance with the applicable municipal, regional, provincial and federal noise guidelines, and address mitigation measures and features required to meet sound level limits</p> <p>These studies would be certified by a licensed professional engineer with acoustical expertise</p> <p>Definitions for “feasibility noise impact study” and “detailed noise impact study” are incorporated in the Official Plan amendment</p>	X	
Aircraft Noise Warning Agreements (ANWAs) between the GTAA, the City of Mississauga and	Addressed in 6.10.2.6.d. An ANWA is an agreement between the City, the GTAA (or its successor) and		X

<p>the Developer be required, and be registered on title, and that such agreements include, but not be limited to the requirement for:</p> <ul style="list-style-type: none"> a. a posted aircraft noise warning notice advising of noise in a development, including outdoor living areas and outdoor recreation areas, where located above the 30 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour; b. noise warning notices to be included in promotional material for the development and in purchase and sale documents; c. noise warning notices to be included in enrollment documents for schools and daycares 	<p>the developer, that will include but not be limited to the noted requirements</p>		
<p>Post-construction certification shall be undertaken by a licensed professional engineer with acoustical expertise to the satisfaction of the City of Mississauga, that the mitigation measures and features satisfy the applicable Provincial Government environmental noise guideline</p>	<p>A Development Agreement, as contained in an ANWA would include conditions for post-construction certification, to verify that the mitigation measures and features prescribed in the detailed noise impact study have been implemented and satisfy the applicable Provincial Government environmental noise guideline</p>		X

Sharleen Bayovo

From: Sharleen Bayovo
Sent: 2017/03/24 11:50 AM
To: Sharleen Bayovo
Subject: FW: Toronto Pearson Response to Inquiry

From: Kassam, Salza [mailto:Salza.Kassam@gtaa.com]
Sent: 2016/09/28 9:54 AM
To: [REDACTED]
Cc: Sharleen Bayovo; Ron Starr
Subject: Toronto Pearson Response to Inquiry

Hello Ms. Natale,

Your email was forwarded to us by Sharleen Bayovo from the City of Mississauga. The Toronto Pearson Noise Office is responsible for analyzing and responding to aircraft noise complaints. Before I address the operations affecting your area, I would like to provide you with some background on Toronto Pearson, the Noise Management Program and how runway operations are selected.

Background

Toronto Pearson is Canada's largest and North America's second largest international airport, and a hub for the movement of people and goods across the country, the continent and around the globe. In 2015, we saw 41 million passengers travel through the airport, up from 39 million in 2014, and we expect to see continued growth in the coming years. Toronto Pearson has an important role to play in community life. Our passengers count on us to provide connections to the world, our employees count on us to operate in a safe way, the communities surrounding us count on us to operate in a sustainable way, and everyone counts on us to operate transparently.

Being a good neighbour means balancing these diverse and sometimes competing priorities for the constituencies we're in business to serve.

Noise Management Program

Noise management is a complex issue that must take many variables into consideration, issues ranging from safety, meeting the travelers' demand for more options, to increasing operational efficiency while operating in an intensely – and growing – urban environment.

Our Noise Management Program works to strike a balance between operating a growing airport and regional economic engine with the impact on our neighbours.

The Noise Management Program includes:

- **Noise Operating Restrictions** (Night Flight Restriction Program, Engine Run-up Restrictions, Preferential Runway Assignment from midnight-6:30)
- **Noise Abatement Procedures** are arrival and departure procedures designed to minimize noise impacts on neighbouring communities
- **Land Use Planning** that includes an Airport Operating Area (AOA) incorporated in the official plans of the surrounding municipalities to limit incompatible land used within the AOA
- **Enforcement Office** that investigates, audits and reports on potential violations of the noise operating restrictions, noise abatement procedures and the night flight restriction program
- **Noise Office** that investigates noise complaints and acts as an informational resource to the public and elected officials

- **Consultation and Community Outreach**, our community relations program is a critical tool in helping us deal with questions about noise and build awareness and understanding about the airport, and includes a range of activities from hosting large scale events ([Street Festival](#), [Runway Run](#)) and outreach initiatives (for example, [public tours](#) and [volunteer opportunities](#), to regular [e-newsletters](#), [website](#), and regularly hosting meetings of the [Community Environment and Noise Advisory Committee](#) (CENAC).

Runway Operations at Toronto Pearson

Runways are assigned based on the following factors: wind direction and wind speed, runway conditions/availability, operational efficiency and time of day.

As the prevailing winds are from the west, the most common runway configuration at Toronto Pearson supports a westerly flow, which means arrivals from the east and departures to the west using Runways 23, 24 Left (L), 24 Right (R). The second most common configuration supports an easterly flow - arrivals from the west and departures to the east using Runways 05, 06L and 06R.

When wind speed reaches a point where it is no longer safe for aircraft to land and depart in one of these directions, the runways are re-assigned to allow aircraft to land and depart into the wind. It is important to note that runway conditions are also a factor. Friction is reduced in wet or snow covered runway conditions and so a lower wind speed level will prompt an 'into the wind' runway assignment than when operating in dry runway conditions.

Noise Abatement Procedures

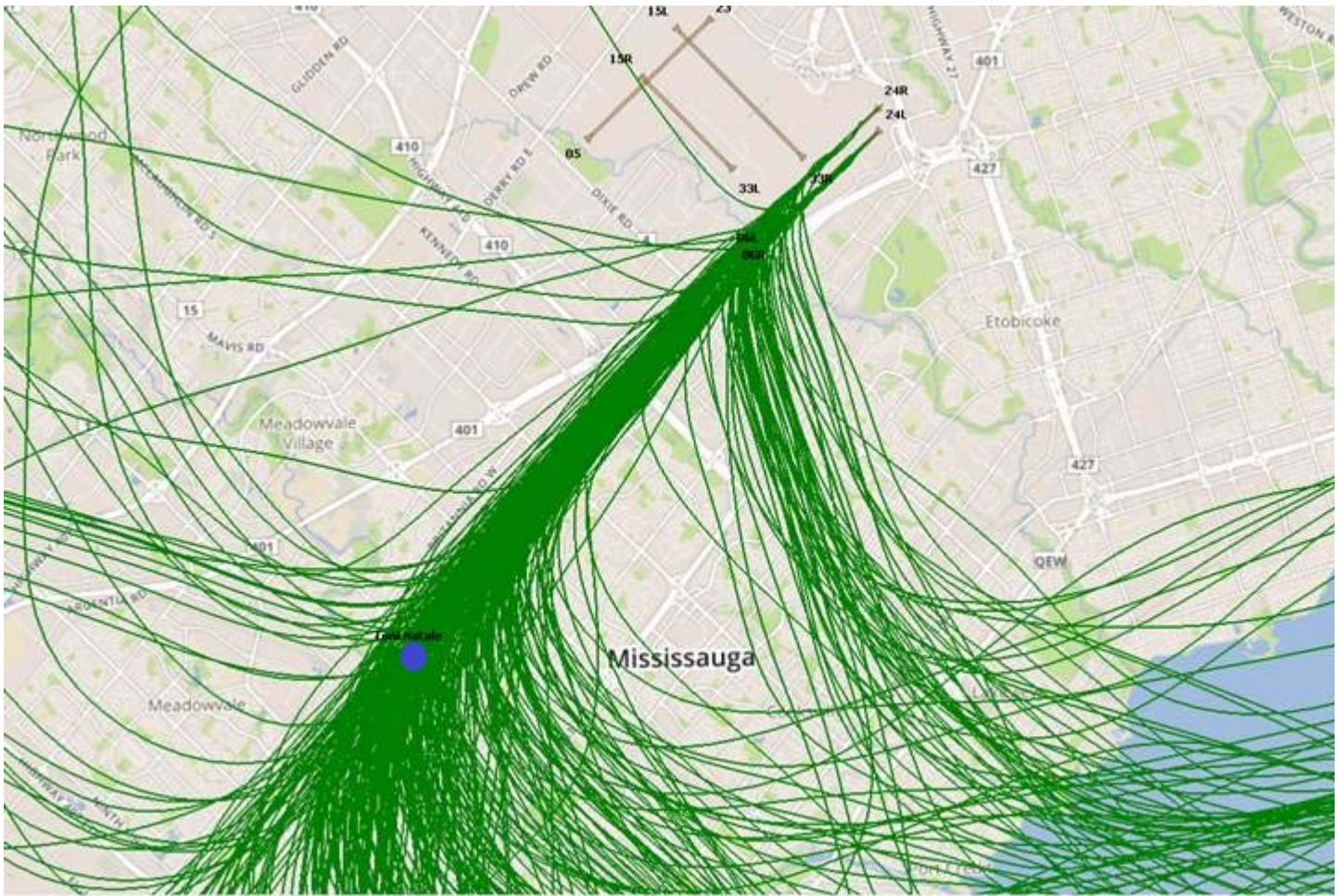
An arriving aircraft needs to be at 3000' Above Sea Level (ASL) – equivalent to 2400' Above Ground Level (AGL) when it begins its final approach to the runway. The altitude is related to the remaining distance to final approach. Departing jet aircraft are required to reach an altitude of 3600' ASL (3000' AGL) – prior to making a turn from the runway heading. However, turns lower than 3000' AGL (early turns) are permitted for propeller aircraft between 6:30 a.m. and 11:30 p.m. and for select eligible jet types between 7:00 a.m. and 11:00 p.m.

Operations affecting your area

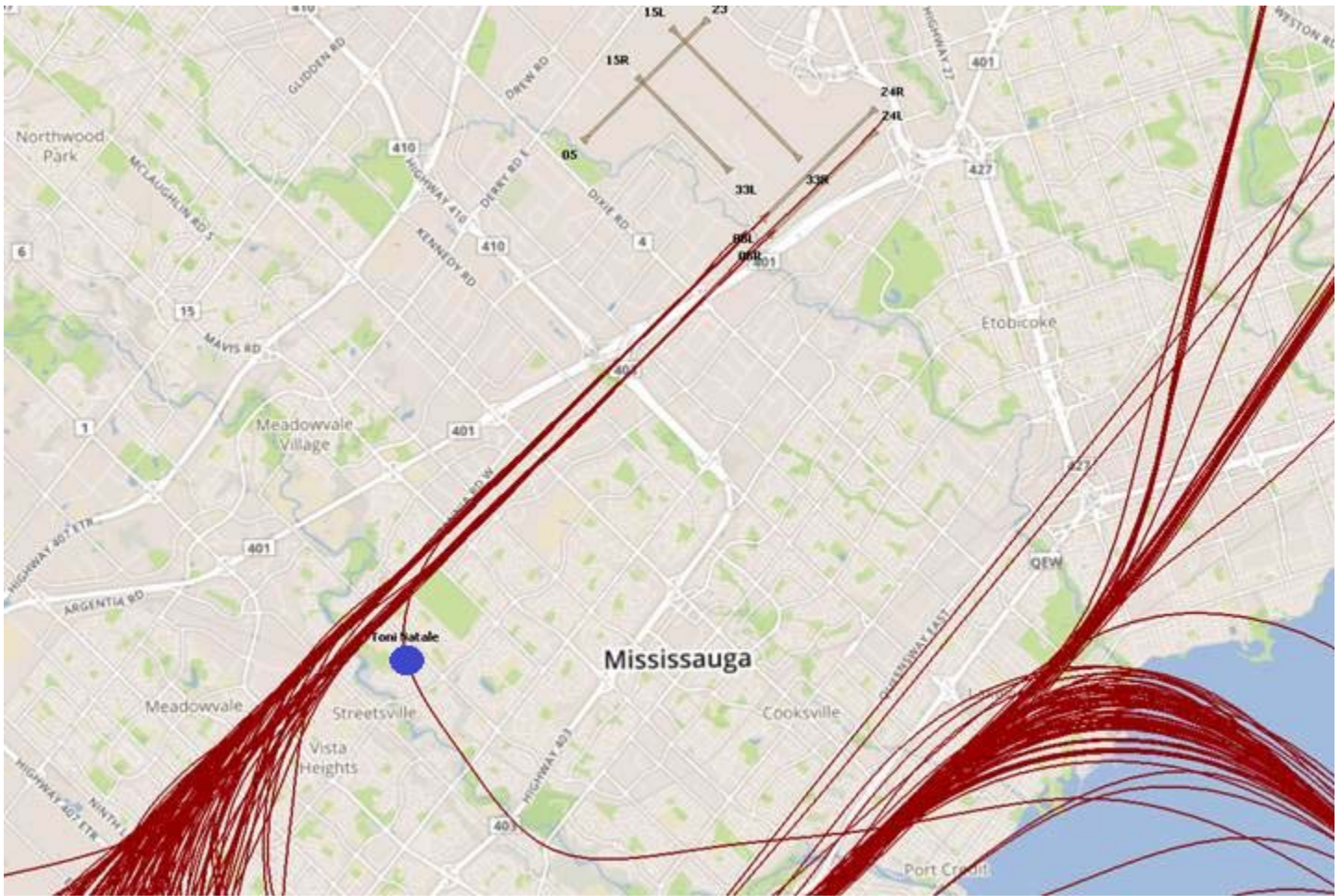
Your area is mainly impacted by aircraft departing to the west using Runway 24L and/or Runway 24R. There is also some impact to the area from aircraft arriving on Runway 06L and/or Runway 06R. The number of flights operating to/from Toronto Pearson has been increasing over the years which may be why you're noticing more overhead traffic.

Below, are sample flight tracks of departures off 24R and 24L and arrivals on 06L and 06R. Your residence is indicated in the blue dot.

Departures on 24R and 24L



Arrivals on 06L and 06R



I hope you find this information helpful. If you wish to register a noise complaint with us, you can do so using any of the following means:

Registering Noise Complaints:

Residents with questions about airport operations or who wish to register a noise complaint can contact the Toronto Pearson Noise Office using any of the following means:

•Online:

Using [WebTrak](#) to investigate aircraft operations and register complaints, or our online Complaint Form which can be found at <http://www.torontopearson.com/en/noisecomplaint/#>

• Phone: (416) 247-7682

Community Environment Noise Advisory Committee meetings

You may find it helpful to attend one of CENAC meetings held at 3111 Convair Drive Mississauga. In addition to the CENAC committee, which is comprised of community and elected officials, there are technical advisors (NavCanada, Transport Canada, airline representatives, an Acoustician and the Greater Toronto Airports Authority) in attendance who can answer questions specific to operations at Toronto Pearson. Meeting dates are posted on our website at: www.torontopearson.com/en/cenacpastagendasandminutes/#

If you would like to stay in-the-know about airport events and activities and initiatives such as the Noise Mitigation Initiatives, please consider [signing up](#) for our community newsletter [Checking In](#).

Regards,



Salza Kassam, Senior Officer, Noise Management Office
Greater Toronto Airports Authority | Stakeholder Relations & Communications
P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
Phone 416-247-7682
www.TorontoPearson.com

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Any views or opinions presented are solely those of the author and do not necessarily represent those of the Greater Toronto Airports Authority. Although this e-mail and any attachments are believed to be free of any virus or other defects that might affect any computer or IT system into which they are received, no responsibility is accepted by the Greater Toronto Airports Authority for any loss or damage arising in any way from the receipt or use thereof.

Appendix 5

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	

MOPAs Appealed to the Ontario Municipal Board

SUBJECT LANDS

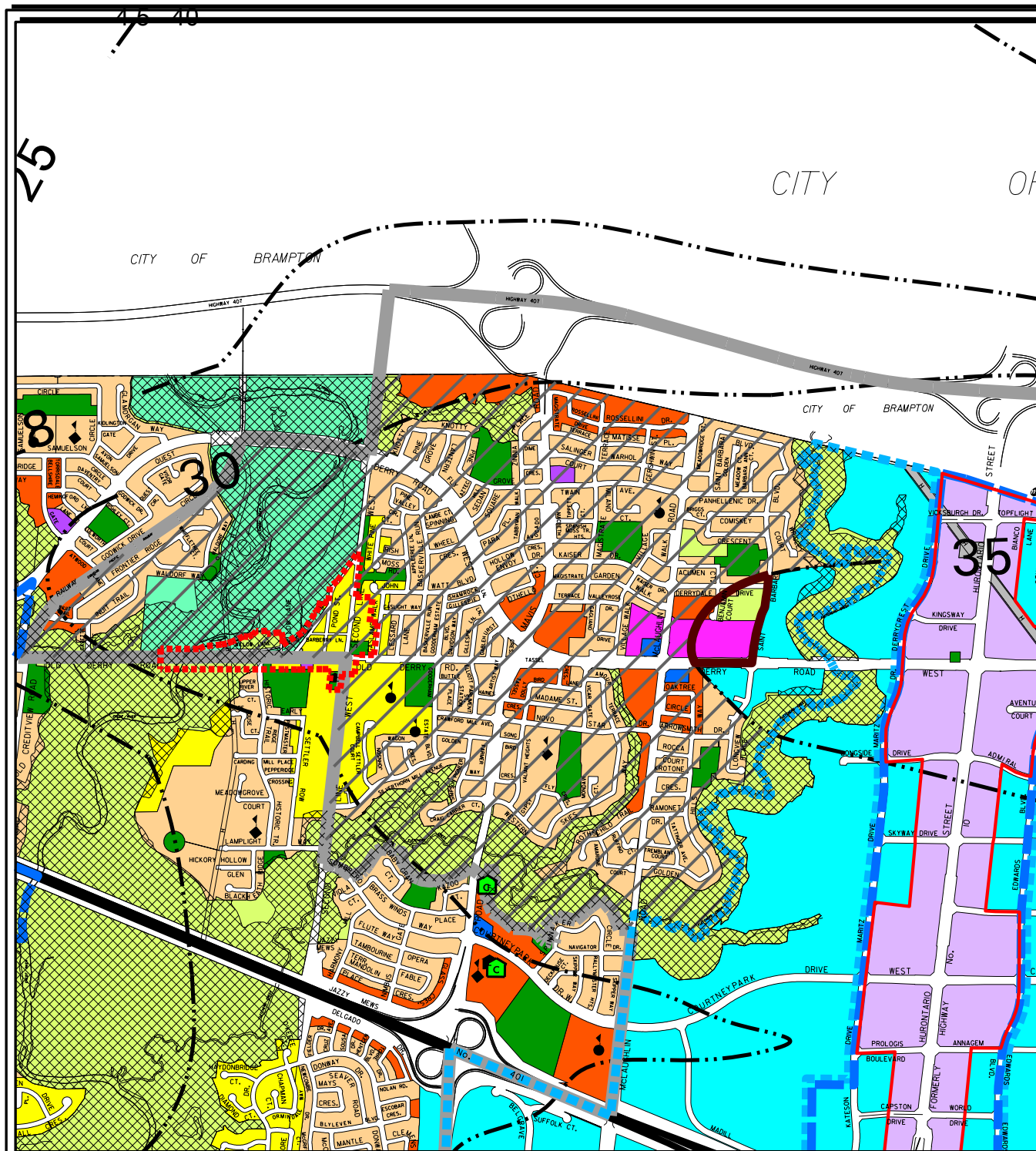
DRAFT

TITLE: PROPOSED AMENDMENT TO MEADOWVALE VILLAGE EXCEPTION AREA BOUNDARY

FILE NO: EC.07-AIR

MISSISSAUGA

Produced by
T&W, Geomatics



PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENTS - REVISED

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

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

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

6.10.2 Aircraft Noise

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

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



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

6.10.2.2 Land uses located at or above the corresponding 1996 *noise exposure projection (NEP)*/2000 *noise exposure forecast (NEF) composite noise contour* as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise in accordance with the applicable Provincial Government environmental noise guideline to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.

Figure 6-24: Noise Study Requirements for Aircraft Noise

LAND USE ₂	Noise Exposure Projection (NEP)/Noise Exposure Forecast (NEF) Composite Noise Contour ₁		
	25 - <30	30 - <35	35 or Greater
Residential Public and private schools Daycare facilities ₃ Libraries Place of religious assembly Cemeteries Theatres - Outdoor Auditoria Hospitals Nursing Homes Community Centres	Noise Study Required		
Hotels Motels Retail or service commercial Office Athletic fields Stadiums Theatres - Indoor		Noise Study Required	
Park and picnic areas Playgrounds Tennis Courts Industrial Laboratories Arena ₄			Noise Study Required
1. Reference Figure 6-25 2. Land uses as identified by the Federal Government with respect to compatibility with airport operations, in accordance with TP1247 – Aviation – Land Use in the Vicinity of Aerodromes, 9 th Edition 3. Land use not specifically identified within TP1247 4. Land use not specifically identified within TP1247			

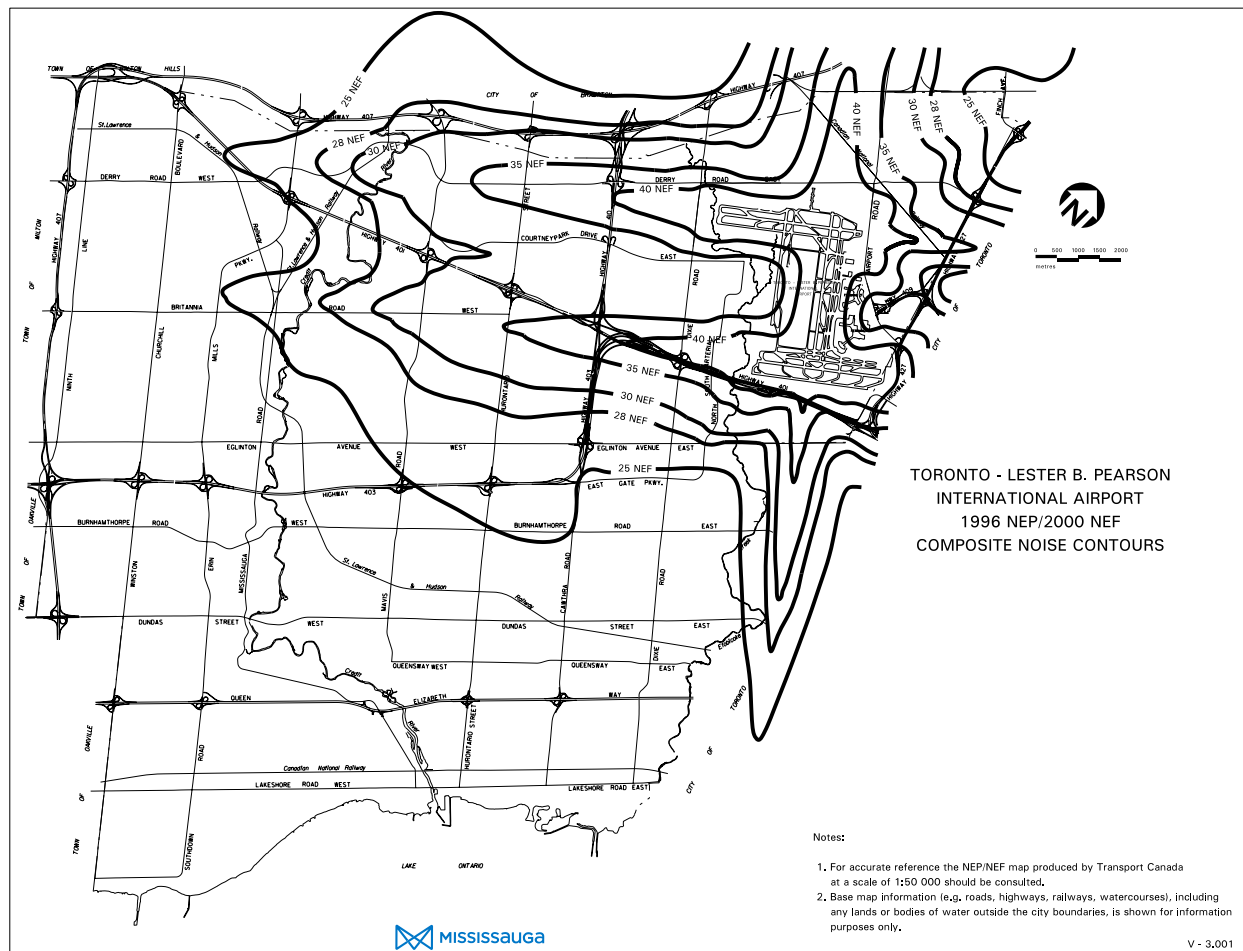


Figure 6-25: 1996 NEP/2000 NEF Composite Noise Contours

6.10.2.3 Mississauga will require tenants and purchasers to be notified when a proposed development is located at the **noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour** of 25 and above.

6.10.2.4 A noise warning clause shall be included in agreements that are registered on title, including condominium disclosure statements and declarations.

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

- lands identified as "Exception Area", as shown on Map 6-1, and
- daycare facilities accessory to an employment use in the Corporate Centre Character Areas known as Gateway Corporate and Airport Corporate, on lands located below the 35 **noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour**.



Map 6-1: Airport Operating Area and Exception Area

6.10.2.6 Development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached and semi-detached dwellings, for lands where permitted within the Airport Operating Area, may be processed for approval provided that all of the following are satisfied:

- a. a **feasibility noise impact study** will be submitted as part of a complete development application to verify that mitigated indoor and outdoor noise levels would not exceed the sound level limits established by the applicable Provincial Government environmental noise guideline;
- b. a **detailed noise impact study** will be required prior to final development application approval;
- c. appropriate conditions relating to noise mitigation that are consistent with the findings of the **detailed noise impact study**, are included in the final approval; and

- d. an ***Aircraft Noise Warning Agreement*** between the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer, are included in the approval.

Section 6.10.1.1, Stationary Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “Noise Impact Study” with “***feasibility and/or detailed noise impact study***”.

Section 6.10.3.1, Road Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “Acoustic Feasibility Study” with “***feasibility noise impact study***”.

Section 6.10.3.2, Road Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “detailed noise study” with “***detailed noise impact study***”.

Section 6.10.3.6, Road Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “Detailed noise reports” with “***A feasibility and/or detailed noise impact study***”.

Section 6.10.4.1, Rail Noise, Safety and Vibration, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “detailed noise study” with “***feasibility and/or detailed noise impact study***”.

Section 6.10.4.4, Rail Noise, Safety and Vibration, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by deleting “Ministry of the Environment” from the first paragraph and replacing it with “Provincial Government environmental”.

Section 19.4.5, Development Applications, Implementation, of Mississauga Official Plan, is hereby amended by deleting “Noise Impact Study (for stationary, road, rail and/or airport noise sources)” and replacing it with “Feasibility and/or Detailed Noise Impact Study (for stationary, road, rail and/or airport noise sources), and by deleting “Acoustic Feasibility Study”.

Chapter 20, Glossary, of Mississauga Official Plan, is hereby amended by adding the following terms:

Feasibility Noise Impact Study

means the initial technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in

addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. This study is to ensure that the proposal is feasible in the context of site design and the extent of control measures such as barriers, ventilation requirements and building components. Feasibility studies should be submitted with the initial proposal and provide a clear direction regarding the need for additional studies and implementation of required control measures.

Detailed Noise Impact Study

means the final technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. The Detailed Noise Impact Study should be based on the Feasibility Noise Impact Study. Once all final information is known, detailed studies may be prepared in place of feasibility studies.

Aircraft Noise Warning Agreement (ANWA)

means an agreement between the Corporation of the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer to be registered on title that provides for, among other things, the following: a development agreement incorporating conditions related to noise mitigation consistent with findings of the ***detailed noise impact study***; enforcement obligations, post-construction certification that development approval conditions have been satisfied, aircraft noise warning signage, and aircraft noise warning clauses regarding both indoor and outdoor activities in Purchase and Sale Agreements, sales materials, and in enrollment documents for schools and daycares.

5.9.6 Airports

Toronto – Lester B. Pearson International Airport, Canada’s busiest airport, is an important element in the *GTHA’s* transportation and economic systems. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a large generator of direct and indirect economic benefits for *the Region of Peel* and the *GTHA*.

The presence of Toronto – Lester B. Pearson International Airport within *the Region of Peel* creates both opportunities and responsibilities. Because of its significance, it is a priority of this Plan to ensure that new *development* is compatible with Airport operations and allows the Airport to function efficiently while recognizing existing and approved land uses and other considerations.

In addition to the role of Toronto – Lester B. Pearson International Airport in *Peel* and the *GTHA*, consideration should also be given to the potential increased significance of the Brampton Flying Club airport over the next 30 years.

5.9.6.1 Objectives

- 5.9.6.1.1 To optimize the economic potential of Toronto – Lester B. Pearson International Airport and the Brampton Flying Club airport to *the Region of Peel* and the *GTHA*, having regard for:
 - a) Existing and future industry, business and employment opportunities; and
 - b) The interests of existing and future residents.
- 5.9.6.1.2 To *support* the *recreational* opportunities of airports in *Peel* where appropriate.

5.9.6.2 Policies

It is the policy of *Regional Council* to:

- 5.9.6.2.1 *Support* the improvement and enhancement of the facilities, access to and capacity of Toronto – Lester B. Pearson International Airport, taking into account the concerns of existing and future residents, industries, businesses and employees of *Peel Region*, to maintain the importance of the Airport to *the Region of Peel*, the *Greater Toronto and Hamilton Area*, the Province and Canada.



- 5.9.6.2.2 Study *jointly*, with the Town of Caledon, and in consultation with the City of Brampton, the potential role of the Brampton Flying Club airport and develop policies to protect this role.
- 5.9.6.2.3 Work with the Greater Toronto Airports Authority and the area municipalities to identify ways to protect the long-term operational role of Toronto – Lester B. Pearson International Airport by ensuring that *development* and *redevelopment* adjacent to the Airport is compatible with airport operations and the needs of residents and by discouraging land uses which may cause a potential aviation safety hazard.
- 5.9.6.2.4 Prohibit the development, redevelopment and infill of new residential and sensitive land uses such as hospitals, nursing homes, daycare facilities and public and private schools in the Airport operating Area as shown on Schedule H. The Airport Operating Area uses existing geographical features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP contour.
- 5.9.6.2.5 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and *the Region* to include in their official plans:
- a) Airport Operating Area policies consistent with Policy 5.9.6.2.4;
 - b) Definitions and illustrations of the areas to which the Airport Operating Area policies apply; and
 - c) Definitions of the terms sensitive land uses, *redevelopment* and infill.
- 5.9.6.2.6 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that:
- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land uses or infilling of residential and other sensitive land uses;

- b) such exceptions prohibit, above the 35 NEF/NEP contour, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools;
- c) development proponents demonstrate that there will be no negative impacts to the long term function of the airport;
- d) the Cities of Mississauga and Brampton define the areas to which the exception would apply;
- e) MOE acoustical design standards are met; and
- f) development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.

5.9.6.2.7 Update Figure 6 in the Appendix with the latest Provincially issued Aircraft Noise Exposure Contours, as they become available.

5.9.7 Goods Movement

The safe and efficient movement of goods is important to *the regional* economy, is an important factor in attracting and retaining a range of industries and businesses, and directly impacts the competitiveness of the businesses and the availability of high-quality jobs in *Peel*. The provision of integrated transportation networks (including road, rail, air, marine and pipeline networks) is needed to ensure that goods are transported in an efficient and timely manner. The goods movement system developed in *Peel* needs to be advanced in balance with the system requirements of the entire *GTHA*.

5.9.7.1 Objectives

5.9.7.1.1 To facilitate the development of a safe and efficient goods movement network within *Peel* and between *Peel* and adjacent municipalities that *supports the regional* economy and that minimizes impact to the environment.