
Planning and Development Committee

Date

2017/06/26

Time

6:30 PM

Location

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

Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando 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 - June 12, 2017
4. MATTERS TO BE CONSIDERED
 - 4.1. **INFORMATION REPORT (ALL WARDS)**
Proposed Amendments to Corporate Policy # 05-01-08 - Portable Signs on Road Allowances
 - 4.2. **PUBLIC MEETING/INFORMATION REPORT (WARD 11)**
Application to permit two office buildings with accessory uses such as medical laboratories, small retail stores and person service establishments, 270 Derry Road West, South side of Derry Road West, East of McLaughlin Road
Owner: Aujla Investments Inc.
File: OZ 13/019 W11
 - 4.3. **PUBLIC MEETING INFORMATION REPORT (WARD 5)**
Application to permit one 15-storey and one 34-storey apartment building with commercial uses on the first three floors, 0 Four Springs Avenue, Northwest quadrant of Hurontario Street
Owner: Pinnacle International (Ontario) Limited
File: OZ 16/10 W5

4.4. PUBLIC MEETING INFORMATION REPORT (WARD 11)

Applications to permit 5 three storey detached homes along Barbertown Road, 16 three storey townhomes on a condominium road and 4 two storey back-to-back dwelling units within the existing heritage building (Old Barber House), 5155 Mississauga Road, Northeast corner of Mississauga Road and Barbertown Road
Owner: City Park (Old Barber) Homes Inc.
Files: OZ 16/011 W11 and T-M16003 W11

4.5. PUBLIC MEETING INFORMATION REPORT (WARD 11)

Application to permit 201 residential units (14 semi-detached, 57 standard townhouse dwellings, and 130 back-to-back townhouse dwellings), 80 Thomas Street, North side of Thomas Street, East of Joymar Drive
Owner: 1672736 ONTARIO INC. (Dunpar Homes)
File: OZ 16/13 W11

4.6. PUBLIC MEETING INFORMATION REPORT (WARD 1)

Applications to permit 17 townhomes and 1 detached dwelling, 1142 Mona Road, west side of Mona Road, north of the CNR tracks
Owner: Queenscorp (Mona Road) Inc.
File: OZ 16/006 W1

4.7. INFORMATION REPORT (WARD 1)

Port Credit West Village (formerly Imperial Oil property)
Draft Master Plan - Status Update
File: CD.04-POR

4.8. RECOMMENDATION REPORT (WARD 2)

Application to permit 104 horizontal multiple dwellings (back to back townhouses) on a private condominium road, 2210 and 2230 Bromsgrove Road, south side of Bromsgrove Road, west of Southdown Road
Owner: United Lands Corporation (Bromsgrove)
File: OZ 15/011 W2

5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2017/05/31

Originator's files:

To: Chair and Members of Planning and Development Committee

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

Meeting date:
2017/06/26

Subject

Proposed Amendments to Corporate Policy # 05-01-08 - Portable Signs on Road Allowances - to regulate messages displayed on portable signs located on city road allowances

Recommendation

That the Portable Signs on Road Allowances Policy 05-01-08 be adopted as outlined in the Corporate Report dated April 10, 2017 from the Commissioner of Planning and Building and in Appendix 1, attached.

Report Highlights

- Recommend amendments to the Corporate Policy to regulate messages displayed on portable signs located on city road allowances
- Clarifies and strengthens the intent of the policy
- Reduces eligible groups from monopolizing site locations
- Recommends penalties for contractors and applicants that do not adhere to the message requirements
- Recommends adding Federal and Provincial Members of Parliament, representing Mississauga, to the eligibility section of the policy

Background

As requested at Council on March 29, 2017, staff were directed to review Corporate Policy 05-01-08 entitled "Portable Signs on Road Allowances" after a concern was expressed by a resident that a community group was displaying portable signs, regulated by this policy, exceeding the intended maximum time limit permitted.

The policy was adopted in 2002 as part of the consolidation of three former Sign By-laws. The policy allows eligible organizations to display portable signs at designated sites on road allowances to communicate information of interest to the public (such as public meetings, community events or program registrations). Also incorporated into the policy are: minimizing distractions, controlling aesthetics along City roadways and fair and equitable use.

The road allowance sites designated in the policy provide eligible organizations an opportunity to promote events at highly visible locations. Currently, the policy regulates the organizations that are eligible to apply for and obtain permits, but does not include provisions regulating the sign message.

Comments

The adoption of the policy has been well received and utilized by eligible organizations, accounting for 2,098 permits in 2016, an increase of 64% since 2003.

Unfortunately, during the past number of years there has been some abuse of the policy. Permits have been obtained using eligible organizations, but messages displayed have promoted events and registrations NOT offered by the applicant. These include; BBQs for political parties, employment opportunities and athletic programs offered by businesses. Some community groups have also “monopolized” sites for as long as 63 days to promote their registrations, using permits obtained under other community groups, taking away opportunities from other eligible groups. The intent of the policy is to permit a maximum display period of 21 days per applicant.

Although the number of complaints received to date is relatively minimal, these actions do not comply with the purpose of the policy and will increase if not addressed.

To address this, it is recommended that the policy be amended to include provisions which regulate the sign message. This will clarify the policy, strengthen the purpose of the policy and reduce commercial advertising.

The following revisions to the policy are being recommended:

1. Amend the Policy Statement to include the following:
“Sign messages must exclusively display events, programs or registrations offered by the applicant organization. Information, events, programs or registrations offered by organizations other than the applicant are not permitted.
2. Amend the Signage Design and Placement Standards Section to include the following;

The Portable Sign shall:

- Display the name of the applicant organization or Community Group

- Promote an event, program or registration exclusively offered by the applicant organization or Community Group
 - Not display information, events or registrations offered by organizations or Community Groups other than the applicant
3. Amend the Eligibility Section to include the following;
- Members of Federal Parliament representing a riding within the City of Mississauga
 - Members of Provincial Parliament representing a riding within the City of Mississauga

Financial Impact

There is no financial impact.

Conclusion

Amending the Policy to include provisions regulating the sign message will provide clarification and strengthen the purpose of the policy by only allowing messages that pertain to organizations and Community Groups eligible to erect a sign. It will also reduce commercial advertising and provide provisions for enforcement.

Attachments

Appendix 1: Revised Corporate Policy and Procedure – Portable Signs on Road Allowances



Edward R. Sajecki, Commissioner, Planning and Building Division

Prepared by: Darren Bryan, Supervisor Sign Unit

Appendix 1

Policy Title: Portable Signs on Road Allowances

Policy Number: 05-01-08

Section:	Property and Facilities	Subsection:	Use of Public Property
Effective Date:	March 26, 2008	Last Review Date:	July 2014
Approved by: Council	Owner Division/Contact: Building Division Planning and Building Department		

Policy Statement

The City of Mississauga limits the use of Portable Signs on Road Allowances.

Purpose

Portable Signs on Road Allowances are limited for reasons of both aesthetics and public safety. A proliferation of signs on Road Allowances results in a cluttered and unattractive landscape and presents a distraction for motorists.

The purpose of this policy is to establish controls which will limit the use of Portable Signs on Road Allowances, while recognizing the need to communicate information of interest to the general public (such as community events or program registrations) **exclusively offered by the applicant group or organization outlined in the Eligibility section of this policy. Information, events, programs or registrations offered by organizations other than the applicant are not permitted.**

This policy establishes:

- The manner in which acceptable locations for the placement of Portable Signs on Road Allowances are identified and delineated
- The organizations or types of organizations which can be permitted to place Portable Signs at delineated locations on Road Allowances
- The number of signs that can be permitted at any given location and by any given user
- The length of time a sign can remain in any given location
- A Portable Signs Permit application and approval process
- Conditions of approval of a Portable Sign Permit application, and
- Standards for Portable Signs on Road Allowances

Legislative Authority

The City of Mississauga's Sign By-law prohibits signs on Road Allowances unless authorized by the City.

Policy Number: 05-01-08

Effective Date: March 26, 2008

Policy Title: Portable Signs on Road Allowances

Last Review Date: July 2014

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Scope

This policy applies to all Portable Signs intended to be placed on Road Allowances. This policy does not address signs which are to be placed on private property or on municipal property which is not part of the Road Allowance; nor does it address sidewalk signs, new home development signs, garage sale signs, open house directional signs, election signs or any other sign otherwise permitted under the Sign By-law. Such signs are subject to the Sign By-law.

This policy does not apply to banner installations on Road Allowances. For information on banner installations, refer to Corporate Policy and Procedure - Banners.

Definitions

“Commissioner” means the Commissioner of the Planning and Building Department or his/her designate.

“Community Group” means a non-profit community group which is affiliated with the City of Mississauga, or which is included in the City’s volunteer group register, in accordance with Corporate Policy and Procedure - Community Group Support Program.

“Portable Sign” is a sign which is not permanently affixed to the ground, and which is designed in such a manner as to be capable of being moved from place to place, but does not include a sidewalk sign.

“Portable Sign Permit” is a permit issued by the Sign Unit, allowing the placement of one sign at one location.

“Road Allowance” includes any municipal road allowances within the boundaries of the City of Mississauga, whether under the jurisdiction of the City of Mississauga or the Region of Peel.

“Sign Unit” means, Planning and Building Department staff who are responsible for issuing sign permits and for enforcing the provisions of the Sign By-law and this policy.

Exceptions to Policy

Exceptions to this policy may be made only on the approval of the Commissioner after consultation with the ward councillor. The applicant must submit a complete application, along with a written request for an exception to the Commissioner. Each request will be considered on its own merits, on a site-by-site basis, and on the impact of the exception on the City as a whole. For example, an exception may be granted to permit additional signage promoting a City-wide special event or festival. The Commissioner’s authority to approve exceptions does not extend to the reduction or waiving of fees.

Policy Number: 05-01-08

Effective Date: March 26, 2008

Policy Title: Portable Signs on Road Allowances

Last Review Date: July 2014

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Eligibility

Upon issuance of a Portable Sign Permit, Portable Signs may be placed on delineated locations within Road Allowances by the following organizations only:

- Members of City of Mississauga Council
- A City department
- The Region of Peel
- The Living Arts Centre
- Community Groups
- Members of Federal Parliament representing a riding within the City of Mississauga, and
- Members of Ontario Parliament representing a riding within the City of Mississauga

Delineated Locations within Road Allowances and Allocated Sites

Selected road allowances, or portions of Road Allowances, are delineated as providing acceptable locations for Portable Signs. Specific sites within the delineated Road Allowances are then allocated for exclusive use by members of Council, City departments, the Region of Peel, and the Living Arts Centre.

Delineated locations within Road Allowances and allocated sites are determined by the Commissioner, through consultation with individual members of Council, all City departments, the Living Arts Centre and, with respect to regional roads, with the Region of Peel. The Living Arts Centre is allocated three sites per Ward, subject to the approval of the particular Ward Councillor.

Factors considered when delineating locations within Road Allowances and allocating sites include: the visibility offered by the particular location; traffic patterns and flow; the need for a limited, balanced distribution of signs across the City; aesthetics; and the ability of the location to satisfy the standards for the placement of Portable Signs as set out in this policy.

No Portable Signs may be located within the Road Allowances in the City Centre District Plan area. No Portable Signs may be located on the Road Allowance in front of any City-owned or operated property or facility.

Maps showing delineated locations within Road Allowances and allocated sites within each ward are maintained by the Planning and Building Department and are available from the Sign Unit, on request.

Use of Delineated Locations within Road Allowances and Allocated Sites

Members of Council, City departments, the Region of Peel, and the Living Arts Centre have exclusive use of the sites allocated to them, subject to the issuance of a permit.

Policy Number: 05-01-08

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In the event that members of Council, City departments, the Region of Peel, or the Living Arts Centre require the placement of a Portable Sign and their allocated sites are not available, they may obtain written permission, as outlined below, to use another allocated site. Alternatively, they may apply for unallocated space on delineated locations within a Road Allowance. If they apply for unallocated space, their application will be considered in the same manner as the applications from Community Groups.

Community Groups may apply for a permit to place a sign on any portion of a delineated area within a Road Allowance, other than the specific sites allocated for exclusive use by members of Council, City departments, the Region of Peel, or the Living Arts Centre. To place a sign at an allocated site, written permission, as outlined below, must be obtained.

Written Permission to Use Allocated Sites

Written permission is required to use a site that has been allocated for the exclusive use of members of Council, City departments, the Region of Peel, or the Living Arts Centre. Written permission may be given as follows:

- For a site allocated to a member of Council – by the particular member of Council
- For a site allocated to a City or Region of Peel department – by the respective department head or designate
- For a site allocated to the Living Arts Centre – by the VP – Business Affairs or designate

The written permission must then accompany the application for a Portable Sign Permit.

Number of Signs Permitted Per Allocated Site

Only one sign will be permitted at any given time on any allocated site. The number of signs on unallocated portions of the delineated area of a Road Allowance will be restricted to one per street block (i.e. a distinct, delineated area as shown on the Sign Unit's maps) and no Portable Sign may be located nearer than 90 metres (300 ft.) from another Portable Sign on the same side of the street.

Application

Application for a Portable Sign Permit shall be made, in writing, to the Sign Unit. Applications should be submitted at least two weeks prior to the installation. Up to four weeks additional time may be required, should the application require processing as an exception to this policy.

Applications will not be accepted, and permits will not be issued, more than one year prior to the intended date of installation of any Portable Sign.

The applicant must provide a complete application which shall include, if applicable, a permit fee, a security deposit, proof of insurance, and written permission for the use of an allocated site. (Refer to "Use of Delineated Locations within Road Allowances and Allocated Sites;" "Fees;" "Security Deposits;" and "Insurance" sections of this policy for information on these requirements.)

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Effective Date: March 26, 2008

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The following information shall be required as part of a complete application:

- Name, address, and telephone number of applicant organization
- Name, address, and telephone number of party responsible for installation and removal of the sign
- Proposed sign installation date and removal
- Municipal address (a municipal address has been assigned to each delineated location within the Road Allowance and is available from the Sign Unit)
- A detailed site plan, with dimensions, showing the location of the proposed sign in relation to other features (e.g. Driveways, bus shelters, traffic devices)
- The dimensions of the intended sign (i.e. Area of each sign face and height of the sign above grade), and
- The message which will be conveyed on the sign, **which must include the name of the applicant or organization**

Penalties

Any contractor or applicant who knowingly erects a sign that is not in accordance with the message requirements outlined above and/or which deviates from the message submitted on the application for permit is subject to a \$1000 penalty.

Any sign not in accordance with the requirements will be removed and impounded. The retrieval fee for the return of such sign is an additional \$1000.

Approval

Applications from members of Council, City departments, the Region of Peel, and the Living Arts Centre will be processed according to the availability of their allocated sites. All other applications will be processed on a first-come, first-served basis, provided no permit has yet been issued for the particular location and time period requested. The Sign Unit will review the application to ensure eligibility and location availability, and make a recommendation regarding approval to the Commissioner. Upon approval by the Commissioner, the Sign Unit will issue the permit, and will enforce all requirements of the permit.

Conflicting Applications

Should an additional application be received for the same location and time period as an application which is still being processed, the permit will be issued to the first applicant who fulfills all application requirements, without regard to the date of receipt of the application.

Maximum Number of Permits

Community Groups are limited to a maximum of 10 sign permits per year. All 10 signs may be in place at the same time, provided the locations are different. Permits will not be issued to a Community Group for the same location, unless 21 days have passed since the expiration of the organization's last permit for that location.

Fees

Policy Number: 05-01-08

Effective Date: March 26, 2008

Policy Title: Portable Signs on Road Allowances

Last Review Date: July 2014

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The applicant, or the party responsible for the installation and removal of the sign, must provide a non-refundable permit fee as established by the Fees and Charges By-law, as amended.

Exceptions to Fees

Members of Council and City departments will not be charged for sign permits. The Region of Peel will not be charged for sign permits for Portable Signs on regional Road Allowances.

Security Deposits

The party responsible for the installation and removal of the sign must provide a security deposit in the amount of \$300 per sign to ensure the removal of the sign by the date specified in the permit and/or to ensure the restoration of the boulevard in the event of damage to the boulevard (refer to Corporate Policy and Procedure - Securities Other than Development Securities or Procurement Securities for information on handling the deposit, including drawing on or releasing the deposit).

Exceptions to Security Deposits

Members of Council and City departments will not be required to provide a security deposit. The Region of Peel will not be required to provide a security deposit for sign permits for Portable Signs on regional Road Allowances.

Applicants, other than sign companies who own their own signs, will be required to provide security deposits to a maximum of \$1,000 per year. Portable Sign companies may provide the City with a security deposit in the amount of \$5,000 to be applied to all signs they install during a calendar year, in lieu of the \$300 deposit required per sign. The security may take the form of cash, certified cheque, or an annually renewable letter of credit. Refer to Corporate Policy and Procedure - Letters of Credit for information on the City's requirements regarding letters of credit.

Insurance

The applicant, or the party responsible for the installation and removal of the sign, must provide proof of valid comprehensive general liability insurance, adding the City as an additional insured party, in the amount of \$2,000,000.

Exceptions to Insurance Requirements

Members of Council and City departments will not be required to provide proof of insurance. The Region of Peel will not be required to provide proof of insurance for sign permits for Portable Signs on regional Road Allowances.

Signage Design and Placement Standards

Portable Signs must meet the design and placement standards listed in this section.

Design Standards

Policy Number: 05-01-08

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Policy Title: Portable Signs on Road Allowances

Last Review Date: July 2014

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The Portable Sign shall:

- Clearly display the name of the applicant organization or Community Group
- Promote/inform of an event, program or registration exclusively offered by the applicant organization or Community Group
- Not display information, events or registrations offered by organizations or Community Groups other than the applicant, and
- **Not promote a political party or candidate for public office**

In addition, the Portable Sign must meet all of the following requirements:

- Contain no more than two sign faces, and each sign face shall have a maximum area of 5 m² (53.8 sq. Ft.)
- Not exceed 2.5 metres (8.2 ft.) In height above grade
- Not be in colours other than black and white, and sign characters in fluorescent, neon, Day-Glo, or day bright colours are prohibited
- Not be illuminated in any way, and
- When being placed on behalf of the City, include the City's logo [not to exceed .18 m² (1.95 sq. ft.) but not less than .12 m² (1.3 sq. ft.)] and/or the words "City of Mississauga", in accordance with the City's visual identity guidelines

Placement Standards

Placement and removal of the sign is the responsibility of the permit holder. The sign may remain at the approved location only for the period of time stated on the permit, which will be a maximum of 21 consecutive days. Signs that remain for a period longer than that stated on the permit will be removed and stored by the City in accordance with the Sign By-law. The permit holder will be required to forfeit his/her security deposit or pay the City's actual cost of removing the sign, whichever is greater, as well as a storage charge of \$20 per day or part thereof, until the sign has been retrieved.

The Portable Sign shall be placed so as not to obstruct:

- The sight lines of any pedestrian, cyclist or motorist, or
- Visibility of any traffic sign or device, or
- Visibility of a bus stop or bus shelter, or
- Maintenance activities on the Road Allowance

The Portable Sign shall be placed in accordance with the minimum distances specified in the following chart:

	Arterial / Major Collector Roads	Collector / Local Roads
Minimum setback from sidewalk	1.0 metres (3 feet)	1.0 metres (3 feet)

Policy Number: 05-01-08

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Minimum setback from curb / shoulder	1.5 metres (5 feet)	1.5 metres (5 feet)
Minimum distance from intersection	70 metres (230 feet)	45 metres (148 feet)
Minimum distance from driveway	70 metres (230 feet)	45 metres (148 feet)
Minimum distance between Portable Signs	90 metres (300 feet) (on same side of the street)	90 metres (300 feet) (on same side of the street)

Revision History

Reference	Description
PDC-0046-2002(1) – 2002 04 10	
GC-0132-2006 – 2006 03 08	
GC-0191-2008 – 2008 03 26	
October 12, 2011	Housekeeping – changed Volunteer Liaison policy name to Community Group Support Program

City of Mississauga

Corporate Report



Date: June 2, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 13/019 W11Meeting date:
2017/06/26

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Application to permit two office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments**270 Derry Road West, south side of Derry Road West, east of McLaughlin Road****Owner: Aujla Investments Inc.****File: OZ 13/019 W11**

Recommendation

That the report dated June 2, 2017, from the Commissioner of Planning and Building regarding the application by Aujla Investments Inc. to permit two office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments under File OZ 13/019 W11, 270 Derry Road West, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- A City initiated amendment to Mississauga Official Plan is required to permit accessory uses on this property within the Meadowvale Village Neighbourhood Character Area
- The proposed development requires an amendment to the Zoning By-law
- No community concerns have been identified to date
- Prior to the next report, matters to be addressed include the appropriateness of the proposed zoning regulations and satisfactory resolution of technical requirements

Background

The original rezoning application (January 2014) to permit a two storey office building with limited retail space and greenland dedication was submitted by Greg Dell & Associates on behalf of the owner. A revised application was submitted by the new agent, G-Force Urban Planners, to permit two 2 storey office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments on August 19, 2015. Revised information and studies were submitted for review. Discussions have taken place with the owner and both agents regarding the proposed uses, parking, site grading, limits of development and greenlands dedication.

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

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	60.9 m (199.9 ft.)
Depth:	119.4 m (391.7ft.)
Gross Lot Area:	0.73 ha (1.8 ac.)
Existing Uses:	Detached home

The property is located on the south side of Derry Road West, halfway between McLaughlin Road and Maritz Drive. The lands presently contain a detached home. The surrounding lands are envisioned to become an employment area, however, the lands have been slow to redevelop and currently contain a variety of land uses. The subject property slopes back from Derry Road West and a portion of the rear of the site is located within the Fletcher's Creek floodplain.

The surrounding land uses are:

North: Detached homes on lands designated for employment purposes and Derrydale Golf Course

East: Detached homes on lands designated for employment purposes

South: Fletcher's Creek and associated floodplain lands

West: Six storey hotel/convention centre that is newly built and a proposed freestanding restaurant to be built. Further west is the future Longview Place extension for detached homes and some lands designated for employment purposes

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

DETAILS OF THE PROJECT

The application is to permit two 2 storey office buildings with limited accessory uses such as medical laboratories, small retail stores and personal service establishments on the ground floor. The portion of lands that are not suitable for employment purposes due to hazards associated with the Fletcher's Creek are proposed to be dedicated to the City.

Development Proposal					
Applications submitted:	Received: November 19, 2013 Deemed complete: January 8, 2014				
Application Revised:	August 19, 2015				
Developer Owner:	Aujla Investments Inc.				
Applicant:	G-Force Urban Planners				
Height:	2 storeys Building A – 9.8 m (32.2 ft.) Building B – 9.8 m (32.2 ft.)				
Lot Coverage:	23.2%				
Floor Space Index:	0.46				
Landscaped Area:	20.4%				
Road type:	Private driveway with public easement				
Gross Floor Area:	Total: 2 532.6 m ² (27,293.1 ft ²) Office uses: 1 180.7 m ² (12,708.8 ft ²) Accessory uses: 360.6 m ² (3,880.9 ft ²)				
Parking:	<table> <tr> <td>Required</td><td>Proposed</td></tr> <tr> <td>81 (including 5 accessible parking spaces)</td><td>81 (including 5 accessible parking spaces)</td></tr> </table>	Required	Proposed	81 (including 5 accessible parking spaces)	81 (including 5 accessible parking spaces)
Required	Proposed				
81 (including 5 accessible parking spaces)	81 (including 5 accessible parking spaces)				

Additional information is provided in Appendices 1 to 10.

Originator's file: OZ 13/019 W11



Image of existing conditions



Rendering of the proposed office buildings with accessory uses

LAND USE CONTROLS

The subject lands are located within the Meadowvale Village Neighbourhood Character Area and are designated **Business Employment** (Appendix 3), which permits secondary offices. Natural Hazards are identified at the rear of the property due to the adjacent Fletcher's Creek Valley. The applicant is proposing to dedicate all lands 10.0 m (32.8 ft.) from the Natural Area Survey (NAS) limit to the City to ensure protection of Fletcher's Creek. Greenlands zones are permitted in any land use designation in the Mississauga Official Plan.

Under the General Land Use policies, the Business Employment designation permits secondary offices and accessory uses. However, accessory uses are not specifically permitted under the Business Employment land use designation within the Meadowvale Village Neighbourhood Character Area. As the majority of the proposed development is for office uses with a limited amount of accessory uses, a City initiated official plan amendment is required to create a special site policy to allow accessory uses on this property as they were inadvertently excluded from the applicable section of the Official Plan. When the City undertakes a review of the policies and a general amendment is prepared to add accessory uses to the Business

Employment designation within the Meadowvale Village Neighbourhood Character Area, the special site policy could be deleted.

There are other policies in Mississauga Official Plan that are also applicable in the review of this application, which are found in Appendix 9.

A rezoning is proposed from **D (Development)** to **E2 – Exception (Employment – Exception)** to permit two office buildings with accessory uses such as medical laboratories, small retail stores and personal service establishments in accordance with the proposed zone standards contained within Appendix 10. The hazard and buffer lands are proposed to be rezoned from **D (Development)** to **G1 (Greenbelt)** to provide for their protection. The applicant has also requested a reduction to some of the required setbacks and landscaped buffers.

Detailed information regarding the official plan and zoning is in Appendices 9 and 10.

WHAT DID THE COMMUNITY SAY?

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

DEVELOPMENT ISSUES

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

- Are the proposed zoning standards appropriate?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?
- Revisions to the grading and servicing plans
- Street trees contribution
- Dedication of greenlands

OTHER INFORMATION

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

- Planning Justification Report
- Meander Belt Analysis
- Archaeological Assessment
- Phase 1 Environmental Site Assessment (ESA)
- Survey and Reference Plan
- Elevations
- Site, Roof and Floor Plans
- Overall Concept Plan
- Parcel register and transfer easement
- Site Servicing and Grading Plans
- Stormwater Management report and revisions
- Slope Stability Analysis Report
- Traffic Impact Study and Updated Report
- Noise Feasibility Analysis
- Landscape Plan, Tree Inventory and Preservation Plan

Development Requirements

There are engineering matters including: noise, grading, servicing, stormwater management, street tree contributions and greenbelt hoarding and fencing which will require the applicant to enter into agreements with the City.

A site plan application has been submitted for review and comments under file SP 15/080 W11. Site plan approval is required prior to the development of the site.

Financial Impact

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

Conclusion

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

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Meadowvale Village Character Area Land Use Map
- Appendix 4: Existing Zoning and General Context Map
- Appendix 5: Concept Plan
- Appendix 6: Elevations Building A
- Appendix 7: Elevations Building B
- Appendix 8: Agency Comments
- 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 of Planning and Building

Prepared by: Mila Yeung, Development Planner

Aujla Investments Inc.

File: OZ 13/019 W11

Site History

- May 5, 2003 – The Region of Peel approved the Mississauga Plan Policies for the Meadowvale Village Neighbourhood Character Area which designated the subject property **Business Employment**
- June 20, 2007 – Zoning By-law 0225-2007 enacted and passed. The zoning for the subject property is now **D (Development)** which continues to permit uses that legally existed on the date of the passing of the by-law
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed, the policies of Mississauga Official Plan apply. The subject lands are designated **Business Employment** in the Meadowvale Village Neighbourhood Character Area
- February 13, 2014 – The Committee of Adjustment granted provisional consent under file "B" 4/14 for the conveyance of an easement/right of way for access, landscaped buffers, sewers and grading, in favour of the proposed development at 290 Derry Road West. The conditions of consent were not fulfilled within the prescribed time period and the consent lapsed
- August 6, 2015 – The Committee of Adjustment granted provisional consent under file "B" 39/15 for the conveyance of an easement/right of way with an area of approximately 740 m² (7,965.55 ft²) for access, landscaped buffers, sewers and grading, in favour of the proposed development at 290 Derry Road West. This was needed as the original consent under File "B" 4/14 had lapsed

The Committee also approved a minor variance under file "A" 342/15 to permit the construction of private roadways, curbing, landscaping, and site access to be located on lands zoned **D (Development)** zone



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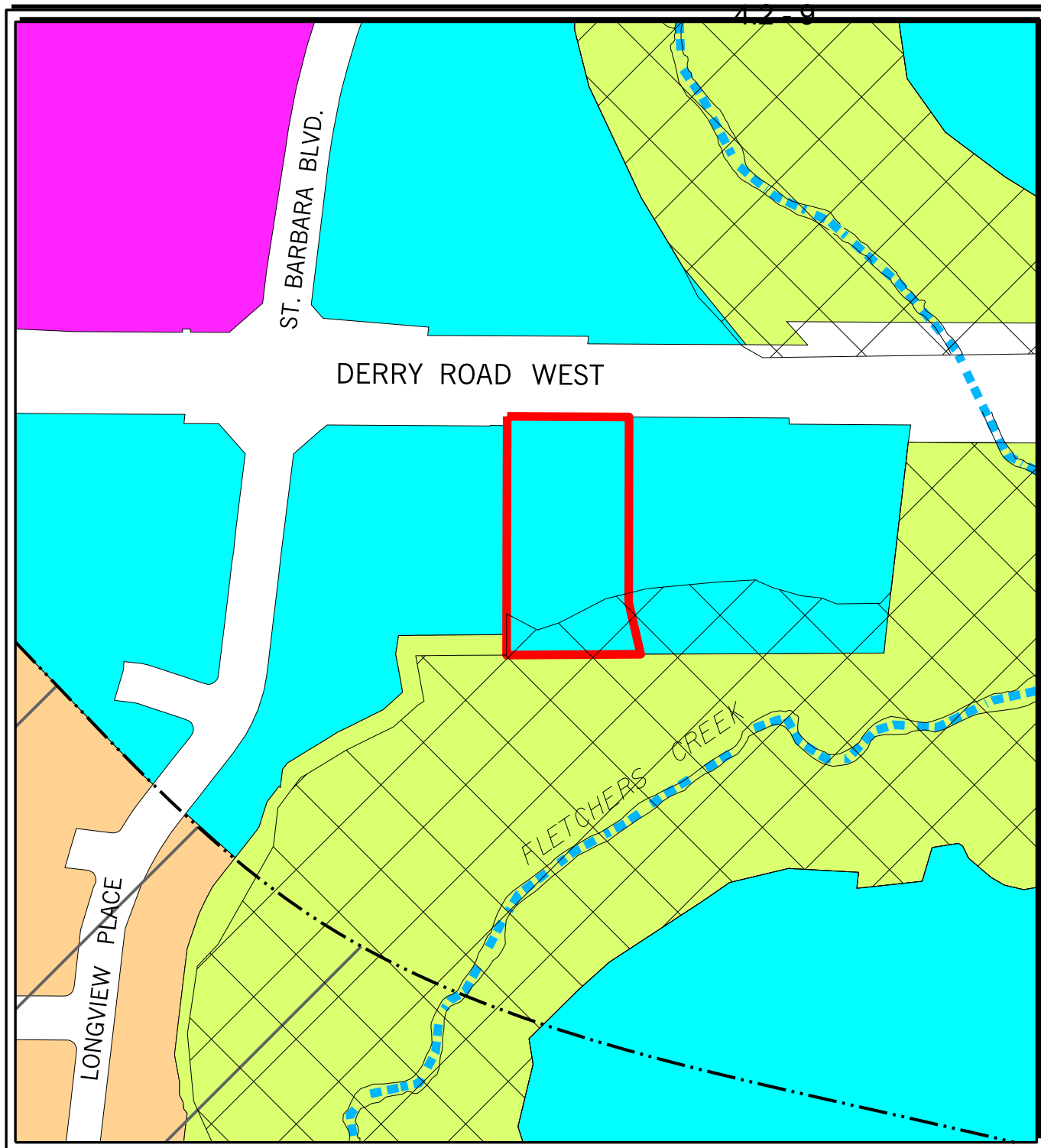
 SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016



TITLE: AUJLA INVESTMENTS INC.

FILE NO: OZ 13/ 019 W11



**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



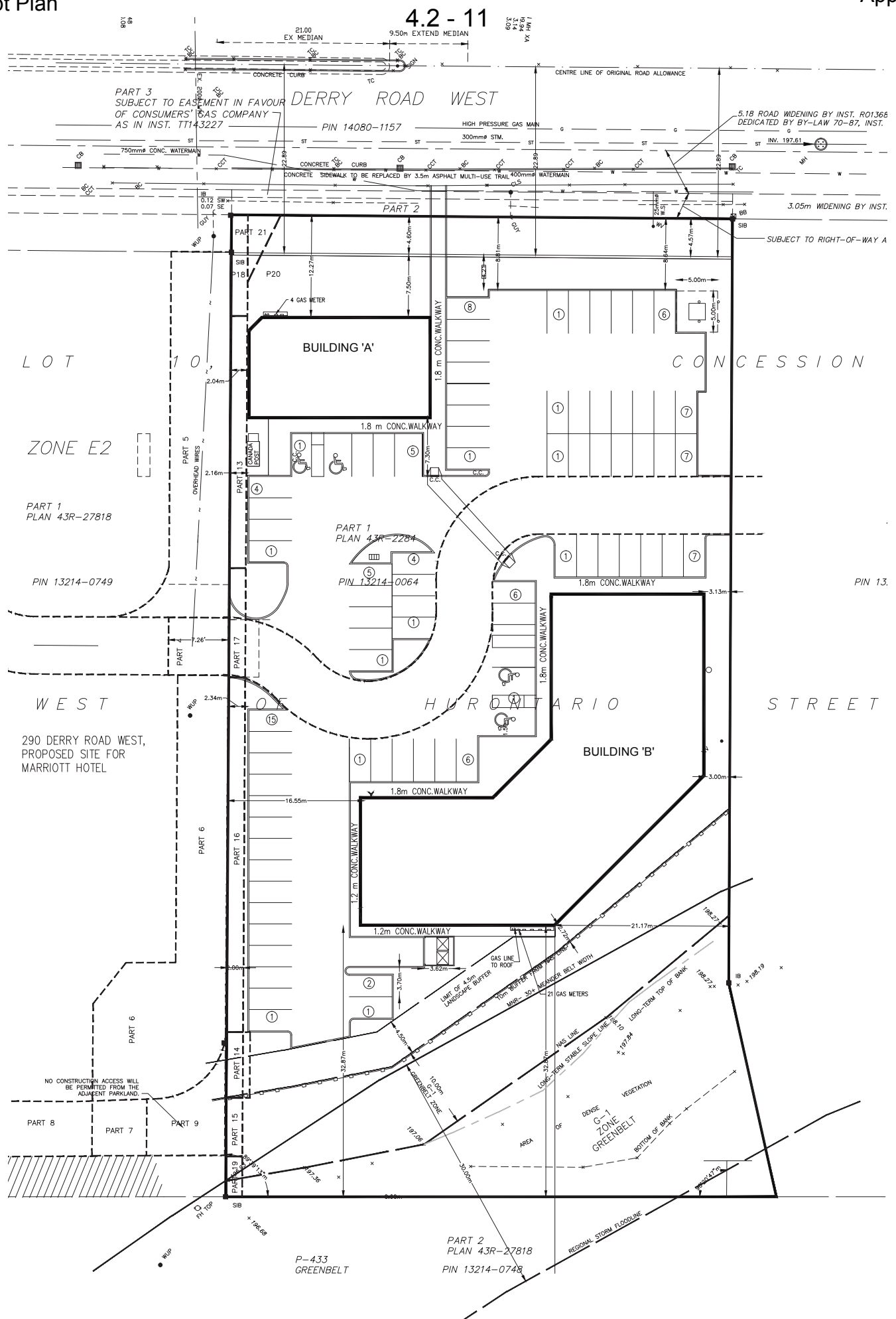
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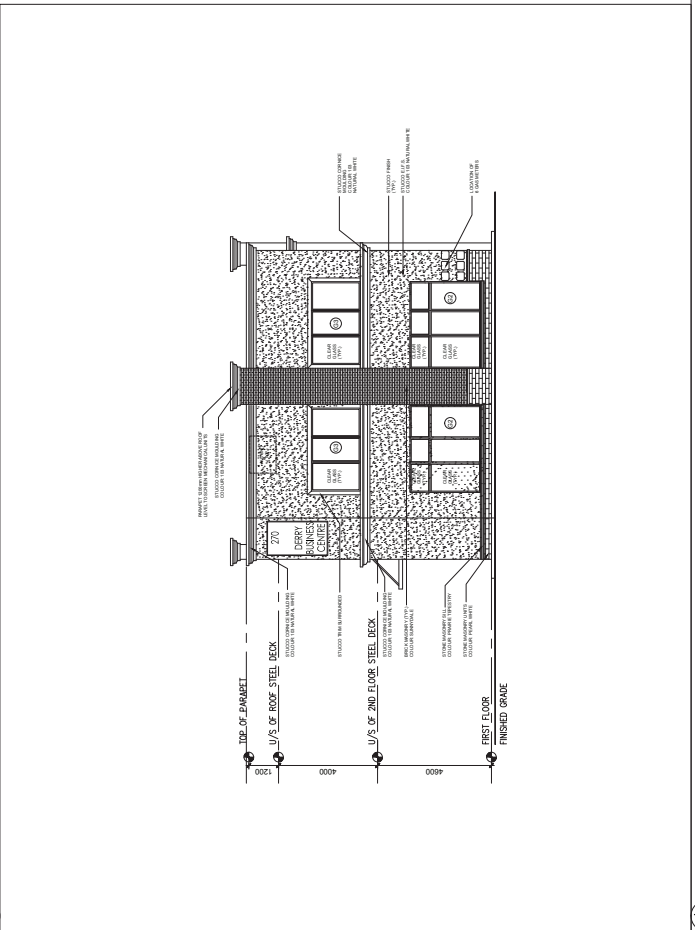
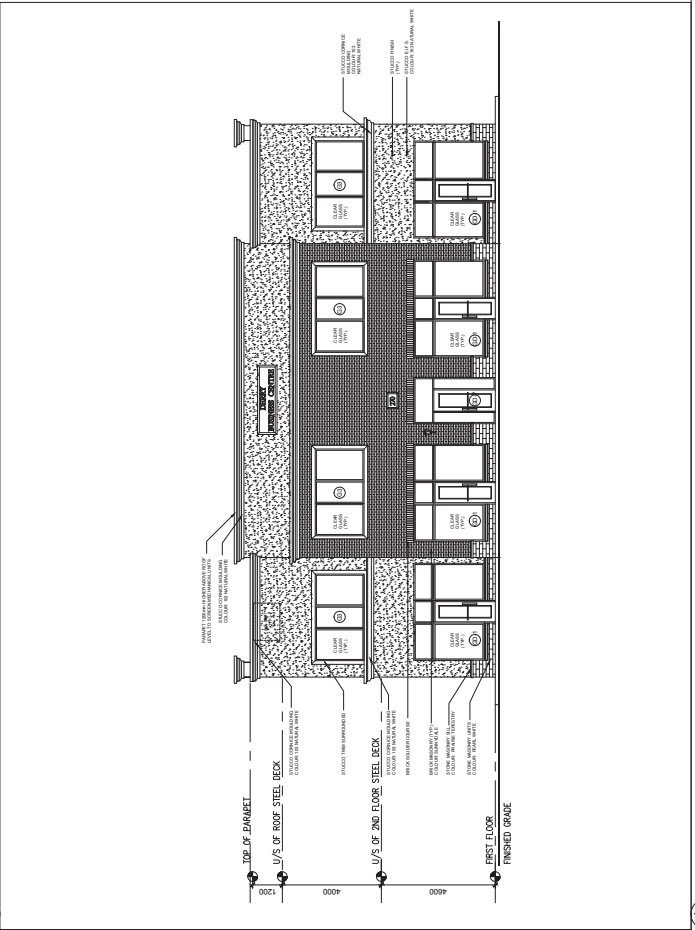
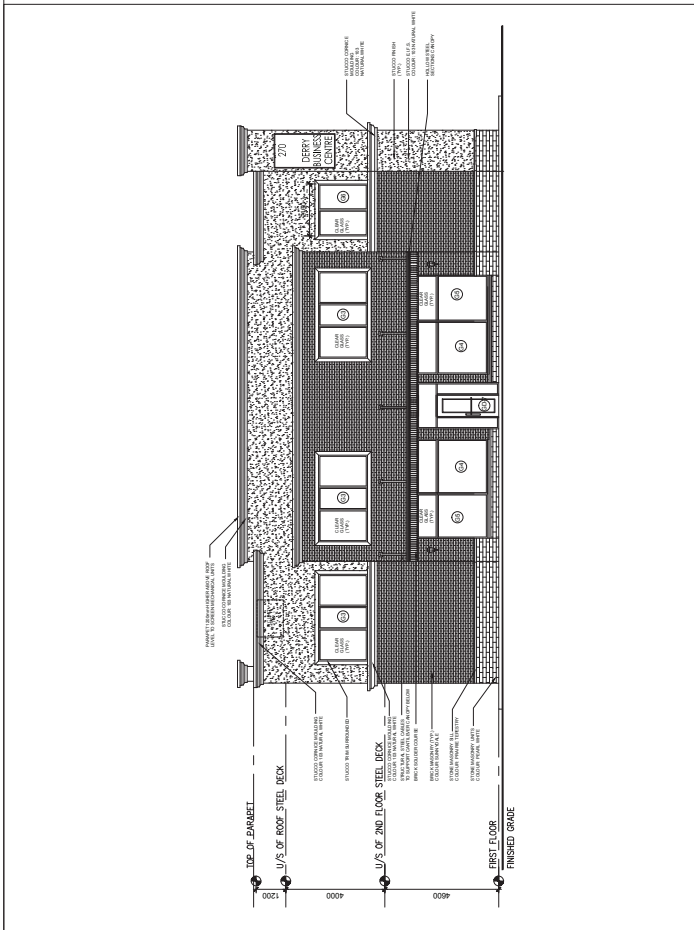
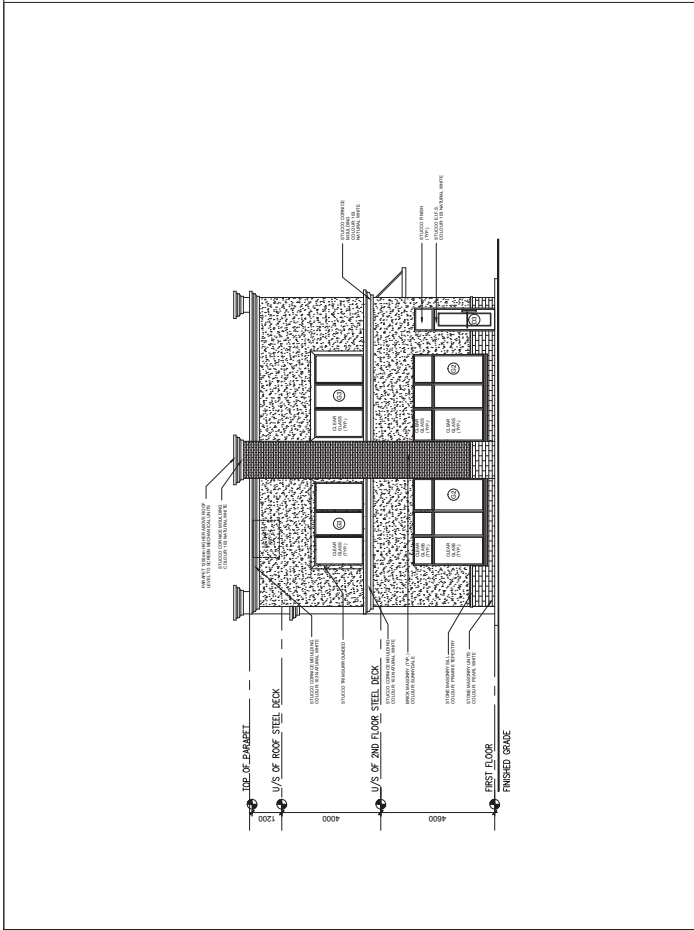
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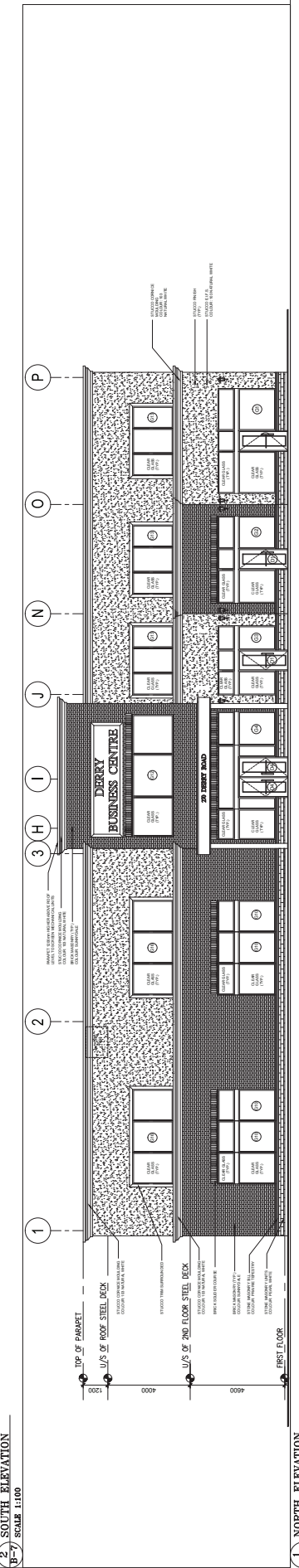
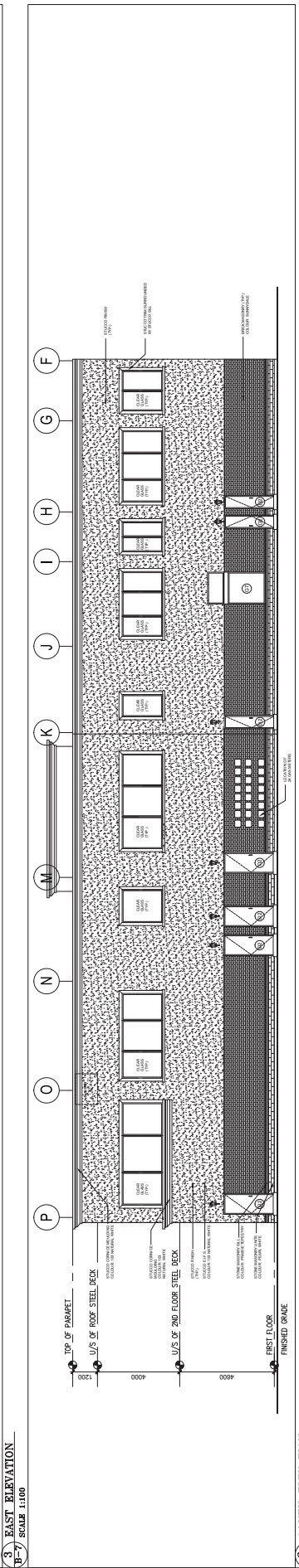
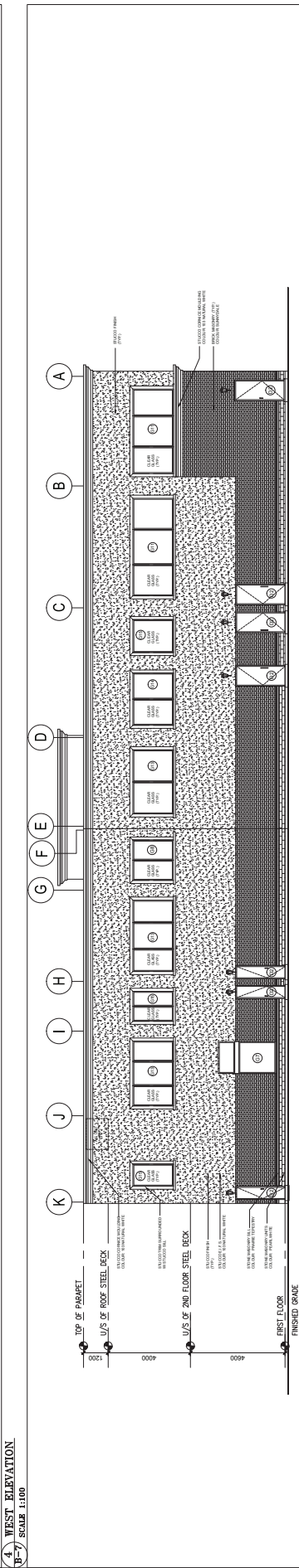
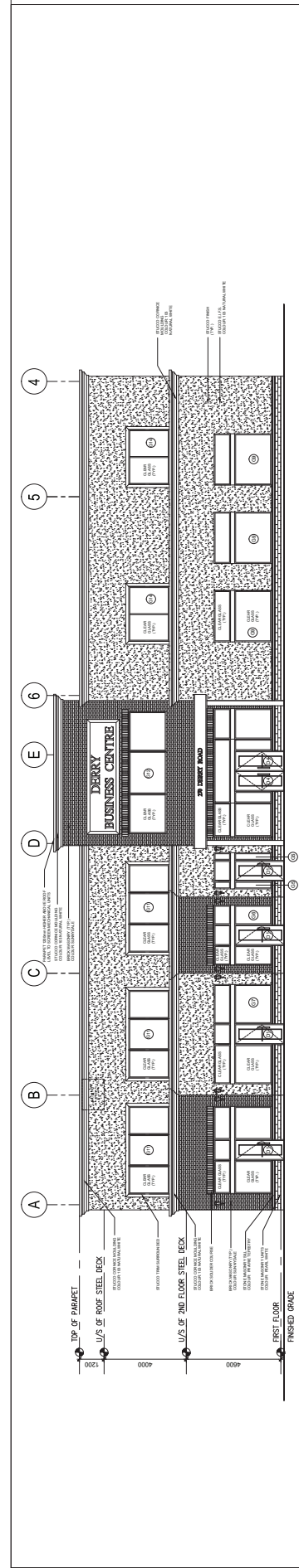


Produced by
T&W, Geomatics









Aujla Investments Inc.

File: OZ 13/019 W11

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 4, 2017)	The applicant is required to submit a revised Demand Table for the Region to determine the proposal's impact to the existing sanitary system. The Region will not permit direct vehicular access to Derry Road West due to the proximity of the adjacent access points to the east and west. A Public Access Easement will be required over the subject lands to facilitate future access to and from Derry Road West via the westerly lands and future Longview Place Road extension.
Credit Valley Conservation (April 11, 2017)	CVC staff advised that their interests in this rezoning application have been cleared. Outstanding comments are related to detailed design issues and will be addressed through the Site Plan approval process. Through the Site Plan approval process and prior to the issuance of a building permit, a permit under Ontario Regulation 160/06 is required from the CVC.
City Community Services Department – Park Planning Section (April 12, 2017)	Should this application be approved, hoarding and fencing will be needed along the boundary of the Derry West Greenbelt. In addition, securities will be required for greenbelt cleanup, restoration, parkland protection, hoarding, and fencing. Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in accordance with City Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (May 2, 2017)	<p>Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.</p> <p>The architect is to demonstrate, through the site plan process, that the development is in compliance with both the Ontario Building Code and By-law 1036-81.</p>
City Transportation and Works Department (April 13, 2017)	The Transportation and Works Department are in receipt of a Noise Report, Phase 1, Environmental Site Assessment, Storm Water Management Report. Notwithstanding the findings of these reports, the applicant has been requested to provide additional details with respect to the required storm

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File: OZ 13/019 W11

Agency / Comment Date	Comment
	<p>and access easements, as well as revisions to the grading and servicing plans.</p> <p>All matters pertaining to Derry Road West (i.e. access, drainage requirements, reserves, widenings, etc.) shall be determined to the satisfaction of Regional Municipality of Peel as this road is under their jurisdiction.</p> <p>This application will also require the approval of the CVC regarding stormwater management requirements, top of bank and slope stability.</p> <p>Upon receipt of outstanding items noted above, additional comments will be provided as part of the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Bell Canada • Canada Post • Economic Development Office • Enersource Hydro • Enbridge Gas • Fire • GTAA • Heritage • Mississauga Transit
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • City of Brampton • Rogers Cable • Realty Services

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File: OZ 13/019 W11

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

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

The subject land is within the **Meadowvale Village Neighbourhood Character Area** and is designated as **Business Employment** which permits only banquet hall, conference centre, financial institution, funeral establishment, manufacturing, restaurants, secondary office, self storage facility and warehousing, distributing and wholesaling.

City Initiated Official Plan Amendments

The **Business Employment** designation under the General Land Use policies permits secondary offices and accessory uses. However, accessory uses are not permitted under the **Business Employment** land use designation within the **Meadowvale Village Neighbourhood Character Area**. As accessory uses are appropriate in this Character Area, a City-initiated Official Plan amendment to add a special site policy to permit this use is appropriate. A City-initiated amendment to the Mississauga Official Plan is also required to update Mississauga Official Plan schedules to reflect the greenlands dedication to the City for the protection of Fletcher's Creek.

There are other policies in Mississauga Official Plan that are also applicable in the review of this application.

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File: OZ 13/019 W11

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Chapter 4 – Vision	4.4 – Guiding Principles	<ol style="list-style-type: none"> 1. Mississauga will promote development decisions that support the sustainability of our Natural Heritage System and enhance the quality of life for our present and future generations; 2. Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city's river and valley corridor system; 4. Mississauga will maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability; 5. Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts; 6. Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;
	4.5 – Achieving the Guiding Principles	<p>Mississauga will value the environment by:</p> <ul style="list-style-type: none"> • promoting public and private community stewardship of the environment for present and future generations; • protecting, enhancing and restoring Mississauga's Natural Heritage System and its functions;

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File: OZ 13/019 W11

	Specific Policies	General Intent
Chapter 5 – Direct Growth	5.2 – Green System	The natural environment sustains all life and is vital to the ecological, economic, social and spiritual wellbeing of the city. In an urban setting such as Mississauga, the built environment must be integrated with the natural environment in a manner that protects and enhances natural systems and provides the city's inhabitants a multitude of opportunities to connect with nature
	5.4.4 – Corridors	Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.
	5.4.7	Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.
	5.4.8	Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas , the minimum building height requirement will not apply to Employment Areas.

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File: OZ 13/019 W11

	Specific Policies	General Intent
Chapter 6 – Value of the Environment	6.1.1 – Introduction	Mississauga will: a) protect, enhance, restore and expand the Natural Heritage System e) ensure land use compatibility
	6.3 – Green System	Natural Hazard Lands , as shown on Schedule 3: Natural System, are generally associated with valley and watercourse corridors and the Lake Ontario shoreline. These areas are generally unsafe for development due to naturally occurring processes such as flooding and erosion. Although the significant valleylands and the valley and watercourses are included and discussed under Natural Hazard Lands , they are also Significant Natural Areas and form part of the city's Natural Heritage System.
	6.3.7	Buffers which are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands , will be provided to perform the following: <ul style="list-style-type: none"> • maintenance of slope stability and reduction of erosion on valley slopes; • attenuation of stormwater runoff; • reduction of human intrusion into Significant Natural Areas and allowance for predation habits of pets, such as cats and dogs; • protection of tree root zones to ensure survival of vegetation; • enhanced wildlife habitat and corridors for wildlife movement;
	Natural Hazard Lands	Natural Hazard Lands are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors and the Lake Ontario shoreline. Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.
	6.10.2.9 – Aircraft Noise	Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contours of 30 and above, as determined by Transport Canada. Notice is also to be provided regarding the requirement for the installation of central air conditioning.

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File: OZ 13/019 W11

	Specific Policies	General Intent
Chapter 7 – Complete Communities	7.1.3 – Introduction	<p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health.
Chapter 8 – Create a Multi-Modal City	8.2.3 – Transit Network	The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along Corridors .

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File: OZ 13/019 W11

	Specific Policies	General Intent
Chapter 9 – Build Desirable Urban Form	9.1.5 – Introduction	Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.
	9.2.2 – Non-Intensification Areas	Where increases in density and a variety of land uses are considered in Neighbourhoods and Employment Areas, they will be directed to Corridors . Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.
	9.2.2.4	Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.
	9.2.2.6	Development on Corridors will be encouraged to: <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 and where non-residential uses are proposed to create a continuous street wall; e. provide entrances and transparent windows facing the street for non-residential uses; 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.
	9.5.2.1 – Site Development	High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.
	9.5.2.4	Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.

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File: OZ 13/019 W11

	Specific Policies	General Intent
Chapter 9 – Build Desirable Urban Form continues	9.5.2.5	Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing: <ul style="list-style-type: none"> a. street trees and landscaping, and relocating utilities, if required;
Chapter 10 – Foster a Strong Economy	10.1.5 – Introduction 10.4.5 – Retail	<p>Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will:</p> <ul style="list-style-type: none"> a. strive to increase office employment; b. encourage the establishment of knowledge based industries and support their growth; and c. encourage the establishment of small innovative businesses and support their growth. <p>Retail uses outside the Downtown, Major Nodes and Community Nodes will be directed to Corridors and Major Transit Station Areas or in locations as identified in Character Area policies.</p>
Chapter 11 – General Land Use Designations	11.2.11.1 – Business Employment 11.2.11.2 11.2.11.3 11.2.11.4 11.2.11.5	<p>In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses:</p> <ul style="list-style-type: none"> t. secondary office; z. accessory uses. <p>The maximum floor space index (FSI) for secondary offices is 1.0.</p> <p>Permitted uses will operate mainly within enclosed buildings.</p> <p>Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.</p> <p>All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</p>

	Specific Policies	General Intent
Chapter 16 – Neighbourhoods	16.1.5.2 – Business Employment	Notwithstanding the Business Employment policies of this plan, the following will not be permitted: <ul style="list-style-type: none"> a. adult entertainment establishments; b. animal boarding establishment; c. bodyrub establishment; d. cardlock fuel dispensing; e. motor vehicle body repair facility; f. motor vehicle commercial; g. outdoor storage and display areas related to a permitted manufacturing use; h. transportation facilities i. trucking terminals; j. self storage facilities; and k. waste processing station or waste transfer stations and composting facilities;
	16.17.3.4 – Land Use	Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted: <ul style="list-style-type: none"> a. banquet hall; b. conference centre; c. financial institution; d. funeral establishment; e. manufacturing; f. restaurants; g. secondary office; h. self storage facility; and i. warehousing, distributing and wholesaling.

Aujla Investments Inc.

File: OZ 13/19 W11

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

D (Development) which permits the use that legally existed on the date of passing of this By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan.

Proposed Zoning Standards

Zone Standards	Existing D Zoning By-law Standards	Base E2 Zoning By-law Standards	Proposed E2 – Exception Zoning By-law Standards
Permitted Uses	A building or structure legally existing on the date of passing of the By-law and the existing legal use of such building or structure.	Medical office, office, manufacturing, warehousing, waste processing, restaurants, convenience restaurants, take-out restaurants, motor vehicle services, hospitality and other uses.	Uses in conformity with the Mississauga Official Plan policies which are: Medical office, office, manufacturing facility, warehouse/distribution facility, wholesaling facility, self storage facility, restaurant, take-out restaurants, financial institution, banquet hall /conference centre /convention centre, and funeral establishment
Permitted Accessory Uses		Laboratories and associated facilities for medical diagnostic and dental purposes, medical supply and equipment store, pharmacy, motor vehicle rental facility, retail store less than 600 m ² (6,458.3 ft ²), and personal service.	Accessory uses as specified for an E2 zone
Maximum GFA of office use	N/A	N/A	2 535 m ² (27,286.5 ft ²)
Maximum GFA of Medical Office	N/A	N/A	126 m ² (1,356.3 ft ²)

Aujla Investments Inc.

File: OZ 13/19 W11

Zone Standards	Existing D Zoning By-law Standards	Base E2 Zoning By-law Standards	Proposed E2 – Exception Zoning By-law Standards
Maximum GFA of Accessory Uses	N/A	A maximum of 20% of the total gross floor area – non-residential of an office building or medical office building may be uses for accessory uses	361 m ² (3,885.8 ft ²)
Maximum GFA of Restaurant/Take-out restaurant	N/A	Not permitted	70 m ² (753.5 ft ²)
Minimum interior side yard	N/A	the greater of 10% of the frontage of lot, or 4.5 m (14.8 ft.)	easterly lot line - 3.0 m (9.8 ft.) westerly lot line - 2.0 m (6.6 ft.)
Minimum rear yard	N/A	7.5 m (24.6 ft.)	2.7 m (8.9 ft.)
Minimum depth of a landscaped buffer measured from a lot line that is a street line	N/A	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum depth of a landscaped buffer measured from a lot line where the lot line abuts a "Development" zone	N/A	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum setback for all buildings and structures in a non-residential zone to all lands zoned G1 or G2 base or G1 Exception Zone	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)	2.72 m (8.9 ft.)
Minimum setback of development from the long term stable slope (NAS) line	N/A	N/A	10.0 m (32.8 ft.)

City of Mississauga
Corporate Report



Date: June 2, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
 OZ 16/010 W5

Meeting date:
 2017/06/26

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Applications to permit two apartment buildings with heights of 15 and 34 storeys and retail and office commercial uses on the first three floors

0 Four Springs Avenue, northwest quadrant of Hurontario Street and Eglinton Avenue West

Owner: Pinnacle International (Ontario) Limited

File: OZ 16/010 W5

Recommendation

That the report dated June 2, 2017, from the Commissioner of Planning and Building regarding the applications by Pinnacle International (Ontario) Limited to permit two apartment buildings with heights of 15 and 34 storeys and retail and office commercial uses on the first three floors, under File OZ 16/010 W5, Pinnacle International (Ontario) Limited, 0 Four Springs Avenue, be received for information.

Report Highlights

- The proposal is to permit two apartment buildings with heights of 15 and 34 storeys and retail and office commercial uses on the first three floors, whereas three apartment buildings with heights of 10, 15, and 20 storeys and 10 townhomes were previously permitted. The applicant is not proposing to increase the total number of dwelling units, but they are proposing to revise the phasing lines and the location of the private condominium road within this development block
- 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
- No community concerns have been received to date

- Prior to the next report, matters to be addressed include confirmation of servicing capacity, grading, servicing, NAV Canada review, and amendments to the existing development agreement

Background

The subject property is part of a Master Plan community within the Uptown Major Node approved in 2012. This development proposal is located on Phase 4 and part of Phase 5 of the Pinnacle Master Development Plan which consists of five development phases as outlined in Appendix 2.

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

Additional information regarding the history of the site is found in Appendix 1.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	47.8 m (156.8 ft.)
Depth:	177 m (580.7 ft.)
Gross Lot Area:	1.5 ha (3.8 ac.)
Existing Uses:	The property is vacant

The subject site is located within the Uptown Major Node Character Area on the west side of Hurontario, north of Eglinton Avenue West (Appendix 3 and 4). The Uptown Major Node is centred on the Hurontario Street Corridor and Light Rail Transit is planned to be constructed on Hurontario Street. A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Eglinton Avenue West, south of the subject property. Land uses within the node consist of residential high density buildings, offices, and mixed use, with some vacant parcels and a transition to medium and low density residential buildings farther away from the intersection.

The surrounding land uses are:

- North: Cooksville Creek Public School, detached homes, and a ten storey apartment building
- East: Vacant lands zoned for apartment buildings, commercial plaza farther south and across Hurontario Street
- South: Vacant lands zoned for 23 and 26 storey apartment buildings
- West: 100 townhomes, park including Cooksville Creek, and a proposed City fire station on Fairwind Drive

DETAILS OF THE PROJECT

The applications are to permit two residential apartment buildings of 15 and 34 storeys, with retail and office commercial uses on the first three floors of each building in the first part of Phase 4.



Above: Image of existing condition on the subject property, looking northwest (across Hurontario Street)



Above: Rendering of proposed 34 storey and 15 storey apartment buildings, looking southwest across the proposed private condominium road

Although the applicant is not proposing to revise the total number of dwelling units permitted, the applicant is proposing to make some adjustments to the Master Plan including:

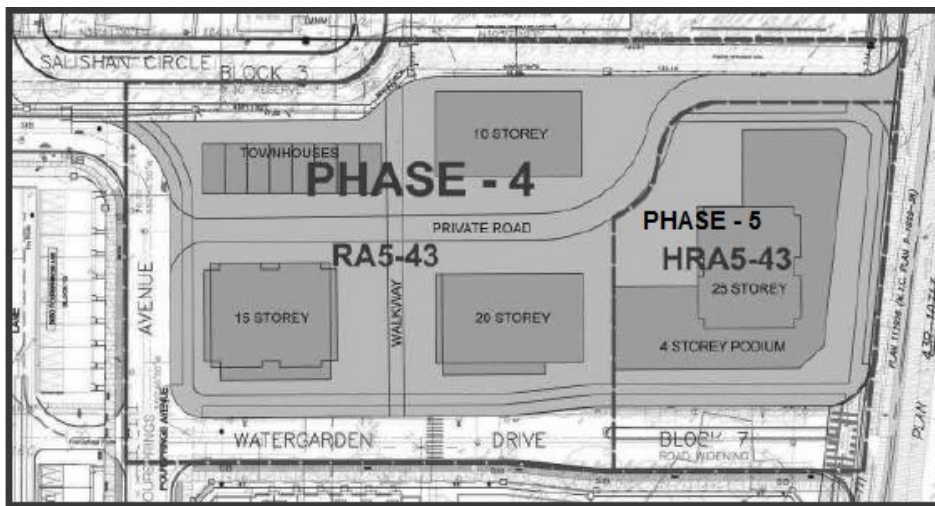
- the elimination of one apartment building and ten townhomes
- redistributing the units, heights, and retail and office commercial uses
- shifting the condominium road to the northern limit of the site
- readjusting the Phase 4 and 5 phasing lines

Development Proposal	
Applications submitted:	Received: September 26, 2016 Deemed complete: October 17, 2016
Applications revised:	March 2, 2017
Developer Owner:	Pinnacle International (Ontario) Limited
Applicant:	Pinnacle International (Ontario) Limited
Number of apartment units:	468 in Phase 4, Part 1
Height:	15 and 34 storeys in Phase 4, Part 1
Lot Coverage:	40%
Floor Space Index:	5.1 for Phase 4, Part 1
Landscaped Area:	25%
Gross Floor Area:	71 732.5 m ² (772,122.2 ft ²)
Commercial Gross Floor Area:	5 000 m ² (53,819.55 ft ²)
Road type:	Private condominium
Anticipated Population:	1170* *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 (Phase 4, Part 1):	Required Proposed
Resident spaces	516 578
Visitor spaces	71 71
Total	587 649

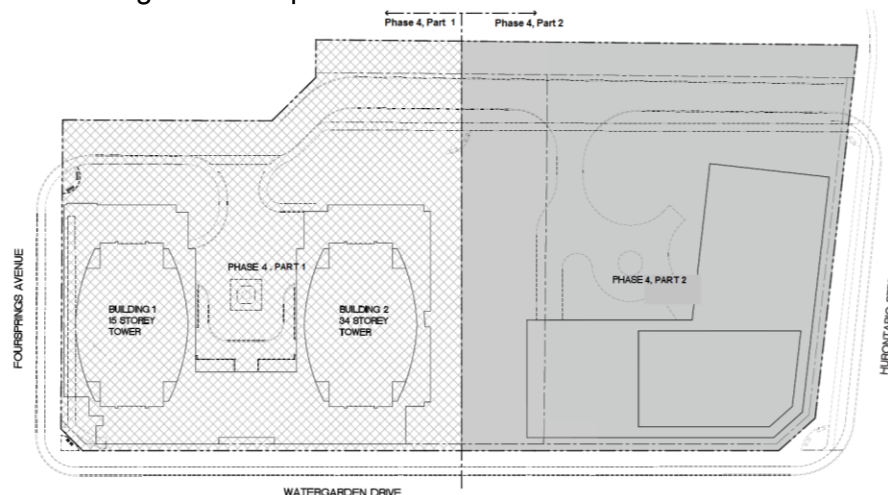
Development Proposal		
Total parking provided for Parts 1 and 2 of Phase 4	Required	Proposed
	949	957

The proposal as described above is occurring on lands previously known as Phase 4. The lands fronting on Hurontario were previously part of Phase 5 along with the lands on the south side of Watergarden Drive. To simplify matters, the two towers will now be identified as Phase 4 – Part 1. The lands shown as Phase 4 - Part 2, formerly part of Phase 5 will continue to permit a 25 storey apartment building with a total of 280 apartments.

The original plan is shown in contrast to the new concept plan below.



Above: Original Concept Plan



Above: Proposed Phase 4 (Parts 1 and 2) Pinnacle Concept Plan

The lands are located on the south side of Watergarden Drive with frontage onto Hurontario Street will be Phase 5 of the Master Plan. An aerial photograph of the subject property and surrounding lands is provided in Appendix 5.

Additional information is provided in Appendices 1 to 9.

LAND USE CONTROLS

The subject lands are located in the Uptown Major Node Character Area which permits a maximum height of 25 storeys. The lands are designated **Residential High Density - Special Site 6** which permits a maximum of 1,969 dwelling units, requires a minimum of 11 000 m² (118,406.8 ft²) and a maximum of 25 200 m² (271,259.4 ft²) of commercial and office uses in the first three storeys of each residential building. An amendment to the Official Plan is required to permit the proposed 34 storey apartment building and to remove the permission for townhomes from the Special Site 6 policies in the Uptown Major Node.

The lands are zoned **RA5-43 (Apartment Dwellings)** and **H-RA5-43 (Apartment Dwellings)** to permit four apartment buildings with heights of 10, 15, 20, and 25 storeys, and 10 townhomes. The eastern portion of the site fronting on Hurontario Street is subject to a holding provision to deal with the development of the future LRT. A total of 748 dwelling units as well as retail and office commercial uses are permitted on the first three floors of the towers. The commercial uses permitted are as follows:

- Office
- Medical Office
- Retail Store
- Financial Institution
- Restaurant
- Take-out Restaurant
- Personal Service Establishment

The applicant is proposing to eliminate one apartment tower and the townhomes, and redistribute the residential apartments and commercial uses to the two remaining buildings.

The applicant is not proposing to reduce the gross floor area of commercial uses on-site. No revisions are proposed to these permissions, as outlined in Appendix 7. The lands zoned **H-RA5-43 (Apartment Dwellings)** must be amended to **H-RA5 - Exception (Apartment Dwellings)** to reflect changes as a result of the revised development proposal and phasing line. The lands will also contain a new zone provision requiring a 15 m (49.2 ft.) above grade setback between the building and the phase line between Part 1 and 2 of Phase 4. Otherwise the zoning is remaining the same for the building along Hurontario Street.

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

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?

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

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 8 and school accommodation information is contained in Appendix 9. 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, specifically the gross density of jobs and residents per hectare required for major nodes maintained by the proposal?
- Is the proposal compatible with the character area given the proposed built form, massing, density, height, scale, site layout, setbacks, grading and landscaped areas?
- Are the proposed revisions to the phasing and lot lines through the registration of condominium appropriate?
- Are the proposed zoning regulations appropriate?
- Is the proposed parking supply adequate?
- Have all other technical requirements and studies, including the demand table, servicing and grading matters related to the proposal been addressed and been found to be acceptable?

OTHER INFORMATION

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

- | | |
|---|---------------------------------|
| • Aerial Context Map | • Plan of Survey |
| • Utility Plan | • Elevations |
| • Green Development Standards Letter | • Restrictions on Title |
| • Draft Official Plan Amendment | • Draft Zoning By-law Amendment |
| • Phase One Environmental Site Assessment | • Shadow and Wind Study |
| • Site Servicing and Grading Drawings | • Noise Impact Study |
| • Planning Justification Report | • Traffic Impact Study Addendum |
| • Functional Servicing Report and Storm Water Management Report | |

Development Requirements

There are engineering matters including revised phasing lines and street trees which will require the applicant to amend the existing Development Agreement 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: Pinnacle Master Development Plan
- Appendix 3: Zoning and General Context Map
- Appendix 4: Land Use Map
- Appendix 5: Aerial Photograph
- Appendix 6: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 7: Summary of Existing and Proposed Zoning Provisions
- Appendix 8: Agency Comments
- Appendix 9: School Accommodation



Edward R. Sajecki, Commissioner of Planning and Building

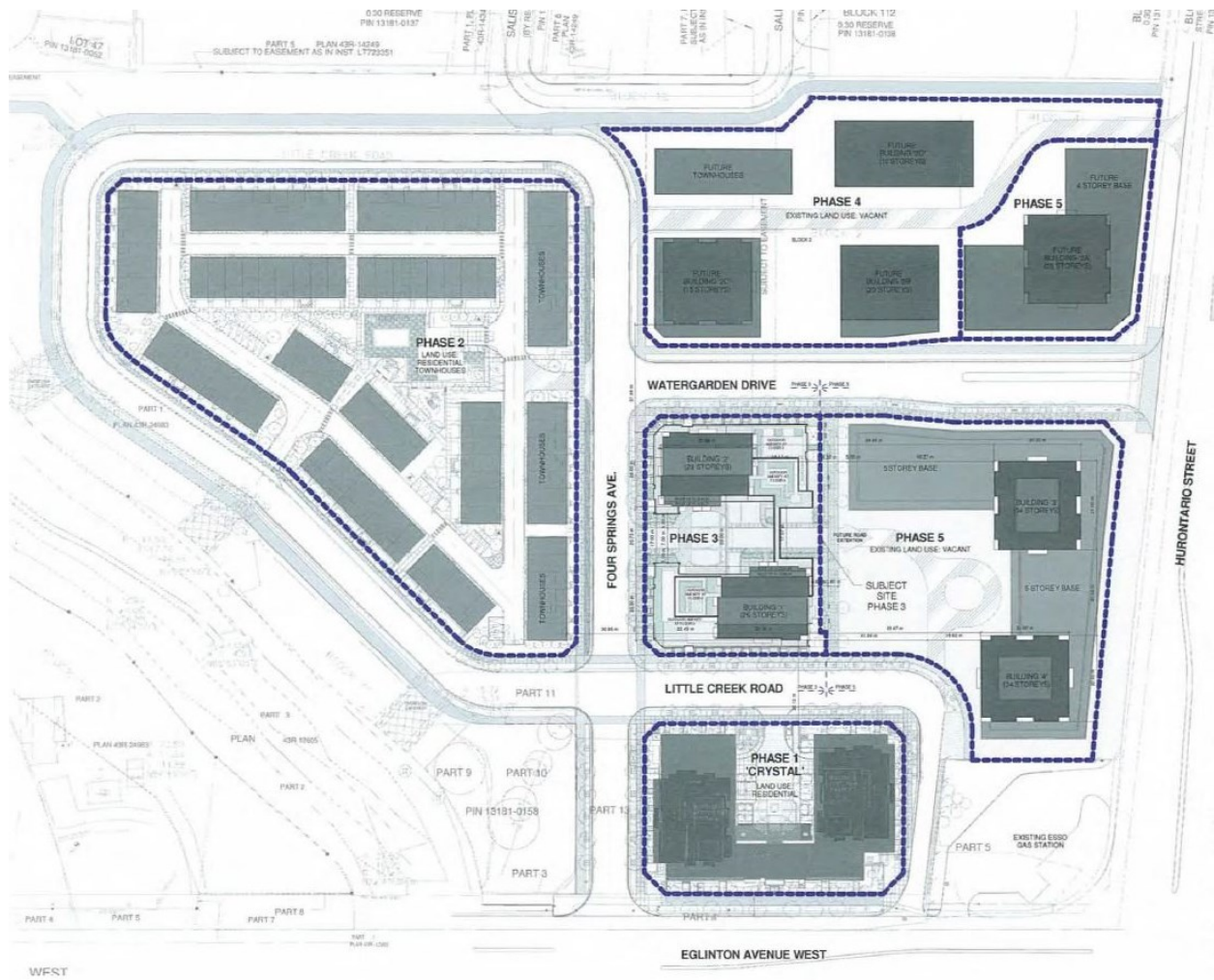
Prepared by: Caleigh McInnes, Development Planner

Pinnacle International (Ontario) Limited

File: OZ 16/010 W5

Site History

- June 20, 2007 - Zoning By-law 0225-2007 came into force except for those sites which were appealed. The matter was originally appealed by the applicant (Appeal No. 18) and was withdrawn in November 2008. The subject lands were initially zoned **D (Development)**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential High Density- Special Site 6** in the Uptown Major Node Character Area
- December 12, 2012- City Council enacted By-law 0275-2012 which changed the zoning of the entire property from **D (Development)** to **RA5-43 (Apartment Dwellings - Exception)** and **H-RA5-43 (Apartment Dwellings – Exception with Holding Provision)** under file OZ 07/025 W5. A draft plan of subdivision was subsequently approved on March 6, 2013 by the Commissioner of Planning and Building under File T-M07006 W5
- December 12, 2012 - City Council enacted By-law 0276-2012 to amend Mississauga Official Plan (MOPA 3) from **Residential Low Density II, Residential Medium Density I, Residential High Density II** and **Public Open Space** to **Residential Medium Density I** and **Residential High Density: Special Site 6, Public Open Space** and **Greenbelt**
- February 13, 2013 - A Notice of Decision to approve the Draft Plan of Subdivision was issued. The Plan was approved on March 6, 2013
- September 10, 2014 – City Council enacted By-law 0243-2014 to amend Zoning By-law 0225-2007 which changed the zoning of the property (Phase 3) to the south of the subject site from **H-RA5-42 (Apartment Dwellings - Exception with Holding Provision)** to **RA5-42 (Apartment Dwellings - Exception)** under file OZ 13/020 W5. This application reduced the number of proposed apartments from three to two, while increasing the proposed building heights. A site plan minor was subsequently approved on August 19, 2016 by the Director of Planning and Building under file SPM 16/1 W5
- June 7, 2016 - A proposal for two apartment buildings was presented at the Urban Design Advisory Panel

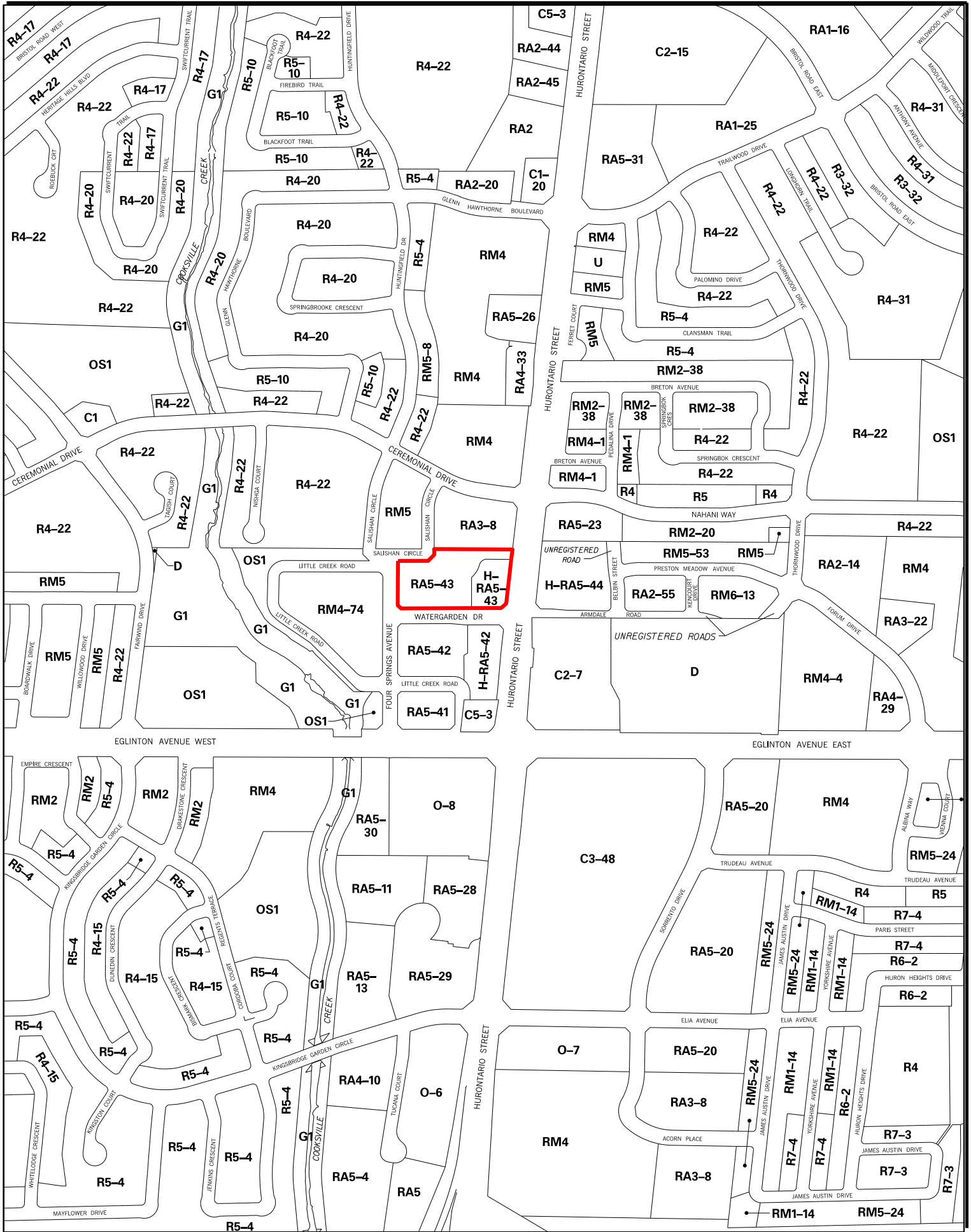


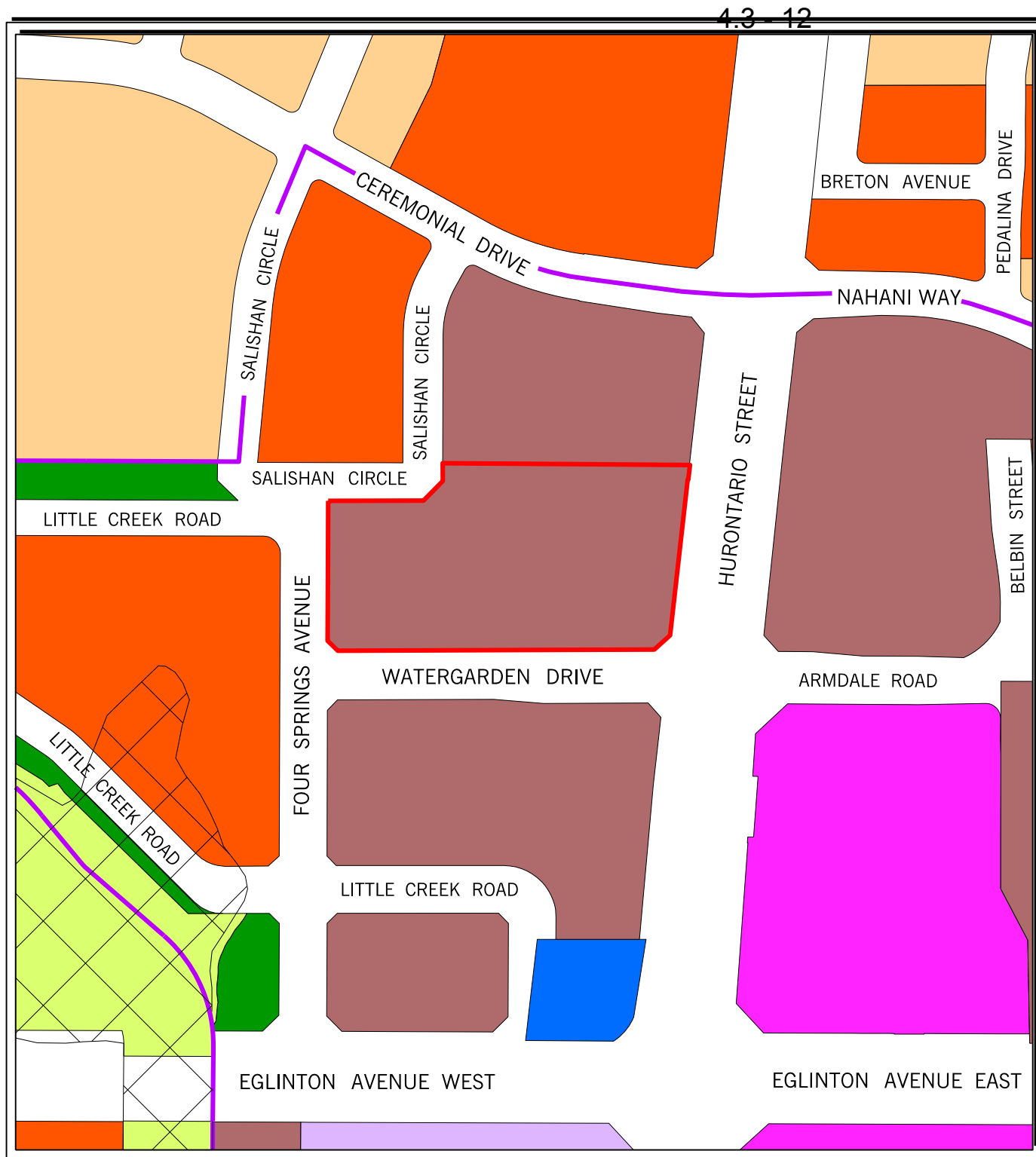
Pinnacle Master Development Plan

Existing Zoning and General Context Map

OZ 16/010 W5

Appendix 3





4.3 - 12

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

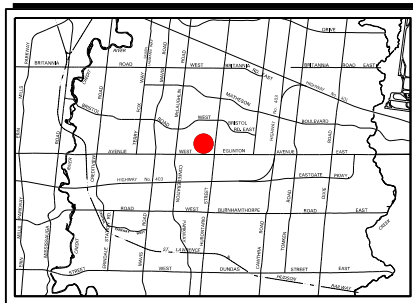
- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |



SUBJECT LANDS



SUBJECT: PINNACLE INTERNATIONAL LTD.



FILE NO:
OZ 16010 W5

DWG. NO:
16010 - LANDUSE

SCALE:
1:3000

DATE:
2017 06 02

DRAWN BY:
B. KRUGER

Appendix 4



MISSISSAUGA

Produced by
T&W, Geomatics



LEGEND:



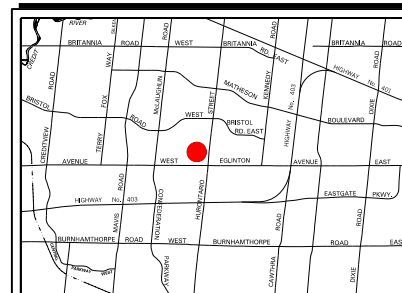
SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016



SUBJECT:

PINNACLE INTERNATIONAL LTD.

FILE NO:
OZ 16 /010 W5DWG. NO:
16010 - AERIALSCALE:
1:3000DATE:
2017 06 02DRAWN BY:
B.KRUGER

Appendix 5



MISSISSAUGA

Produced by
T&W, Geomatics

Pinnacle International (Ontario) Limited**File: OZ 16/010 W5****Summary of Existing and Proposed Mississauga Official Plan Policies and
Relevant Mississauga Official Plan Policies**

Current Mississauga Official Plan Designation and Policies for the Uptown Major Node.

Residential High Density-Special Site 6 permits a maximum of 1,969 dwelling units and a minimum of 11 000 m² (118,406.9 ft²) and a maximum of 25 200 m² (271,259.4 ft²) commercial and office uses in the first three storeys of the residential buildings. The maximum height permitted for this portion of the development is 25 storeys and is regulated in the Zoning By-law.

Proposed Official Plan Amendment Provisions

An Official Plan Amendment is required to allow for one of the proposed residential apartment buildings within Area A of Special Site 6 to be 34 storeys in height with retail commercial uses on the first three storeys of each apartment building.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 2- Policy Context	Section 2.1.2 <i>Provincial Policy Statement</i> , Section 2.1.3 Provincial Growth Plan	<p>The <i>Provincial Policy Statement, 2014</i> (PPS, 2014) contains the Province's policies for land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS promotes Ontario's long term prosperity and social well-being by wisely managing change and promoting efficient land use and development patterns.</p> <p>The Growth Plan for the Greater Golden Horseshoe, 2006 is the centerpiece of a regional growth management strategy. It is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars are invested:</p> <ul style="list-style-type: none"> • Build compact, vibrant and complete communities • Plan and manage growth to support a strong and competitive economy • Optimize the use of existing and new infrastructure to support growth in a compact, efficient form

	Specific Policies	General Intent
Section 5- Direct Growth	Section 5.3 City Structure, Section 5.3.2 Major Nodes, Section 5.4 Corridors, Section 5.4.1, Section 5.5 Intensification Areas, Section 5.5.1, Section 5.5.10	<p>The Mississauga Official Plan (MOP) will ensure that Major Nodes will develop as prominent centres with a regional and city focus, and be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. Corridors connect the City and link communities. Hurontario Street has been identified as an area where growth will be directed. Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.</p> <p>Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare (81 and 121 residents and jobs combined per acre), and an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.</p> <p>Development applications within a Major Node proposing a change to the designated land use which results in a significant reduction in the number of residents or jobs that could be accommodated on the site will not be permitted unless considered through municipal comprehensive review.</p> <p>Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>
Section 8- Creating a Multi Modal City	Section 8.1.6, Section 8.1.7, Section 8.1.16	The MOP will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of goods and people.

	Specific Policies	General Intent
Section 8.2.2- Road Network	Section 8.2.2.3, Section 8.2.2.4, Section 8.2.2.5, Section 8.2.2.7, Section 8.2.2.10, Section 8.2.4.3	The MOP will ensure that a fine grained system of roads will be established to increase the number of road intersections and overall connectivity throughout the city.
Section 9- Build a Desirable Urban Form	Section 9.2 City Pattern, Section 9.2.1 Intensification Areas, Section 9.2.1.22, Section 9.2.1.26, Section 9.2.1.28, Section 9.2.1.36, Section 9.2.1.37, Section 9.2.1.38, Section 9.2.1.39	The MOP will ensure that tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions.
Other related policies	Sections 9.3.1.4,9.3.1.7 Public Realm, Sections 9.5.1,9.5.1.2,9.5.1.5, 9.5.1.8, 9.5.14.9, 9.5.3.9,Site Development and Building	Built form policies with respect to the Public Realm, Site Development and Building provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.
Section 10- Foster a Strong Economy	Section 10.1.8	Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas, and Corridors.

	Specific Policies	General Intent
Section 13.3- Uptown	Section 13.3.1, Urban Design Policies, Section 13.3.2, Land Use, Section 13.3.3, Transportation	In order to enhance a sense of community, a number of major streetscapes should be developed in a manner that will impart a sense of character. Community form along Hurontario Street should be integrated with the overall community design by providing for a graduated transition in development intensity and building scale, as well as the orientation of buildings.
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

Pinnacle International (Ontario) Limited

File: OZ 16/010 W5

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

RA5-43 (Apartment Dwellings - Exception), which permits townhome dwellings on Area A, and apartment buildings with commercial uses on the first three storeys on Areas B, C, and D

Proposed Zoning Standards

Zone Standards	RA5 - 43 (Apartment Dwellings – Exception) Zoning By-law Standards		Proposed RA5 - 43 (Apartment Dwellings – Exception) Zoning By-law Standards	
Permission for Townhouse Dwellings	Only permitted in Area A on Schedule RA5-43 Townhouse dwellings		Delete regulation	
Minimum total GFA - non-residential	Area	Minimum GFA - Non-Residential	Area	Minimum GFA- Non-Residential
	A	-	A	230 m ² (2,475.7 ft ²)
	B	1 000 m ² (10,763.9 ft ²)	B	-
	C	1 000 m ² (10,763.9 ft ²)	C	4 770 m ² (51,343.9 ft ²)
	D	1 000 m ² (10,763.9 ft ²)		
	E	2 000 m ² (21,527.8 ft ²)		
Apartment Dwellings on First Storey of Buildings	Apartment dwelling units shall not be permitted on the first storey of buildings located within Areas B, D and E		Apartment dwelling units shall not be permitted on the first storey of buildings located within Area C	
Minimum FSI	2.9 within each of Areas B, C, D and E		2.9 within each of Areas A, B and C	

Zone Standards	RA5 - 43 (Apartment Dwellings – Exception) Zoning By-law Standards	Proposed RA5 - 43 (Apartment Dwellings – Exception) Zoning By-law Standards
Minimum and Maximum Building Height and Podium	Minimum and maximum building height and height of a podium of all buildings and structures in Areas A to E	Minimum and maximum building height and height of a podium of all buildings and structures in Areas A to C
	Area	Minimum / Maximum Building Height
	A	2 storeys / 12.5 m
	B	5 storeys / 15 storeys
	C	5 storeys / 10 storeys
	D	5 storeys / 20 storeys
	E	10 storeys / 25 storeys
	Area	Minimum / Maximum Height of a Podium
	A	-
	B	3 storeys / 4 storeys
	C	-
	D	3 storeys / 4 storeys
	E	3 storeys / 6 storeys
Build-to-Line Setbacks	Build to Line shown on Exception Schedule	Revised Build to Line shown on Zoning Summary Sketch
	20% of the length of a streetwall may be set back beyond the build-to-line, up to a maximum of 7.5 m (24.6 ft.)	25% of the length of a streetwall may be setback beyond the build-to-line, up to a maximum of 7.5 m (24.6 ft.)
Minimum Landscape Buffer abutting a lot line	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Main front entrances of buildings shall face a street	Areas B, D and E	Areas A, B and C
Minimum above-grade separation between buildings above 10 storeys	-	Balconies shall be permitted to encroach into the separation distance 26.5 m (86.9 ft.)

Zone Standards	RA5 - 43 (Apartment Dwellings – Exception) Zoning By-law Standards	Proposed RA5 - 43 (Apartment Dwellings – Exception) Zoning By-law Standards
Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m (3.28 ft.)	1.8 m (5.91 ft.)
Maximum projection of a balcony located above the first storey of the building	1.0 m (3.28 ft.)	1.8 m (5.91 ft.)
Minimum amenity area	The greater of 5.6 m ² (60.28 ft ²) per dwelling unit or 10% of the site area	Deleted
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	28%
Established Grade	the average elevation of the finished grade of the ground immediately surrounding a building or structure, and when used with reference to a street, means the elevation of the street, established by the Municipality or other designated authority	Geodetic 172.30 m (565.29 ft.) above sea level

Pinnacle International (Ontario) Limited

File: OZ 16/010 W5

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 15, 2017)	<p>There is an 8 m (26.3 ft.) wide Regional water easement on the subject property that is no longer required and can be released and abandoned. An encroachment review will not be required.</p> <p>Prior to final approval, a Demand Table must be deemed satisfactory by the Region to fulfill modelling requirements and determine the proposal's impact to the existing sanitary sewer and water system.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (November 9, 2016)	<p>The Dufferin-Peel Catholic District School Boards and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Dufferin-Peel Catholic District School Board and the Peel District School Board also require that the certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (November 25, 2016)	<p>In the comments dated November 25, 2016, the Community Services Department indicated that, should the application be approved, the cash-in-lieu for the proposed residential units has been satisfied through parkland dedication. As stated in the Development Agreement for T-M07006 (43M-1957), prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required beyond 1473 residential units pursuant to Section 42(6) of the <i>Planning Act</i> (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p> <p>The Streetscape Plans as approved and secured for in the Servicing Agreement for 43M-1957 will need to be revised in</p>

Agency / Comment Date	Comment
	light of the changes to the building and the fact that Watgarden Drive and Foursprings Avenue are now built and serviced.
City Community Services Department – Culture Division (January 20, 2017)	<p>The City of Mississauga strongly encourages for the inclusion of public art in developments with greater than 10 000m² (107, 639.1 sq.ft.) in gross floor area, with the exception of non-profit organizations and social housing. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of the construction costs to the City's Public Art Program. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. The Gross Construction Costs will initially be determined by the Owner/Applicant, to the satisfaction of the Planning and Building Department.</p> <p>In consideration of the above, the applicant is asked to indicate whether a public art contribution for the site will be provided.</p>
City Transportation and Works Department	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this Department include:</p> <ul style="list-style-type: none"> • Grading and Servicing <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
GTAA (November 30, 2016)	Due to the proximity of the development to the airport, NAV Canada's review is required for the application. More detailed development information needs to be forwarded for review and for our submission to NAV CANADA. When we receive NAV CANADA's comments, we will provide a consolidated response regarding height limitations and other relevant property impacts.
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"> • Enbridge Gas • Alectra • Canada Post • City Community Services – Fire Prevention • City Community Services – Heritage • City Development Services

Pinnacle International (Ontario) Limited

File: OZ 16/010 W5

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>49</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>15</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>10</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <table> <tr> <td colspan="2">Cooksville P.S.</td></tr> <tr> <td>Enrolment:</td><td>464</td></tr> <tr> <td>Capacity:</td><td>566</td></tr> <tr> <td>Portables:</td><td>0</td></tr> <tr> <td colspan="2">Fairwind Sr. P.S.</td></tr> <tr> <td>Enrolment:</td><td>678</td></tr> <tr> <td>Capacity:</td><td>685</td></tr> <tr> <td>Portables:</td><td>0</td></tr> <tr> <td colspan="2">Rick Hansen S.S.</td></tr> <tr> <td>Enrolment:</td><td>1,530</td></tr> <tr> <td>Capacity:</td><td>1,725</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	49	Kindergarten to Grade 5	15	Grade 6 to Grade 8	10	Grade 9 to Grade 12	Cooksville P.S.		Enrolment:	464	Capacity:	566	Portables:	0	Fairwind Sr. P.S.		Enrolment:	678	Capacity:	685	Portables:	0	Rick Hansen S.S.		Enrolment:	1,530	Capacity:	1,725	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>8</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>7</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <table> <tr> <td colspan="2">St. Hilary</td></tr> <tr> <td>Enrolment:</td><td>269</td></tr> <tr> <td>Capacity:</td><td>533</td></tr> <tr> <td>Portables:</td><td>0</td></tr> <tr> <td colspan="2">St. Francis Xavier</td></tr> <tr> <td>Enrolment:</td><td>1929</td></tr> <tr> <td>Capacity:</td><td>1500</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> 	8	Junior Kindergarten to Grade 8	7	Grade 9 to Grade 12	St. Hilary		Enrolment:	269	Capacity:	533	Portables:	0	St. Francis Xavier		Enrolment:	1929	Capacity:	1500	Portables:	17
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City of Mississauga

Corporate Report



Date: June 2, 2017 To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Originator's files: OZ 16/011 W11 T-M16003 W11
	Meeting date: 2017/06/26

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Applications to permit 5 three storey detached homes along Barbertown Road, 16 three storey townhomes on a private condominium road and 4 two storey back to back dwelling units within the existing heritage building (Old Barber House) 5155 Mississauga Road, Northeast corner of Mississauga Road and Barbertown Road
Owner: City Park (Old Barber) Homes Inc.
Files: OZ 16/011 W11 and T-M16003 W11

Recommendation

That the report dated June 2, 2017, from the Commissioner of Planning and Building regarding the applications by City Park (Old Barber) Homes Inc. to permit 5 three storey detached homes along Barbertown Road, 16 three storey townhomes on a private condominium road and 4 two storey back to back dwelling units within the existing heritage building (Old Barber House) under Files OZ 16/011 W11 and T-M16003 W11, 5155 Mississauga 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 Mississauga Official Plan and Zoning By-law and requires a draft plan of subdivision
- Community concerns to date relate to the impacts of the proposed development on the surrounding neighbourhood and the Old Barber House, site design, increased traffic, insufficient parking and landscaping
- Prior to the next report, matters to be addressed include an evaluation of: the compatibility of the proposed development with the Old Barber House, the surrounding neighbourhood and the Mississauga Road Scenic Route, the appropriateness of the proposed private

condominium road from Mississauga Road, tree preservation and the resolution of technical requirements

Background

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

Present Status

The heritage building on-site, known as the Old Barber House, has been vacant since January 1, 2017. It was previously used as a restaurant since 1983.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	78.3 m (256.9 ft.) Mississauga Road 74.8 m (245.4 ft.) Barbertown Road
Depth:	Irregular
Gross Lot Area:	0.70 ha (1.72 ac.)
Existing Use:	Heritage building - former Old Barber House Restaurant

The property is located in the Central Erin Mills Character Area within an established residential neighbourhood of large lots with 2 and 3 storey detached homes built between 1982 and 1989. Situated in the middle of the subject property and facing Mississauga Road is a 2 storey building that has been designated under the *Ontario Heritage Act* since 1983, due to its historical and architectural significance as a residential home built in 1860. The historic Old Barber House is required to be retained on-site and in its current location. The existing site condition consists of large building setbacks, mature landscaped areas along the property lines and surface parking. Mississauga Road is designated as a scenic route in Mississauga Official Plan and is characterized by enhanced landscaped features, including mature trees and generous building setbacks.

Originator's files: OZ 16/011 W11
T-M16003 W11



Image of existing
condition

The surrounding land uses are:

- North: Lands approved by Council on May 25, 2016 for a plan of subdivision for 15 detached homes along an extension of Symphony Court to Mississauga Road. Further north are detached homes
- East: Detached homes, PORTICO a community church and associated surface parking lot on the south side of Barbertown Road, at Amana Place
- South: Detached homes and Barberton Park
- West: Detached homes

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

DETAILS OF THE PROJECT

The Old Barber House is proposed to be retained in its current location but reduced to its original footprint from the 1860s. The building additions to the original structure completed around 1960, 1984 and 2003 are proposed to be removed.

The initial application submission proposed 30 homes consisting of 24 three storey townhomes, 2 detached homes adjacent to Mississauga Road and 4 back to back dwelling units within the converted Old Barber House (Appendix 5).

The latest proposal is to permit 25 homes consisting of 5 three storey detached homes along Barbertown Road, 16 three storey townhomes and 4 two storey back to back dwelling units within the existing Old Barber House on a private condominium road connected to Mississauga Road.

Originator's files: OZ 16/011 W11
T-M16003 W11



Current concept plan
submitted by applicant



Rendering submitted by the applicant of the proposed development from Mississauga Road

Further information on the current proposal including elevations and floor plans are provided in Appendices 6 to 8.

Development Proposal		
Application submitted:	Received: September 29, 2016 Deemed complete: October 26, 2016	
Revised application submitted:	Received: March 24, 2017	
Developer/ Owner:	City Park (Old Barber) Homes Inc.	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	5 three storey detached homes 16 three storey townhomes 4 two storey back to back dwelling units within the existing Old Barber House 25 dwelling units in total	
Existing Height:	2 storeys (Old Barber House)	
Proposed Height:	10.97 m (36.0 ft.) for the detached homes 10.9 m (35.8 ft.) for the townhomes	
Proposed Total Lot Coverage:	33.0%	
Proposed Total Landscaped Area:	42.6%	
Proposed Net Density:	35.8 units/ha (14.5 units/ac)	
Existing Gross Floor Area:	477.9 m ² (5,145 sq. ft.)	
Proposed Total Gross Floor Area:	5 134 m ² (55,261.9 sq. ft.)	
Road type:	Common element condominium (CEC) private road	
Anticipated Population:	82* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking:	Required Proposed	
<u>Resident Spaces:</u>		
Detached homes	10	20 (2 garage, 2 driveway)
Townhomes	32	32 (1 garage, 1 driveway)
Back to back units	6	8 (surface parking lot)
<u>Visitor Spaces:</u>		
Detached homes	n/a	n/a
Townhomes	4	4
Back to back units	1	1
Total Parking	53	65
Green Initiatives:	<ul style="list-style-type: none"> permeable pavers in driveways and private walkways energy efficient building features 	

Additional information is provided in Appendices 1 to 12.

LAND USE CONTROLS

The subject lands are located within the Central Erin Mills Neighbourhood Character Area and are designated **Mixed Use**, which permits a mix of residential and commercial uses.

The applications are not in conformity with the **Mixed Use** land use designation and an official plan amendment is required. The applicant is proposing to change the **Mixed Use** designation to **Residential Low Density II** to permit detached homes along Barbertown Road and **Residential Medium Density** to permit townhomes and back to back dwelling units within the existing Old Barber House on a private condominium road.

A rezoning is proposed from **C3-12** (General Commercial) to **R4-Exception** (Detached Dwellings – Typical Lots) to permit detached homes along Barbertown Road. An **RM6-Exception** (Townhouse Dwellings on a CEC – Private Road) is also proposed to permit the townhomes and back to back dwelling units within the Old Barber House on a private condominium road. The proposed zone standards are contained within Appendix 12.

Detailed information regarding the official plan and zoning is in Appendices 11 and 12.

A draft plan of subdivision has been submitted in order to create the proposed lots and blocks. A condominium application will be required to create the proposed condominium townhouse units and common elements as shown in Appendix 7.

Mississauga Road Scenic Route

Council directed City staff to review the policies included in the 1997 Mississauga Road Scenic Route Study Report and the City's Official Plan, in order to strengthen and improve these policies and protect the special character of this scenic road. The report dated February 24, 2017 from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review" was approved by the Planning and Development Committee on March 20, 2017. The implementing official plan amendment is expected to be brought forward to Council in June 2017 and will be subject to an appeal period. Some of the new/strengthened proposed policies include:

- Residential development on the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m (131 ft.). These lots will be developed with detached homes
- Maintain existing grading as much as possible
- Building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots
- Removing the corridor identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville). Therefore, the corridor policies of Mississauga Official Plan would no longer apply to the subject property

As the subject property is located along the Mississauga Road Scenic Route, regard for the proposed policies will be included in the Recommendation Report.

Back to Back and Stacked Townhomes

The Planning and Building Department is currently reviewing back to back and stacked townhomes for the purpose of updating the City's Zoning By-law and creating urban design guidelines due to the increasing number of development applications for such housing types. The report dated February 3, 2017, from the Commissioner of Planning and Building titled "Back to Back and Stacked Townhouses (formerly Horizontal Multiple Dwellings) – Proposed Zoning By-law Amendments and Urban Design Guidelines (All Wards)" was received for information on February 27, 2017. As the proposal contains 4 back to back dwelling units within the converted Old Barber House, regard for the proposed policies will be included in the Recommendation Report.

Bonus Zoning

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

Should these applications be approved by Council, staff will 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.

WHAT DID THE COMMUNITY SAY

Community meetings were held on October 27, 2015, February 24, 2016 and November 21, 2016 by Ward 11 Councillor, George Carlson, in advance of a formal development application and after application submission.

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 additional traffic generated by the development will result in increased vehicle congestion and unsafe conditions on Mississauga Road and Barbertain Road
- There are a limited number of visitor parking spaces on-site and parking is not permitted on Mississauga Road or Barbertain Road
- Townhomes are not in keeping with the character of the neighbourhood, which consists of large homes on large lots. Detached homes including bungalows should be considered
- The Old Barber House should remain open to the public rather than a private commercial or residential use
- The proposal is too dense and too tall

- The views to the Old Barber House will be negatively impacted
- The proposal will result in a loss of mature trees and impact the scenic route

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 9 and school accommodation information is contained in Appendix 10. 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 the proposal?
- Is the proposal compatible with the character of the neighbourhood given the proposed built form, massing, density, height, scale, site layout, setbacks, grading and landscaped areas?
- Will the proposal have a negative impact on the historic Old Barber House and the Mississauga Road Scenic Route?
- Is the proposed site access and internal road configuration appropriate?
- Are the proposed zoning regulations appropriate?
- Is the proposed parking supply adequate?
- Is noise attenuation required along the rear yards of units adjacent to Mississauga Road?
- Have all other technical requirements and studies, including functional servicing report, record of site condition and traffic impact study related to the proposal been addressed and found to be acceptable?

OTHER INFORMATION

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

- | | |
|--|--------------------------------------|
| • Plan of Survey | • Functional Servicing Report |
| • Aerial Context Map | • Traffic Impact Study |
| • Site Plan | • Noise Feasibility Study |
| • Elevations and Coloured Rendering | • Green Development Initiatives List |
| • Utility Plan | • Planning Justification Report |
| • Tree Inventory & Preservation Plan | • Parcel Abstract |
| • Phase 1 Environmental Site Assessment | • Draft Official Plan Amendment |
| • Heritage Impact Assessment | • Draft Zoning By-law |
| • Archaeological Assessment Stage 1 and 2 | • Draft Plan of Subdivision |
| • Heritage Conservation Plan and Heritage Permit | • Landscape Plan |
| | • Site Servicing and Grading Plans |

Development Requirements

There are certain other engineering and conservation matters with respect to grading, servicing, stormwater management, tree preservation, and noise mitigation 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.

Site Plan

Prior to development of the lands, the applicant will be required to obtain Site Plan approval. A site plan application has been submitted for review.

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 Central Erin Mills Neighbourhood Character Area Land Use Map
- Appendix 4: Existing Zoning and General Context Map
- Appendix 5: Original Concept Plan
- Appendix 6: Site Plan
- Appendix 7: Draft Plan of Subdivision
- Appendix 8: Proposed Elevations and Floor Plans
- Appendix 9: Agency Comments
- Appendix 10: School Accommodation
- Appendix 11: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 12: Summary of Existing and Proposed Zoning Provisions



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Stephanie Segreti-Gray, Development Planner

City Park (Old Barber) Homes Inc.

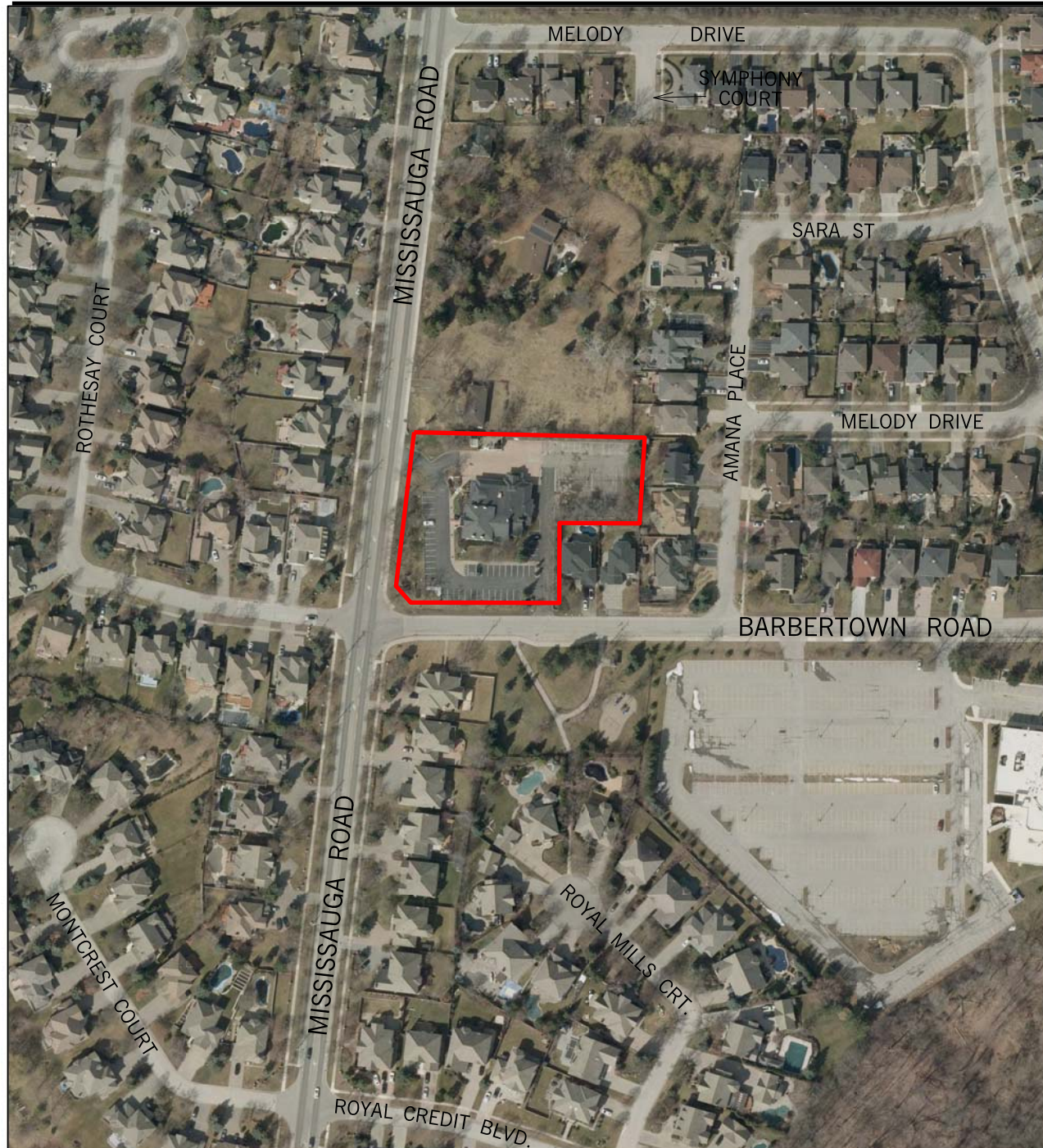
Files: OZ 16/011 W11 & T-M16003 W11

Site History

- 1860s – Construction of the William Barber House
- 1982 - The property was designated under Part IV of the Ontario Heritage Act (City of Mississauga By-law 368-82)
- October 24, 1983 – Rezoning approved by Council (file OZ 81/30) to convert the existing dwelling into a restaurant. Zoned "AC5-1190" which only permits a restaurant use subject to specific regulations. A restaurant use has operated on the property from 1983 until December 31, 2016
- April 5, 1984 – Site Plan SP 81/182 approved by Council for Buccaneer Restaurant Ltd.
- December 5, 1985 - minor variance to permit the construction of a one-storey addition to the north side of the existing restaurant approved (file "A" 637/85)
- September 22, 1994 – utilities easement granted on the subject property (file "B" 85/94)
- October 15, 1997 – Mississauga Road Scenic Route Study adopted by Council
- March 27, 2003 – minor variance to permit the existing on-site conditions to remain, a one-storey addition to the existing restaurant, two new parallel parking spaces and insufficient aisle width approved ("A" 291/03)
- July 16, 2003 – Site Plan (file SPR 03/83) approved for addition to existing restaurant
- September 4, 2003 – minor variance to permit an addition to the existing restaurant and increased gross floor area approved (file "A" 603/03, related to "A" 291/03)
- October 10, 2003 – Site Plan SP 03/319 approved for Old Barber House for floor plan amendment and revised gross floor area calculations
- June 20, 2007 - Zoning By-law 0225-2007 enacted and passed. The zoning for the subject property is now **C3-12** (General Commercial) which continues to permit a restaurant use subject to specific regulations
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. As no appeals have been filed for the subject property, the policies of the new Mississauga Official Plan apply. The subject lands are designated **Mixed Use** in the Central Erin Mills Neighbourhood Character Area. The property was previously designated General Retail Commercial in Mississauga Plan
- April 26, 2017 – Council passed By-law 56-2017 to amend By-law 368-82 designating the subject property for its architectural and historic interest under the Ontario Heritage Act

2017/05/15

Betsy



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016

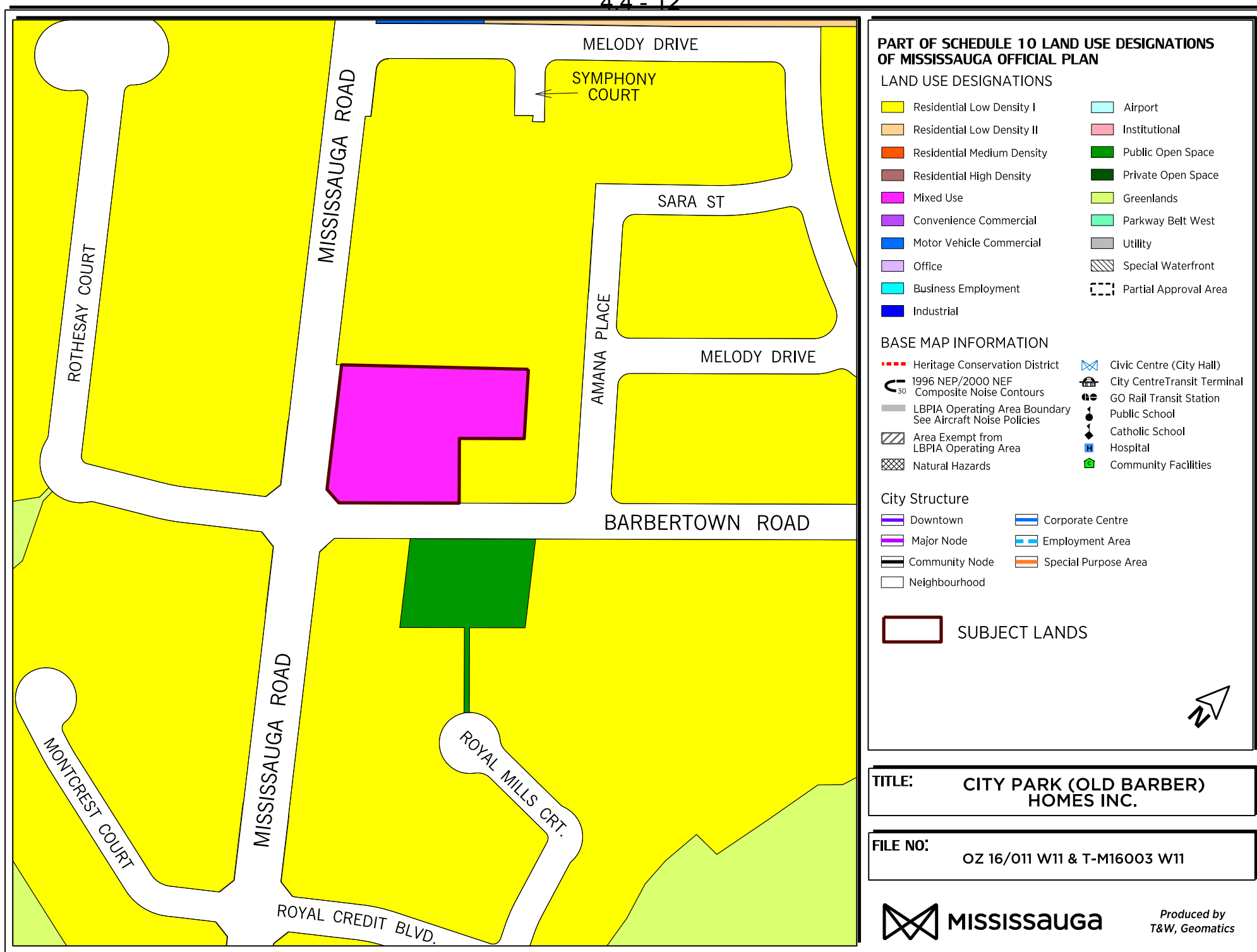


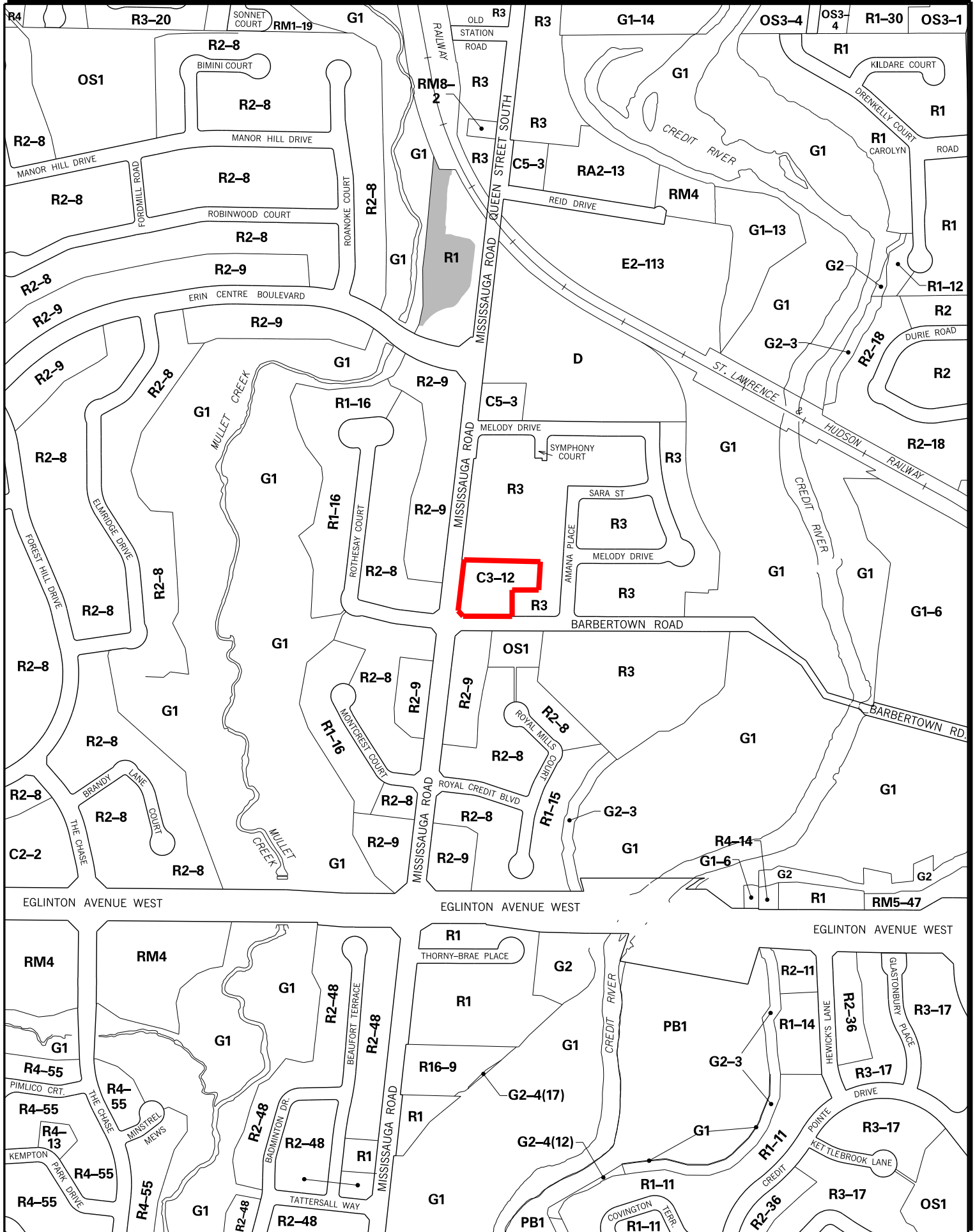
TITLE: CITY PARK (OLD BARBER)
HOMES INC.

FILE NO: OZ 16/011 W11 & T-M16003 W11



Produced by
T&W, Geomatics



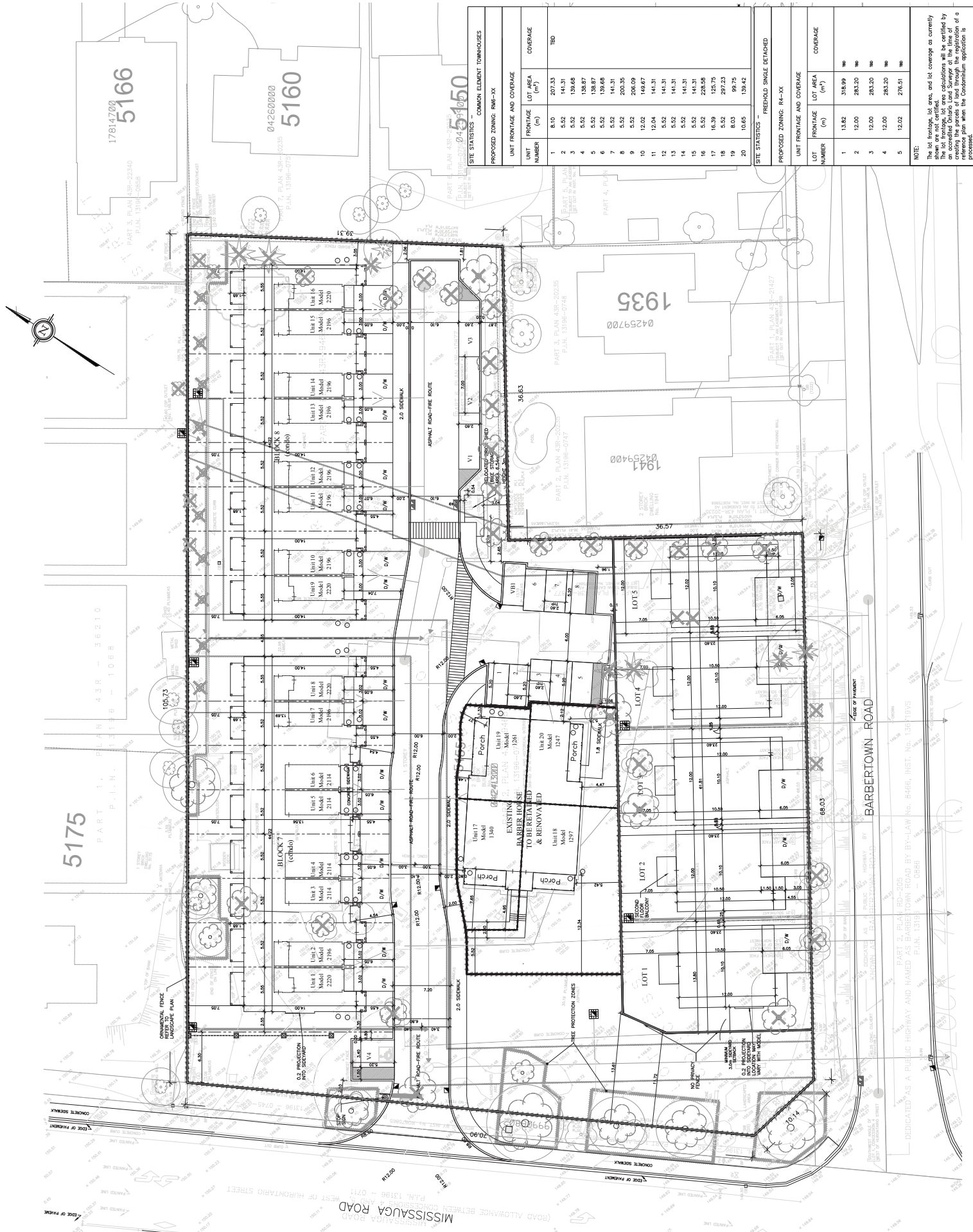


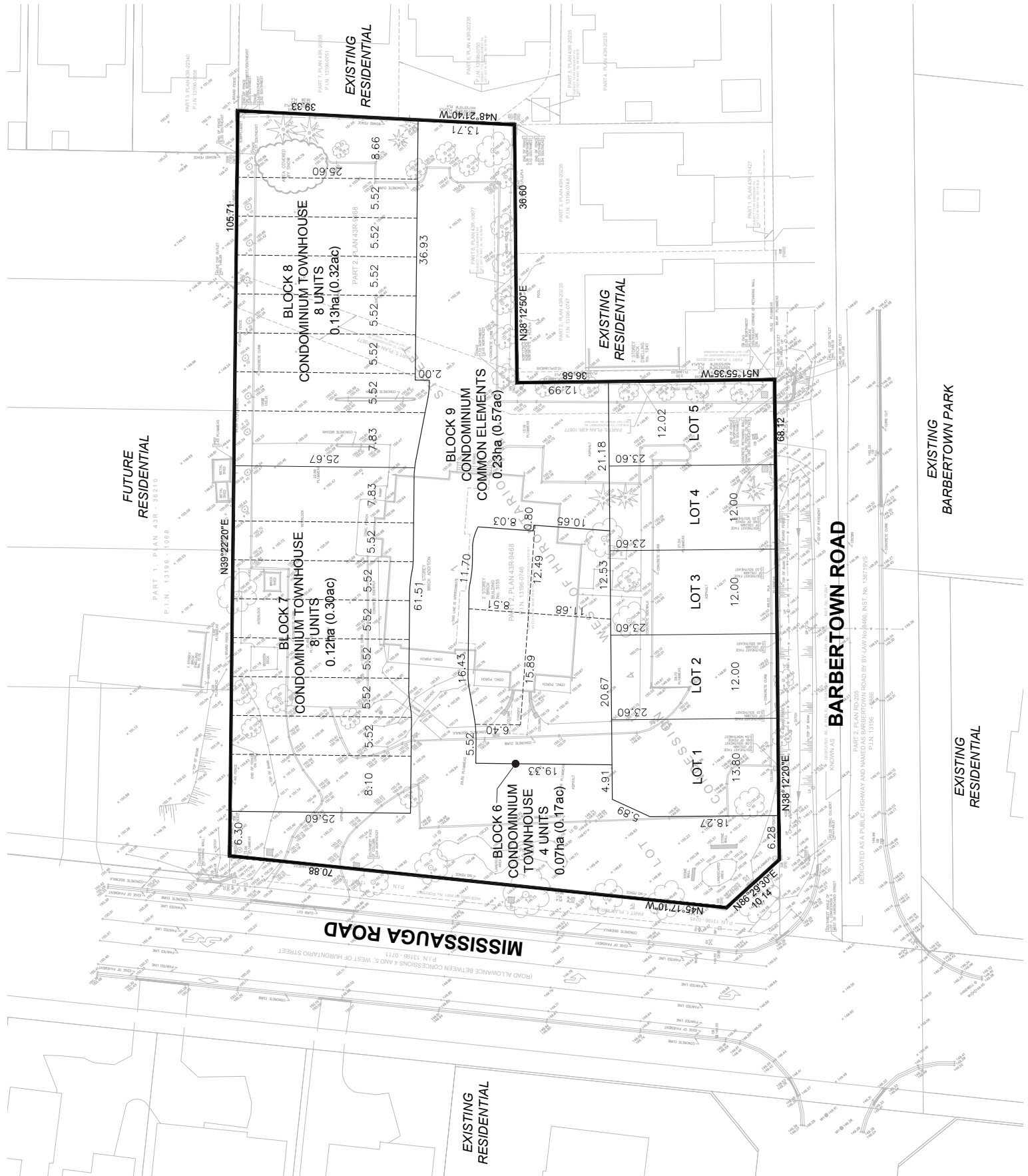
City Park (Old Barber) Homes Inc.

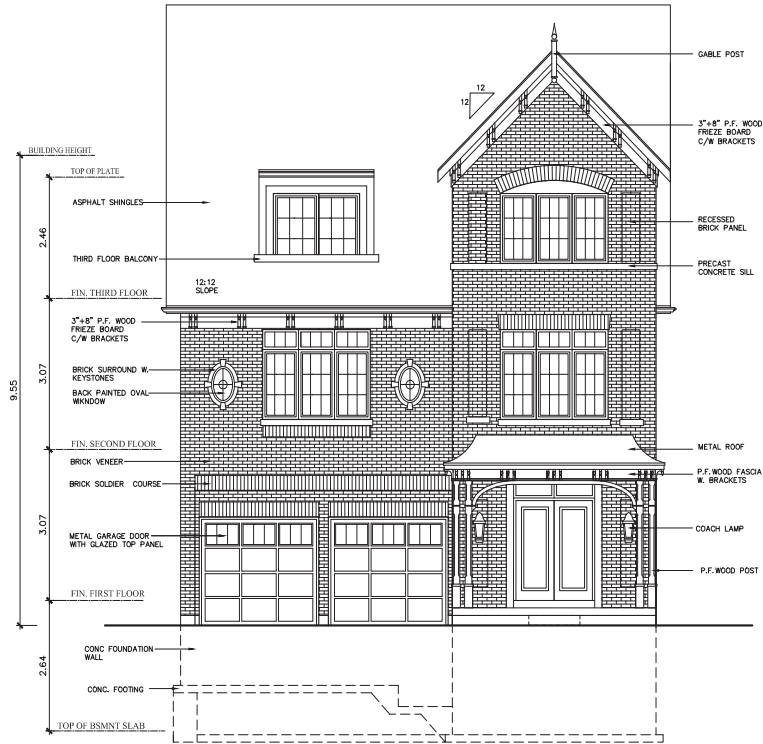
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Original concept plan submitted by the applicant

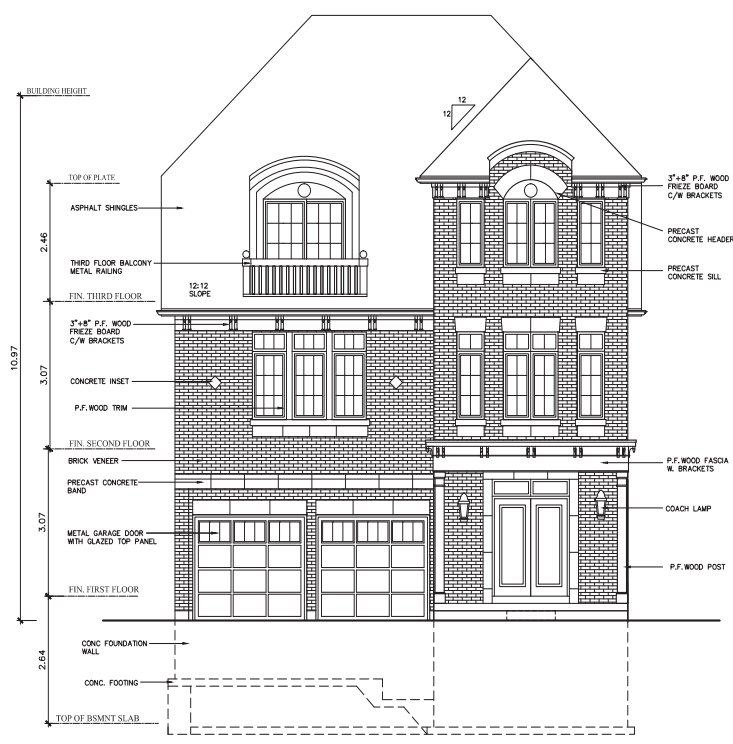






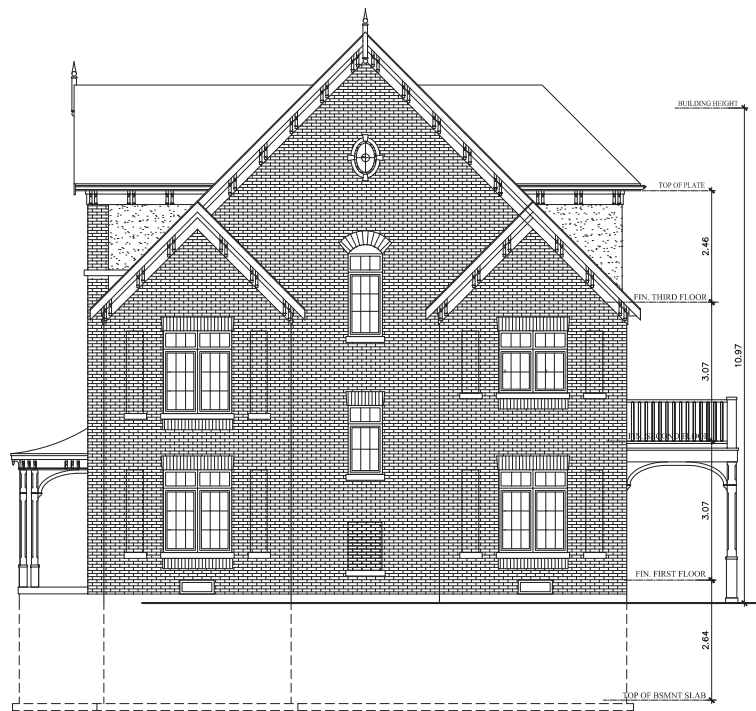
FRONT ELEVATION A

ESTABLISHED GRADE WILL NOT BE AVAILABLE UNTIL THE HOUSE IS SOLD ON A PARTICULAR LOT



FRONT ELEVATION B

ESTABLISHED GRADE WILL NOT BE AVAILABLE UNTIL THE HOUSE IS SOLD ON A PARTICULAR LOT



FLANKING ELEVATION A

MATERIALS SIMILAR TO FRONT ELEVATION

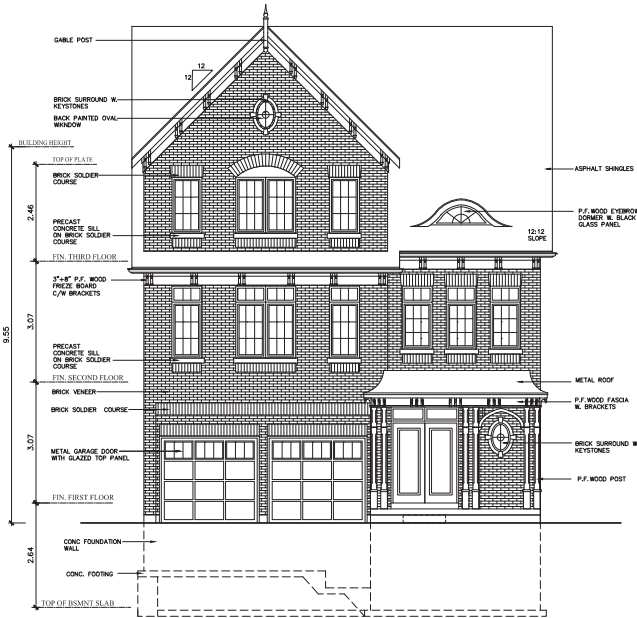
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FLANKING ELEVATION B

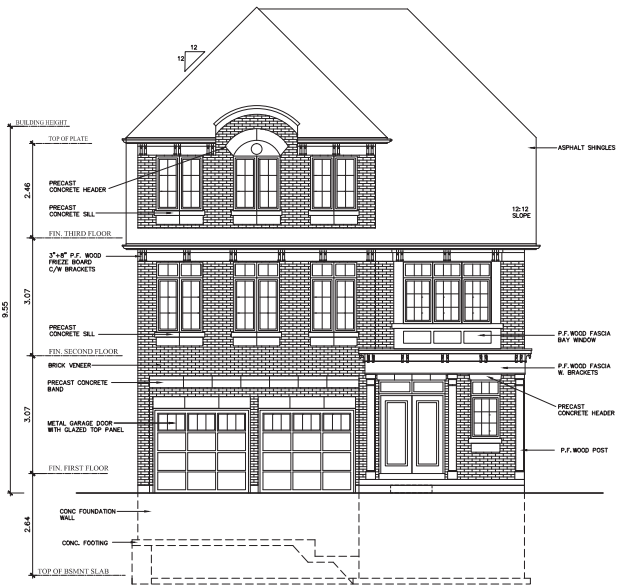
MATERIALS SIMILAR TO FRONT ELEVATION

ESTABLISHED GRADE WILL NOT BE AVAILABLE UNTIL THE HOUSE IS SOLD ON A PARTICULAR LOT



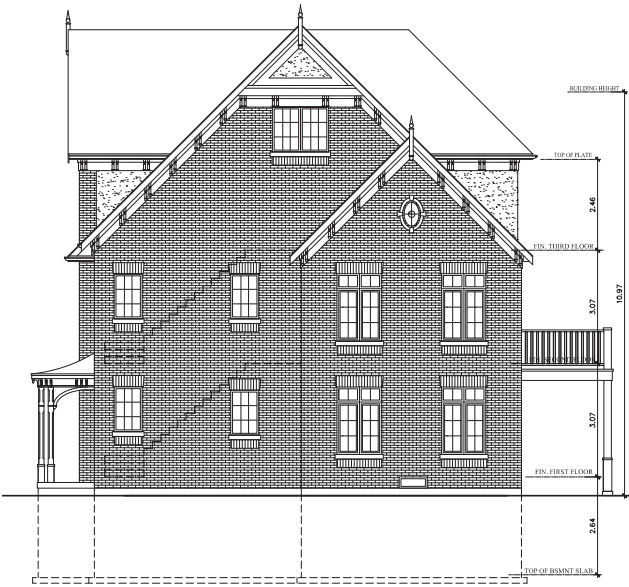
FRONT ELEVATION A

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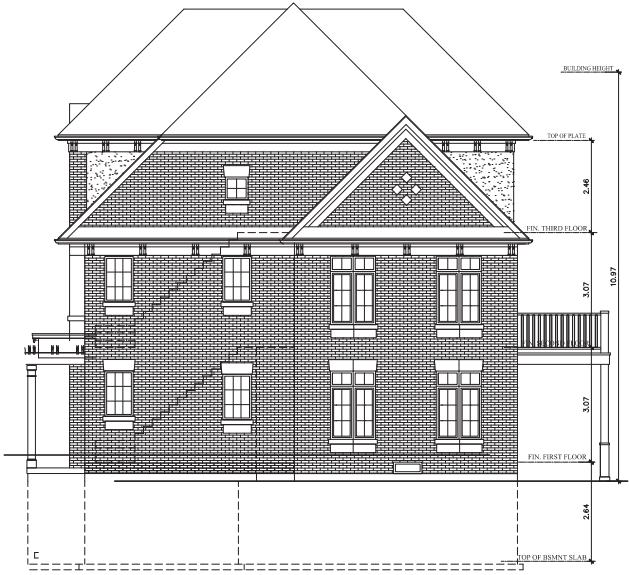
FRONT ELEVATION B

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FLANKING ELEVATION A

MATERIALS SIMILAR TO FRONT ELEVATION
ESTABLISHED GRADE WILL NOT BE AVAILABLE UNTIL THE HOUSE IS SOLD ON A PARTICULAR LOT



FLANKING ELEVATION B

MATERIALS SIMILAR TO FRONT ELEVATION
ESTABLISHED GRADE WILL NOT BE AVAILABLE UNTIL THE HOUSE IS SOLD ON A PARTICULAR LOT



FRONT ELEVATION



REAR ELEVATION



LEFT SIDE (CORNER) ELEVATION

UNIT 1
MODEL 2244



RIGHT SIDE ELEVATION

UNIT 8
MODEL 2220





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architectural

1000 Hwy 7, Unit 10, Richmond Hill, ON L4B 1N2
Tel: (905) 882-8888

CONDOMINIUM TOWNHOUSE
BLOCK 2
(UNIT 9-16)

CITY PARK (STREETSVILLE) INC.
PROPOSED RESIDENTIAL DEVELOPMENT
5155 MISSISSAUGA ROAD, MISSISSAUGA, ONT. L5M 2N9
154276 332°-11'W MAR. 22 2017



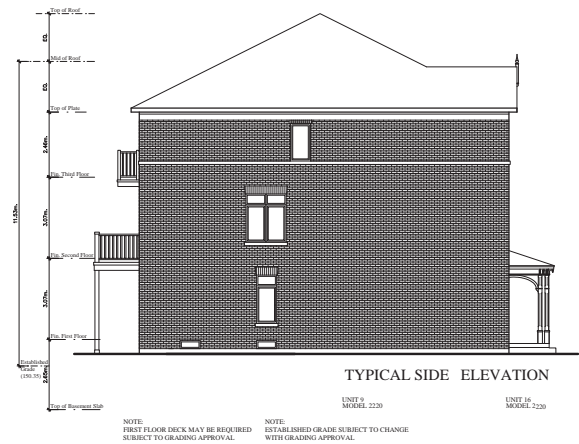


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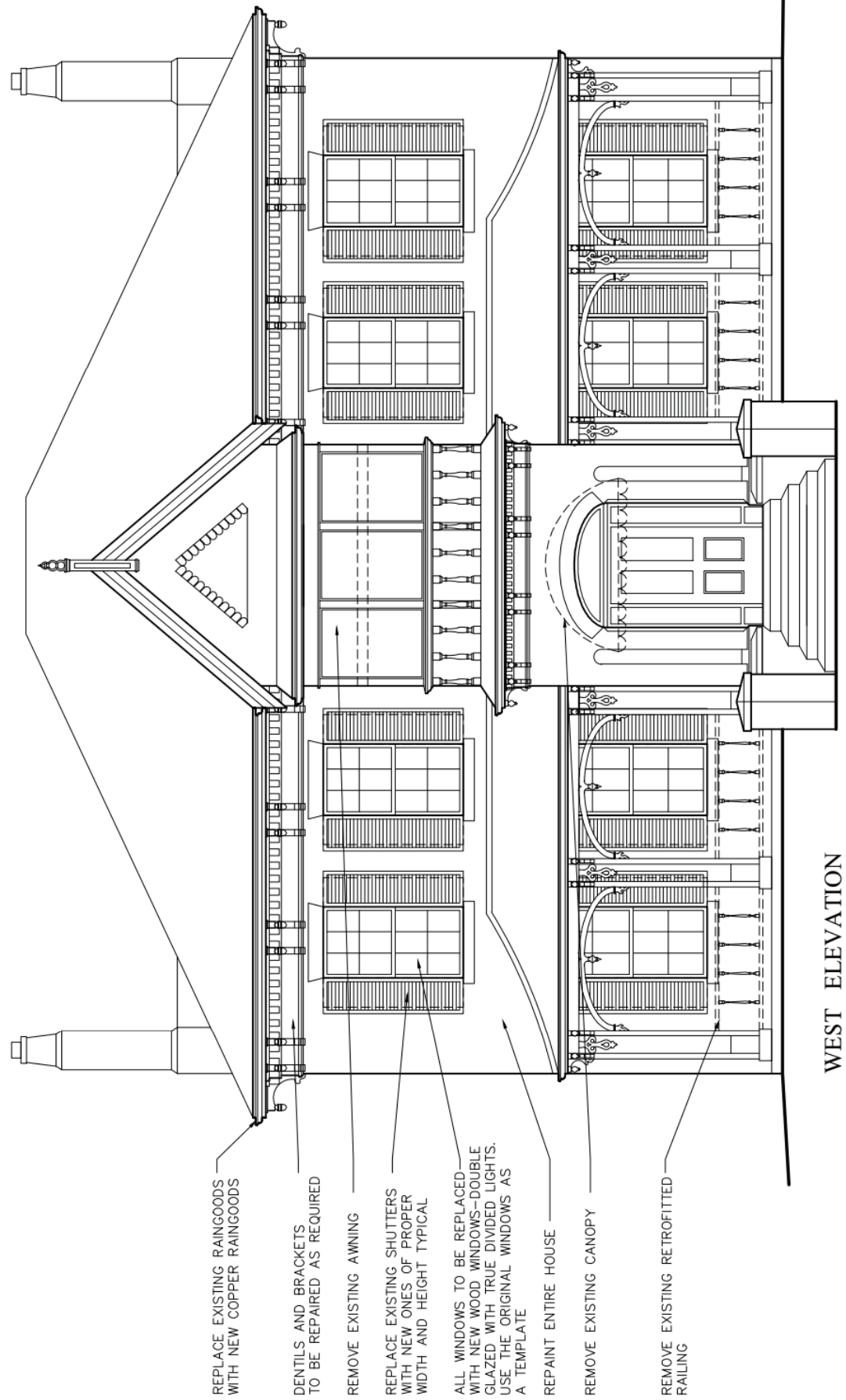


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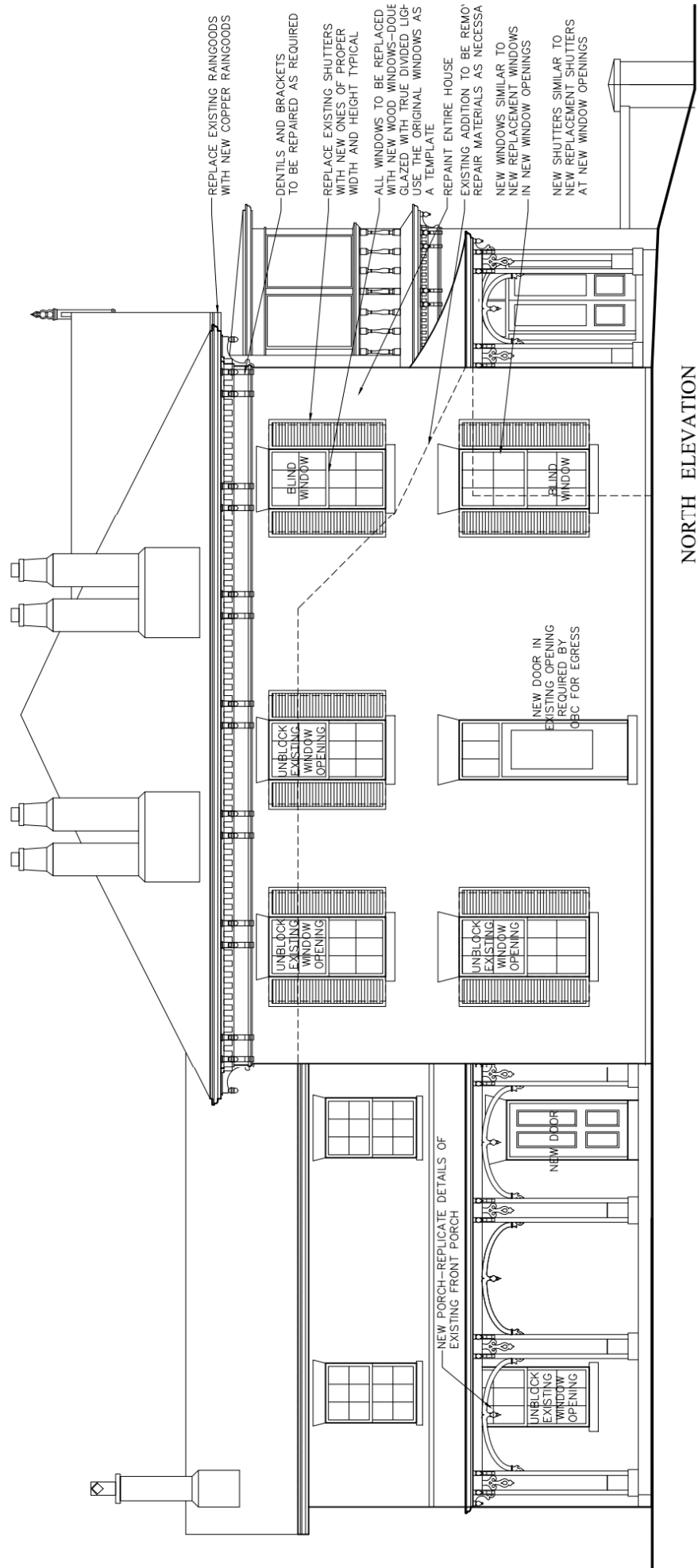
1000 Hwy 7, Unit 10, Richmond Hill, ON L4B 1N2
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BLOCK 2
(UNIT 9-16)

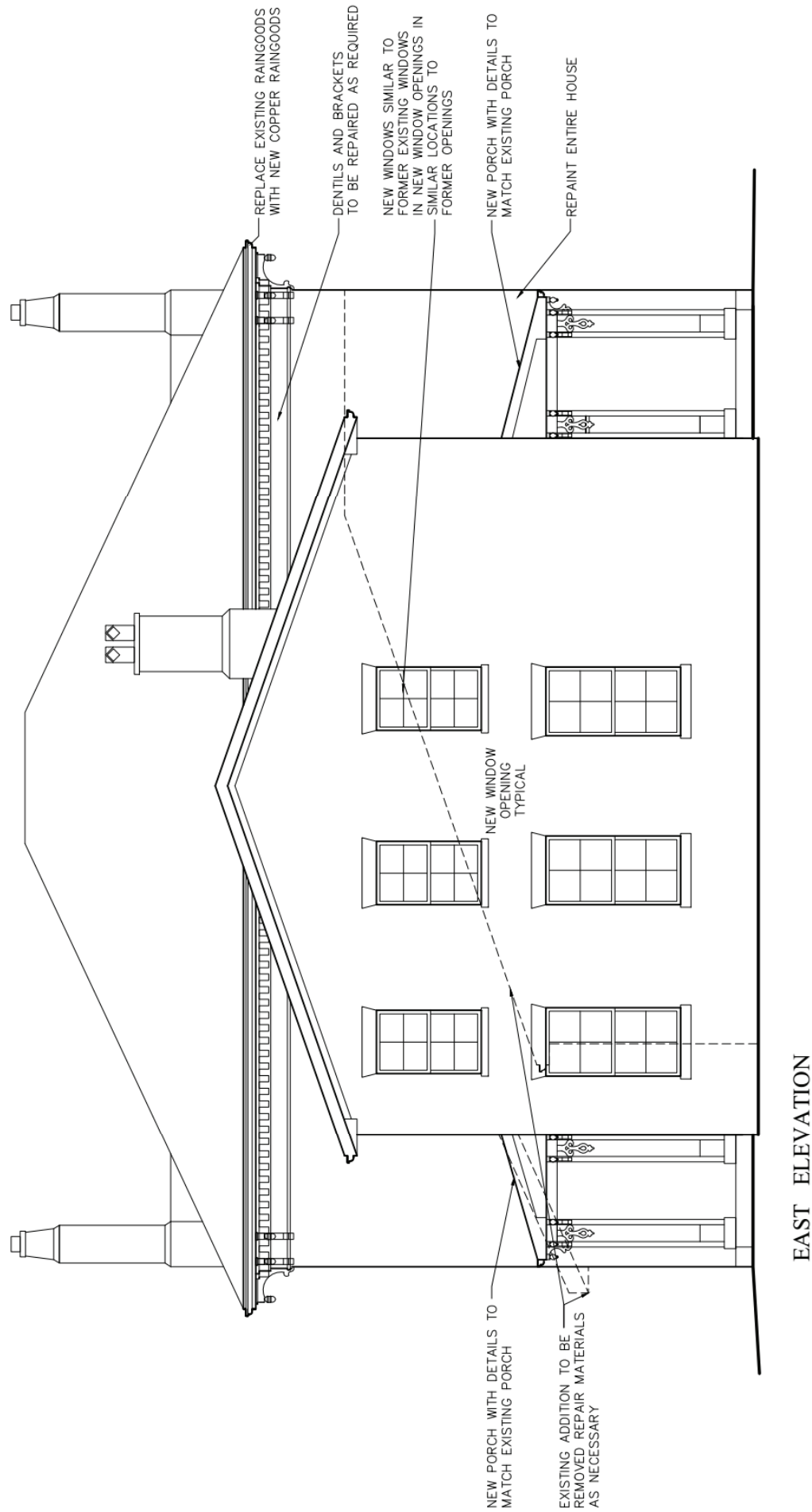
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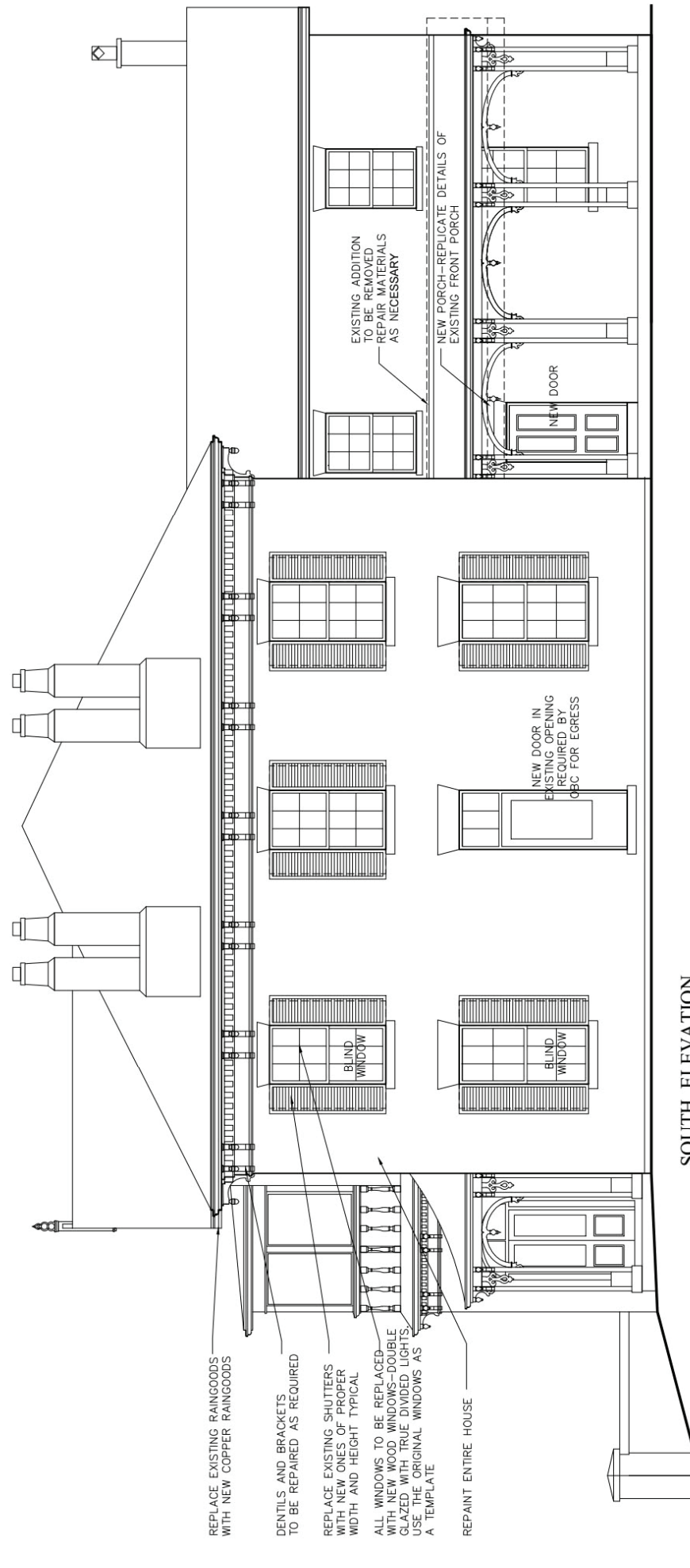


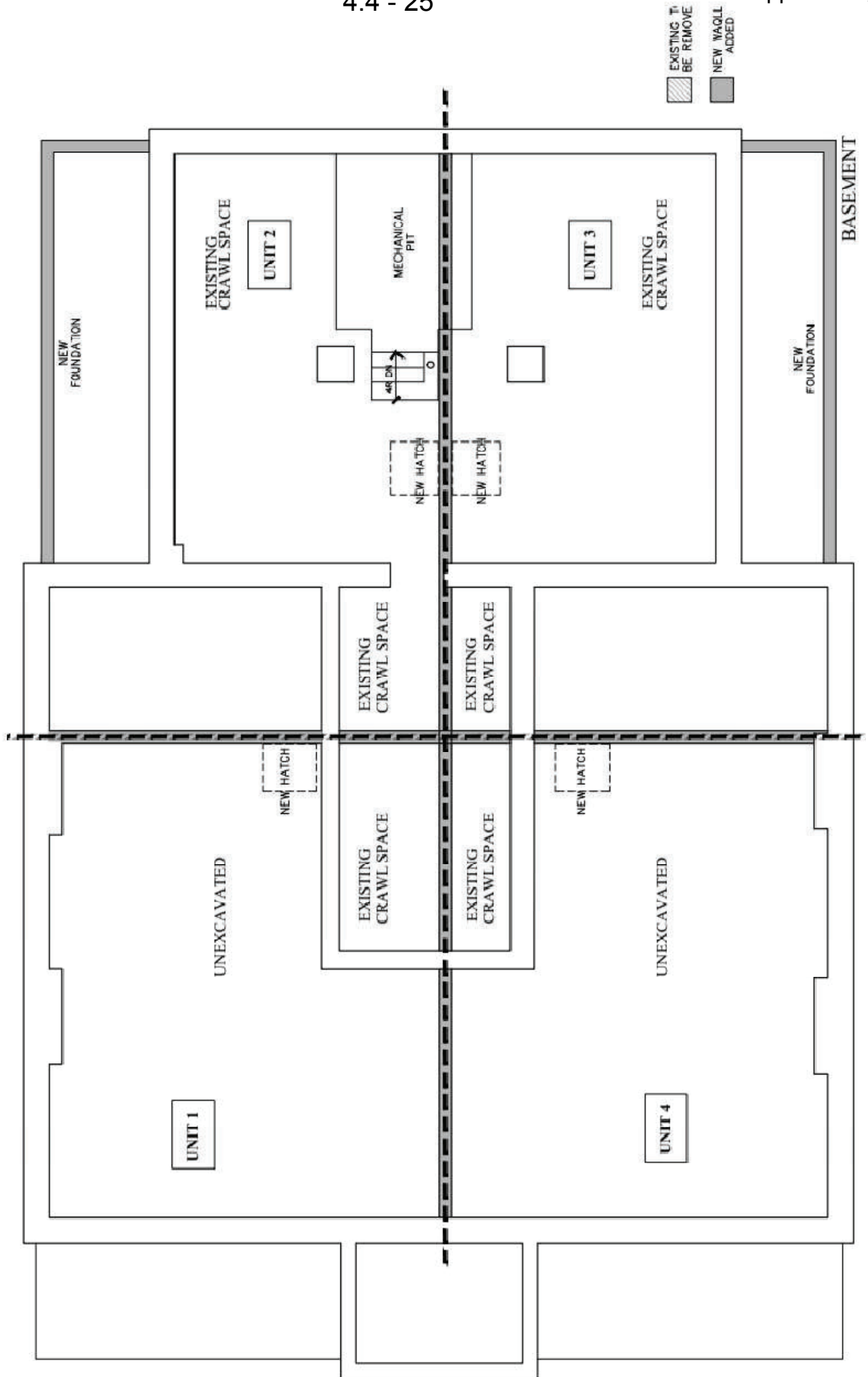
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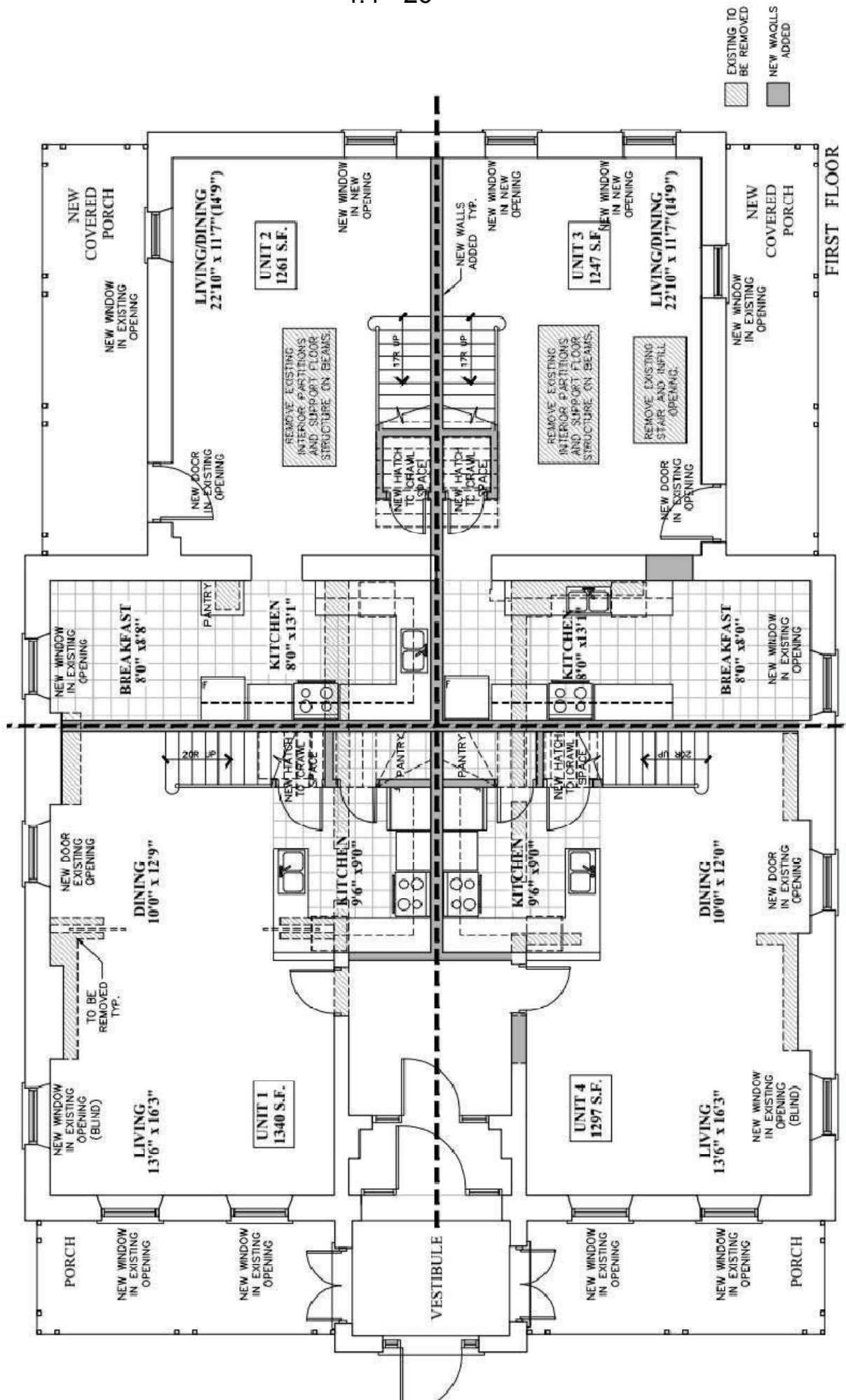


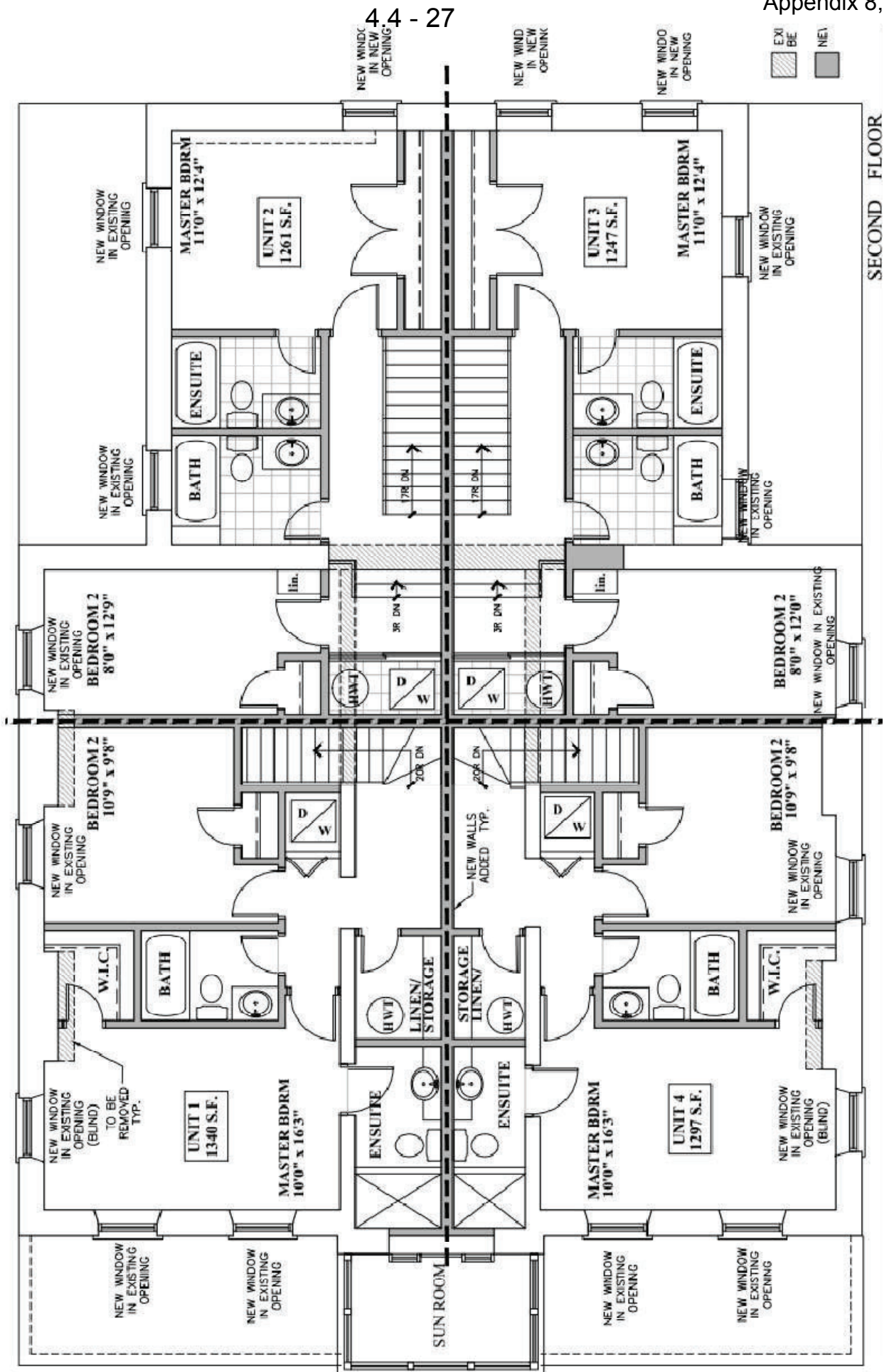
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City Park (Old Barber) Homes Inc.

Files: OZ 16/011 W11 & T-M16003 W11

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (April 25, 2017)	<p>Municipal sanitary sewer facilities consist of a 250 mm (10 in.) sewer on Mississauga Road and a proposed 250 mm (10 in.) sanitary sewer main along Barbertown Road, east of Mississauga Road. Existing water infrastructure consists of 400 mm (16 in.) CPP and 150 mm (6 in.) PVC watermain on Mississauga Road, and a 200 mm (8 in.) PVC watermain on Barbertown Road.</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 9).</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 By-law.</p> <p>The current proposed townhouse plan will not be permitted for waste collection as the back-up distance is too large. The internal road layouts should be designed to permit continuous curbside collecting without reversing. The turning radius from the centerline must be a minimum of 13 m (42.6 ft.) on all turns. The use of common waste collection areas for detached dwellings, semi-detached dwellings, townhouses and multi-residential complexes up to 6 dwelling units is not permitted. The waste set out location is to be at least 3 sq. m (32.3 sq. ft.) per unit and 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. parking cars).</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (April 18, 2017)	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.
City Community Services Department – Park	Barberton Park (P-311), zoned OS1, is located south of the property with frontage on Barbertown Road, and contains a

City Park (Old Barber) Homes Inc.

Files: OZ 16/011 W11 & T-M16003 W11

Agency / Comment Date	Comment
Planning Section (May 5, 2017)	<p>playground.</p> <p>Bonnie Brae Greenbelt (P-155), zoned G1, is located approximately 200 m, (656 ft.) from the property.</p> <p>Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City Policies and By-laws.</p>
City Community Services Department – Culture Division/Heritage Planning (May 17, 2017)	<p>The subject property is designated under the Ontario Heritage Act by By-law 368-82, as amended by By-law 56-2017, for its physical and design; historical and associative and contextual value. The property is also included in the City's Heritage Register as it is located within the Mississauga Road Scenic Route Cultural Landscape. As per the Official Plan and best conservation practices, cultural heritage resources must be maintained in situ and in a manner that prevents deterioration and protects the heritage qualities of the resource and that integrates it with development proposals (policy 7.4.1.13, 7.4.1.14 in Mississauga Official Plan).</p> <p>Prior to soil disturbance and grading of the brick out-building, we require an archaeological assessment of the area around and under the subject out-building in order to determine its use and contribution to understanding all activity areas on the site. Therefore, an archaeological assessment of the area within 2 m (6.5 ft.) of, and under the out-building is required to be completed and submitted to the satisfaction of the Ministry of Tourism, Culture and Sport and the City (section 7.4.5 in Mississauga Official Plan).</p> <p>The submitted Heritage Impact Assessment plan is incomplete and the following items are required to be provided:</p> <ul style="list-style-type: none"> • The dimensions provided on the drawings are illegible due to the size. Full scale drawings have not been received and are pending. Include roof plan and add notations to all the drawings to clarify any work proposed to the roof of the Barber house. • Require measured Streetscape elevation drawings showing the Barber house within the proposed development along Mississauga Road and another from Barbertown Road are required. <p>The submitted Conservation Plan is incomplete, the following information needs to be provided:</p> <ul style="list-style-type: none"> • Detailed conservation solutions reflected in a full scale

City Park (Old Barber) Homes Inc.

Files: OZ 16/011 W11 & T-M16003 W11

Agency / Comment Date	Comment
	<p>set of architectural conservation drawings coordinated with the building permit drawings.</p> <p>The views identified as heritage attributes in the heritage designation by-law are obstructed by the proposed development, specifically Lot 21 Detached Home and rear fence, and Lot 22 rear and west side fence. View sheds shown in Figure 72 of the Heritage Impact Assessment do not correspond to the designation by-law attributes. The south view shed should allow for a view of the south elevation of the Barber House from the corner, as shown in the Cultural Heritage Resource Assessment and Identification Report prepared by FGMDA Architects dated September 2016. It would also be helpful to show a sequence of views to illustrate assessment of vistas that will be impacted. There is a concern that the amount of fencing resulting from proposed homes backing onto the Barber House are excessive, blocking views and creating an unsympathetic overly enclosed context. Without detailed building permit drawings, it is not clear how 4 back to back dwelling units will impact the Barber House.</p> <p>Once the information is submitted to complete the heritage permit application, a heritage planning report will be going forward to a future Heritage Advisory Committee meeting seeking a recommendation to Council on the Heritage Permit Application. This will occur prior to the Recommendation Report meeting for the official plan amendment, rezoning and plan of subdivision applications.</p> <p>Given the cultural significance of the property, interpretative signage and complementary landscaping would enhance the development.</p>
City Transportation and Works Department (T&W) (May 16, 2017)	<p>This Department is in receipt of a Draft Plan of Subdivision; Site Plan, Noise Feasibility Study, Functional Servicing Report, Site Servicing and Grading Plans, Phase 1 ESA and ESSQD form. Notwithstanding the findings of these reports and drawings, the applicant has been requested to address the following technical matters:</p> <ul style="list-style-type: none"> • Revise the engineering drawings to ensure the proposal conforms to condominium standards • Revised Functional Servicing Report and Noise Report • Submit a Phase I Environmental Assessment Letter of Reliance • Submit a Record of Site Condition

City Park (Old Barber) Homes Inc.

Files: OZ 16/011 W11 & T-M16003 W11

Agency / Comment Date	Comment
	This Department is also in receipt of a Traffic Impact Study which remains under review along with the proposed site access from Mississauga Road. Technical matters are required to be addressed prior to the preparation of the Recommendation Report.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Alectra Utilities Inc. (formerly Enersource) Bell Canada Canada Post City Culture Division - Public Art City Economic Development Office City Fire & Emergency Services CP Rail Development Services, Planning and Building Department Enbridge Gas GTAA Mississauga Transit Rogers Cable</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>City Realty Services Conseil Scolaire de District Catholique Centre-Sud Conseil Scolaire Viamonde Peel Regional Police Streetsville BIA Trillium Health Partners</p>

City Park (Old Barber) Homes Inc.

Files: OZ 16/011 W11 & T-M16003 W11

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"> 4 Kindergarten to Grade 5 2 Grade 6 to Grade 8 4 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Ray Underhill Public School <ul style="list-style-type: none"> Enrolment: 279 Capacity: 364 Portables: 1 Dolphin Senior Public School <ul style="list-style-type: none"> Enrolment: 505 Capacity: 625 Portables: 0 Streetsville Secondary School <ul style="list-style-type: none"> Enrolment: 842 Capacity: 1008 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"> 2 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Joseph Elementary School <ul style="list-style-type: none"> Enrolment: 332 Capacity: 478 Portables: 1 St. Aloysius Gonzaga Secondary School <ul style="list-style-type: none"> Enrolment: 1753 Capacity: 1656 Portables: 0

City Park (Old Barber) Homes Inc.

File: OZ 16/011 W11 & T-M16003 W11

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

Current Mississauga Official Plan Designation

The subject property is designated **Mixed Use** which permits a mix of residential and commercial uses.

Proposed Mississauga Official Plan Amendment

The portion of the lands fronting Barbertain Road are proposed to be designated **Residential Low Density II** to permit 5 detached homes. The remainder of the property, including the existing heritage dwelling known as the Old Barber House, is proposed to be designated **Residential Medium Density** to permit 16 townhomes and 4 back-to-back dwelling units within the converted Old Barber House on a common element condominium road.

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	5.1.7, 5.1.9, 5.3.5.1	Mississauga will protect and conserve the character of stable residential Neighbourhoods.
	5.3.5.2, 5.3.5.3, 5.3.5.4	Development of existing commercial sites as mixed use areas. Intensification of commercial sites that results in a significant loss of commercial floor space will be discouraged.
	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.
	5.3.5.7	Transportation planning within Neighbourhoods will give priority to active transportation modes.
	Section 5.4	Speaks to development on corridors. Development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form, density to the surrounding lands.

City Park (Old Barber) Homes Inc.

File: OZ 16/011 W11 & T-M16003 W11

	Specific Policies	General Intent
Chapter 7 – Complete Community	7.1.10	When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and the culture of the area. Opportunities for aging-in-place or alternative housing within the community will assist households. (7.2.1, 7.2.2)
	7.4.1.2	Mississauga will discourage the demolition, destruction or inappropriate alteration or use of cultural heritage resources. (7.4.1.1, 7.4.1.3, 7.4.1.6, 7.4.1.10, 7.4.1.12, 7.4.1.13, 7.4.1.14, 7.4.1.15, 7.4.2.3, section 7.4.5, 7.6.1.1, 7.6.1.3, 7.6.1.4, 7.6.1.5, 7.6.1.6)
Chapter 8 – Create a Multi-Modal City	8.2.2.3	Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of intersections and overall connectivity throughout the City. The City will consider how cycling and pedestrian needs are met. (8.2.2.2, 8.2.2.5, 8.2.4.3, 8.2.4.5, 8.3.1.1, 8.3.1.2)

City Park (Old Barber) Homes Inc.

File: OZ 16/011 W11 & T-M16003 W11

	Specific Policies	General Intent
Chapter 9 – Build a Desirable Urban Form	9.1.3, 9.1.5	Infill and redevelopment within Neighbourhoods will respect the existing and planned character
	Section 9.1.7	Mississauga will promote a built environment that protects and conserves heritage resources
	9.2.2.3	While new development need not mirror existing development, new development in neighbourhoods will: <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; f. preserve mature high quality trees and ensure replacement of the tree canopy; g. be designed to respect the existing scale, massing, character and grades of the surrounding area
	9.2.2.6	Development on corridors will be encouraged to follow specific elements
	9.2.4.1	Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resources and makes them focal points for the community
	9.2.4.2	Development and open spaces adjacent to significant cultural heritage resources will: <ul style="list-style-type: none"> a. Contribute to the conservation of the heritage attributes of the resource and the heritage character of the area; b. Emphasize the visual prominence of cultural heritage resources; and c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources.
	9.3.1.4, 9.3.1.5	Development will be designed to respect cultural heritage features such as designated buildings; accentuate the significant identity of the Character Area (scenic route), achieve a street network that connects to adjacent streets at regular intervals, wherever possible. Develop a fine-grained system of roads and minimize cul-de-sac and dead end streets.
	Section 9.3.3	Public views of important natural or man-made features along scenic routes need to be protected and the views and vistas to the prominent feature must be maintained and enhanced. Lands abutting Mississauga Road, designated as a scenic route, are subject to further policies (9.3.3.6, 9.3.3.8, 9.3.3.10, 9.3.3.11, 9.3.5.5, 9.3.5.6, 9.3.5.7)
	Section 9.5.1.1	Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of existing or planned character of the area.
	Section 9.5.1.2	Developments should be compatible and provide appropriate transition to velopment by having regard for specific elements, such as front, side and rear yard setbacks.

City Park (Old Barber) Homes Inc.

File: OZ 16/011 W11 & T-M16003 W11

	Specific Policies	General Intent
Chapter 9 – Build a Desirable Urban Form	<p>9.5.1.13, 9.5.1.14, 9.5.1.15</p> <p>9.5.2.7, 9.5.2.11</p>	<p>existing and planned development by having regard for front, side and rear yard setbacks for example.</p> <p>Site is required to be designed with upgraded building elevations and landscaping facing all parks and public streets. Ensure effective transition in built form to cultural heritage resources.</p> <p>Site development should respect and maintain the existing grades on-site and will be required to provide appropriate landscaping</p>
Chapter 11 – Land Use Designations	Section 11.2.6 Mixed Use	<p>Lands designated Mixed Use will permit a variety of uses, but self-storage facility and detached and semi-detached dwellings are not permitted.</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses. Residential uses will be combined on the same lot or same building with another permitted use. Residential uses will be discouraged on the ground floor.</p>
Chapter 16 – Neighbourhoods	<p>16.1.1.1</p> <p>16.1.2.1</p>	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply.</p> <p>Speaks to a test for preserving the character of lands designated Residential Low Density I and II. The applicant is proposing to change the land use designation from Mixed Use to Residential Low Density II for the portion of the land along Barbertown Road.</p>
Chapter 19 - Implementation	19.4.3	To provide consistent planning application of planning and urban design principles, all development applications will address, among other matters: d. in circumstances where medium and high density residential uses are in proximity of developments of a lower density, measures such as increased setback; sensitive building location, transition and design and landscaping, may be required to ensure compatibility with the lower density designations.

City Park (Old Barber) Homes Inc.

Files: OZ 16/011 W11 & T-M16003 W11

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

C3-12 (General Commercial), which only permits a restaurant subject to specific regulations.

Proposed Zoning Provisions

The applicant is proposing to rezone part of the subject property from **C3-12** (General Commercial) to **R4-Exception** (Detached Dwellings – Typical Lots).

	Existing C3-12 Zoning By-law Standards	Base R4 Zoning By-law Standards	Proposed R4 - Exception Zoning By-law Standards
Use	Restaurant	Detached Dwelling	Detached Dwelling
Minimum lot area - Interior lot	n/a	365 m ² (3,928.8 sq. ft.)	275 m ² (2,960.1 sq. ft.)
Maximum lot coverage	n/a	40%	Not provided
Minimum front yard	n/a	6 m (19.7 sq. ft.)	4.5 m (14.8 ft.)
Minimum exterior side yard	n/a	4.5 m (14.8 sq. ft.)	3 m (9.8 ft.)
Minimum interior side yard - Interior lot	13 m* (42.7 ft.)	1.2 m (3.9 ft.)	0.65 m (2.1 ft.) and 1.25 m (4.1 ft.)
Minimum rear yard - Interior lot	13 m* (42.7 ft.)	7.5 m (24.6 ft.)	7.0 m (22.9 ft.)
Maximum height	n/a	10.7 m (35.1 ft.)	10.97 m (35.99 ft.)
Maximum driveway width	n/a	6.0 m (19.7 ft.)	Not provided
Minimum landscaped soft area in the yard containing the driveway	n/a	40% of the front yard and/or exterior side yard	Not provided
Maximum encroachment of a balcony into the required rear yard	n/a	1.0 m (3.3 ft.) into required front, exterior side or rear yard (Residential Zones)	Not dimensioned

*Minimum separation distance from a restaurant to a Residential Zone

City Park (Old Barber) Homes Inc.

Files: OZ 16/011 W11 & T-M16003 W11

The applicant is proposing to rezone part of the subject property from **C3-12** (General Commercial) to **RM6-Exception** (Townhouse Dwellings on a CEC – Private Road).

	Existing C3-12 Zoning By-law Standards	Base RM6 Zoning By-law Standards	Proposed RM6-Exception Zoning By-law Standards	
Use	Restaurant	Townhouse dwellings on a CEC – private road	Townhouse dwellings on a CEC – private road	back-to-back dwelling units on a CEC – private road
Minimum lot area Interior lot	n/a	115 m ² (1,237.9 sq.ft.)	138.87 m ² (1,494.8 sq.ft.)	99.75 m ² * (1,073.7 sq. ft.)
Minimum front yard	n/a	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)	0.8 m * (2.6 ft.)
Minimum exterior side yard	n/a	7.5 m (24.6 ft.)	6.3 m (20.7 ft.)	TBD
Minimum exterior side yard - Lot with an exterior side lot line abutting a CEC – sidewalk	n/a	3.3 m (10.8 ft.)	n/a	1.48 m * (4.9 ft.)
Minimum rear yard	13 m	7.5 m (24.6 ft.)	7 m (22.9 ft.)	n/a
Maximum height	n/a	10.7 m (35.1 ft.)	10.9 m (35.8 ft.)	3 storeys *
Maximum encroachment of a balcony into the required rear yard	n/a	1.0 m (3.3 ft.) into required front, exterior side or rear yard (Residential Zones)	1.68 m (5.5 ft.)	n/a
Attached garage	n/a	Required	Required	Not required*
Minimum width of a CEC – private road	n/a	7 m (22.9 ft.)	6.0 m (19.7 ft.)	6.0 m * (19.7ft.)

*horizontal multiple dwelling - with 4 dwelling units are typically captured under RM8 City zoning standards

City of Mississauga

Corporate Report



Date: June 2, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/013 W11Meeting date:
2017/06/26

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Applications to permit 14 semi-detached homes, 57 standard townhomes, and 130 back to back townhomes on a private condominium road

80 Thomas Street, north side of Thomas Street, west of Joymar Drive

Owner: 1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Recommendation

That the report dated June 2, 2017, from the Commissioner of Planning and Building regarding the applications by 1672736 Ontario Inc. (Dunpar Homes) to permit 14 semi-detached homes, 57 standard townhomes, and 130 back to back townhomes under File OZ 16/013 W11, 80 Thomas Street, 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 the zoning by-law
- Community concerns identified to date relate to height and density of the proposed development, traffic impacts, insufficient setbacks, lack of green space, and respect for the character of the existing neighbourhood
- Prior to the next report, matters to be addressed include: traffic impacts, garbage collection, servicing, grading, floodplain impacts, environmental contamination, and fire concerns

Background

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

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	106.7 m (350.2 ft.)
Depth:	186.1 m (610.6 ft.)
Gross Lot Area:	2.5 ha (6.1 ac.)
Existing Uses:	Vacant

The property which was previously home to CTS Corporation, a designer and manufacturer of electronic components, one of the few remaining industrial properties in a mostly residential area of Streetsville. The lands to the south were developed in the 1950s or 60s, while the lands to the north and west were redeveloped more recently in the mid-2000s. The building associated with CTS Corporation was demolished in August of 2016. Information regarding the history of the site is found in Appendix 1. An aerial photograph prior to the demolition dated 2016 is provided in Appendix 2.

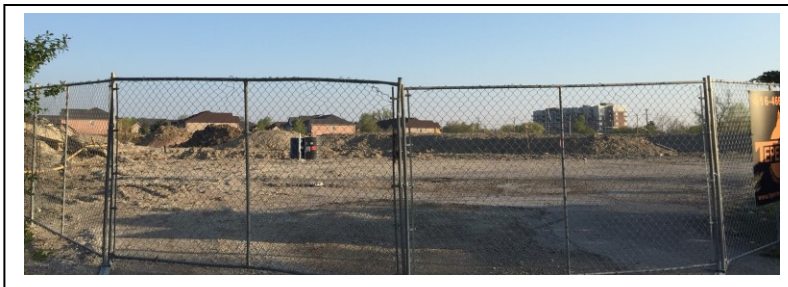


Image of existing condition on the subject property, looking north

The surrounding land uses are:

- North: Two storey townhomes on a private road off Joymar Drive, and Streetsville Secondary School
- East: A single storey industrial complex, including auto repair and body shops
- South: Vacant land to the southwest of the site, and detached homes across Thomas Street
- West: Detached homes

DETAILS OF THE PROJECT

Development Proposal		
Applications submitted:	Received: October 26, 2016 Deemed complete: November 16, 2016	
Applications revised:	March 29, 2017	
Developer Owner:	1672736 Ontario Inc. (Dunpar Homes)	
Applicant:	Dunpar Homes	
Number of units:	14 semi-detached homes, 57 standard townhomes, and 103 back to back townhomes (total 201 homes)	
Height:	Two and three storeys	
Lot Coverage:	44.6% (not including deck areas)	
Floor Space Index:	1.29	
Landscaped Area:	36.2%	
Gross Floor Area:	31 855.3 m ² (342,887.6 ft ²)	
Road type:	Condominium private road	
Anticipated Population:	630.1* *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	402	402
visitor spaces	50	57
Total	452	459

Additional information is provided in Appendices 1 to 10.

LAND USE CONTROLS

The subject lands are located within the Streetsville Neighbourhood Character Area and are designated **Residential Medium Density**, which permits townhomes and all forms of horizontal multiple homes. This application is not in conformity with the land use designation.

The applicant is proposing to change the designation to **Residential Medium Density – Special Site** to permit semi-detached homes in addition to townhome and horizontal multiple dwellings (back to back townhomes).

A rezoning is proposed from **D (Development)** to **RM4 – Exception (Townhouse Dwellings)** to permit 14 semi-detached homes, 57 townhomes, and 130 back to back townhomes 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 11 Councillor, George Carlson, on November 17, 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 too dense with too many units proposed
- The increased traffic will be unacceptable on Joymar Drive and Thomas Street. Concern that the Traffic Impact Study (TIS) overestimated the volume of traffic associated with the previous use (CTS Corporation) and underestimated the volume of traffic associated with the proposed development
- Concern for pedestrian and road safety associated with additional traffic
- Insufficient parking on-site
- The setbacks to existing homes should be increased
- Concern over shadows and loss of privacy
- There is not enough green space, parks and/or playgrounds proposed to accommodate and manage stormwater on-site
- Negative impacts on the character of Streetsville due to proposed heights and density
- Noise and vibration concerns from site clean-up
- Will local schools be able to accommodate additional children?
- What were the previous uses on site, is there an update on environmental contamination?

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 the proposal?
- Is the proposal compatible with the character of the neighbourhood given the proposed built form, massing, density, height, scale, site layout, setbacks, grading, and landscaped areas?
- Is the proposed site access and internal road configuration appropriate?
- Is the proposed parking supply adequate?
- Resolution of issues with respect to the flood plain of Mullet Creek
- Confirmation that the site will comply with the Fire Route By-law and meet the Region's Waste Collection Design Guidelines
- Confirmation that the site can be remediated to residential standards
- Have all other technical requirements and studies, including the functional servicing report, record of site condition, noise study, and traffic impact study related to the proposal been addressed and been found to be acceptable?

OTHER INFORMATION

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

- Stage 1-2 Archaeological Assessment Report
- Functional Servicing Report / Stormwater Management Report
- Phase I Environmental Site Assessment
- Tree Inventory and Preservation Plan Report
- Traffic Impact Study & Addendum
- Erosion and Sediment Control Plan
- Preliminary Site Servicing and Grading Plans
- Preliminary Pre- and Post-Development Drainage Plans
- Potential Adjacent Lands Development Plan
- Planning Justification Report
- List of Green Site and Building Initiatives
- Draft Official Plan Amendment
- Noise Study
- Survey
- Context Plan
- Elevations
- Parcel Abstract
- Aerial Context Map
- Site Plan
- Draft Zoning By-law
- Landscape Plan
- Release of Easement

Development Requirements

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

Financial Impact

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

Conclusion

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

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Streetsville Neighbourhood Character Area Land Use Map
- Appendix 4: Existing Zoning and General Context Map
- Appendix 5: Concept Plan
- Appendix 6: Proposed 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 of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

Dunpar Homes

File: OZ 16/013 W11

Site History

- November 2, 2006 – The Streetsville District Plan Review redesignated the lands from **General Industrial** to **Residential Medium Density**
- June 30, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D (Development)**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential Medium Density** in the Streetsville Neighbourhood Character Area
- August 22, 2016 – Demolition permit issued for existing industrial building

**LEGEND:**

SUBJECT LANDS

DATE OF AERIAL IMAGERY - 2016:

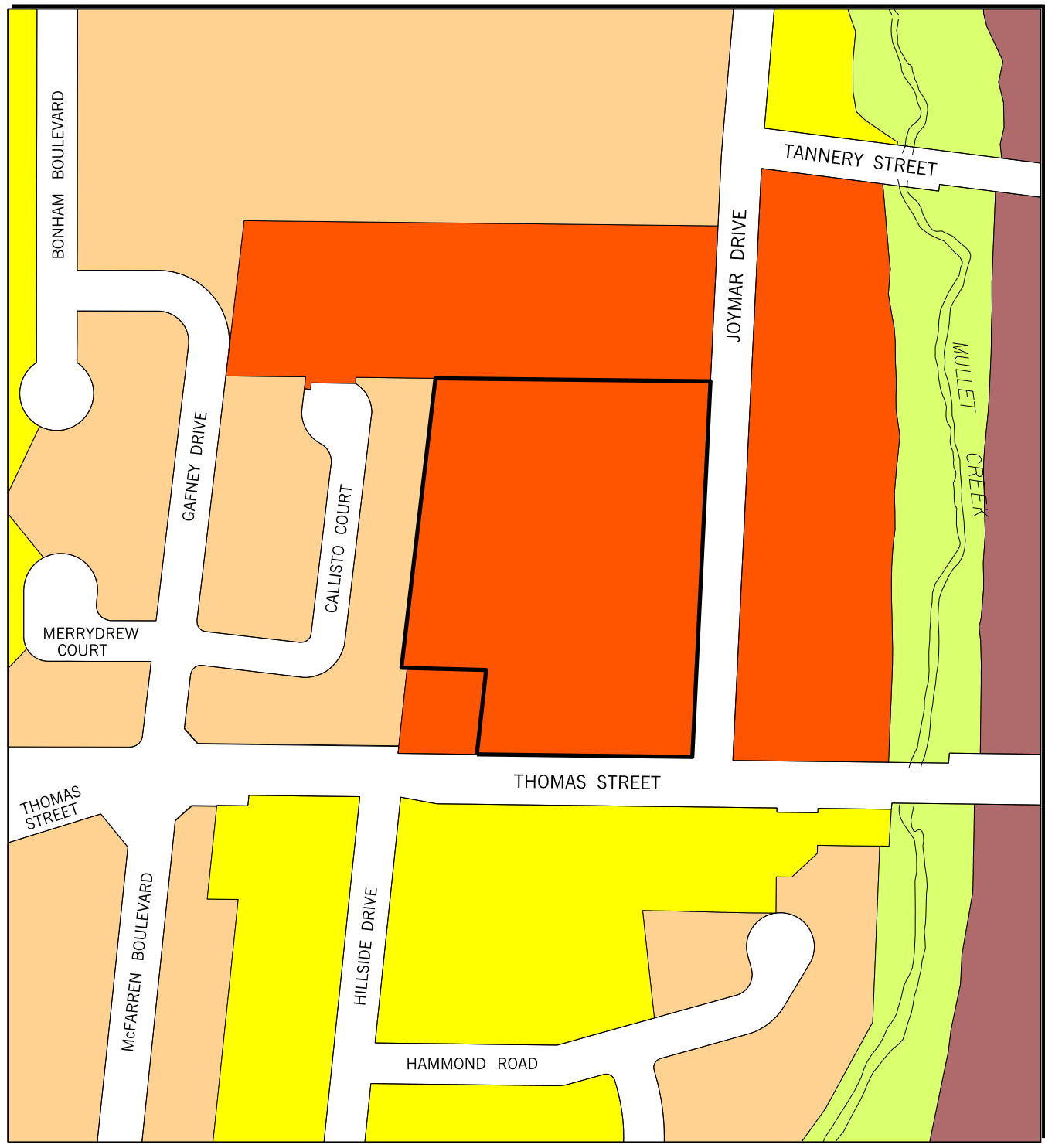
**TITLE:**

1672736 ONTARIO INC.

FILE NO:

OZ 16/ 013 W11

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



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

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

SUBJECT LANDS



TITLE: 1672736 ONTARIO INC.

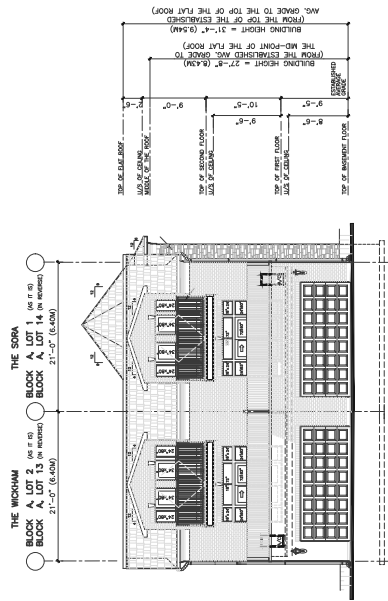
FILE NO: OZ 16/ 013 W11



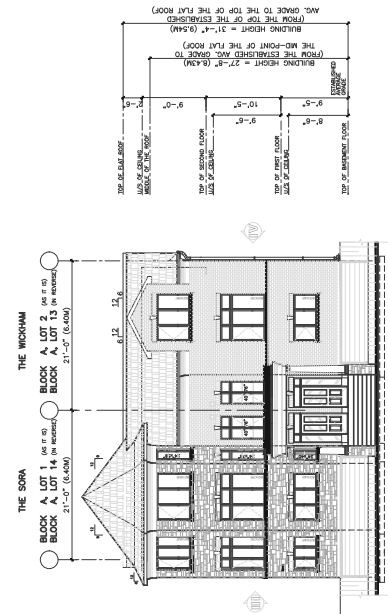
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T&W, Geomatics



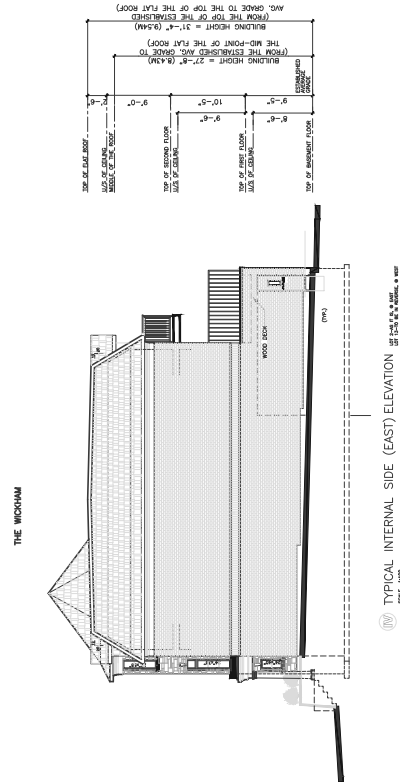





REAR (NORTH) ELEVATION
SCALE 1:100



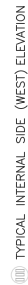
BLOCK A (I) **FRONT (SOUTH) ELEVATION**
SCALE 1/100




 TYPICAL INTERNAL SIDE (EAST) ELEVATION

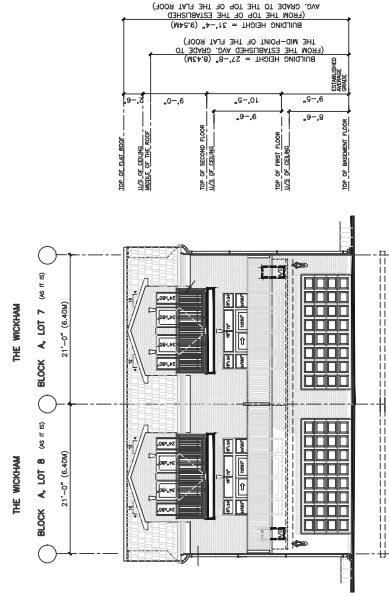


TYPICAL EXTERNAL SIDE (WEST) ELEVATION

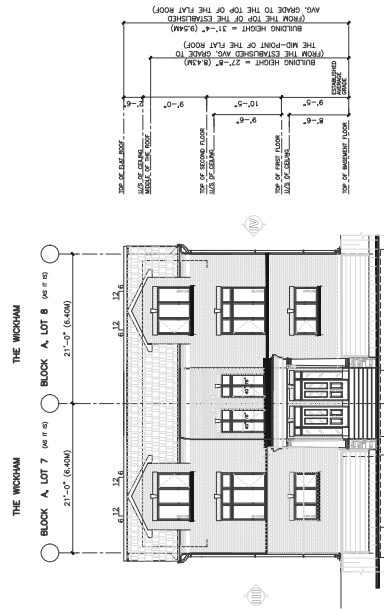


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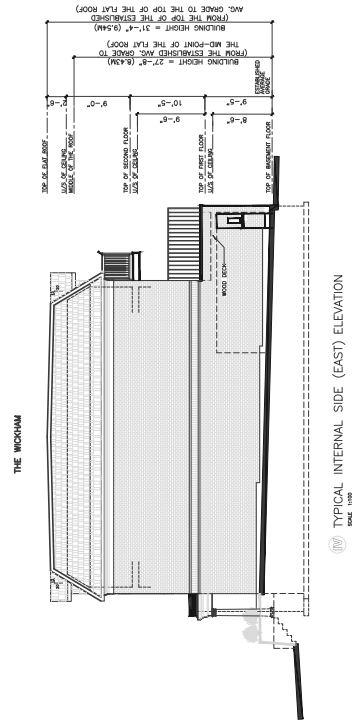
PROJECT	80 THOMAS STREET MISSISSAUGA, ONTARIO	
SCALE	1/8" = 10"	
ISSUING FIRM	BLOCK A LOTS 7 & 8 BLOCK ELEVATIONS	
COMMENCEMENT	 ONTARIO INC. <small>1000 SHEPPARD AVENUE EAST SUITE 100, SCARBOROUGH, ONTARIO M1S 1T5 TEL: (416) 291-0600 FAX: (416) 291-0601 WWW.ONTARIOINC.COM</small>	
PREPARED BY	DESIGNED BY	PROJECT NO.
DRAWN BY	CHECKED BY	B-2B
DATE	DATE	



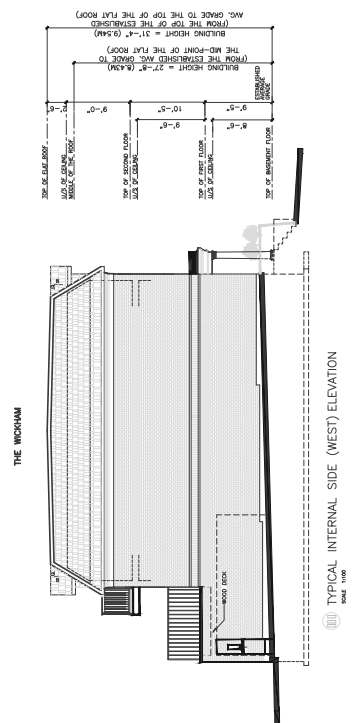
REAR (NORTH) ELEVATION
SCALE 1:100



BLOCK A **FRONT (SOUTH) ELEVATION**
SCALE 1:150



TYPICAL INTERNAL SIDE (EAST) ELEVATION



 TYPICAL INTERNAL SIDE (WEST) ELEVATION
SCALE 1/100

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 5, 2017)	<p>An existing 300 mm (11.8 in.) diameter water main is located on Joymar Drive. An existing 300 mm (11.8 in.) diameter water main, as well as existing 375 mm (14.8 in.) and 300 mm (11.8 in.) diameter sanitary sewers are located on Thomas Street.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p> <p>The Region received the FSR dated 2017-03-01 and prepared by C.F. Crozier and Associates. The Report is incomplete. A satisfactory Functional Servicing Report is required prior to By-law Approval.</p> <p>The consultant is required to complete and submit the Single-Use Demand Table for the Region to fulfill its modelling requirements and determine the proposal's impact to the existing system. This demand table will be required prior to By-law Approval.</p> <p>The Region of Peel is required to be party to the Development Agreement and Servicing Agreement.</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> <p>The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing. The turning radius from the centre line must be a minimum of 13 m (42.7 ft.) on all turns.</p> <p>The set out area along the curb, adjacent to the driveway must be at least 3 m² (32.3 ft²) per unit in order to provide sufficient space for the placement of two carts.</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Agency / Comment Date	Comment
	<p>Each unit within the development must have its own identifiable waste collection point (distinct set out area along the curb or the sod that cannot be shared with neighbouring units) as approved by Public Works Commissioner or Delegate. The waste set out location is to be as close as possible to the traveled 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).</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (April 18, 2017)</p>	<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 this development application.</p> <p>In addition, if approved, the Dufferin-Peel Catholic District School Board and the Peel District School Board also requires that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <p>That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots.</p> <p>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."</p> <p>(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p> <p>(c) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Agency / Comment Date	Comment
	<p>the Peel District School Board to determine the exact schools."</p> <p>(d) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."</p> <p>(e) "The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy."</p>
Credit Valley Conservation (May 15, 2017)	<p>Based on CVC's Mullet Creek Floodmap as well as the proposed site plan, the existing/proposed development is encroaching on the floodplain of Mullet Creek. In accordance with CVC floodplain policy, the placement of fill within the Regulatory Floodplain is to be minimized. Unless it can be demonstrated that there will not be any adverse impacts to the floodplain, the placement of fill will not be permitted.</p> <p>Additional technical details are required by CVC in order to confirm that erosion and stormwater management and hydraulic assessment criteria will be met. Water treatment measures will be required for runoff discharged. CVC requires additional information regarding a proposed underground storage tank. Updates to the Site Servicing Plan, Grading Plan, Functional Servicing Report, the Erosion and Sediment Control Plan and Hydraulic Analyses are required.</p>
City Community Services Department – Park Planning Section (May 11, 2017)	<p>In comments dated May 11, 2017, Community Services indicated prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in accordance with City Policies and By-laws.</p> <p>Community Services notes that Streetsville Rotary Park (P-375), zoned C4-51, is located 680 m (2,231 ft.) from the property, and contains a playground. Streetsville Memorial Park (P-114), zoned G1, is located approximately 650 m (2,133 ft.) from the property, and contains a softball diamond, a soccer field, a playground, and a picnic area. Manor Hill (P-319), zoned OS1, is located 680 m (2,231 ft.) from the</p>

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File: OZ 16/013 W11

Agency / Comment Date	Comment
	property, and contains a soccer field, a softball diamond, and a playground.
City Community Services Department – Parks and Forestry Division (May 11, 2017)	<p>The applicant is advised that tree removal permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a tree removal application for the proposed injury and removal of trees on site. The tree removal application will be reviewed in conjunction with the site plan application.</p> <p>The approval of the tree permission application is required prior to the earliest of the demolition permit/the erosion and sediment control permit/site plan approval.</p> <p>The tree removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding is installed, inspected and approved by an urban forestry representative.</p>
City Community Services Department – Culture Division (May 11, 2017)	<p>The City of Mississauga strongly encourages for the inclusion of public art in developments with greater than 10 000 m² (107,639.1 ft²) in gross floor area, with the exception of non-profit organizations and social housing. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of the construction costs to the City's Public Art Program. The suggested contribution is equal to 0.5% (at a minimum) of the gross construction costs of the development. The gross construction costs will initially be determined by the owner/applicant, to the satisfaction of the Planning and Building Department.</p> <p>Furthermore, the subject property is found within the Steetsville Neighbourhood District and the Streetsville Community Node and would therefore be an ideal candidate for a public art contribution from the applicant. A cash contribution to the City's Public Art Reserve Fund would allow for public art placement within the Streetville Village Core Cultural Landscape in order to create a strong sense of place, reinforce the historic character and heritage context of Streetsville.</p>

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Agency / Comment Date	Comment
<p>City Community Services Department – Fire and Emergency Services Division (April 5, 2017)</p>	<p>Fire has reviewed the rezoning application from an emergency response perspective and has no concerns (from a rezoning perspective); emergency response time to the site and water supply available are acceptable.</p> <p>Mississauga By-law 1036-81 is applicable to this development. This by-law regulates the location of the fire access route with respect to exposure to, and distance from the structure. Additionally, it limits the unobstructed travel distance for a fire fighter from the edge of the fire route to the main entrance to every dwelling unit. Compliance will be assessed at the time of site plan approval.</p> <p>Based on a cursory review of the site plan, Block D to H inclusive do not appear to be in compliance. Block H has very limited exposure to the fire route and the introduction of a 2 hour fire wall in block D to G creates a separate buildings as defined in the OBC. All buildings require a fire route in compliance with the bylaw.</p> <p>Maximum setback for the subdivided portions of these building is 15.0 m (49.2 ft.) from a fire access route.</p> <p>Further, the unobstructed path of travel for a fire fighter to every unit, in some cases, appears to exceed the 45 m (147.6 ft.). Travel distance to the furthest dwelling unit entrance door is to be dimensioned along the sidewalks to the fire route.</p>
<p>City Transportation and Works Department (May 15, 2017)</p>	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this Department include:</p> <ul style="list-style-type: none"> • Grading, Servicing and Site Plan • Noise Feasibility Study • Traffic Impact Study • Functional Servicing Report • Stormwater Management Report. <p>The applicant has been requested to provide the following material for review:</p> <ul style="list-style-type: none"> • Detailed Turning Movement Diagram • Phase 2 Environmental Site Assessment <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>

1672736 Ontario Inc. (Dunpar Homes)

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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"> • City Community Services Department – Heritage Division • Canada Post • Enbridge Gas • Rogers Cable • GTAA • Enersource Hydro • Economic Development
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Go Transit • Bell Canada • CP RAIL

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

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>31</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>14</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>16</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Vista Heights Public School</p> <table> <tr> <td>Enrolment:</td><td>779</td></tr> <tr> <td>Capacity:</td><td>780</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>Dolphin Senior Public School</p> <table> <tr> <td>Enrolment:</td><td>505</td></tr> <tr> <td>Capacity:</td><td>625</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Streetsville Secondary School</p> <table> <tr> <td>Enrolment:</td><td>842</td></tr> <tr> <td>Capacity:</td><td>1,008</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	31	Kindergarten to Grade 5	14	Grade 6 to Grade 8	16	Grade 9 to Grade 12	Enrolment:	779	Capacity:	780	Portables:	1	Enrolment:	505	Capacity:	625	Portables:	0	Enrolment:	842	Capacity:	1,008	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>24</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>16</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Joseph</p> <table> <tr> <td>Enrolment:</td><td>332</td></tr> <tr> <td>Capacity:</td><td>478</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>St. Aloysius Gonzaga Secondary School</p> <table> <tr> <td>Enrolment:</td><td>175</td></tr> <tr> <td>Capacity:</td><td>1,656</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	24	Junior Kindergarten to Grade 8	16	Grade 9 to Grade 12	Enrolment:	332	Capacity:	478	Portables:	1	Enrolment:	175	Capacity:	1,656	Portables:	0
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1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

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

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

Residential Medium Density which permits townhomes and all forms of horizontal multiple dwellings.

Proposed Official Plan Amendment Provisions

Residential Medium Density – Special Site 4 to permit 14 semi-detached homes.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications. Excerpt of Streetsville Neighbourhood Character Area Land Use Map which are found in Appendix 3.

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Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 (City Structure)	Sections 5.3 5.3.5 5.3.5.3 5.3.5.5 5.3.5.6	<p>Neighbourhoods will accommodate the lowest densities and building heights.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Plan.</p> <p>Development should be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>

1672736 Ontario Inc. (Dunpar Homes)

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	Specific Policies	General Intent
Section 6 (Value the Environment)	Section 6.3, 6.7, 6.7.1, 6.7.2	<p>Mississauga's Green System consists of:</p> <ul style="list-style-type: none"> • Natural Heritage System • the Urban Forest • Natural Hazard Lands • Parks and Open Spaces <p>Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands.</p> <p>Natural Hazard Lands are generally unsafe for development due to naturally occurring processes such as flooding and erosion.</p> <p>Vegetated protection area buffers that provide a physical separation of development from the limits of Natural Hazard Lands will be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.</p> <p>Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, floor and/or erosion control, essential infrastructure and passive recreation.</p> <p>To ensure that contaminated sites are identified and appropriately addressed by proponents:</p> <ol style="list-style-type: none"> a) owners of the lands proposed for development will submit information as required by the City to identify the potential for contamination b) all potential sources of contamination must be considered. c) the development or approval of amendments to the Official Plan for known or potentially contaminated sites will be deferred until the proponent of the development undertakes a study assessing the potential for contamination in accordance with Provincial regulations and standards as well as City policies <p>If contaminated lands cannot be remediated to the land use designation sought, the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered.</p>

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	Specific Policies	General Intent
Section 9 – Build a Desirable Urban Form	Section 9.2 9.2.2 9.2.2.3 9.3.5 9.5.1 9.5.2	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transitions to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will respect existing lotting patterns, respect the continuity of front, rear and side yard setbacks, respect the scale and character of the surrounding area, minimize overshadowing and overlook on adjacent neighbours, incorporate best stormwater management practices, preserve mature high quality trees and ensure replacement of the tree canopy, and be designed to respect the existing scale, massing, character and grades of the surrounding area.</p> <p>Private amenity areas will be required for all development. Residential development will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Buildings and site design will be compatible with the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City's vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates stormwater best management practices will assist in achieving sustainable development objectives.</p>

1672736 Ontario Inc. (Dunpar Homes)

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	Specific Policies	General Intent
Section 16 (Neighbourhoods)	Sections 16.1.1.1 16.1.1.2 16.23 16.23.1.1 16.23.4.1	<p>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> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction that an appropriate transition in heights that respects the surrounding context will be achieved, the development proposal enhances the existing or planned development, the City Structure hierarchy is maintained and the development proposal is consistent with the policies of this Plan.</p> <p>Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.</p> <p>A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from redevelopment in accordance with current City drainage standards.</p>

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

	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.

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

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

D (Development), which permits uses legally existing on the date of the passage of the Zoning By-law.

Proposed Zoning Standards

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
Permitted Uses	Townhouse Dwelling	Townhouse Dwelling Back to Back Townhouse Dwelling Semi-detached Dwelling
Maximum number of semi-detached dwellings permitted	0	14
Minimum Lot Area Per Dwelling Unit	200 m ² (2 152.8 ft ²)	Deleted
Minimum Landscaped Area	40% of lot area	35% of lot area
Minimum Lot Line Setbacks from front, side and rear of a townhouse dwelling to a designated right-of-way 20 m (65.62) or greater	7.5 m (24.6 ft.)	Deleted
Minimum Lot Line Setbacks from front and/or side of a townhouse dwelling to all other street lines	4.5 m (14.8 ft.)	Deleted
Minimum Lot Line Setbacks from a wing wall attached to a townhouse dwelling to a lot line	3.0 m (9.8 ft.)	Deleted
Minimum Internal Setbacks from a front and/or side wall of a townhouse dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	Deleted
Minimum Internal Setbacks from a front garage face to an internal road or sidewalk	6.0 m (19.7 ft.)	Deleted

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
Minimum Internal Setbacks from a side wall of a townhouse dwelling to a side wall of another dwelling	3.0 m (9.8 ft.)	Deleted
Minimum Internal Setbacks from a sidewall of a townhouse dwelling to an internal walkway	1.5 m (4.9 ft.)	Deleted
Minimum internal setbacks from a rear wall of a townhouse dwelling to a side wall of another dwelling	10.0 m (32.8 ft.)	Deleted
Minimum internal setbacks from a rear wall of a townhouse dwelling to a rear wall of another dwelling	15.0 m (49.2 ft.)	Deleted
Minimum internal setbacks from a rear wall of a townhouse dwelling to an internal road or walkway	7.5 m (24.6 ft.)	Deleted
Maximum projections of a platform with or without direct access to the ground with a driveway, internal road and/or aisle beneath, attached to the rear wall of a townhouse dwelling	6.0 m (19.7 ft.)	Deleted
Minimum setback between a visitor parking space and a street	4.5 m (14.8 ft.)	Deleted
Maximum projection of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three (3) risers, outside the buildable area	N/A	0.8 m (2.6 ft.)
Maximum projection of a retaining wall, outside the buildable area	N/A	2.1 m (6.9 ft.)
Minimum setback of a parking structure above or partially below grade to any lot line	6.0 m (19.7 ft.)	Deleted
Minimum setback of a parking structure below-grade to any lot line	3.0 m (9.8 ft.)	Deleted

1672736 Ontario Inc. (Dunpar Homes)

File: OZ 16/013 W11

Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
Minimum width of an internal road/aisle	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Minimum Width of a Sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Definition of Height	The vertical distance between the established grade and the highest point of the roof surface to a flat roof, the mean height level between the eaves and ridge of a sloped roof, the mean height level between the eaves and highest point of the flat roof where there is a flat roof on top of a sloped roof, or the highest point of a structure without a roof (except semi-detached dwellings).	Height of all dwellings shall be measured from established grade
Established Grade	N/A	Established grade shall be inclusive of top of retaining wall, where provided
Definition of Stacked Parking Space	N/A	Stacked parking space means a parking space that is positioned above or below another parking space and is accessed only by means of an elevating device
Stacked Parking Space Permissions	New	Required resident parking spaces permitted for back to back townhouse dwellings located within Areas K, L, M, Q, R, S, T and U
Tandem Parking Permissions	N/A	Permitted within a garage
Balconies permitted outside of the Buildable Area	N/A	Permitted in Area J, N, O and P
Maximum Dwelling Height	10.7 m (35.1 ft.)	Semi-detached in Area A, B, C, D, E, F, and G 9.7 m (31.8 ft.) – flat roof 15.6 m (51.2 ft.) flat roof in Area K, L, M, Q, R, S, T and U

1672736 Ontario Inc. (Dunpar Homes)

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Zone Standards	Base RM4-Exception (Townhouse Dwellings) Zoning By-law Standards	Proposed RM4-Exception (Townhouse Dwellings) Zoning By-law Standards
		12.5 m (41.0 ft.) flat roof in Area H, I, J, N, O, and P
Minimum Dwelling Width	5.0 m (17.1 ft.)	6.4 m (21.1 ft.) in Area A, B, C, D, E, F, and G Semi-detached 4.5 m (14.8 ft.) in Area H, I, K, L, M, Q, R, S, T and U 4.2 m (13.8 ft.) in Area J, N, O, and P
Definition of Back to Back Townhouse	<i>Draft – subject to Council Approval</i> means a building that has four or more dwelling units divided vertically, including a common rear wall, each with an independent entrance and has a yard abutting at least one exterior wall of each dwelling unit	means a building that has four or more dwelling units divided vertically, including a common rear wall, each with an independent entrance and has a yard abutting at least one exterior wall of each dwelling unit

City of Mississauga

Corporate Report



Date: June 2, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/006 W1Meeting date:
2017/06/26

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Applications to permit 17 townhomes and 1 detached home on a private condominium road

1142 Mona Road, west side of Mona Road, north of the CN Railway

Owner: Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Recommendation

That the report dated June 2, 2017 from the Commissioner of Planning and Building regarding the applications by Queenscorp (Mona Road) Inc. to permit 17 townhomes and 1 detached home on a private condominium road under File OZ 16/006 W1, 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
- The applications have been appealed to the Ontario Municipal Board (OMB) by the applicant for failure by City Council to make a decision on the applications within the prescribed timeframes
- Community concerns raised to date relate to the compatibility of the proposal, including the height, bulk and setbacks of the proposed built form, loss of vegetation, the precedent setting nature of the project, the increase in traffic and adequacy of visitor parking
- Prior to the next report, matters to be considered include an evaluation of the compatibility of the proposed development with the surrounding neighbourhood and the appropriateness of the proposed amendments

Background

The applications were deemed complete on August 9, 2016 and were appealed to the OMB by the applicant for non-decision on April 5, 2017. In that time span, the City has provided the

applicant with comments based on their original submission. No formal resubmission has been made by the applicant, although a number of meetings between the applicant and City departments and agencies regarding the applications have taken place. Two community meetings have been held; one organized between the applicant and the local ratepayers association and the other through the local Councillor's office. 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:	20 m (66 ft.)
Depth:	121 m (397 ft.)
Gross Lot Area:	0.5 ha (1.2 ac.)
Existing Uses:	Detached home and accessory structure

The property is located west of Hurontario Street in an established neighbourhood characterized by older residential subdivisions with mature vegetation, generous lot sizes and homes built in the early 1950's, although there have been some replacement homes constructed in the last 15 years. The character of the neighbourhood is consistent with those built post World War II with generous setbacks and large trees defining the space between homes. There are also no curbs or sidewalks which results in a soft transition from landscaped yards to the street edge.

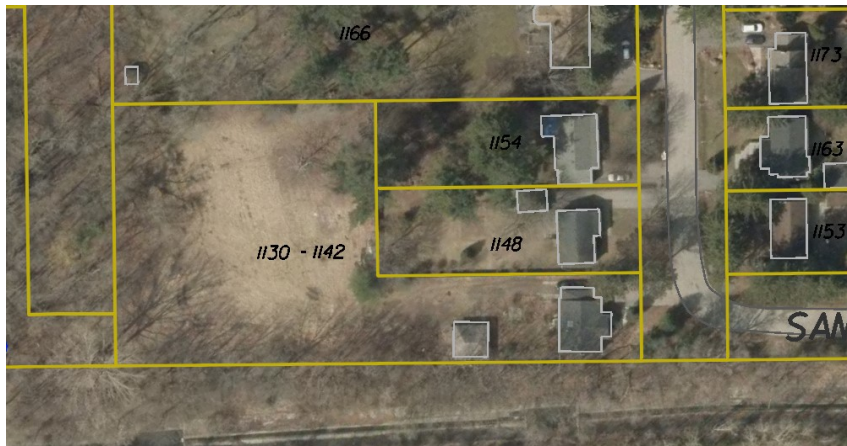
The surrounding land uses are:

North: Detached homes

East: Detached homes

South: Mary Fix Creek and Canadian National Railway corridor

West: Kenollie Creek (privately held land belonging to residences)



Aerial image
showing property

DETAILS OF THE PROJECT

The applications are to permit 17 three storey townhomes and a three storey detached home accessed by a private condominium road. The townhomes are proposed to have underground parking while the detached home will have a traditional garage. Four surface visitor parking spaces are proposed and the remaining three are located underground (see Appendix 4).

Development Proposal		
Applications submitted:	Received: July 11, 2016 Deemed complete: August 9, 2016	
Applicant:	Queenscorp (Mona Road) Inc.	
Number of units:	17 townhomes 1 detached home	
Height:	3 storeys	
Lot Coverage:	35%	
Floor Space Index:	0.73	
Gross Floor Area:	3 363 m ² (36,200 ft ²) – townhomes 295 m ² (3,175 ft ²) – detached home	
Road type:	Private condominium road	
Anticipated Population:	57* *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	2 spaces/unit	2 spaces/unit
visitor spaces	0.25 spaces/unit	0.39 spaces/unit
Total	36 resident 5 visitor	36 resident 7 visitor

Additional information is provided in Appendices 1 to 10.



Image of existing conditions



Applicant's rendering of proposed development

LAND USE CONTROLS

The subject lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Low Density I** which only permits detached homes. The applicant is proposing to change the designation to **Residential Medium Density – Special Site** to permit townhomes and a detached home on a private condominium road.

A rezoning is proposed from **R2-1 (Detached Dwellings – Typical Lots)** and **R3-1 (Detached Dwellings – Typical Lots)** to **RM4 – Exception (Townhouse Dwellings)** to permit 17 townhomes and 1 detached home on a private condominium road in accordance with the proposed zone standards contained within Appendix 9.

A portion of the rear of the property is associated with the valley lands of Kenollie Creek and may be more suitably designated **Greenlands** and zoned **G1 (Greenlands – Natural Hazards)**, however the delineation of these lands has not been settled between the applicant and the Credit Valley Conservation.

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

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. Should any development be approved through the Ontario Municipal Board which meets the criteria for a Section 37 contribution as outlined in the City's Corporate Policy and Procedure, then an agreement shall be entered into to secure the community benefits deemed appropriate.

WHAT DID THE COMMUNITY SAY

A community meeting arranged between the applicant and the local ratepayers group (Credit Reserve Association) took place on September 21, 2016. A subsequent community meeting was held by Ward 1 Councillor, Jim Tovey on March 28, 2017.

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

- The compatibility of the form of development within the existing character of the area
- The loss of vegetation both from an aesthetic and ecological perspective
- The precedent setting nature of the proposal for the community
- The height, bulk and setbacks of the proposed built form
- The increase in traffic generated by the proposed development
- The adequacy of visitor parking

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 6 and school accommodation information is contained in Appendix 7. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Adherence to the policies and principles of Mississauga Official Plan
- The compatibility of the proposal with the character of the area given the project's land use, height, massing, density, landscaping, setbacks and building configuration
- The appropriateness of the proposed Zoning By-law exception standards
- Satisfactory arrangements with Fire Prevention (see Appendix 6)
- A satisfactory layout for Regional garbage pick-up
- Appropriate protection buffers to the natural areas
- Appropriate noise mitigation for amenity areas

OTHER INFORMATION

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

- Planning Justification Report
- Draft Official Plan and Zoning By-law Amendment
- Concept Plan/Elevations/Landscape Plan
- Functional Servicing Report
- Geotechnical and Slope Stability Report
- Noise and Vibration Feasibility Study
- Traffic Study
- Environmental Impact Study
- Archeological Assessment
- Cultural Landscape Heritage Impact Assessment
- Arborist Report

Development Requirements

There are engineering matters including: grading, servicing, stormwater management and noise mitigation measures which will require the applicant to enter into satisfactory agreements with the City. Prior to any form of development proceeding on this 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. Given that the applications have been appealed to the OMB, a subsequent Recommendation Report on this project will need to be brought forward to Planning and Development Committee requesting that City Council provide direction to Legal Services prior to any OMB hearing.

Attachments

- Appendix 1: Aerial Photograph
- Appendix 2: Excerpt of Mineola Neighbourhood Character Area Land Use Map
- Appendix 3: Existing Zoning and General Context Map
- Appendix 4: Proposed Concept Plan
- Appendix 5: Proposed Elevations
- Appendix 6: Agency Comments
- Appendix 7: School Accommodation

Appendix 8: Relevant Mississauga Official Plan Policies

Appendix 9: Summary of Existing and Proposed Zoning Provisions

A handwritten signature in dark ink, appearing to read "E.R. Sajecki". The signature is written in a cursive, flowing style.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016

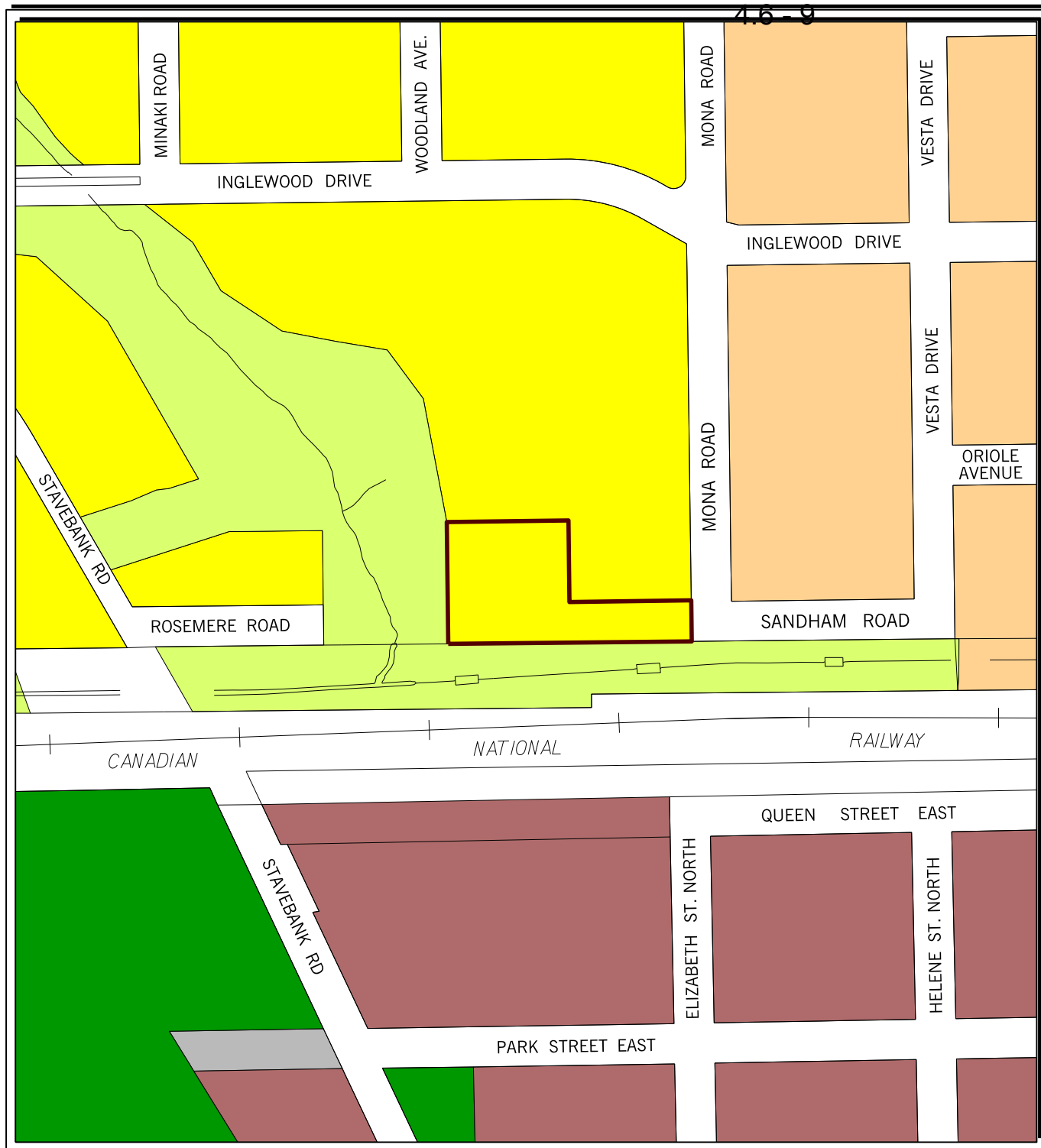


TITLE: QUEENSCORP (MONA ROAD) INC.

FILE NO: OZ 16/ 006 W1



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: QUEENSCORP (MONA ROAD) INC.

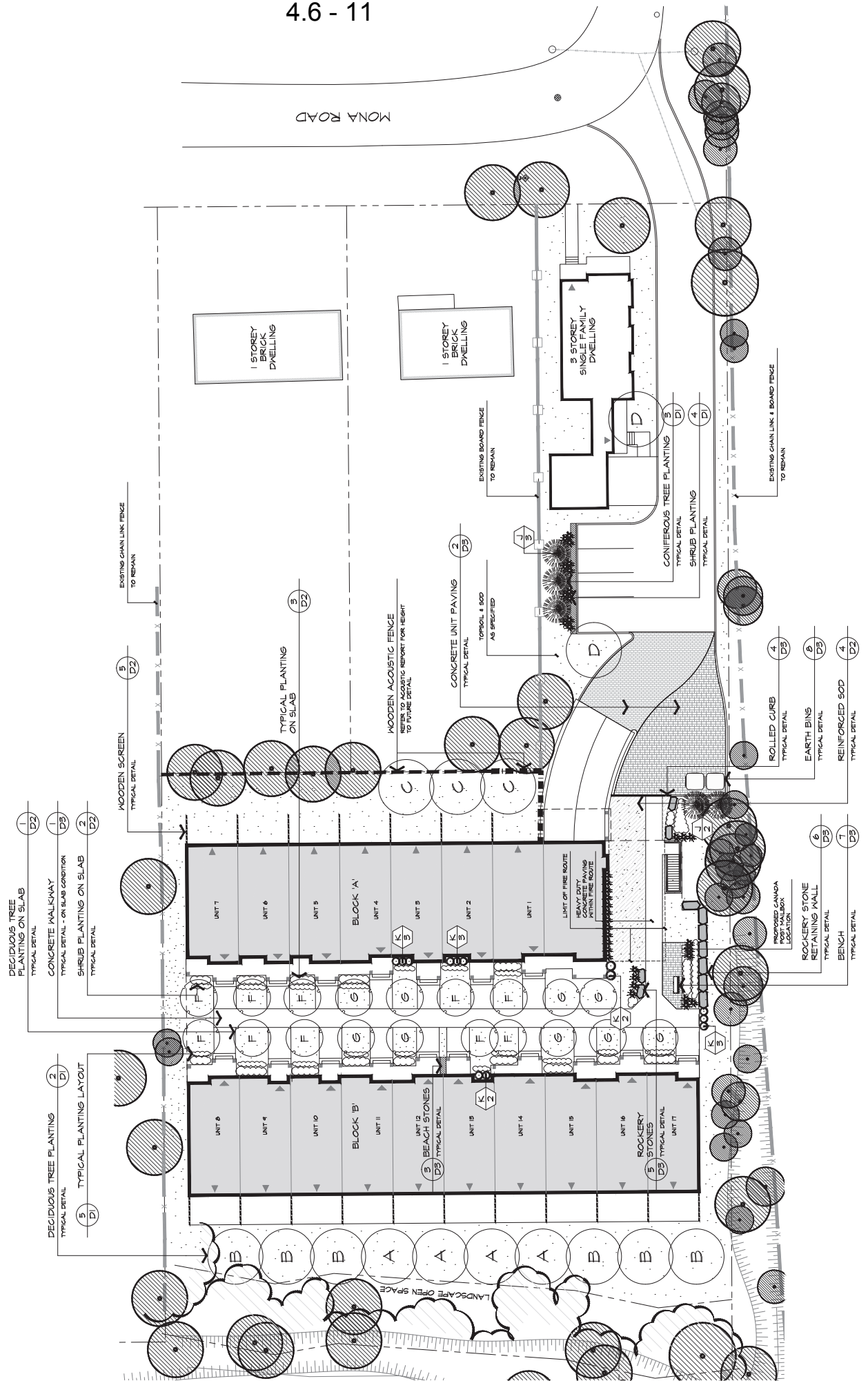
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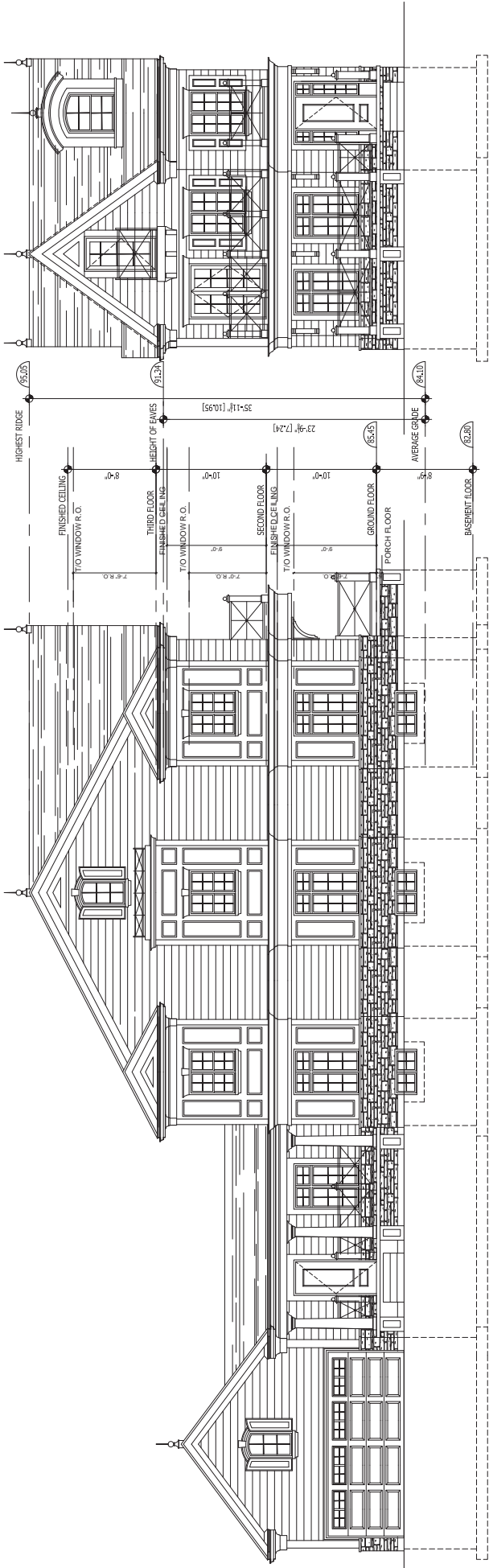
Produced by
T&W, Geomatics



4.6 - 11



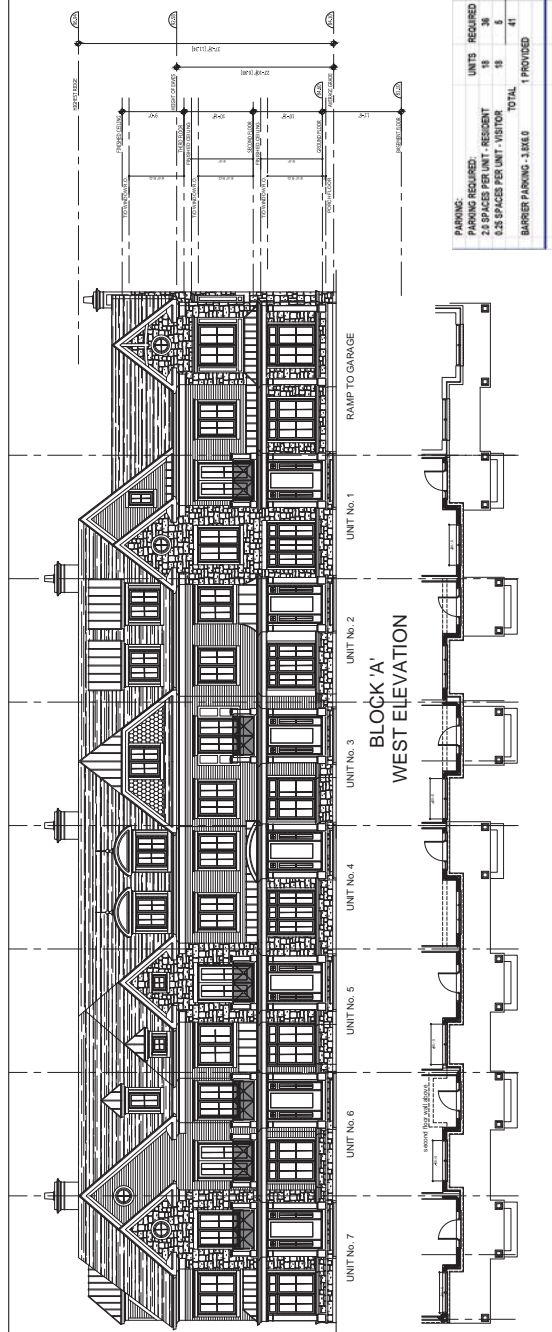
4.6 - 12



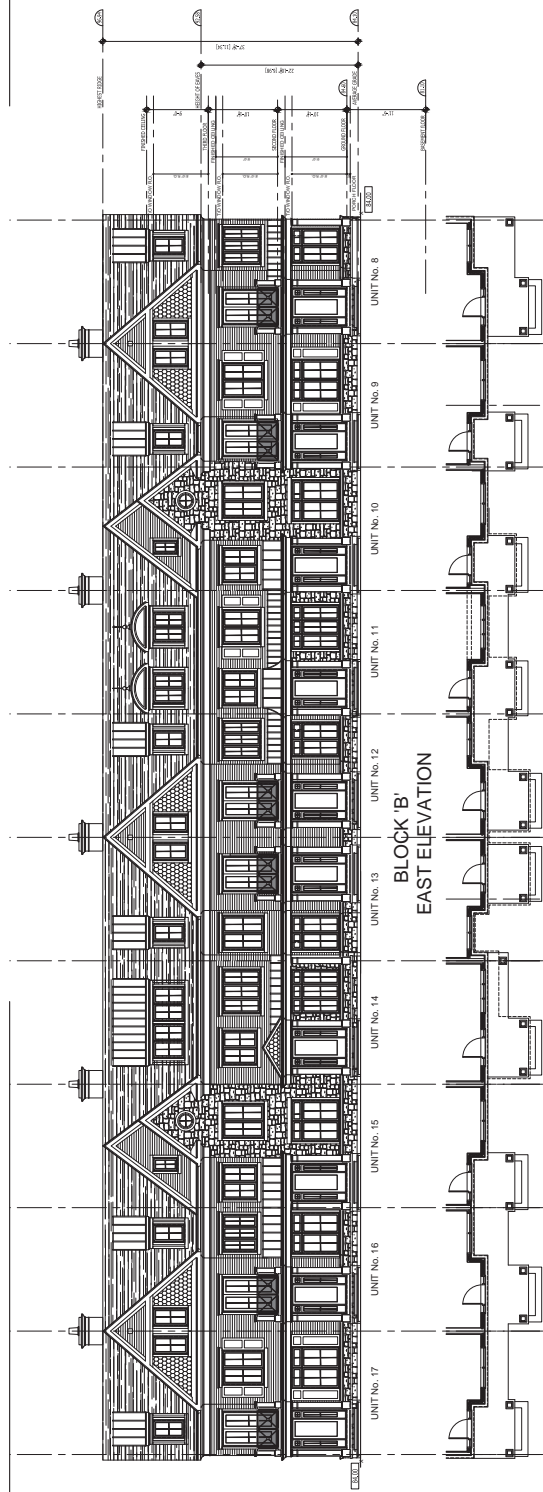
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SCALE: 1/4"=1'-0"

1 SOUTH ELEVATION
SCALE: 1/4"=1'-0"

4.6 - 13

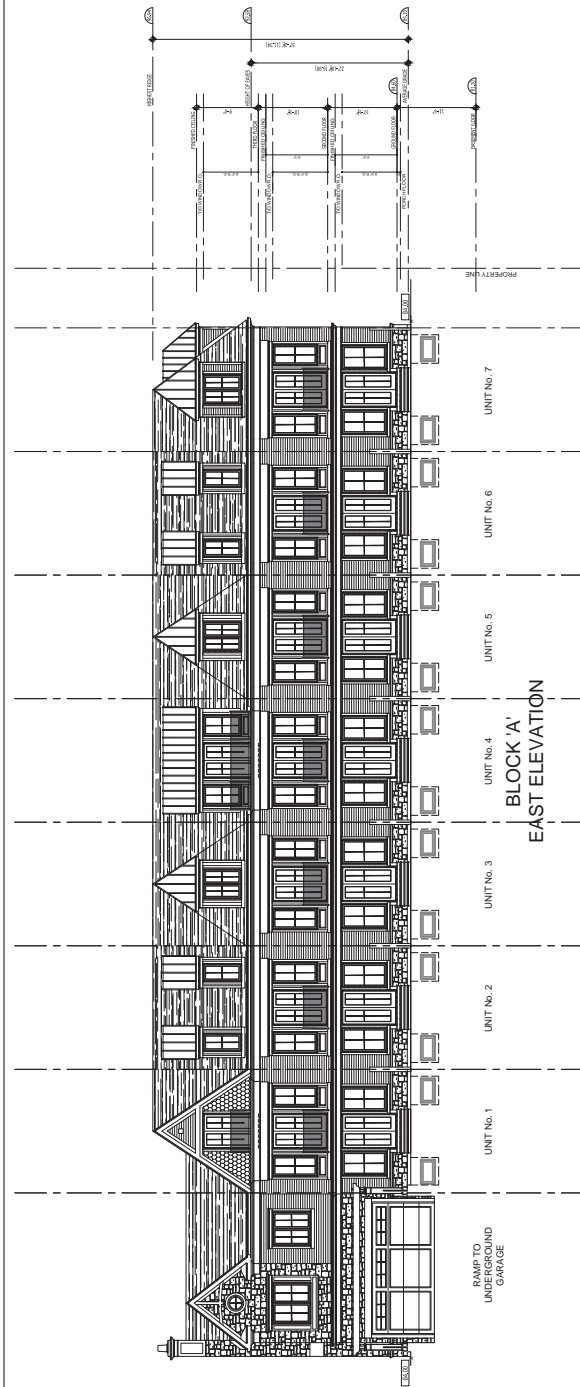


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SCALE: 1/8"=1'-0"

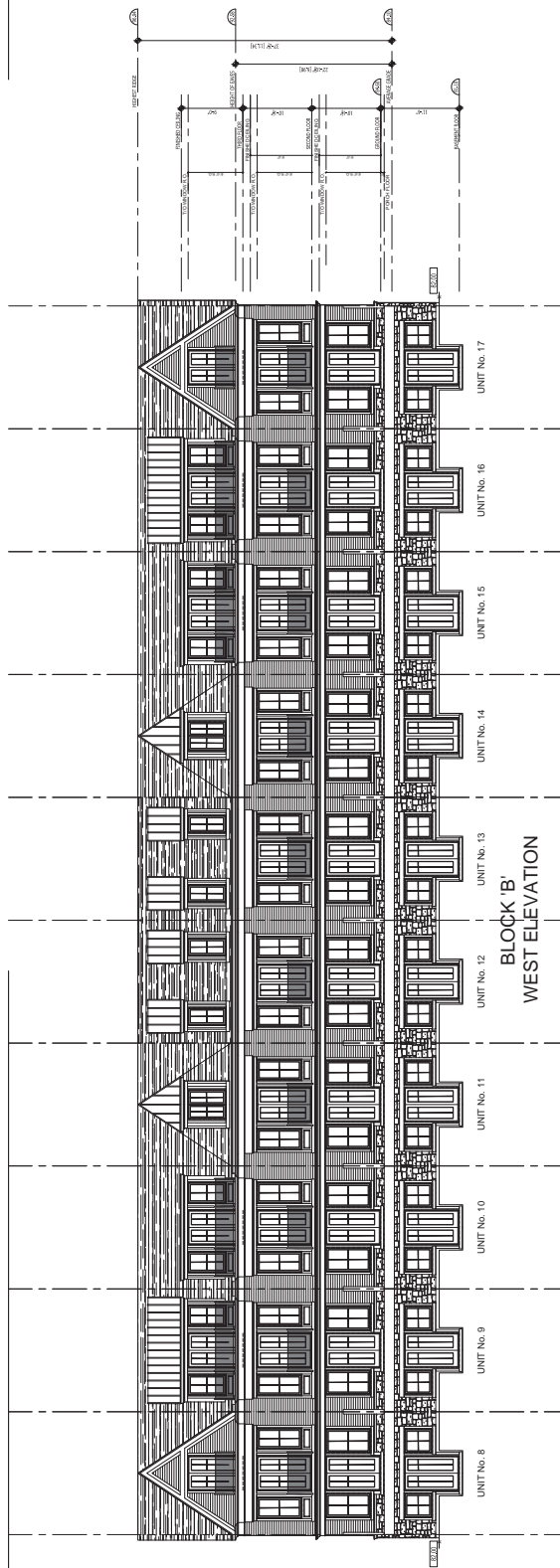


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SCALE: 1/8"=1'-0"

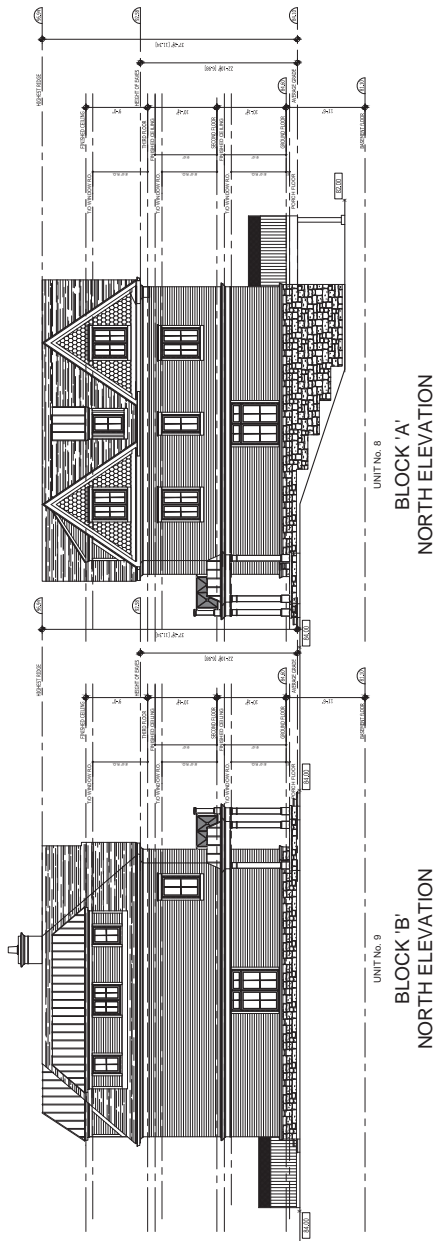
1 BLOCK A EAST ELEVATION



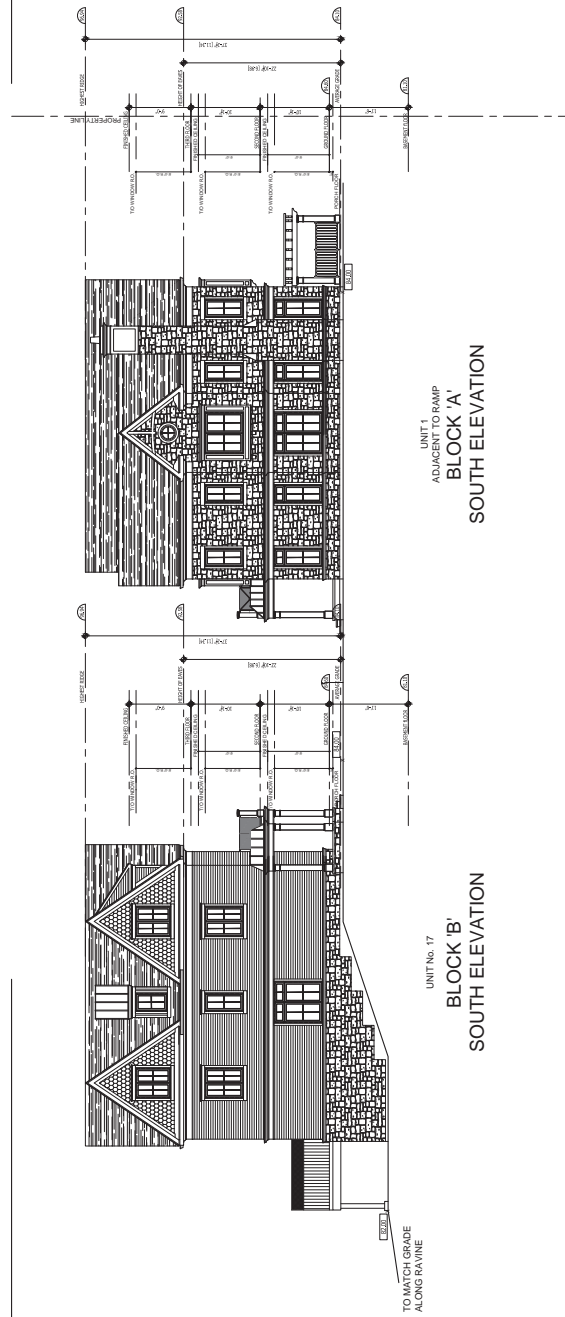
2 BLOCK B WEST ELEVATION
A4.2 SCALE: 1/8"=1'-0"



4.6 - 15



1 BLOCK A & B NORTH ELEVATION



2 BLOCK A & B SOUTH ELEVATION
M3 SCALE: 1/8"=1'-0"

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 17, 2017)	<p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. Based on the Servicing and Legal Review, the owner may be required to register a section 118 on title prior to Site Plan approval.</p> <p>We have received the Functional Servicing Report (FSR) dated March 2016. The Report is incomplete and outstanding information will be provided to the consultant. The Region will require a satisfactory FSR prior to any approval of the applications.</p> <p>The site is located within an area the Regional Official Plan (ROP) designates as a Natural Area and Corridor (NAC) of the Greenlands Systems in Peel, under Policy 2.3.2.9. Within this designation, ROP policies seek to protect environmental resources. The Region relies on the environmental expertise of the Conservation Authority staff for the review of development applications located within or adjacent to Greenlands Systems in Peel and their potential impacts on the natural environment.</p> <p>Front-end collection of garbage and semi-automated collection of recyclable materials will be provided by the Region of Peel subject to the following conditions:</p> <ul style="list-style-type: none"> - The waste collection vehicle turning radii and turning movements is to be clearly labelled on the drawing. - The turning radius from the centre line must be a minimum of 13 m (42.6 ft.) on all turns. This includes the turning radii at the entrance to the site. The turning radii must be clearly labelled. - All roads must have a minimum width of 6 m (19.7 ft.) - In those situations where a waste collection vehicle must reverse, then the maximum straight back-up distance is 15 m (49.2 ft.). The vehicle will not be permitted to back-up onto a municipal road allowance

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Agency / Comment Date	Comment
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (May 10, 2017)</p>	<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 this development application.</p> <p>In addition, if approved, both School Boards require that warning clauses with respect to temporary school accommodations and transportation arrangements be included in the Development Agreement</p>
<p>Credit Valley Conservation (May 25, 2016)</p>	<p>The property is adjacent to Mary Fix and Kenollie Creeks and is traversed by their associated valley slopes and floodplains. As a result, the property is highly constrained by natural and hazardous features. Delineation of these features and an appropriate associated buffer is required to determine the limits of development on the property.</p> <p>Currently, there are outstanding technical concerns regarding the interpretation of the limit of the natural features and associated buffers. CVC staff have reviewed the submitted Environmental Impact Statement (EIS) and note differences regarding the interpretation of the natural heritage features and areas including significant woodlands, core woodlands, significant valleyland and significant wildlife habitat (SWH).</p> <p>For example, the EIS reports the <i>Sassafras albidum</i> can be considered a SWH and it is CVC's opinion that the spatial extent of the SWH associated with the trees would extend to the dripline of the tree as opposed to the minimum tree protection zone. All natural areas including cultural woodlands (regardless of size, composition) within the property and adjacent lands are to be considered confirmed significant wildlife habitat for the Migratory Landbird stopover area based on their proximity to Lake Ontario Shoreline under the Region of Peel - Town of Caledon Significant Woodland and Wildlife Habitat (June 2009). The boundary of the SWH is the staked dripline.</p> <p>Based on the submitted plans, it appears that the proposed development encroaches within the buffers associated with the natural and hazardous features and in some areas within the natural features themselves. Further discussion regarding the limits of the natural features as well as appropriate buffers</p>

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Agency / Comment Date	Comment
	<p>to the natural and hazardous features is required to confirm the limits of development of the subject property.</p> <p>Additional technical comments are provided through the Application Status Report. Clarification is anticipated regarding technical details associated with the slope hazard, stormwater management, functional servicing report, etc.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (May 15, 2017)</p>	<p>In the event that the applications are approved by the Ontario Municipal Board, the City requests that the natural hazard lands and associated buffer be transferred to the City and zoned G1 (Greenlands) to allow for the long term conservation of the lands, as well as, to provide a connection to the City-owned greenlands system and Kenollie and Mary Fix Creeks. The limits of development should be confirmed by Credit Valley Conservation.</p>
<p>City Community Services Department – Culture Division (May 15, 2017)</p>	<p>The property is listed on the City's Heritage Register as it forms part of the Mineola Cultural Landscape. The Heritage Advisory Committee at the September 13, 2016 meeting's recommended that the property at 1142 Mona Road not be designated.</p> <p>The impact of the proposed 3 storey townhouses at the rear of the property with underground parking would be considerable and would have a negative impact to the Mineola Cultural Landscape. The proposal is not consistent with the balance between natural landscaped areas and built environment that is characteristic to the Mineola Cultural Landscape. The Cultural Landscape inventory for Mineola states "what has evolved today is a wonderful neighbourhood with a variety of quality housing stock and a rich stimulating landscape that blends the houses with their natural and manicured surroundings". Moreover, while the Cultural Landscape inventory notes that "a gradual infilling has increased the density over the years and care must be taken to ensure that this does not ruin the very quality and character that makes this neighbourhood so appealing and attractive."</p>
<p>City Community Services Department – Fire and Emergency Services Division (May 19, 2017)</p>	<p>Fire has concerns with respect to the site layout which would typically be reviewed in greater detail through the site plan process. Specifically, the fire access proposed is not in compliance with By-law 1036-81. The fire route's location lacks the required 3 m (9.8 ft.) clearance from the structure, is not hard surfaced, is excessive in length, does not appear to have a clear driving width of 6 m (19.7 ft.) and its design</p>

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Agency / Comment Date	Comment
	<p>provides very limited exposure to the structures for firefighting operations and excessive travel distances for emergency medical response to all units. Consequently, in its current form, Fire would not approve the site plan nor any building permits for this project.</p>
<p>City Transportation and Works Department (T&W) (May 25, 2017)</p>	<p>Notwithstanding the findings of the reports and drawings submitted to date, the applicant has been requested to address the following:</p> <ul style="list-style-type: none"> • Revisions to the Noise Study; • Revisions to the Site Plan, Site Servicing and Grading Plans; • Provide a Phase One Environmental Site Assessment (ESA); • Submission of Letter of Reliance for the Phase 1 ESA; • Revisions to the Functional Servicing and Storm Management Reports, including approval from CVC; • Enter into a Development Agreement with the City; • Provide any necessary easements, land dedications, securities and fees. <p>It should also be noted that the internal private roadway is to be consistent with the City's condominium standards and meet Fire, Emergency Services and the Region of Peel (waste collection) access, turnaround, operational and servicing requirements. Any aspects related to the adjacent railway line (i.e. noise, vibration, safety barrier, warning clause, setbacks, etc.) are to be confirmed by the railway company.</p> <p>As the above noted items and additional details requested remain outstanding, T&W is not in a position to confirm the feasibility of the proposal from a technical perspective until the outstanding matters have been satisfactorily resolved.</p>
<p>Metrolinx (September 21, 2016)</p>	<p>The minimum setback from the rail corridor property line to the western building face is measured at 25 m (82 ft.), which falls short of the established residential setback requirement of 30 m (98 ft.). We have entertained a setback reduction when a higher level of safety barrier (e.g., crash wall) has been introduced, but this is not the case here. While the grades appear to replicate the function of a barrier to some degree, this does not appear to be the case across the entire site frontage. The proponent should therefore provide justification for the reduced setback proposed.</p>

Queenscorp (Mona Road) Inc.

File: OZ 16/006 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">- Enbridge Gas Distribution- Canada Post- Rogers Communications- Development Services, Planning and Building Department- Alectra

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

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"> 3 Kindergarten to Grade 6 1 Grade 7 to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Kenollie Public School <ul style="list-style-type: none"> Enrolment: 227 Capacity: 245 Portables: 1 Queen Elizabeth Sr. <ul style="list-style-type: none"> Enrolment: 317 Capacity: 262 Portables: 3 Port Credit Secondary School <ul style="list-style-type: none"> Enrolment: 1,176 Capacity: 1,203 Portables: 1 <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. Timothy <ul style="list-style-type: none"> Enrolment: 591 Capacity: 352 Portables: 11 St. Paul Catholic Secondary School <ul style="list-style-type: none"> Enrolment: 419 Capacity: 807 Portables: 0

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

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

Existing Official Plan Provisions

Residential Low Density I which permits only detached dwellings

Proposed Official Plan Amendment Provisions

The lands are proposed to be designated **Residential Medium Density – Special Site**.

Relevant Mississauga Official Plan Policies

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

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.1 Section 5.3 Section 5.5	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas and is to be sensitive to the context. Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan. Planning Studies will delineate boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities , land uses and building heights.
Section 6 – Value the Environment	Section 6.3	Lands identified as meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection.

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

	Specific Policies	General Intent
Section 7 – Complete Communities	Section 7.4	The City's Heritage Register will include properties, including structures and cultural landscapes that should be preserved as cultural heritage resources. Cultural Heritage resources must be maintained in situ and in a manner that prevents deterioration and protects the heritage qualities of the resource
Section 9 – Building a Desirable Urban	Section 9.1 Section 9.2 Section 9.5	Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties. Neighbourhoods are stable areas where limited growth is anticipated. Development in neighbourhoods will be required to be context sensitive and respect the existing and planned character and scale of development
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; <p>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.</p>

Queenscorp (Mona Road) Inc.

File: OZ 16/006 W1

Summary of Existing and Proposed Zoning Provisions

The site is currently zoned **R2-1 (Detached Dwellings)** and **R3-1 (Detached Dwellings)** which only permit detached dwellings. The application is proposing a **RM4 (Townhouse Dwellings)** zone which permits condominium townhomes with an exception table to accommodate for the proposal.

Proposed Zoning Standards

Zone Standards	Base RM4 Zoning By-law Standards	Proposed RM4-Exception Zoning By-law Standards
Use	Condominium townhomes	Condominium townhomes and one detached dwelling
Minimum lot frontage	30 m (98 ft.)	20 m (66 ft.)
Minimum unit width	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)
Maximum height	10.7 m (35.1 ft.)	12.9 m (42.3 ft.) townhome 11.0 m (36.1) detached home
Minimum setback from a rear wall of a townhome to a lot line that is not a street line	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum setback from a townhome to a lot line that is not a street line	2.5 m (8.2 ft.)	2.5 m (8.2 ft.)
Minimum setback from a detached home to a lot line that is not a street line	n/a	1.2 m (3.9 ft.)
Minimum setback from a front garage face to an internal road	6.0 m (19.7 ft.)	5.2 m (17.1 ft.)
Minimum setback from the front wall or side wall of a dwelling to an internal road or visitor parking space	4.5 m (14.8 ft.)	2.5 m (8.2 ft.) from front wall of detached home to internal road 1.6 m (5.2 ft.) from side wall of detached home to visitor parking space
Minimum width of an internal road	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Resident parking	2 spaces/unit	2 spaces per unit
Visitor parking	0.25 spaces/unit	0.25 spaces/unit (surplus of 2 spaces provided)

City of Mississauga

Corporate Report



Date: 2017/06/09

To: Chair and Members of Planning and Development Committee

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

Originator's files:
CD.21.PORMeeting date:
2017/06/26

Subject

Information Report (Ward 1)**70 Mississauga Road South (former Imperial Oil property)****Status Update - Port Credit West Village Draft Master Plan****File: CD.21.POR**

Recommendation

That the report titled "70 Mississauga Road South (former Imperial Oil property) Status Update – Port Credit West Village Draft Master Plan" dated June 9, 2017 from the Commissioner of Planning and Building, be received for information.

Report Highlights

- A former refinery and tank farm, that has been vacant for approximately 30 years, was recently acquired by Port Credit West Village Partners Inc. (a developer partnership) who plan to redevelop the site
- As required by the City's Plan Policy, a Draft Master Plan for the site has been prepared by Port Credit West Village Partners Inc. and submitted to the City
- The City is required to thoroughly review the plan to ensure it represents good planning and that the new development helps create a vibrant sustainable waterfront community
- A community meeting was held to solicit initial comments on the Draft Master Plan from the public
- The City will finalize the Master Plan as part of the municipal approval process for development, which will address matters related but not limited to: sustainability, open space network including park requirements, mobility including traffic and internal road network, land use, and built form

Background

Centrally located on the City's waterfront, this site was a former oil refinery and tank farm owned by Imperial Oil Limited, which has sat underutilized and predominantly vacant for some 30 years. Approximately 29 ha. (72 ac.) in size, the site has been acquired by Port Credit West Village Partners Inc. (referred to as the proponents) who intend to remediate and redevelop the site. Appendix 1 is an aerial photo of the site.

The proponents represent a developer partnership which consists of Diamond Corp, DREAM Unlimited, FRAM Building Group, and Kilmer Van Nostrand. The group is also exploring opportunities to partner with other institutions including YMCA and Evergreen to deliver community infrastructure.

The Port Credit West Village Draft Master Plan (referred to as the Draft Master Plan) has been prepared by the proponents. They envision a vibrant, mixed-use community that emphasizes architectural excellence, connectivity, a high quality public realm, community gathering spaces and a series of green parks and open spaces. Key development statistics at full build out (provided by the proponent), include:

- 2,500 residential units
- 13,750 m² (148,000 sq. ft.) of retail space
- 20,000 m² (215,285 sq. ft.) of office space
- 4.5 ha (11 ac.) parkland

The proponents have advised that they intend to submit development applications this year. The purpose of this status update is to outline the planning process that is in place to ensure appropriate development of the site (i.e. previous work, current plans, and next steps). In addition, the report summarizes preliminary comments from the public, compares the Draft Master Plan to the Council approved Inspiration Port Credit Master Planning Framework (referred to as the Planning Framework) for the site and identifies items for further review.

Comments

The subject lands are a key waterfront site. The City has a strategic interest in ensuring new development helps create a vibrant sustainable waterfront community. The complexity of the site poses a wide range of issues that have to be properly reviewed to ensure the site's potential is unlocked and that the proposed development represents good planning. Consequently, the planning process to date and in the future mirrors this complexity as outlined below.

Planning Process

The planning process is multifaceted with four main steps. First, planning for redevelopment of the site started with Council's adoption of the Port Credit Local Area Plan, Special Site 3 policies (see Appendix 2). These policies identify matters to be addressed by a master plan, as well as

stating approval of an Official Plan Amendment implementing the master plan is required prior to development on the site.

Subsequently, the City undertook the Inspiration Port Credit initiative, which established a Planning Framework that was approved by Council to help guide the preparation of a Master Plan. The Inspiration initiative, which included significant public engagement, resulted in a Planning Framework that established guiding principles, key considerations, a vision, and “drivers”, as well as guidance on matters pertaining to sustainability, open space, mobility, land use and built form.

In response to the Planning Framework, the proponents prepared a Draft Master Plan and submitted it to the City. The site has been divided into five precincts, consisting of: (1) West Village, (2) Promenade, (3) Campus, (4) Old Port Transition, and (5) Parkside. Appendix 3, contains an illustration and brief description of the precincts along with a conceptual layout of building footprints. Due to the size of the document the Draft Master Plan has not been attached, but it can be viewed at the following link:

https://www7.mississauga.ca/documents/Communications/2017/WVP_Draft_Master_Plan_Report_70_Mississauga_Rd_S.pdf

The last step in the planning process involves the Draft Master Plan and accompanying applications being reviewed and finalized through the municipal approval process associated with Official Plan and Zoning By-law Amendments and Plan(s) of Subdivision for the site. Appendix 4 provides a general comparison between the city's Planning Framework and the proponents' Draft Master Plan and identifies items for further review. Departure from the Planning Framework may be considered, however, the rationale must be properly assessed and determined to be appropriate from a planning perspective. The City will either confirm appropriateness, or recommend modifications. Items for further review generally fall into the following areas:

- Statistics (e.g. precinct land areas, gross / net density, number of affordable housing units)
- Sustainability (e.g. how development will contribute to a sustainable community, appropriateness of remediation strategy)
- Open Space (e.g. size, location, network, ownership, programming and access to waterfront)
- Mobility (e.g. traffic impacts, need for enhanced transit, road network)
- Land Use (e.g. population and employment density, distribution and mix of land uses, location and area requirements, variety and employment uses in the Campus Precinct)
- Built Form (e.g. height regime, location of taller buildings, design excellence)

Community Meeting

A community meeting was held on June 8, 2017 where the Draft Master Plan was presented to the community. The community comments from this meeting and any comments submitted or raised during future Community or Planning and Development Committee meetings will be considered in the evaluation of the Draft Master Plan and development applications. An overview of comments raised by the community are listed below:

Questions and Concerns:

- Traffic / Parking / Roads (e.g. Lakeshore Road is already saturated with traffic. What are we going to do about congestion, parking and traffic infiltration?)
- Height and Density (e.g. High-rise buildings are too tall and close to the water which is contrary to the Planning Framework. Population is underestimated given number of units.)
- Design and Character (e.g. Buildings and streetscape should be varied. What does it mean to call Mississauga Road a “Green Street”? Design should have a unique village character.
- Remediation (e.g. Are there risks to the community and wildlife from remediation activities?)
- Sustainability (e.g. Can we make sustainable development a key part of the site, including district energy, green roofs, low impact development?)
- Accessibility and Inclusion (e.g. What can be done to ensure the new community will accommodate everyone from youth to seniors, including affordability and accessibility?)
- Community Uses (e.g. Need space for art studios, auditoriums, and schools in the Campus area. Why do we need a YMCA instead of a community centre?)
- Open Space (e.g. Need more public open space and trees. What amenities will draw people to the waterfront parks through all four seasons?)
- Process (e.g. Are there opportunities to create sub-committees to examine traffic issues? How are impacts from construction going to be managed and the community informed?)

Supportive

- Revitalization (e.g. Proposal is exciting, beautiful and ambitious. Let's get going.)
- Access To Waterfront (e.g. Like having a public waterfront park that connects to adjacent parks.)
- New Neighbourhood (e.g. Like idea of creating a new neighbourhood.)
- Density (e.g. More people will help support stores, use parks and facilities making it a more successful community.)
- Built Form (e.g. Agree with built form and heights. Makes sense to use denser buildings with underground parking as a remediation approach. Good mix of low rise and taller buildings.)
- Community Uses (e.g. YMCA is a needed facility in the community.)

Other On-going Studies / Initiatives

Currently there are a number of on-going studies and initiatives that will be monitored, and where appropriate, coordinated with the process of finalizing the Draft Master Plan and processing development applications including:

- Lakeshore Connecting Communities: The proposed development will place additional transportation demands on Lakeshore Road which will have to be considered in this study
- Old Port Credit Village Heritage Conservation District Update: The subject lands are located immediately west of the Heritage Conservation District and it will be important to understand the implications of any updates
- Housing Strategy: The subject lands provide a potential opportunity to champion the City's draft housing strategy

- Waterfront Parks Strategy Update: The City is currently updating this strategy and it will be important to understand any implications for proposed parks on the subject lands; and
- Inspiration Port Credit and Inspiration Lakeview: It is important to monitor and understand the planned function of these areas in order to ensure developments complement and support overall City building goals

Next Steps

While the Draft Master Plan contains positive aspects, the City has the responsibility to thoroughly review the document to ensure opportunities to create a sustainable waterfront community as outlined in previous planning documents are realized to the extent possible. Staff will continue to review the Draft Master Plan and work with commenting departments, agencies and the proponent. Next steps include:

- The Draft Master Plan will be submitted to the Mississauga Urban Design Advisory Panel for their review and comment
- The proponents will attend a pre-application meeting of the Development Application Review Committee (DARC). This meeting will allow City staff and other external agencies an opportunity to identify requirements for the development application submission and provide preliminary feedback
- The proponents have identified a number of issues where they are requesting a departure from the City's standard approach (e.g. Record of Site Condition being submitted later in the planning process, dedication of land for new affordable housing). Staff will work with the applicant to address these issues and provide flexibility where appropriate
- Staff will explore additional partnerships and uses that could be located within the campus precinct
- The Draft Master Plan will be reviewed in detail to ensure good planning and finalized as part of the municipal approval process for Official Plan amendment, Zoning By-law amendment and Plan(s) of Subdivision on the subject lands

It should also be noted that given the extent of required site remediation, the Port Credit West Village Partners have indicated that they intend on commencing site remediation this summer.

Strategic Plan

This project extends across all five Pillars For Change of the Strategic Plan as well as a number of the Plan's actions. Specifically it seeks to address the visionary action of the Prosper pillar to create a model sustainable community on the waterfront.

Financial Impact

There is no financial impact at this time. Any required funding for implementation such as partnerships to attract additional uses to the site will be identified through future planning reports, business plans and budget.

Conclusion

The redevelopment of the former refinery site represents an important opportunity to help create an exceptional sustainable community where people can live, work, learn, and play on the waterfront. The proponents have prepared a Draft Master Plan that contains positive aspects. The City has the responsibility to thoroughly review the Draft Master Plan in order to ensure opportunities to create a sustainable waterfront community are realized. Staff in the Development and Design Division will report back on the appropriateness of the Draft Master Plan as part of the development review process.

Attachments

Appendix 1: Port Credit West Village Master Plan Area

Appendix 2: Port Credit Local Area Plan Special Site 3 policies

Appendix 3: Illustration of Port Credit West Village Master Plan Precincts

Appendix 4: General Comparison Between Inspiration Port Credit Planning Framework and Port Credit West Village Partners Draft Master Plan



Edward R. Sajecki, Commissioner of Planning and Building


Prepared by: Paul Stewart, Planner

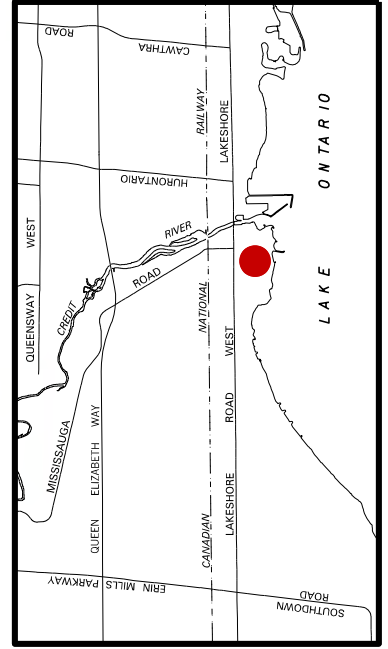


PORT CREDIT WEST VILLAGE MASTER PLAN AREA

 Subject Lands

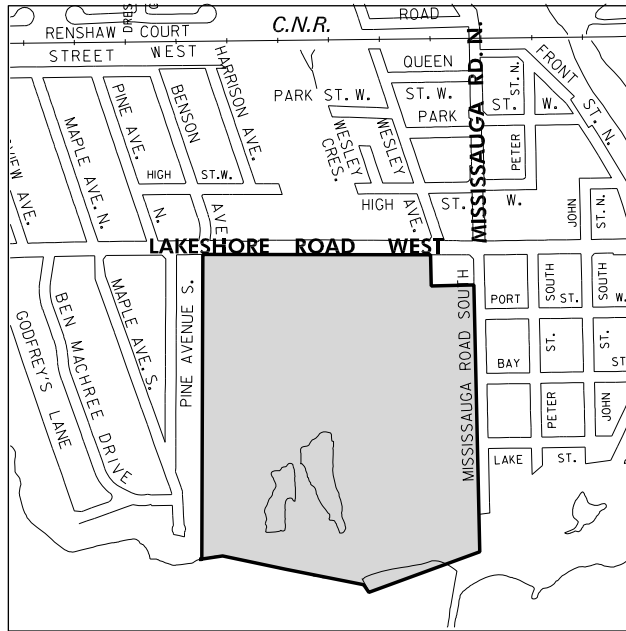


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Port Credit Local Area Plan Special Site 3 Policies

13.1.3 Site 3



13.1.3.1 The lands identified as Special Site 3 are located on the south side of Lakeshore Road West, between Mississauga Road South and the rear yards of residential homes fronting onto Pine Avenue South.

13.1.3.2 Notwithstanding the provisions of the Special Waterfront, Public Open Space, Greenlands designations, and the Desirable Urban Form policies, further study is required to determine the feasibility and appropriate type of redevelopment of these lands.

13.1.3.3 A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the master plan will:

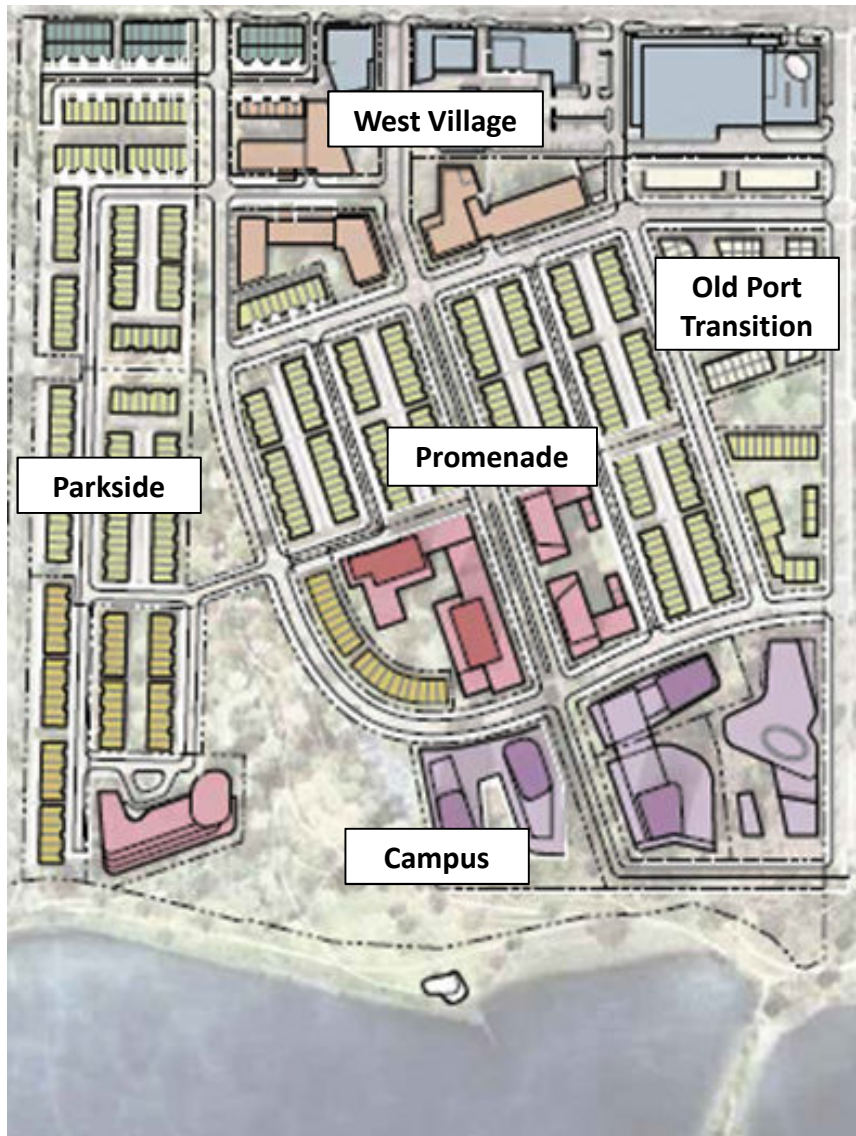
- a. determine the type(s) and extent of contamination on the site, investigate remedial strategies and identify any constraints with respect to land uses proposed for the site;
- b. have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report and the Waterfront Parks Strategy 2008;

- c. include provision of significant public parklands along and access to the waterfront including the Waterfront Trail;
- d. provide views to Lake Ontario;
- e. continue the mainstreet mixed use function along Lakeshore Road West;
- f. examine unique opportunities to take advantage of the site's size and location on the waterfront; and
- g. provide opportunities to accommodate employment uses.

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

13.1.3.5 Approval of an Official Plan Amendment implementing the master plan is required prior to development.

Illustration Of Port Credit West Village Partners Draft Master Plan Precincts



The draft Master Plan indicates that the site is divided into five precincts as follows:

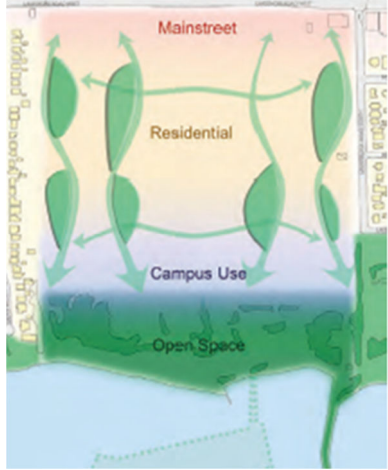

West Village: – a retail node and multi-seasonal public square

Promenade: – low to mid-rise residential area, featuring a promenade which will provide a continuous pedestrian oriented path from Lakeshore Road West to the water's edge

Campus: situated along the shoreline it provides an opportunity for potential community uses, along with “signature residential towers and new waterfront park”

Old Port Transition: predominately low-rise residential area “that respects the Heritage neighbourhood to the east”

Parkside: predominately low-rise area that line and overlook proposed “Telescopic Park” to the east and the “ecological corridor” to the west

GENERAL COMPARISON BETWEEN INSPIRATION PORT CREDIT MASTER PLANNING FRAMEWORK AND WEST VILLAGE PARTNERS DRAFT MASTER PLAN			
Topic	Inspiration Planning Framework (1	West Village Partners Draft Master Plan (1	Item For Further Review / Comments (2 (3
Summary Concept Plan	 <p>Conceptually the planning framework describes future development as a series of land uses:</p> <ul style="list-style-type: none"> • Mainstreet (along Lakeshore Road West) • Residential (central portion of site) • Campus Uses • Open Space (Destination Park along shoreline) <p>The conceptual mapping also suggests a variety of community parks, connected by possible multi-use trails. In addition, a number of connections to surrounding neighbourhoods were envisioned, with the precise number to be determined. A variety of uses are envisioned (live, work, learn and play); with greatest heights towards the middle of the site.</p>	 <p>The Draft Master Plan, divides the area into the following precincts, “which reflect a unique identity and character”(pg. 66-77):</p> <ul style="list-style-type: none"> • West Village - “distinct retail node” • The Promenade - low to mid-rise residential area • The Campus – potential community uses (e.g. YMCA), “signature residential towers and new waterfront park” • Old Port Transition – residential area respecting adjacent Heritage District • Parkside – residential area that transitions to adjacent neighbourhood <p>Destination and local open spaces are organized as larger, medium and small scales (pg. 38). “A fine grain network of streets and blocks” is proposed (pg. 56). A range of uses are proposed (residential, commercial, community), with the greatest heights in the Campus Precinct.</p>	<p>In order to assess the West Village Partners Draft Master Plan, statistics should be provided, including:</p> <ul style="list-style-type: none"> • Land area devoted to various uses • Overall gross and net residential density • Number and type of units • Floor Space Index (FSI) for taller buildings <p>The Inspiration Port Credit Master Planning Framework will be used to help assess the West Village Partners Draft Master Plan and ensure it appropriately capitalizes on opportunities to create a sustainable waterfront community.</p>

GENERAL COMPARISON BETWEEN INSPIRATION PORT CREDIT MASTER PLANNING FRAMEWORK AND WEST VILLAGE PARTNERS DRAFT MASTER PLAN			
Topic	Inspiration Planning Framework (1)	West Village Partners Draft Master Plan (1)	Item For Further Review / Comments (2 (3
Guiding Principles	<p>The following overarching guiding principles set the stage for redevelopment:</p> <ul style="list-style-type: none"> • Embrace the Water • Celebrate the Waterfront Heritage and Cultural Footprint • Integrate Green and Blue • Connect Land and Water • Create an Economically Thriving, Sustainable Waterfront • Balance and Catalyze Development Within the Regional Context 	<p>The Draft Master Plan identifies how each of the six Guiding Principles are embraced, including, but not limited to:</p> <ul style="list-style-type: none"> • Embrace the Water – “bring a new community and new public spaces in direct contact with the waterfront” (pg. 94); • Celebrate Heritage – “establishes a mainstreet condition on Lakeshore Road West” (pg. 94) • Integrates Green & Blue – “includes north-south green linkages” (pg. 94) • Connects Land & Water – “new beach and pier access seek to create new opportunities to connect land and water” (pg.95) • Economically Thriving & Sustainable – “creation of a compact, walkable and transit supportive community where people live, work and play” (pg. 95) • Balance & Catalyze – “seeks to balance intensification”, where the “approach must be balanced with recognition of what makes the Mississauga waterfront and Port Credit unique” (pg.95) 	<p>City will review Draft Master Plan and development applications, to ensuring opportunities to achieve guiding principles are maximized while being realistic given constraints of the site.</p>
Key Considerations	<p>Key considerations that are critical to be studied and understood include:</p> <ul style="list-style-type: none"> • Appropriate form and scale of development within the context of neighbourhoods and urban structure • Required services, transportation and community infrastructure • Sustainable, cost effective and appropriate remediation strategies. 	<p>The Draft Master Plan indicates on pg. 22, that key considerations and opportunities include:</p> <ul style="list-style-type: none"> • Connected Waterfront • Remediate Brownfield Site • Mainstreet Condition on Lakeshore Road West • Publicly Accessible Site • Appropriate Transitions 	<p>A range of high-level considerations are identified in the two documents; however, further review is required.</p> <p>The Draft Master Plan and subsequent applications will be circulated to relevant departments and agencies for their review, which will help identify and address issues including but not limited to:</p> <ul style="list-style-type: none"> • Appropriate built form and transition to adjacent

GENERAL COMPARISON BETWEEN INSPIRATION PORT CREDIT MASTER PLANNING FRAMEWORK AND WEST VILLAGE PARTNERS DRAFT MASTER PLAN			
Topic	Inspiration Planning Framework (1)	West Village Partners Draft Master Plan (1)	Item For Further Review / Comments (2 (3
			<p>neighbourhoods, the waterfront trail and parks.</p> <ul style="list-style-type: none"> • Provision of appropriate infrastructure, including size and number of parks, site servicing, new roads and improvements to existing transportation system and impacts on Lakeshore Road. • Remediation strategies proposed for various land uses.
Vision	A lakefront, urban neighbourhood of landscapes, meeting places, living, working, learning and drawing people to the water's edge to play	<p>The Master Plan indicates that it “envisages a community that reconnects existing parkland and adjacent neighbourhoods, while fortifying Lakeshore Road West and developing opportunities for new residential, commercial, cultural and recreational uses.” (pg. 27)</p> <p>“The waterfront is stitched to Lakeshore Road West by green corridors that support movement and ecological integrity, establishing soft edges that hug a new cranked street and block pattern. The Site is animated by the Village Square and Campus, acting as dual catalysts to incite movement into and throughout the Site. Finally, the site is carved into five discreet precincts, creating a heterogeneous program of built form and parks that respect the character of existing neighbourhoods” (pg.27)</p>	<p>The overall vision, articulated in both documents, speaks to accommodating a range of uses and activities as well as providing connections to the waterfront.</p> <p>The Draft Master Plan will be reviewed to confirm the appropriateness of the proposed location, area for and design issues of various land uses, as well as the connection to, and treatment of the water's edge.</p>
Drivers	<p>Drivers that influence the planning framework include:</p> <ul style="list-style-type: none"> • Big Site, Big Legacy • Lakefront Park Destination • Converging New with Old • Connections 	<p>The Draft Master Plan identifies on pg. 28 five major structuring moves to implement the Draft Master Plan principles, which consist of:</p> <ul style="list-style-type: none"> • Continuous Waterfront • Green Corridors 	<p>The two documents take somewhat different approaches, although they generally touch on similar themes of: waterfront open space; transition/respecting context; physical and visual connections; provide catalysts, innovative and unique uses.</p>

GENERAL COMPARISON BETWEEN INSPIRATION PORT CREDIT MASTER PLANNING FRAMEWORK AND WEST VILLAGE PARTNERS DRAFT MASTER PLAN			
Topic	Inspiration Planning Framework (1)	West Village Partners Draft Master Plan (1)	Item For Further Review / Comments (2 (3
	<ul style="list-style-type: none"> • Transit Integration 	<ul style="list-style-type: none"> • Streets & Blocks • Dual Catalysts (Mainstreet and Campus) • Precincts 	<p>Further review is required to ensure the “Drivers” / “Structuring Moves” are appropriately addressed, including but not limited to:</p> <ul style="list-style-type: none"> • “Big Site, Big Legacy Driver” / “Dual Catalysts” and the ability to accommodate and attract unique uses and jobs to the Campus Precinct through partnerships and incentives. The ability to pursue innovative green infrastructure will also be examined. • “Transit Integration” and ability to accommodate additional transportation demands on Lakeshore Road West. It will be important to incorporate work currently being done as part of the Lakeshore Connecting Communities study.
Sustainability Theme	In shaping the city waterfront as a model sustainable creative community, all four pillars of sustainability (economic, social, cultural and environmental sustainability) need to drive its revitalization	<p>The Draft Master Plan discusses on how it is aligned with the Sustainability Theme (pg. 96), including but not limited to:</p> <ul style="list-style-type: none"> • Economic opportunities: “are introduced along Lakeshore Road West, where a mainstreet condition will be established with related live/work spaces” • Social opportunities: are injected “through the parks and open spaces network, Village Square, Public Realm and Campus” • Cultural opportunities: “the Campus also incorporates culture uses informed by notions of innovation” • Environmental sustainability: “is enhanced through a park network that protects and enhances the ecological integrity of the waterfront”. Site remediation “includes innovation and 	<p>Through the review of the draft Master Plan and associated development applications, the City will confirm the appropriateness or recommend modifications to the plan, policy and regulations.</p> <p>Matters that will be reviewed, include but are not limited to:</p> <ul style="list-style-type: none"> • Potential jobs provided on site and overall contribution to population and employment densities • Ability to incorporate innovative technologies, green infrastructure, and low impact development standards • Sustainable approaches to shoreline treatment • Appropriateness of remediation strategy including implementation, ongoing management, costs and restrictions. <p>Additional studies or information may be required</p>

GENERAL COMPARISON BETWEEN INSPIRATION PORT CREDIT MASTER PLANNING FRAMEWORK AND WEST VILLAGE PARTNERS DRAFT MASTER PLAN			
Topic	Inspiration Planning Framework (1	West Village Partners Draft Master Plan (1	Item For Further Review / Comments (2 (3
		best-practices in remedial techniques”	(e.g. sustainability plan, remediation plan) and/or city involvement to fully achieve sustainable creative community.
Open Space Theme	<p>A landscape-based strategy for site revitalization that focuses on high-quality, interconnected open spaces, incorporation of sustainability practices that is designed to seamlessly integrate with the adjacent J.C. Saddington and Ben Machree Parks.</p> <p>Conceptual mapping suggests a Destination Park is a significant width that extends the full length of the site’s shoreline. In addition, a variety of community parks, connected by possible multi-use trails are identified.</p> <p>Additional directions include but are not limited to, provision of publicly accessible private open spaces, providing tree lined streets and pedestrian pathways, protecting and enhancing views to the Lake, feasibility of marina uses and creation of a habitat island.</p>	<p>The Draft Master Plan discusses how it is aligned with the Open Space Theme (pg. 96), including but not limited to:</p> <ul style="list-style-type: none"> • Provides “destination and local open spaces” • The “shoreline and water’s edge have been protected as an important east-west open space and provides multiple opportunities for access to the water” • The Campus Precinct “creates opportunities for public uses” <p>The Draft Master Plan describes a key feature of the plan as a “Telescoping Green” which is a “multifaceted green corridor (that) begins as a green streetscape at its junction with Lakeshore Road West, spilling out into a larger waterfront park as it winds southward” (pg. 44).</p>	<p>Through the review of the draft Master Plan and associated development applications, the City will confirm the appropriateness or recommend modifications to the plan, policy and regulations.</p> <p>Matters that will be reviewed include but are not limited to:</p> <ul style="list-style-type: none"> • Size, location, network and ownership of proposed open spaces • Opportunities to consider water based recreation uses and public access to the waterfront • Providing the appropriate balance along the shoreline between recreation, naturalization, and aquatic habitat • Wildlife movement through the site and appropriate linkages to the broader systems • Integration of the Waterfront Trail through the Destination Park • Appropriate remediation of contamination
Mobility Theme	<p>The site may include both enhanced transit and inclusive transportation infrastructure. The area should support a variety of transportation modes, while prioritizing active transportation. A thoughtful interior transportation network and sensitive integration into the surrounding</p>	<p>The Draft Master Plan discusses how it is aligned with the Mobility Theme (pg. 97), including but not limited to:</p> <ul style="list-style-type: none"> • “A grid pattern of streets is proposed for the site that will allow for multiple opportunities for pedestrian, bicycles, cars and transit vehicles to move through the site and connect” to the larger 	<p>Through the review of the Draft Master Plan and associated development applications, the City will confirm the appropriateness or recommend modifications to the plan, policy and regulations.</p> <p>Matters that will be reviewed include but are not limited to:</p> <ul style="list-style-type: none"> • Implications and coordination with the Lakeshore

GENERAL COMPARISON BETWEEN INSPIRATION PORT CREDIT MASTER PLANNING FRAMEWORK AND WEST VILLAGE PARTNERS DRAFT MASTER PLAN			
Topic	Inspiration Planning Framework (1	West Village Partners Draft Master Plan (1	Item For Further Review / Comments (2 (3
	<p>community should be provided.</p> <p>The Conceptual Mobility Network identifies:</p> <ul style="list-style-type: none"> • a number of connections to neighbourhoods to the north and to the east of the site (precise number and location to be determined) • Transit service along Lakeshore Road West (to be determined) • Potential crossings of the Credit River and Harbour (to be determined) • A public street should separate the Destination Park from the built part of the site 	<p>network</p> <ul style="list-style-type: none"> • “Main east-west streets in Port Credit are extended into the site” • “New north-south streets have been created that link Lakeshore Road West and the waterfront parks” • The existing and proposed road network allows for a “loop that will allow buses and transit routes to be extended into the site” • The “shoreline trail will also be designed to link pedestrian and cyclists to areas both east and west of the site” • “The network includes both municipal streets and private streets” (pg. 56) 	<p>Connecting Communities (Transportation Master Plan) Study including traffic impacts and requirement for enhanced transit</p> <ul style="list-style-type: none"> • Treatment of Mississauga Road South to address sensitive context given adjacent Heritage District • Appropriateness of providing a public street or alternatives (e.g. Woonerf) to separate destination waterfront park from rest of the proposed community • Appropriateness of the proposed road network and connections to adjacent neighbourhoods
Land Use Theme	<p>Land uses should transform the site into a vibrant and active destination, showcasing sustainable diverse living and unique recreation choices, meaningful economic opportunities, cultural assets, and create a landmark on the waterfront.</p> <p>To create a “complete” and walkable community a combination of uses is required. The Conceptual Land Use Plan identifies a series of bands across the entire site, consisting of (from north to south):</p> <ul style="list-style-type: none"> • Mainstreet • Residential 	<p>The Draft Master Plan discusses how it is aligned with the Land Use Theme (pg. 97), including but not limited to:</p> <ul style="list-style-type: none"> • The “Mainstreet area will include a mix of retail buildings and mixed-use buildings”. In addition “some live-work opportunities are also anticipated” • Residential uses will include townhouses, “mid-rise/courtyard apartment buildings”, and within the Campus District a “small cluster of iconic residential buildings with public uses at grade”. A block of land to accommodate affordable housing has also been proposed • A Campus District where a variety of 	<p>Through the review of the draft Master Plan and associated development applications, the City will confirm the appropriateness or recommend modifications to the plan, policy and regulations.</p> <p>Matters that will be reviewed include but are not limited to:</p> <ul style="list-style-type: none"> • distribution and mix of land uses as well as their location and land area requirements • the appropriate density, residential population, and number of jobs • contribution towards affordable housing • accommodating and attracting employment opportunities and office space • variety of uses within the Campus District

GENERAL COMPARISON BETWEEN INSPIRATION PORT CREDIT MASTER PLANNING FRAMEWORK AND WEST VILLAGE PARTNERS DRAFT MASTER PLAN			
Topic	Inspiration Planning Framework (1)	West Village Partners Draft Master Plan (1)	Item For Further Review / Comments (2 (3
	<ul style="list-style-type: none"> • Campus Uses • Open Space <p>Additional Land Use Directions include, but not limited to:</p> <ul style="list-style-type: none"> • Residential development will provide a variety of opportunities to encourage diversity in built form and housing types, generally with a mid-rise built form; • A variety of private and public open spaces should be provided; • Development should contribute to economic sustainability (creative industry jobs, retail, commercial, and office) and contribute towards the target of 2 residents per job. 	<p>public uses will be secured which may include a YMCA and Evergreen West</p> <ul style="list-style-type: none"> • Open Space which is located along the shoreline. Staff note that these lands extend inwards into what has been described as a “Telescoping Green” which is intended as an “informal structural spine for the site” (pg. 44) 	
Built Form Theme	<p>This is a landmark waterfront site. It has the potential to be transformed into a model, sustainable creative waterfront neighbourhood. Interesting, diverse and iconic design founded on people needs and design excellence is paramount. Additional Land Use Directions include, but are not limited to:</p> <ul style="list-style-type: none"> • A mid-rise (4-12 storeys) community is envisaged • Development should offer a gradient of heights and densities. The greater heights are envisioned towards the middle of the lands while lower heights are towards the east and 	<p>The Draft Master Plan discusses how it is aligned with the Built Form Theme (pg. 98), including but not limited to:</p> <ul style="list-style-type: none"> • “The Master Plan includes mainstreet commercial and mixed-use buildings, residential townhouses and mid-rise apartment and courtyard buildings that all implement the Vision” of a mid-rise community • “Within the Campus Precinct, the built form breaks traditional building typologies and allows for various pavilion-type and iconic buildings”. In this precinct, “a small cluster of up to 4 buildings are proposed that would exceed 12 storeys and be fully integrated with 	<p>Through the review of the draft Master Plan and associated development applications, the City will confirm the appropriateness or recommend modifications to the plan, policy and regulations.</p> <p>Matters that will be reviewed include but are not limited to:</p> <ul style="list-style-type: none"> • Height regime, as the Planning Framework called for a mid-rise community (4-12) storeys whereas Master Plan expands the range to include 3 storey townhouses and a limited number of buildings that exceed 12 storeys (three buildings are proposed in the 22 – 26 storey range) • Location of tall buildings, as the Planning Framework envisioned greater heights towards the middle of the lands with lower heights towards the neighbourhoods and Lake Ontario. The tallest

GENERAL COMPARISON BETWEEN INSPIRATION PORT CREDIT MASTER PLANNING FRAMEWORK AND WEST VILLAGE PARTNERS DRAFT MASTER PLAN			
Topic	Inspiration Planning Framework (1	West Village Partners Draft Master Plan (1	Item For Further Review / Comments (2 (3
	<p>west adjacent to the existing neighbourhoods and south to the lake</p> <ul style="list-style-type: none"> • The mainstreet should generally reflect four storeys • Development should be sensitive to the Old Port Credit Heritage Conservation District • Block structure should consider environmental factors such as sun, wind, and drainage patterns, views to the lake, compact built form • Leading edge design principles should drive the site's revitalization 	<p>grade-related public uses". Staff note that the Master Plan indicates there are 3 proposed buildings that are in the range of 22 -26 storeys (pg. 65)</p> <ul style="list-style-type: none"> • Along the mainstreet precinct heights are generally 3 storeys. Within the main central residential area "the predominant massing typology is low-rise grade-related housing" of 3 storeys. Mid-rise buildings have generally been concentrated on Port Street and along the central north-south spine. The tallest buildings are located in the Campus District which staff would describe as being generally in the southeast quadrant of the site • The "taller buildings located in the Campus District have slender floorplates and have been strategically located the furthest away from established neighbourhoods" and "these buildings provide opportunities for iconic/special architecture" 	<p>buildings in the Draft Master Plan are closer to the waterfront than originally suggested in the Planning Framework</p> <ul style="list-style-type: none"> • Opportunities to incorporate sustainable building design, overall design excellent and potentially iconic design for some buildings/areas
<p>Notes:</p> <p>(1) Table paraphrase and only includes key elements. Quotes have been used where there is a direct reference. Please refer to documents for complete description.</p> <p>(2) Comments are not intended to suggest support for or need for modifications to the draft Master Plan (which will be addressed in subsequent reports). Comments are intended to high-light some of the key issues that City staff must review in order to ensure appropriateness of the draft Master Plan and associated development.</p> <p>(3) Additional statistics are required as part of the review (e.g. land areas devoted to public open space, gross and net residential and employment densities, etc.)</p>			

Corporate Report



Date: June 2, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 15/011 W2

Meeting date:
2017/06/26

Subject

RECOMMENDATION REPORT (WARD 2)

Applications to permit 104 horizontal multiple dwellings (back to back townhouses) on a private condominium road

2210 and 2230 Bromsgrove Road, south side of Bromsgrove Road, west of Southdown Road

Owner: United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

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 15/011 W2, 2210 and 2230 Bromsgrove Road to amend Mississauga Official Plan to **Residential High Density – Special Site**; to change the zoning to **RM9 – Exception (Horizontal Multiple Dwellings with more than 6 dwelling units)** to permit 104 horizontal multiple dwellings on a private condominium road in conformity with the provisions outlined in Appendix 4, be approved subject to the conditions referenced in the staff report.
3. That the applicant agrees to satisfy all 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 parking, soil contamination, adequacy of servicing, proximity to the rail line, and traffic
- The applicant has made minor revisions to the proposal to address issues raised by staff, including minor modifications to internal setbacks, improvements to the proposed grading design, addition of a garbage area enclosure and garbage chutes throughout the development, and the consolidation of parking garages on-site
- 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 October 11, 2016, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0072-2016 was then adopted by Council on October 26, 2016.

That the report dated September 20, 2016, from the Commissioner of Planning and Building regarding the applications by United Lands Corporation (Bromsgrove) to permit 104 back to back townhouses on a private condominium road under file OZ 15/011 W2, 2210 and 2230 Bromsgrove Road, be received for information.

Comments

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

REVISED DEVELOPMENT PROPOSAL

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

- Minor modifications to internal setbacks
- Modifications to the proposed grading design to reduce the overall height of required retaining walls and the number of stairs
- Addition of an enclosure around the proposed garbage area and the introduction of garbage chutes throughout the site to facilitate waste collection and screen undesirable views
- Slight reconfiguration of the proposed underground parking garage to provide two distinct garages for the two halves of the development (separated by the internal road). This reduces the number of overhead doors throughout the development thus minimizing conflicts between vehicles and pedestrians

COMMUNITY COMMENTS

The issues below were raised by residents at the October 11, 2016 public meeting and the community meeting held on March 10, 2016 by Ward 2 Councillor Karen Ras.

Comment

The number of proposed parking spaces is insufficient given that most households have two cars.

Response

The zoning by-law requirement is for 208 parking spaces (including 182 resident spaces and 26 visitor spaces) for the proposed development. The applicant is proposing 171 parking spaces (150 resident spaces and 21 visitor spaces). A Parking Study was submitted and deemed to be acceptable. Further comments regarding parking are included in the Planning Comments section of this report.

Comment

Given the previous industrial use of the lands, are there any contamination issues?

Response

Comments from the Transportation and Works Department regarding the Environmental Site Assessment are included in the Updated Agency and City Department section of this report.

Comment

Is there adequate sanitary and storm sewer capacity available for the proposed development?

Response

Comments from the Transportation and Works Department and Region of Peel regarding servicing availability and capacity are included in the Updated Agency and City Department section of this report.

Comment

Are the proposed units sufficiently set back from the railway?

Response

The typical setback from the rail corridor for a residential development is 30 m (98.4 ft.). Comments from GO Transit/Metrolinx indicate that they are satisfied with the reduced setback of 28.6 m (93.8 ft.) and the proposed safety barrier.

Comment

How will the proposed development impact traffic on Bromsgrove Road?

Response

Comments from the Transportation and Works Department regarding traffic volume are included in the Updated Agency and City Departments section of this report.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**City Transportation and Works Department (T&W)**

Comments updated May 9, 2017 from T&W confirm receipt of an Environmental Noise and Vibration Study, Functional Servicing Report, Traffic Impact Study, Conceptual Grading and Servicing Plans, Easement Plan, Phase I and 2 Environmental Site Assessments (ESA).

Notwithstanding the findings of these reports and drawings, the applicant has been requested to further address site specific details and provide additional technical details as part of the Site Plan review and approval process.

In the event these applications are approved by Council, the applicant will be required to enter into a Development Agreement with the City, provide a Phase 1 ESA Letter of Reliance, obtain approval from Metrolinx and provide any necessary easements, securities and fees.

Region of Peel

Comments updated May 1, 2017 state that the Region has no objections to these applications. A satisfactory Functional Servicing Report has been submitted and accepted by the Region. Additional materials will be required and reviewed through the Site Plan process.

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.

A portion of the site is located within the Major Transit Station Area (MTSA) for the Clarkson GO Station, which is an Intensification Area in MOP. The proposed horizontal multiple dwelling development represents an appropriate level of intensification and is consistent with the policies of the PPS and Growth Plan. The proposed development adequately takes into account the

existing context and provides an appropriate transition of built form to adjacent areas as referenced in the Official Plan section below.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan (MOP) Policies for the Clarkson-Lorne Park Neighbourhood Character Area to permit 104 horizontal multiple dwellings with a Floor Space Index (FSI) of 1.2. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific official plan amendments:

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

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

The site is in the Clarkson-Lorne Park 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 be 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. In addition to being located within a Neighbourhood, the development site is also in proximity to the Clarkson GO Station, which is an Intensification Area in MOP. These areas are intended to accommodate a mix of medium and high density housing, as well as a mix of uses that can maximize existing infrastructure and benefit from the proximity to existing and planned transit.

The area is somewhat unique as it is isolated from the lower density residential uses (i.e. detached, semi-detached and townhouses) north of the Hydro Corridor, on the north side of Bromsgrove Road. The site is an assembly of two of the only three non-residential properties in the immediate area, north of the rail corridor, and is partially within the 500 m (1,640 ft.) radius of the Clarkson GO Station. The lands are designated **Residential High Density** which permits apartment dwellings at a maximum Floor Space Index (FSI) of 1.0. The current designation and the location of the property are important factors in evaluating the appropriateness of the proposed development. The proposed horizontal multiple dwellings and increased FSI on lands

designated for high density residential uses and located in a MTSA will not adversely impact or destabilize the overall goals and objectives of MOP.

The adjacent site to the east at 2200 Bromsgrove Road is currently occupied by a non-residential use and is similarly designated **Residential High Density** with a maximum FSI of 1.0. Official plan amendment and rezoning applications have been submitted for this property to permit 84 horizontal multiple dwellings (back to back stacked townhouses). The proposed development does not impede the redevelopment or functioning of this adjacent property.

The property to the west is occupied by 4 storey apartment buildings with surface parking. As noted above, the site to the east is proposed to be developed with 3 ½ storey horizontal multiple dwellings. Further east are 4 storey horizontal multiple dwellings and a 12 storey apartment building. The proposed 3 storey horizontal multiple dwellings are compatible with and will provide an appropriate transition to the existing and planned developments in the immediate area. The upper floors of each building have been stepped back to accommodate private amenity space, minimize overlook conditions and maximize sun exposure to adjacent properties and open spaces on-site.

The proposed development has been thoughtfully designed by considering existing site conditions and the surrounding context. Located in an MTSA, the proposed built form is more compact with setbacks that are considered to be adequate given the surrounding land uses. Overlook conditions have been addressed through the stepping back of upper floors. Building blocks have been sited to face Bromsgrove Road and the internal private condominium road to enhance the character of the street and define street edges.

The back to back configuration of units, fronting onto internal mews, promotes social interaction and encourages comfortable and safe pedestrian circulation between blocks. Pedestrian connectivity is further enhanced through a continuous pedestrian sidewalk throughout the development and the integration of a proposed walkway in the southeast corner of the site, connecting to the future redevelopment of the adjacent property at 2200 Bromsgrove Road. This walkway is intended to be a continuation of the existing pedestrian walkway along the south portion of 2170 Bromsgrove Road (further east), which extends to the Clarkson GO Station parking lot.

The majority of parking is proposed underground and all surface parking is located internal to the site, away from Bromsgrove Road. Although the proposed parking rates are reduced from what is required under the zoning by-law, Planning staff are satisfied with the reduction given the proximity to the Clarkson GO Station and the availability of transit service in the area. Also, the proposed rates reflect parking rates that have been approved for similar developments elsewhere in the City.

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

The applicant has 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 the MOP policies.

Zoning

The proposed **RM9-Exception (Horizontal Multiple Dwelling – with more than 6 dwelling units)** zone is appropriate to accommodate the proposed 104 horizontal multiple dwelling development. Appendix 4 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.

In this instance, the minimum thresholds of the Corporate Policy and Procedure are satisfied; however, this is only as a result of the site's net lot area stemming from a required land dedication to accommodate a road widening along Bromsgrove Road. The gross lot area does not result in an increased density that satisfies the minimum thresholds in the Bonus Zoning Corporate Policy and Procedure. As a result, a Section 37 contribution will not be pursued for the proposed development.

Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application has been submitted 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, the design of noise mitigation features 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 proposal for 104 horizontal multiple dwellings on a private condominium road is consistent with the overall intent, goals and objectives of the official plan as the site is located within the Clarkson GO Station MTSA and will not destabilize the surrounding residential neighbourhood which consists of a range of horizontal multiple dwellings and apartment buildings.
2. The proposed built form is compatible with the surrounding land uses and has been designed to minimize impacts on adjacent properties. Building heights and setbacks are appropriate and consistent with the 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.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan

Appendix 3: Revised Elevations

Appendix 4: Revised 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: September 20, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 15/011 W2Meeting date:
2016/10/11

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 2)

Applications to permit 104 horizontal multiple dwellings (back-to-back townhouses) on a private condominium road

2210 and 2230 Bromsgrove Road

South side of Bromsgrove Road, west of Southdown Road

Owner: United Lands Corporation (Bromsgrove) – By Agreement of Purchase and Sale

File: OZ 15/011 W2

Recommendation

That the report dated September 20, 2016, from the Commissioner of Planning and Building regarding the applications by United Lands Corporation (Bromsgrove) to permit 104 back-to-back townhouses on a private condominium road under File OZ 15/011 W2, 2210 and 2230 Bromsgrove Road, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development does not conform with the **Residential High Density** designation and requires an official plan amendment and rezoning
- Community concerns identified to date relate to parking, soil contamination, proximity to the rail line, and traffic
- 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:	128.5 m (421.6 ft.) on Bromsgrove Road
Depth:	119 m (390 ft.)
Gross Lot Area:	1.48 ha (3.66 ac.)
Existing Uses:	Industrial with outdoor storage

The properties are located in the Clarkson-Lorne Park Neighbourhood Character Area on the south side of Bromsgrove Road, west of Southdown Road, and north of the CN railway. The area is an established residential neighbourhood characterized by a mix of housing types, including semi-detached homes, townhouses, stacked townhouses and apartments. The site consists of two parcels that are irregular in shape. Site grades fall away from Bromsgrove Road towards the CN railway. Both properties are occupied by 1-storey industrial buildings with outdoor storage. Together with 2200 Bromsgrove Road, these are the only three non-residential properties in the immediate area, north of the CN railway.

The surrounding land uses are:

North: Hydro corridor on the north side of Bromsgrove Road
 East: 1-storey industrial building, stacked townhouses and a 12-storey apartment building
 South: Clarkson public works yard located south of the CN rail corridor
 West: 4-storey apartment buildings and hydro corridor

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

DETAILS OF THE PROJECT

The applications are to permit 104 back-to-back townhouses in 6 blocks on a private condominium road (see Appendices 5 and 6). The proposed back-to-back townhouses have 3 storeys and a roof-top terrace sitting on-top of a partially above ground parking garage. Site access is proposed from Bromsgrove Road. The majority of parking will be located in a partially above ground parking garage, generally located within the building footprints of the proposed back-to-back townhouse blocks.

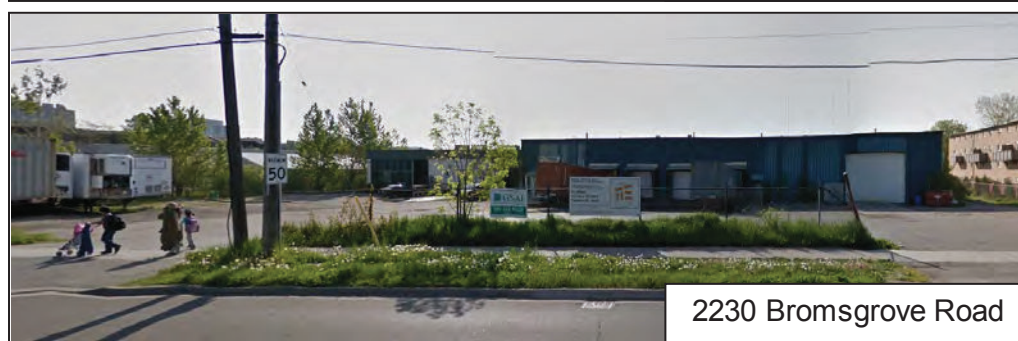
Development Proposal		
Applications submitted:	Received: December 18, 2015 Deemed complete: January 11, 2016	
Developer/ Owner:	United Lands Corporation (Bromsgrove) – by Agreement of Purchase and Sale	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	104 back-to-back townhouses	
Height:	3 storeys + exposed parking structure + roof-top terrace	
Lot Coverage:	43.4%	
Floor Space Index:	1.2	
Landscaped Area:	42.1%	
Net Density:	72.3 units/ha 29.2 units/ac	
Gross Floor Area:	16 068.2 m ² (172,957 ft ²)	
Road type:	Common element condominium private road (CEC)	
Anticipated Population:	323* *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	182	150
Visitor spaces	26	21
Total	208	171
Green Initiatives:	<ul style="list-style-type: none"> • Energy efficient HVAC appliances • Individually controlled air handling • Thermally efficient windows and doors • Energy Star appliances • Water efficient plumbing fixtures • Low heat-absorptive membrane roofing 	

Additional information is provided in Appendices 1 to 11.



2210 Bromsgrove Road

Images of
existing
conditions



2230 Bromsgrove Road



FRONT ELEVATION CONCEPT

Rendering of
proposed
development

LAND USE CONTROLS

The subject lands are located within the Clarkson-Lorne Park Neighbourhood Character Area and are designated **Residential High Density**. The applications are not in conformity with the land use designation.

The proposal requires an amendment to Mississauga Official Plan from **Residential High Density** to **Residential High Density – Special Site** to permit horizontal multiple dwellings with a Floor Space Index (FSI) of 1.2.

A rezoning is proposed from **D (Development)** to **RM9-Exception** (Horizontal Multiple Dwellings with more than 6 dwelling units) to permit 104 horizontal multiple dwellings (back-to-back 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 2 Councillor, Karen Ras on March 10, 2016.

Comments made by the community relate to the adequacy of parking, soil contamination, adequacy of municipal services, proximity to the rail line, and traffic. They will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

DEVELOPMENT ISSUES

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

- Appropriateness of the proposed applications
- Proposed grading and retaining walls
- Appropriateness of first level parking and relationship to the pedestrian realm
- Relationship of the proposed buildings to the surrounding area context and character
- Provision of adequate landscaping and on-site amenity areas
- Noise mitigation for units and amenity areas
- The need for a continuous walkway at the rear of the site

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/Site Plan
- Typical Floor Plan
- Typical Block Elevations
- Underground Plan
- Tree Inventory/Preservation Plan
- Phase I Environmental Site Assessment

- Noise and Vibration Report
- Functional Servicing Report, including Grading and Servicing Plans
- Parcel Register and Easement Documents
- Traffic Impact Study
- Green Site/Building Initiatives

Development Requirements

There are engineering matters including: grading, servicing and stormwater management which will require the applicant to enter into agreements with the City. A site plan application has been received for the proposed development and is currently under review.

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 Clarkson-Lorne Park Neighbourhood Character Area Land Use Map

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Concept Plan

Appendix 6: Building Elevations and Section

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

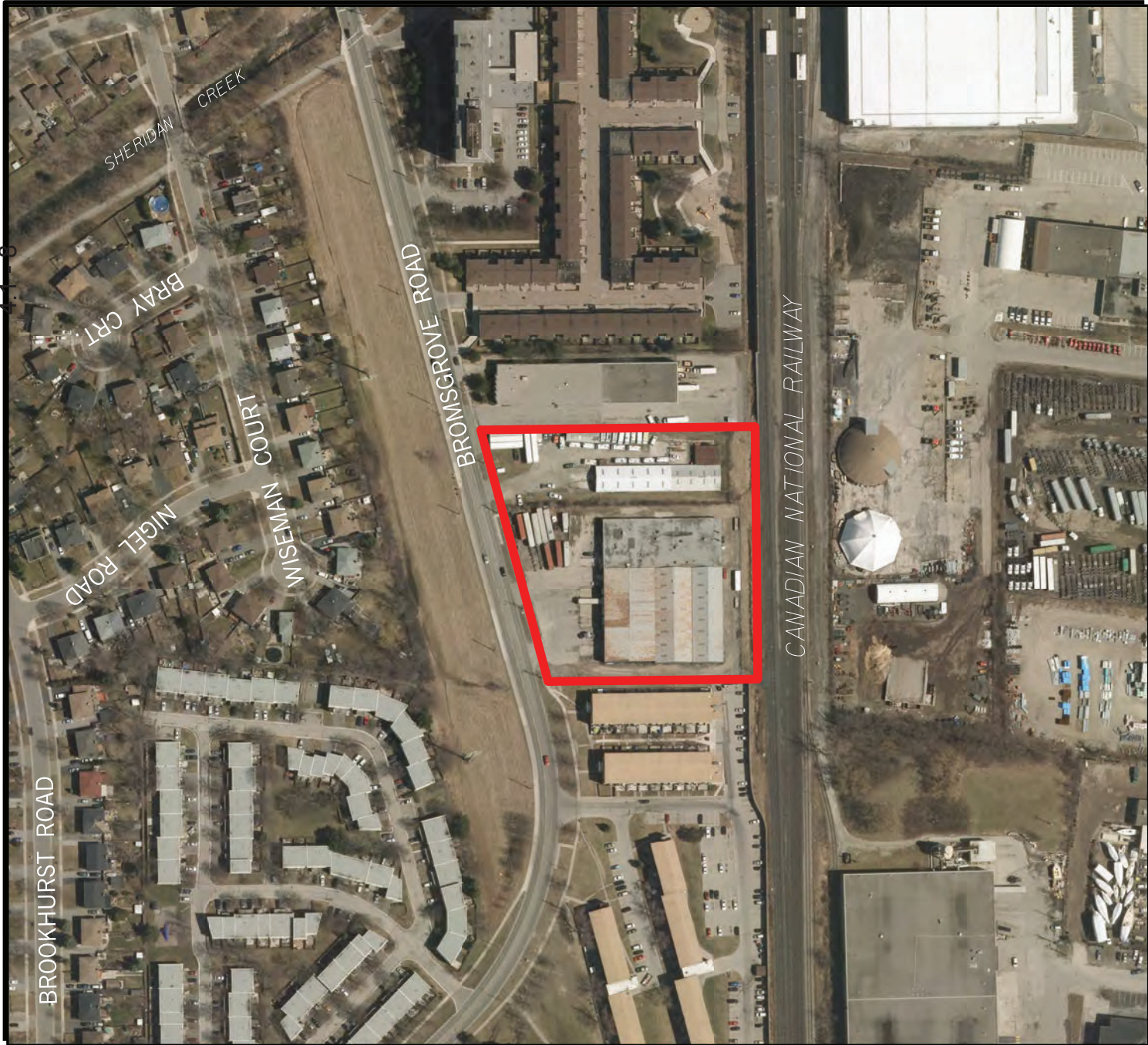
Prepared by: Ashlee Rivet, Development Planner

United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Site History

- May 20, 2001 – Rezoning application was submitted under file OZ 01/024 to develop 2230 Bromsgrove Road for a 7 storey condominium apartment building containing 155 units. The application was submitted by a previous owner. The application was closed on September 13, 2004 due to inactivity
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The zoning of the lands changed from **M1** (Industrial Uses) to **D** (Development)
- April 1, 2016 – Site Plan application SP 16/041 W2 submitted for proposed 104 horizontal multiple dwellings (back-to-back townhouses)



LEGEND:



SUBJECT LANDS

4.8 - 16



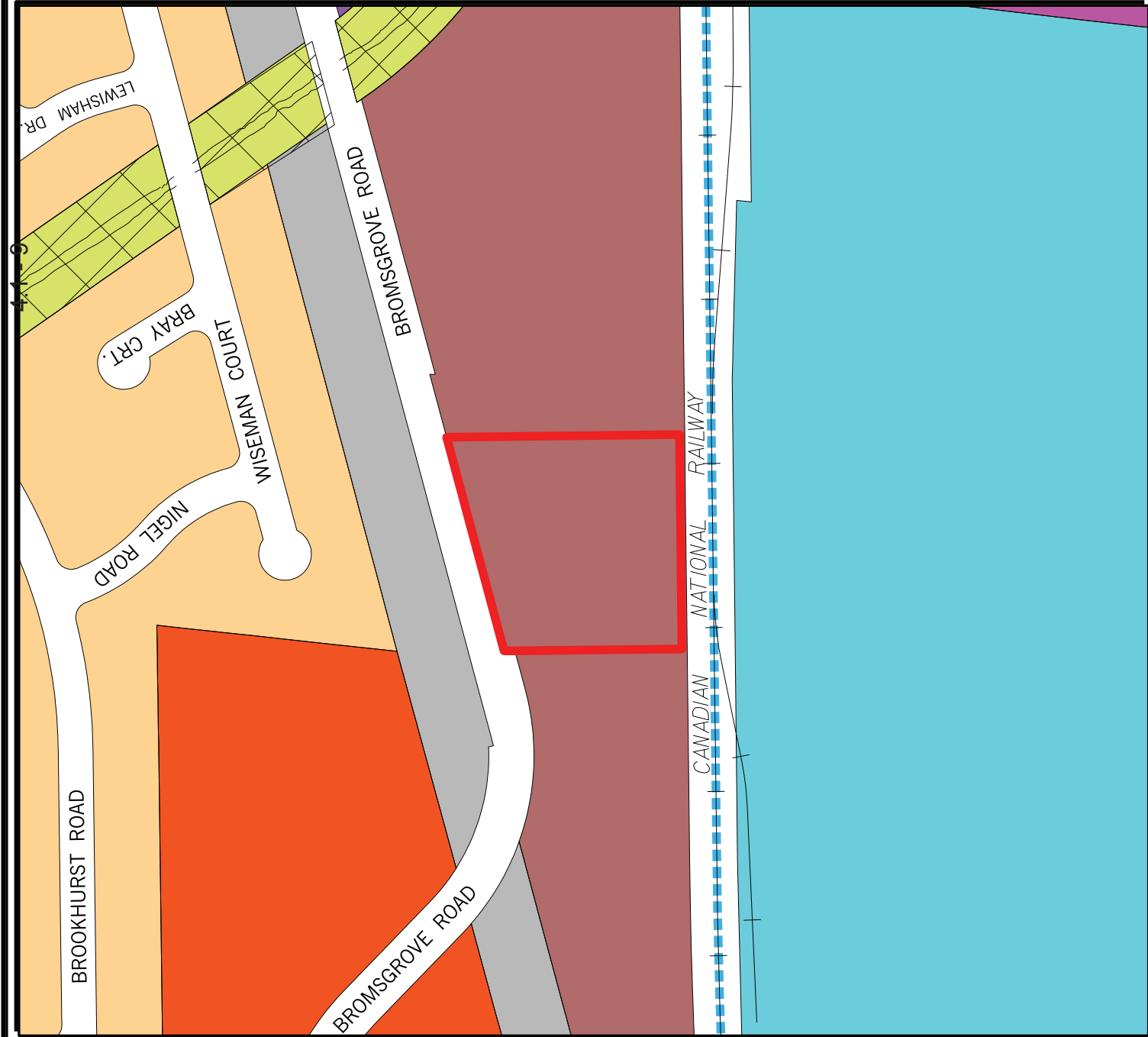
DATE OF IMAGERY: SPRING 2015

SUBJECT:

UNITED LANDS CORPORATION (BROMSGROVE)
By Agreement of Purchase and Sale

FILE NO: OZ 15/011 W2		Appendix 2	
DWG. NO: 15011_Aerial		DATE: 2016/10/11	
SCALE: 1:3000		DRAWN BY: A.SHAH	
Produced by T&W, Geomatics			

MISSISSAUGA



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
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

4.8 - 17

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



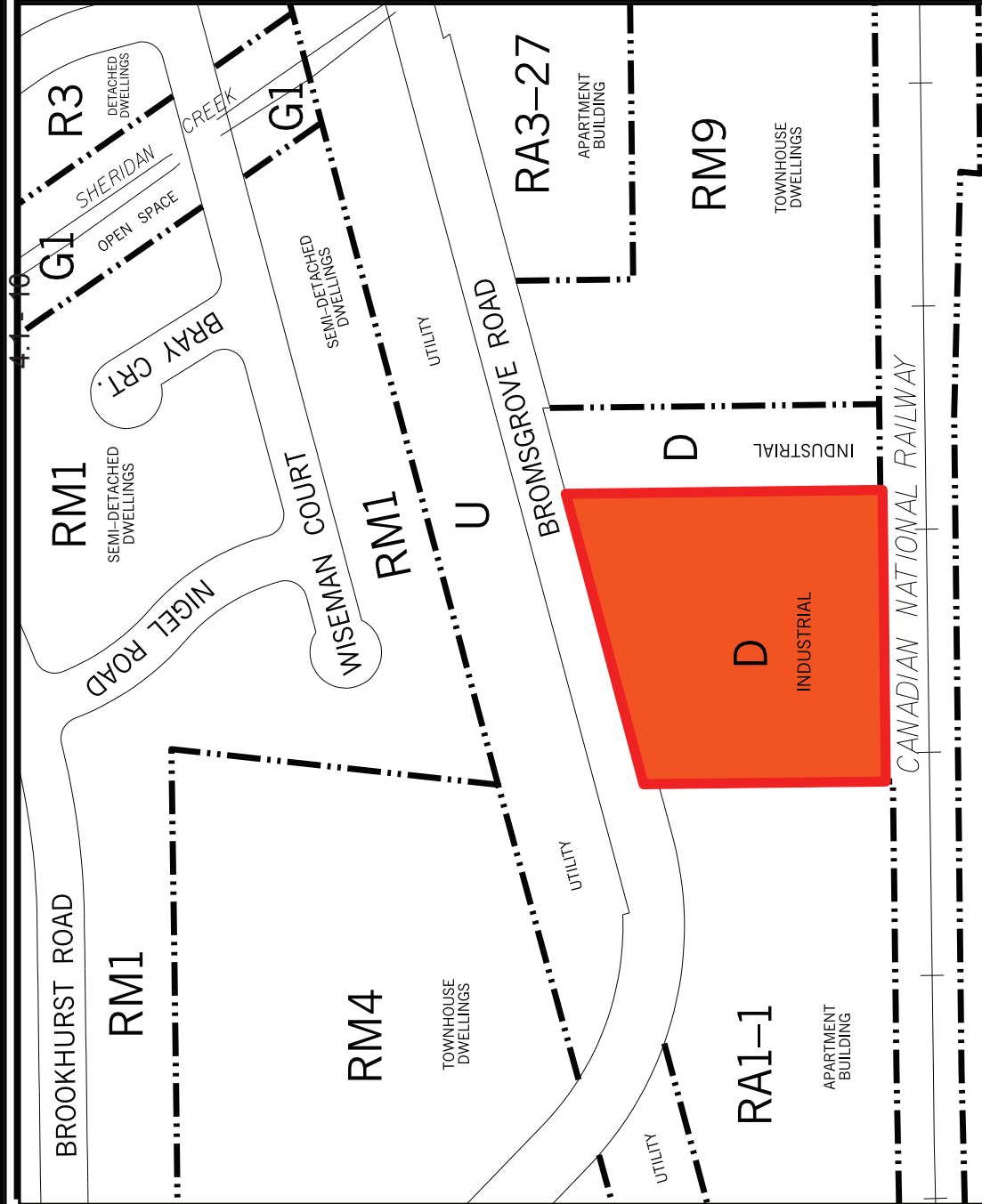
SUBJECT LANDS



SUBJECT: UNITED LANDS CORPORATION (BROMSGROVE)
By Agreement of Purchase and Sale

FILE NO: OZ 15/011 W2		Appendix 3	
DWG. NO: 15011_Landuse		DATE: 2016/10/11	DRAWN BY: A.SHAH
SCALE: 1:3500		Produced by T&W, Geomatics	





LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL HIGH DENSITY" TO "RESIDENTIAL HIGH DENSITY-SPECIAL SITE" AND PROPOSED REZONING FROM "D" (DEVELOPMENT) TO "RM9-EXCEPTION" (HORIZONTAL MULTIPLE DWELLINGS WITH MORE THAN 6 DWELLING UNITS) TO PERMIT 104 HORIZONTAL MULTIPLE DWELLINGS (BACK-TO-BACK TOWNHOUSES) ON A PRIVATE CONDOMINIUM ROAD

4.8 - 18

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



SUBJECT:

UNITED LANDS CORPORATION (BROMSGROVE)
By Agreement of Purchase and Sale

FILE NO: OZ 15/011 W2		Appendix 4	
DWG. NO: 15011_Rezoning		DATE: 2016/10/11	DRAWN BY: A.SHAH
SCALE: 1:3000		Produced by T&W, Geomatics	

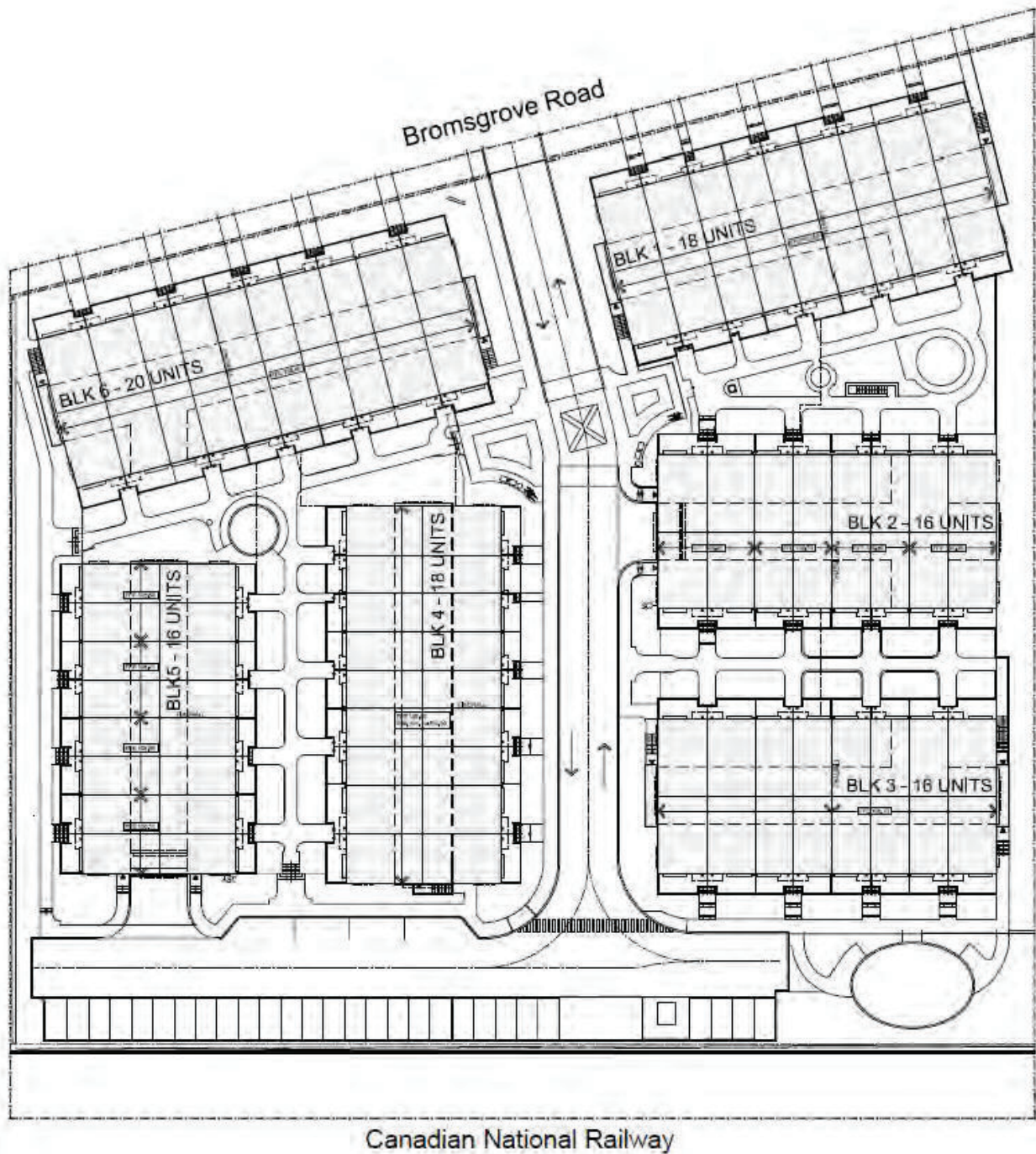


MISSISSAUGA

United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

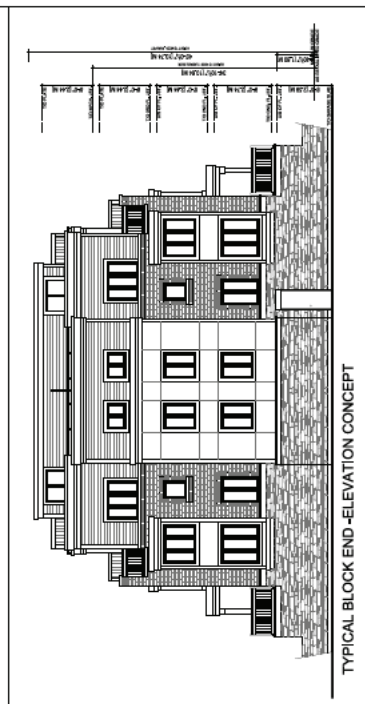
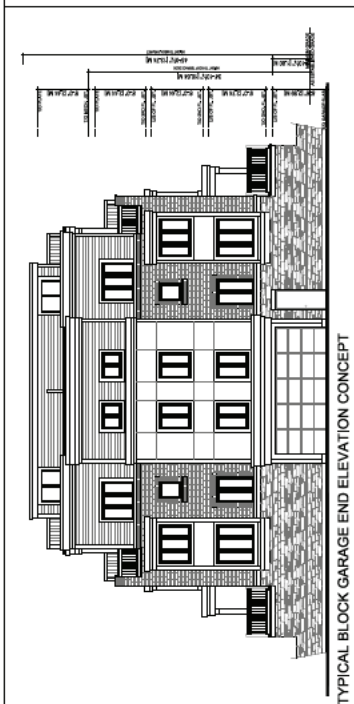
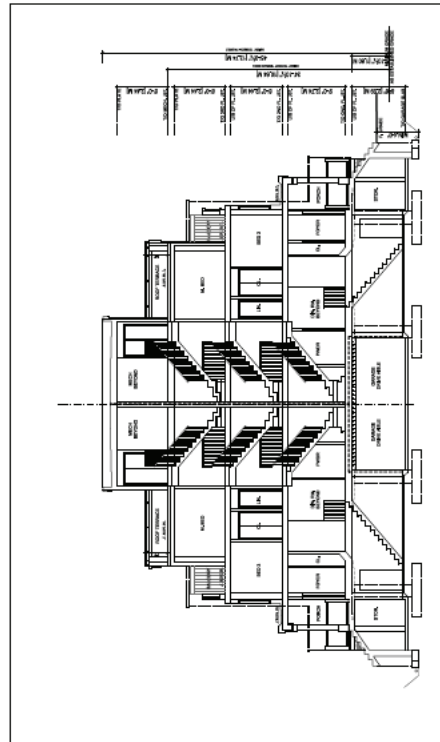
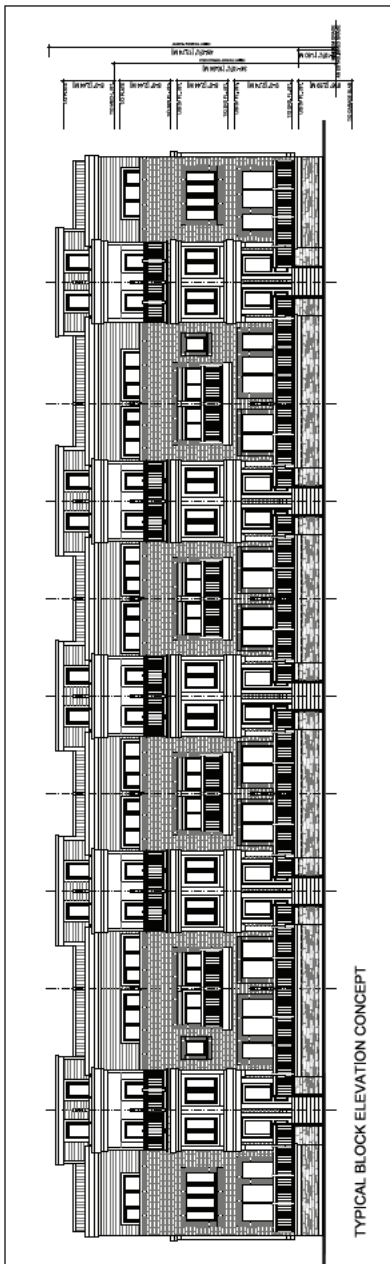
Concept Plan



United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Elevations and Section



United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (February 16, 2016, updated September 8, 2016)	<p>There is a 300 mm (12") diameter watermain located on Bromsgrove Road and a 600 mm (24") diameter sanitary sewer located within an easement at the southerly limits of the property.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. Private servicing easements may be required prior to Regional servicing approval. This will be determined once Legal Review has been completed and the site servicing proposal is reviewed.</p> <p>The results of the fire flow test undertaken in June 2015 are to be submitted for review and comment. The water demand table is to be completed and submitted to the Region to fulfill modeling requirements and determine the proposal's impact on the existing system.</p> <p>All existing easements and their purpose are to be shown on all drawings. Unauthorized encroachment into the Regional sanitary sewer easement will not be permitted.</p> <p>Site Servicing approvals are required prior to the local municipality issuing building permits.</p> <p>A Condominium Water Servicing Agreement may be required.</p> <p>The Region will provide front-end collection of garbage and recyclable materials to all residential units, subject to the Region's Waste Collection Design Standards Manual.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 27, 2016 and February 2, 2016, updated September 8, 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.

United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Agency / Comment Date	Comment
	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 (February 19, 2016, updated September 12, 2016)	<p>In comments dated September 12, 2016, this Department indicated that the subject site is located within 200 m (656.2 ft.) of Bromsgrove Park which contains a play site. The park is zoned "U" (Utility).</p> <p>Street tree cash contributions will be required for nine (9) street trees to be planted along Bromsgrove Road. The fee is subject to the current fees and charges by-law.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (January 15, 2016, updated September 12, 2016)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (T&W) (April 25, 2016, updated September 14, 2016)	<p>T&W confirmed receipt of an Environmental Noise and Vibration Study, Topographical Survey, Functional Servicing Report, Traffic Impact Study, Conceptual Grading and Servicing Plans, Easement Plan, Phase I Environmental Site Assessments (ESA), and Site Plan.</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 this department include:</p> <ul style="list-style-type: none"> • Grading, Servicing and Site Plan details; • Functioning Servicing Report details; • Transportation Impact Study; • Submit a Letter of Reliance for Phase I ESA and provide a Phase II ESA; • Amendments to the Environmental Noise and Vibration Study;

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Agency / Comment Date	Comment
	<ul style="list-style-type: none"> • Metrolinx approval; and • Confirmation of condominium type <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Mississauga Transit (May 27, 2016)	<p>The site is currently serviced 7 days a week by Route 29 and 29B providing service between the Clarkson GO Station and Erin Mills Town Centre. Changes are anticipated to Route 29 which includes providing a connection to the Erin Mills Transitway Station later in 2016.</p> <p>There is an existing midblock transit stop with concrete bus pad located along Bromsgrove Road at the frontage of the development. This stop will be removed by MiWay prior to the start of construction. A review of the stop locations along this stretch of Bromsgrove revealed the roadway is over-served with bus stops which require a rationalization for stop consolidation and safety reasons. There is also an existing bus stop #3420 along with a partner stop located on the north side of Bromsgrove Road (#0134) that will be removed from service effective September 5, 2016.</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"> • Cultural Planning, Community Services Department • Urban Forestry, Community Services Department • Economic Development • Enersource Hydro Mississauga • Canada Post • Rogers Cable • Enbridge Gas Distribution Inc.
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Realty Services, Corporate Services Department • GO Transit (Metrolinx) • HydroOne Networks • Bell Canada • Conseil Scolaire de Districte Centre-Sud • Conseil Scolaire Viamonde

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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>31</td><td>Kindergarten to Grade 8</td></tr> <tr> <td>16</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Hillside Public School</p> <table> <tr> <td>Enrolment:</td><td>151</td></tr> <tr> <td>Capacity:</td><td>623</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Clarkson Secondary School</p> <table> <tr> <td>Enrolment:</td><td>810</td></tr> <tr> <td>Capacity:</td><td>1,392</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	31	Kindergarten to Grade 8	16	Grade 9 to Grade 12	Enrolment:	151	Capacity:	623	Portables:	0	Enrolment:	810	Capacity:	1,392	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>7</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>6</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Louis Separate School</p> <table> <tr> <td>Enrolment:</td><td>230</td></tr> <tr> <td>Capacity:</td><td>348</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>Iona Catholic Secondary School</p> <table> <tr> <td>Enrolment:</td><td>968</td></tr> <tr> <td>Capacity:</td><td>723</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> 	7	Junior Kindergarten to Grade 8	6	Grade 9 to Grade 12	Enrolment:	230	Capacity:	348	Portables:	1	Enrolment:	968	Capacity:	723	Portables:	17
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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

Residential High Density which permits only apartment dwellings in the Clarkson – Lorne Park Neighbourhood Character Area.

Lands south of the Hydro corridor and north of the CN railway, including the subject properties, are permitted a Floor Space Index (FSI) ranging from 0.5 – 1.0.

A portion of the properties, closest to Clarkson GO Station, is located within the 500 m radius of a **Major Transit Station Area**, a designated Intensification Area.

Proposed Official Plan Amendment Provisions

The lands are proposed to be designated **Residential High Density – Special Site** to permit horizontal multiple dwellings with a Floor Space Index (FSI) of 1.2.

Relevant Mississauga Official Plan Policies

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

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3 Section 5.5	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas. 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. Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan. Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.

Section 5 – Direct Growth		Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height as specified in the City Structure Element in which it is located (Neighbourhood maximum height: 4 storeys). Residential and employment density should be sufficiently high to support transit usage. Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.
Section 7 – Complete Communities	Section 7.2	Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.
Section 9 – Building a Desirable Urban Form	Section 9.1 Section 9.2 Section 9.3 Section 9.4 Section 9.5	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>Urban form will support the creation on an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. Development will contribute to pedestrian oriented streetscapes that have an urban built form that is attractive, compact and transit supportive. Development will be designed to support and incorporate pedestrian and cycling connections.</p> <p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p>

Section 9 – Building a Desirable Urban Form		<p>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. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. 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.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
Section 16 – Neighbourhoods	Section 16.1 Section 16.5	<p>A maximum building height of four storeys will apply to Neighbourhoods.</p> <p>Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.</p>
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 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.

United Lands Corporation (Bromsgrove)**File: OZ 15/011 W2****Summary of Existing Zoning By-law Provisions**

D (Development), recognizes vacant lands not yet developed and/or to permit the use that legally existed on the date of passing of the By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan.

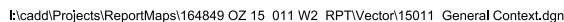
Summary of Proposed Zoning By-law Provisions

	Required RM9 Zoning By-law Standards	Proposed RM9-Exception Zoning By-law Standards (based on Site Plan dated September 1, 2016)
Use	Horizontal Multiple Dwellings – with more than 6 dwelling units	Horizontal Multiple Dwellings – with more than 6 dwelling units
Minimum lot frontage	30.0 m (98.4 ft.)	128.50 m (421.6 ft.)
Minimum floor space index	0.4	0.4
Maximum floor space index	0.9	1.2
Maximum height – flat roof	13.0 m (42.7 ft.)	14.0 m (45.9 ft.)
Minimum front yard setback	7.5 m (24.6 ft.)	5.7 m (18.7 ft.)
Minimum interior side yard	4.5 m (14.8 ft.)	3.2 m (10.5 ft.) to building 2.1 m (6.9 ft.) to stairs to parking garage
Minimum rear yard	7.5 m (24.6 ft.)	28 m (91.9 ft.) to railway
Maximum encroachment of a porch, inclusive of stairs into a required yard	1.8 m (5.9 ft.)	2.5 m (8.2 ft.)
Minimum setback from a front garage face to an internal road or sidewalk	6.0 m (19.7 ft.)	3.3 m (10.8 ft.) to sidewalk
Minimum setback from a horizontal multiple dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	1.7 m (5.6 ft.)

United Lands Corporation (Bromsgrove)**File: OZ 15/011 W2**

	Required RM9 Zoning By-law Standards	Proposed RM9-Exception Zoning By-law Standards (based on Site Plan dated September 1, 2016)
Minimum setback from a porch, inclusive of stairs, to an internal road or sidewalk	2.9 m (9.5 ft.)	1 m (3.3 ft.) to sidewalk
Minimum setback from a rear wall of a horizontal multiple dwelling to a rear wall of another dwelling	15.0 m (49.2 ft.)	13.5 m (44.3 ft.)
Minimum setback from a side wall of a horizontal multiple dwelling to an internal road	4.5 m (14.8 ft.)	2.8 m (9.2 ft.) to stairs to parking garage
Minimum setback from a side wall of a horizontal multiple dwelling to an abutting visitor parking space	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6.0 m (19.7 ft.)	2.0 m (6.6 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Minimum landscaped area	40% of lot area	42% of lot area
Minimum amenity area	The greater of 5.6 m ² (18.4 ft ²) per dwelling unit or 10% of the site (1,480.5 m ² (15,936 ft ²))	846 m ² (9,106.3 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	48.5%
Minimum number of parking spaces per 3 bedroom unit	1.75 per unit 0.25 visitor spaces per unit	1.4 per unit 0.20 visitor spaces per unit

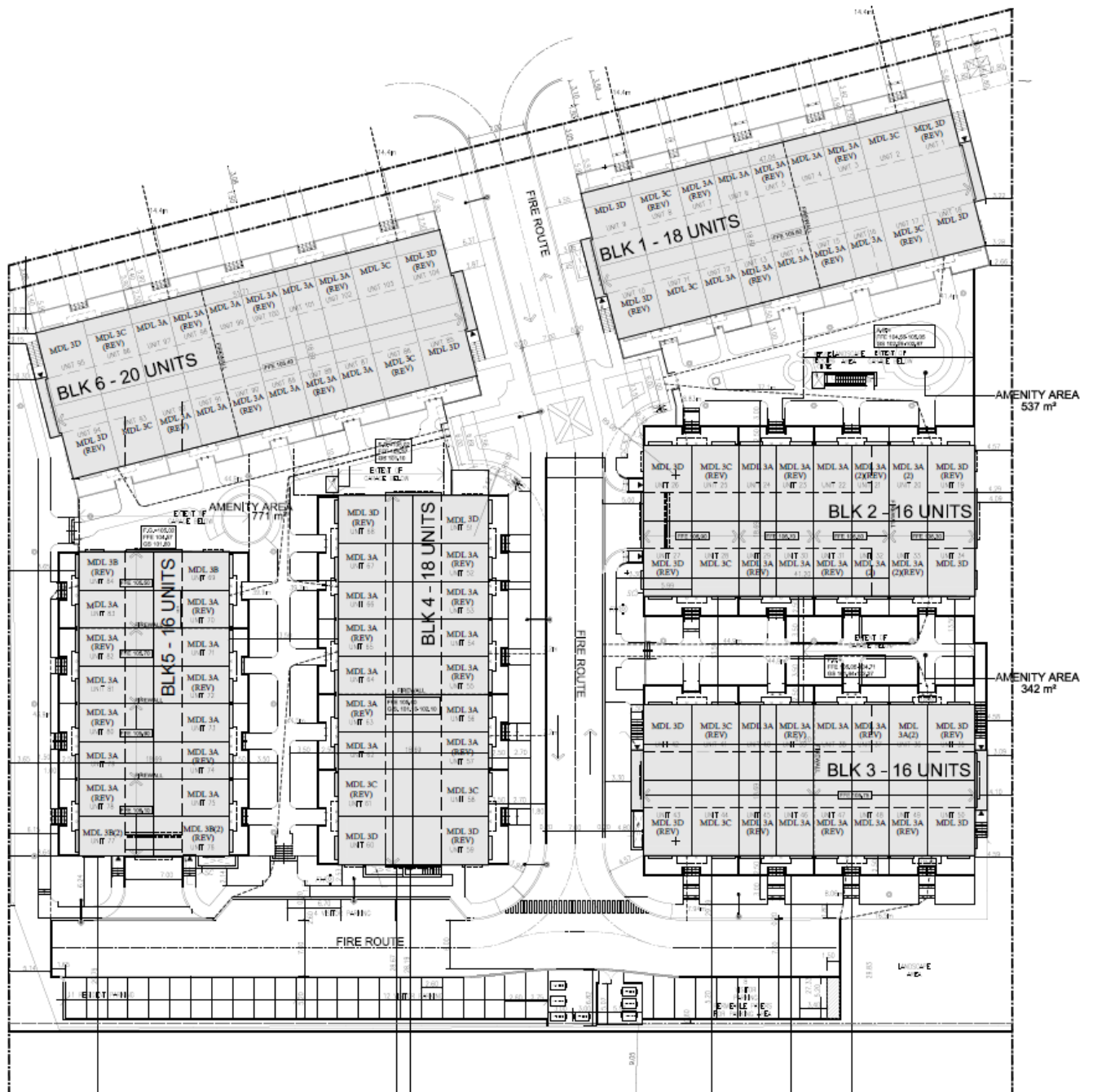
*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined



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Revised Concept Plan



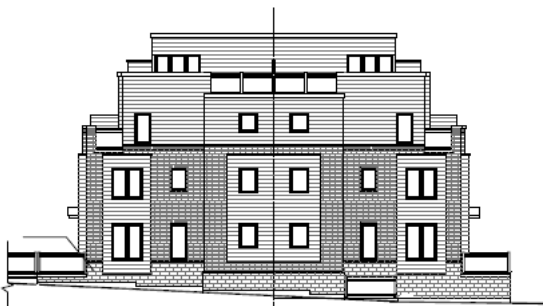
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Revised Elevations



BLOCK 1
EAST ELEVATION



BLOCK 1
NORTH ELEVATION



BLOCK 1
SOUTH ELEVATION



BLOCK 1
WEST ELEVATION

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Summary of Existing Zoning By-law Provisions

D (Development), recognizes vacant lands not yet developed and/or to permit the use that legally existed on the date of passing of the By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan.

Summary of Proposed Zoning By-law Provisions

Zone Standards	Base RM9 Zoning By-law Standards	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated September 1, 2016)	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated March 10, 2017)
Minimum lot frontage	30.0 m (98.4 ft.)	128.50 m (421.6 ft.)	128.50 m (421.6 ft.)
Maximum floor space index	0.9	1.2	1.2
Maximum height – flat roof	13.0 m (42.7 ft.)	14.0 m (45.9 ft.)	14.2 m (46.6 ft.)
Minimum front yard	7.5 m (24.6 ft.)	5.7 m (18.7 ft.)	5.5 m (18 ft.)
Minimum interior side yard	4.5 m (14.8 ft.)	3.2 m (10.5 ft.) to building 2.1 m (6.9 ft.) to stairs to parking garage	3.2 m (10.5 ft.) to building 2.1 m (6.9 ft.) to stairs to parking garage
Minimum rear yard	7.5 m (24.6 ft.)	28 m (91.9 ft.)	28.6 m (93.8 ft.)
Maximum encroachment of a porch, inclusive of stairs into a required yard	1.8 m (5.9 ft.)	2.5 m (8.2 ft.)	3.6 m (11.8 ft.)
Minimum setback from a front garage face to an internal road or sidewalk	6.0 m (19.7 ft.)	3.3 m (10.8 ft.) to sidewalk	3.5 m (11.5 ft.) to sidewalk
Minimum setback from a horizontal multiple dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	1.7 m (5.6 ft.)	1.7 m (5.6 ft.) to fire route
Minimum setback from a porch, inclusive of stairs, to an internal road or sidewalk	2.9 m (9.5 ft.)	1 m (3.3 ft.) to sidewalk	0.0 m (0.0 ft.) to sidewalk

Zone Standards	Base RM9 Zoning By-law Standards	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated September 1, 2016)	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated March 10, 2017)
Minimum setback from a side wall of a horizontal multiple dwelling to an internal road	4.5 m (14.8 ft.)	2.8 m (9.2 ft.) to stairs to parking garage	2.8 m (9.2 ft.) to stairs to parking garage
Minimum setback from a side wall of a horizontal multiple dwelling to an abutting visitor parking space	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)
Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m (9.8 ft.)	2.0 m (6.6 ft.)	2.7 m (8.9 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	42% of lot area	42% of lot area
Minimum amenity area	The greater of 5.6 m ² (60.2 ft ²) per dwelling unit (582.4 m ² (6,268.9 ft ²)) or 10% of the site (1 439.6 m ² (15,495.7 ft ²))	846 m ² (9,106.3 ft ²) (note: includes areas that are deemed to not meet the City's amenity area requirements due to noise impacts from rail corridor)	434 m ² (4,671.5 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	48.5%	54.8%
Minimum number of parking spaces per 3 bedroom unit	1.75 per unit 0.25 visitor spaces per unit	1.4 per unit 0.20 visitor spaces per unit	1.4 per 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