

## **Revised - Planning and Development Committee**

#### Date

2017/10/30

## Time

7:00 PM

## Location

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

## Members

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

## Contact

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

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



Meetings of Planning and Development Committee streamed live and archived at Mississauga.ca/videos

## NOTE: The Education Session on *Bill 73, amendment to the Development Charges Act*, authorized by Resolution 0200-2017 dated October 25, 2017, will take place prior to the Planning and Development Committee Meeting.

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

Send written submissions or request notification of future meetings to: Mississauga City Council c/o Planning and Building Department – 6<sup>th</sup> Floor Att: Development Assistant 300 City Centre Drive, Mississauga, ON, L5B 3C1 Or Email: application.info@mississauga.ca

- 1. CALL TO ORDER
- 2. DECLARATION OF CONFLICT OF INTEREST
- 3. MINUTES OF PREVIOUS MEETING October 16, 2017
- 4. MATTERS TO BE CONSIDERED
- 4.1. Mississauga Road Scenic Route Urban Design Guidelines (Wards 1, 2, 8 and 11) File: CD21-DEV
- 4.2. PUBLIC MEETING INFORMATION REPORT (WARD 2) Applications to permit 80 horizontal multiple dwellings (back to back stacked townhouses) on a private condominium road, 2200 Bromsgrove Road, South side of Bromsgrove Road, west of Southdown Road Owner: Haven Property Development Inc. File: OZ 16/015 W2
- 4.3. PUBLIC MEETING INFORMATION REPORT (WARD 7) Applications to permit a 40 storey, 360 unit apartment building, 3480 Hurontario Street, northwest corner of Hurontario Street and Central Parkway West Owner: CGIV Developments Inc. File: OZ 17/005 W7
- 4.4. PUBLIC MEETING INFORMATION REPORT (WARD 3) Applications to permit 102 horizontal multiple dwellings (back to back stacked townhomes) on a private condominium road, 4005 Hickory Drive, northeast corner of Burnhamthorpe Road East and Hickory Drive Owner: 4005 Hickory Drive Ltd. File: OZ 17/006 W3

- 4.5. PUBLIC MEETING INFORMATION REPORT (WARD 1) Port Credit Local Area Plan - Mississauga Official Plan Amendment and Implementing Zoning File: CD.03.POR
- 4.6. RECOMMENDATION REPORT (WARD 7) Applications to permit two apartment buildings (29 and 26 storeys) consisting of 521 units with retail commercial uses on the ground floor, and 49 back to back townhouse dwellings, 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive, west side of Hurontario Street, north of Harborn Road Owner: Gordon Woods Development Limited File: OZ 12/003 W7
- 5. ADJOURNMENT

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# City of Mississauga Corporate Report



Date: October 5, 2017

- To: Chair and Members of Planning and Development Committee
- From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file: CD.21.MIS

Meeting date: 2017/10/30

## Subject

Mississauga Road Scenic Route Urban Design Guidelines (Wards 1, 2, 8 and 11) File: CD.21.MIS

## Recommendation

- 1. That the report dated October 5, 2017 from the Commissioner of Planning and Building and the accompanying *Mississauga Road Scenic Route Urban Design Guidelines*, attached as Appendix 1, be approved.
- 2. That if the Official Plan policies in Official Plan Amendment (OPA 64) are modified through any Ontario Municipal Board proceedings, updated design guidelines be brought back to Planning and Development Committee for further consideration.

## Background

On March 20, 2017, a Supplemental Report on Comments on the Mississauga Road Scenic Route Policies Review was presented to Planning and Development Committee (PDC) recommending approval of proposed amendments to Mississauga Official Plan and that Urban Design Guidelines be prepared and brought forward to a future PDC meeting for Council endorsement. Recommendation PDC 0015-2017 was then adopted by Council on March 29, 2017.

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

1. That the proposed amendments to Mississauga Official Plan for the Mississauga Road Scenic Route Policies Review be approved in accordance with Appendix 2 of this report.

Planning and Development Committee

2017/10/05

Originator's file: CD.21.MIS

2. That Urban Design Guidelines for the Mississauga Road Scenic Route Study Area be prepared by staff and brought forward to a future Planning and Development Committee meeting for Council endorsement.

Official Plan Amendment (OPA 64) was passed by Council on June 7, 2017; however, was appealed to the Ontario Municipal Board (OMB) by City Park (Old Barber) Home Inc. on June 29, 2017. A hearing date has not been scheduled by the Board.

## Comments

The purpose of the Mississauga Road Scenic Route Urban Design Guidelines, dated September 2017, is to visually illustrate and expand on the Official Plan policies, which were established through public engagement. These guidelines contain design expectations for future development along the Mississauga Road Scenic Route by providing further direction on setbacks, site access, building elevations, massing, landscape treatments, cultural and heritage resource preservation, grading and other design elements.

The *Mississauga Road Scenic Route Urban Design Guidelines* have been prepared in accordance with the direction from Council to bring the guidelines to Planning and Development Committee for endorsement.

## **Financial Impact**

Not applicable.

## Conclusion

The *Mississauga Road Scenic Route Urban Design Guidelines* will assist property owners and their consultants with designing projects that are consistent with the Official Plan policies. It will also serve as a tool that staff can use to help evaluate proposals along the scenic route.

## Attachments

Appendix 1: Mississauga Road Scenic Route Urban Design Guidelines

6. A. Liller.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Edward Nicolucci, Urban Designer

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## Urban Design Guidelines



September 2017

# Mississauga Road Scenic Route



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## Introduction

Mississauga Road is considered one of the most scenic routes in the City. A portion of Mississauga Road is recognized in the Official Plan as a Scenic Route, an important Arterial Road and a Cultural Landscape Feature. The road has many significant heritage, cultural, scenic and environmental features. It forms a link between the historic villages of Port Credit and Streetsville and parallels the Credit River Valley.

The Mississauga Road Scenic Route Urban Design Guidelines have been developed in response to increasing redevelopment pressure and to provide guidance for future developments along the Mississauga Road Scenic Route.

#### 1.1 Purpose

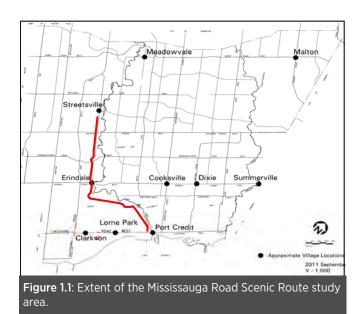
The purpose of the Urban Design Guidelines is to ensure new development located along the Mississauga Road Scenic Route is designed to be compatible with, and sensitive to the established character and to minimize undue impacts on adjacent properties.

This document is intended to ensure that the objectives of the City's Official Plan and the Mississauga Road Scenic Route policies are achieved. In addition, the guidelines should be read in conjunction with: the Zoning By-law; New Dwellings, Replacement Housing, and Additions Urban Design Guidelines; and other City guidelines and standards.

#### 1.2 Location

The Mississauga Road Scenic Route extends from Britannia Road West to Lakeshore Road West. The Urban Design Guidelines pertain only to that portion of the Scenic Route from the Canadian Pacific Railway (CPR) in Streetsville (located just south of Reid Drive) to Lakeshore Road West in Port Credit with lands abutting Mississauga Road (i.e. frontage, flankage and rear yards) (See Figure 1.1).

For additional guidelines pertaining to Mississauga Road in Streetsville north of the CPR, refer to the Historic Streetsville Urban Design Guidelines and for guidelines pertaining to Mississauga Road North in Port Credit south of the Canadian National Railway (CNR), refer to the Port Credit Built Form Guide.



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## 1.3 Character

Mississauga Road is an important part of the City's history and a scenic route. The built form and landscape features along the scenic route can be characterized as:

- largely rural in character with large 'estate' lots
- a narrow and winding road alignment
- primarily residential uses
- an architecture that reflects its historic past
- established and mature vegetation and significant tree canopy
- a variety of heritage, cultural and landscape features

## 1.4 Official Plan Policies

Mississauga Official Plan, Policies 9.3.3.11 and 9.3.3.12 contain provisions related to the Mississauga Road Scenic Route as follows:

9.3.3.11 Lands fronting, flanking and/or abuttingMississauga Road, between the Canadian PacificRailway, located south of Reid Drive, and LakeshoreRoad West, are part of a designated scenic route.These lands will be subject to the following:

 a. in order to preserve its historic streetscape character and appearance, residential development will only consist of detached dwellings and will generally be on lots with a minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan;

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- b. direct vehicular access to Mississauga Road will be encouraged;
- upgraded building elevations, including principal doors and fenestrations, will be required facing Mississauga Road;
- buffer roads (i.e. any parallel road along Mississauga Road) and reverse frontage lot development will not be permitted;
- notwithstanding Policy 8.3.1.4, development will
   not be permitted if an increase in the existing
   Mississauga Road pavement width is required;
- f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;
- g. projecting garages will be discouraged;
- h. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;
- tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;
- removal of existing landscape features, including but not limited to stone walls, fences and hedgerows, will be discouraged;



## Introduction

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- utilities will be located to minimize the impact on existing vegetation;
- grading for new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. Retaining walls as a grading solution will be discouraged; and,
- m. opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.

9.3.3.12 The existing and planned non-residential uses along Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Melody Drive, will be developed with the highest design and architectural quality. These developments will incorporate the scale, massing, patterns, proportions, materials, character and architectural language found in the best executed examples of commercial conversions of residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they will maintain the character of the rest of Mississauga Road as outlined in the scenic route policies of this Plan.

## 1.5 Cultural Heritage Resources and Site Plan Approval

The Mississauga Road corridor has a number of properties designated under the *Ontario Heritage Act*, as well as properties listed on the City's Heritage Register and the Cultural Landscape Inventory.

Generally lots abutting the Scenic Route listed or identified as a Cultural Heritage Resource or identified on the Cultural Landscape Inventory may require a Heritage Impact Assessment as part of the development approval process.

The properties along the Scenic Route are subject to the Site Plan Control By-law. The site plan approval process is intended to ensure that the construction of new dwellings, replacement housing and additions retain and complement the Scenic Route's built form character, enhance the area's natural features, maintain mature trees and contribute to the area's unique qualities.

## **Design Principles**

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The following principles are to be considered when designing plans for lands abutting the Mississauga Road Scenic Route. These design principles are intended to ensure that new developments are compatible with and respect the existing and/or planned context through appropriate setbacks, tree preservation and landscaped buffers. Consideration shall be given to site design, building massing, orientation, height and grading to ensure new developments are compatible with the surrounding context.

The design principles are to be used as a guide for developers, design professionals, property owners and the public to ensure they have considered key issues when constructing new buildings and/or additions to buildings.

Consideration must be given to **each** of the following design principles below:

#### 2.1 Zoning By-law

• Refer to the Zoning By-law regulations that apply to the proposed built form

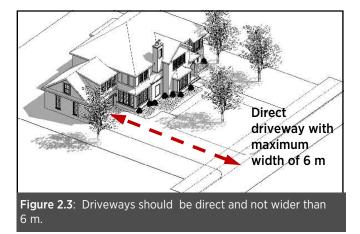


#### 2.2 40 m Detached Lots (9.3.3.11 a.)

- Residential development on lots abutting Mississauga Road (fronting or flanking) will generally require a minimum depth of 40 m (See Figure 2.2)
- New residential lots abutting Mississauga Road will be developed as detached dwellings. Other forms of development will not be permitted
- This design principle does not apply to lots south of the CNR in Port Credit (See Design Principle 2.16)

#### 2.3 Direct Vehicular Access (9.3.3.11 b.)

- Lots abutting Mississauga Road should have direct vehicular access to Mississauga Road
- Driveways should connect the garage to the street in a direct and straight configuration with limited curvature to maximize landscaping (See Figure 2.3)





## **Design Principles**

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- Driveways should not be wider than 6 m to minimize hard surface areas and maximize landscaping
- Where feasible, driveways should be combined or shared with the adjacent lot to reduce the number access points onto Mississauga Road and minimize the hard surface area

## **2.4 Upgraded Building Elevations** (9.3.3.11 c.)

- Buildings shall face and front onto Mississauga Road and include a front door, prominent porch feature, substantial fenestration, walkway connection and enhanced landscaping (See Figure 2.4)
- Lots abutting Mississauga Road will have upgraded building elevations with a variety of building materials, building articulation, windows, roof forms and visual interest



**Figure 2.4**: Buildings should have an upgraded front elevation with a variety of building forms and materials.

- Both front and flankage (side) lots will conform to this principle
- Buildings should be made of high quality and durable materials
- 2.5 Buffer Roads and Reverse Frontage Lots (9.3.3.11 d.)
- Buffer roads (i.e. service roads) parallel to Mississauga Road will not be permitted
- Reverse frontage lots with the rear elevation abutting Mississauga Road will not be permitted

#### 2.6 Street Pavement Width (9.3.3.11 e.)

Mississauga Road is characterized by a winding, undulating road alignment and a narrow pavement width. It is generally comprised of one travel lane in each direction with sections having a centre left-turn lane

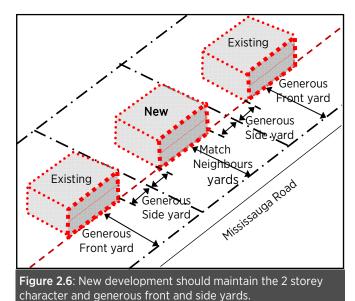
 The development of lands will not be permitted if it results in an increase of the road pavement width, such as slip-off lanes, centre median left-turn lanes or other pavement widenings. Increasing the road pavement width will have a cumulative negative effect by impacting existing trees and reducing potential for future landscape opportunities (See Figure 2.5)

## 2.7 Residential Complementary Built Form (9.3.3.11 f.)

- New buildings should not be greater than 2 storeys high and shall be designed to reflect the existing residential character in terms of scale and massing
- To maintain the character of the scenic route new lot frontages (property width) should be consistent with the surrounding lot frontages which generally range from 15 m to 30 m
- New buildings should have generous front yards that align with the adjacent properties. Side yards should be generous and should reflect the existing character. All yards should meet the zoning regulations or the existing setbacks, whichever is greater (See Figure 2.6)

- Where the development is proposing more than one building, they shall be detached houses and each building unique in design
- New development shall have minimal impact on its adjacent neighbours with respect to overshadowing and overlook
- Design Principle 2.7 does not apply to lots south of the CNR in Port Credit (See Design Principle 2.16)







## **Design Principles**

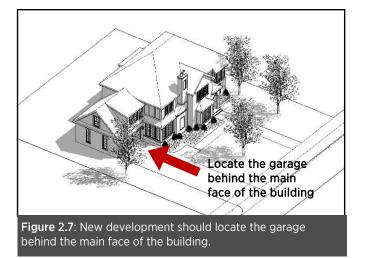
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#### **2.8 No Projecting Garages** (9.3.3.11 g.)

- Projecting garages will be discouraged
- Garages should be flush or located behind the main building façade (See Figure 2.7)
- Generally garage widths should not be greater than 40% of the overall house width

#### 2.9 On-site Turn-arounds (9.3.3.11.h.)

- On-site turn-around hammerhead driveways will be encouraged in order to reduce reverse movements onto Mississauga Road, where appropriate (See Figure 2.8). Hammerheads are regulated in the Zoning By-law.
- In order to the reduce the number of driveway entrances on Mississauga Road and to limit the extent of hard surface areas, circular driveways will be discouraged (See Figure 2.8)



#### **2.10 Tree Preservation** (9.3.3.11 i.)

- Tree preservation and enhancement will be required on public and private lands in order to maintain the existing trees (See Figure 2.9)
- Buildings and hard surface areas should be set back an appropriate distance to ensure existing trees are preserved
- New development should preserve and enhance natural heritage features, including trees, woodlands, valleys and wetlands
- A minimum 3 m wide landscaped buffer should be provided around all property lines to preserve on-site and adjacent trees. The landscaped buffer will be unencumbered with structures, retaining walls, severe grade changes and hard surface areas

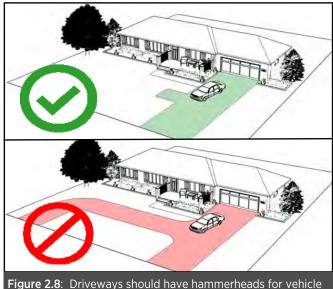


Figure 2.8: Driveways should have hammerheads for vehicle turn-around rather than circular driveways.

## 2.11 Landscape, Cultural and Heritage Features (9.3.3.11.j.)

- The removal of landscape, cultural and heritage features located on private or public land will be discouraged
- Landscape, cultural and heritage features include, but are not limited to, low stone walls, fences and gates, stone pillars, entry features, hedgerows, public art and other cultural features
- Heritage designated and listed properties shall be maintained and enhanced. Where development is considered it shall be done in a sensitive, compatible and respectful manner
- The distinctive low stone walls located on both public and private lands are listed on the Cultural Landscape Inventory and should be maintained (See Figure 2.10)

## 2.12 Utility Location (9.3.3.11 k.)

 The location of above and below grade utilities should be considered early in the site design to ensure that they do not impact public or private existing trees or heritage features (See Design Principle 2.11)

### 2.13 Grading and Retaining Walls (9.3.3.11 l.)

- The grading of new development will be designed to match and be compatible with the grades of the adjacent properties
- Grade manipulation is to be avoided and where retaining walls are required, they should not exceed 0.6 m in height



**Figure 2.9**: Maintain existing trees and other landscape features on public and/or private property.



**Figure 2.10**: Maintain the heritage low masonry wall on public and/or private property.



## **Design Principles**

#### 2.14 Enhance Connections (9.3.3.11 m.)

- New development should contribute to, support and enhance pedestrian routes, the cycling network and multi-use trails (See Figure 2.11)
- Where feasible, provide a connection to nearby existing or proposed networks which support access between Mississauga Road, the Credit River Valley corridor or other trails
- When required by other authorities and agencies new development should provide connections or maintenance access to the Credit River valley corridor and/or networks

#### **2.15 Lands North of Melody Drive** (9.3.3.12)

- This principle applies to lands north of Melody Drive on both sides of Mississauga Road and as north as the CPR (See Figure 2.12)
- The existing and planned non-residential uses shall be developed with the highest design and architectural quality
- Developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best examples of the commercial conversions of the former residential building within Streetville's historic mainstreet commercial core (See Figure 2.13)



**Figure 2.11**: Enhance and support the cycling network where appropriate.



and Melody Drive.

- Sufficient landscaping and building setbacks along Mississauga Road will be provided to complement the mainstreet character
- Should these lands be developed for residential uses, the residential principles of the Mississauga Road Scenic Route shall apply

### 2.16 Lands within Port Credit

- These policies apply to properties abutting Mississauga Road North from the CNR to Lakeshore Road West (See Figure 2.14)
- Residential developments generally should not be greater than 2 storeys high, reflect the more compact form and should maintain the scale, massing, proportions, materials and residential character of the existing context (See Figure 2.15)

- To maintain the character, lot frontages (property width) should be consistent with the surrounding lot frontages, but generally not less than 15 m for lots with detached dwellings
- New buildings should have front yards that generally align with the existing adjacent buildings, and side yards that reflect the existing character. All yards should meet the zoning regulations or maintain the existing character, whichever is greater
- Front doors and windows should face the street and incorporate a walkway connection to the sidewalk (See Figure 2.15)



**Figure 2.13**: An example of a new development that reflects the character of the Streetsville mainstreet.





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- Driveways should be located at the side of the building (mutual driveways are preferred) with the parking and garages located at the rear of the property
- Where a development is proposing more than one building, each building should be unique in design
- Buildings should be made of high quality and durable materials
- Provide a sufficient landscaped buffer from hard surface areas and retaining walls to ensure the continued growth and health of the existing trees



**Figure 2.15**: An example of a building that reflects the character within Port Credit.

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City of Mississauga	nent and Design Division	MISSISSauga

Planning and Building Department, Development and Design Division 300 City Centre Drive, 6th Floor, Mississauga, ON L5B 3C1- Tel: 905-896-5511 Fax: 905-896-5553

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# City of Mississauga Corporate Report

Date: October 5, 2017

- To: Chair and Members of Planning and Development Committee
- From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file: OZ 16/015 W2

Meeting date: 2017/10/30

## Subject

## PUBLIC MEETING INFORMATION REPORT (WARD 2)

Applications to permit 80 horizontal multiple dwellings (back to back stacked townhomes) on a private condominium road 2200 Bromsgrove Road, south side of Bromsgrove Road, west of Southdown Road Owner: Haven Property Development Inc. File: OZ 16/015 W2

Recommendation

That the report dated October 5, 2017, from the Commissioner of Planning and Building regarding the applications by Haven Property Development Inc. to permit 80 horizontal multiple dwellings (back to back stacked townhomes) under File OZ 16/015 W2, 2200 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 requires amendments to the official plan and zoning by-law
- Community concerns identified to date relate to adequacy of parking, traffic, privacy and adequacy of existing water and wastewater infrastructure
- Prior to the next report, matters to be addressed include: adequacy of proposed parking, appropriateness of the proposed zoning regulations, unit configuration and design, lack of amenity area, fire concerns, and the satisfactory resolution of other technical requirements and studies related to the project



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## 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

Size and Use	
Frontage:	37.7 m (123.6 ft.)
Depth:	138.9 m (455.7 ft.)
Gross Lot Area:	0.51 ha (1.25 ac.)
Net Lot Area:	0.49 ha (1.22 ac.)
Existing Use:	Industrial building

The property is 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, townhomes, stacked townhomes and apartments. The site is generally rectangular in shape and site grades fall away from Bromsgrove Road towards the CN railway. The property is occupied by a 2 storey industrial building.



Aerial Image of 2200 Bromsgrove Road

Originator's file: OZ 16/015 W2

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The surrounding land uses are:

- North: Hydro corridor on the north side of Bromsgrove Road
- East: 4 storey horizontal multiple dwellings and a 12-storey apartment building
- South: Clarkson public works yard located south of the CN rail corridor
- West: Vacant lands approved for 104 horizontal multiple dwellings (back to back townhouses)

An aerial photo of the property and surrounding area is found in Appendix 1.

### DETAILS OF THE PROJECT

The applications are to permit 80 horizontal multiple dwellings (back to back stacked townhouses) in two blocks. The proposed back to back stacked townhouses are four storeys with the lower level located partially below grade. Site access is proposed from Bromsgrove Road and the majority of parking will be located underground.

Development Proposal		
Applications	Received: December 22, 2016	
submitted:	Deemed complete: January 30, 2017	
Developer/	Haven Property Development Inc.	
Owner:	haven i roperty Development inc.	
Applicant:	Hunter & Associates Ltd.	
Number of	80 back to back stacked townhomes	
units:		
Height:	4 storeys (including partially below grade	
	level)	
Lot Coverage:	35.4%	
Floor Space	1.1	
Index:		
Landscaped	45.5%	
Area:	10.070	
Net Density:	164 units/ha	
	66 units/ac.	
Gross Floor	5 200 m <sup>2</sup> (55,972 ft <sup>2</sup> )	
Area:		
Road type:	Private condominium road	
Anticipated	200*	
Population:	*Average household sizes for all units (by type)	
	for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of	
	Mississauga.	

#### Planning and Development Committee

Originator's file: OZ 16/015 W2

2017/10/05

Development Proposal		
Parking:	Required	Proposed
resident spaces	100	80
visitor spaces	20	12
Total	120	92

Proposed concept plan and elevations are found in Appendices 2 and 3.



Image of existing conditions



Applicant's rendering of proposed back to back stacked townhouses

#### LAND USE CONTROLS

The subject lands are located within the Clarkson-Lorne Park Neighbourhood Character Area and are designated **Residential High Density** (see Appendix 4) which permits apartment dwellings with a Floor Space Index (FSI) of 0.5 to 1.0. The applicant is proposing to maintain the **Residential High Density** designation and to add special site policies to permit horizontal multiple dwellings and a FSI of 1.1. Planning and Development Committee

## 2017/10/05

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Originator's file: OZ 16/015 W2

The lands are currently zoned **D** (**Development**) (see Appendix 5) which permits buildings or structures legally existing on the date of the passing of the Zoning By-law and the existing legal use of such building or structure. A rezoning is proposed from **D** (**Development**) to **RM9** (Horizontal Multiple Dwellings with more than 6 dwelling units) - Exception to permit 80 horizontal multiple dwellings.

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found 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

A community meeting was held by Ward 2 Councillor, Karen Ras on March 23, 2017.

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

- The number of proposed parking spaces to accommodate the proposed development is insufficient. Not everyone uses GO Transit
- The impacts on traffic from this development and the approved development to the west will be significant
- The proposed development will negatively impact the privacy of the existing units to the east
- Are any upgrades required to the water and wastewater infrastructure in the area to accommodate the development

## **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 maintained by this project?
- Is sufficient parking proposed to accommodate the proposed use?
- Are the proposed zoning regulations acceptable?
- Are the proposed unit configurations acceptable?

Planning and [	Development Committee
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Originator's file: OZ 16/015 W2

- Is adequate amenity area or informal gathering space proposed for residents?
- Does the proposed development comply with Fire Route By-law 1036-081?
- Have all other technical requirements and studies, including stormwater management and traffic impacts, been addressed and found to be acceptable?

The proposed unit sizes and configurations are also a departure from what Planning staff are seeing in other recent development applications for back to back stacked townhomes in the City. Based on Planning staff's research of similar residential products through the preparation of the Urban Design Guidelines and Zoning By-law regulations for back to back and stacked townhouses, the proposed ground floor and lower level units are at the small end of the range of unit sizes typically offered in a stacked townhouse product. Some of the units are also narrower than units being proposed in other development applications in the City. Additionally, the placement of upper level unit balconies is such that lower level units have limited access to light and air, which may also cause safety issues in the event of an emergency.

The proposed building layout occupies the majority of the developable area on the site thereby leaving little to no space to accommodate utilities, mail boxes, development sign (showing the location of units), etc. Additionally, no formal amenity area or area for informal gathering is proposed. Although these matters are typically dealt with at the Site Plan stage, given how tight the site is and the increasingly common practice of pre-selling units, staff want to ensure that all site elements can be properly accommodated on site.

Development and Design Division Staff are in the process of preparing Urban Design Guidelines and revised Zoning By-law regulations for back to back and stacked townhouses. Although the applications were submitted in advance of the guidelines being endorsed and the Zoning By-law regulations coming into effect, staff are reviewing the applications in the context of good urban design and planning principles, existing guidelines and standards, and the existing **RM9 (Horizontal Multiple Dwellings with more than 6 dwelling units)** zoning regulations.

#### **OTHER INFORMATION**

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

- Context Map
- Topographic Survey
- Site Plan and Statistics
- Floor Plans and Elevations
- Sections
- Landscape Plans and Details
- Tree Inventory and Preservation Report
   and Plan
- Grading and Servicing Plans

- Planning Justification Report
- Draft Official Plan Amendment and Zoning By-law
- Functional Servicing & Stormwater Management Report
- Noise and Vibration Study
- Traffic Impact Study
- Phase I and II Environmental Site Assessments

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• Stage 1 and 2 Archaeological Assessment Sun/Shadow Study

## **Development Requirements**

There are engineering matters including: grading, servicing, stormwater management, pedestrian connections and noise mitigation measures which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## **Financial Impact**

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

## Conclusion

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: Aerial Photograph

Appendix 2: Proposed Concept Plan

Appendix 3: Proposed Elevations

Appendix 4: Excerpt of Clarkson-Lorne Park Neighbourhood Character Area Land Use Map

Appendix 5: Existing Zoning and General Context Map

Appendix 6: Summary of Existing and Proposed Mississauga Official Plan Policies

Appendix 7: Summary of Existing and Proposed Zoning Provisions

Appendix 8: Agency Comments

Appendix 9: School Accommodation

E.A. Liler.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

Originator's file: OZ 16/015 W2

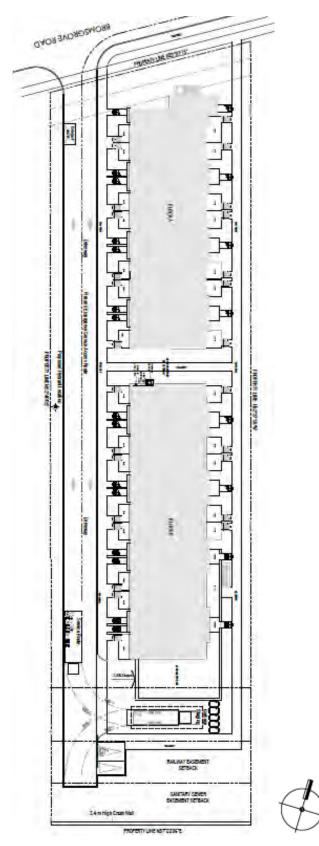
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File: OZ 16/015 W2



Proposed Concept Plan

File: OZ 16/015 W2

## Haven Property Development Inc.

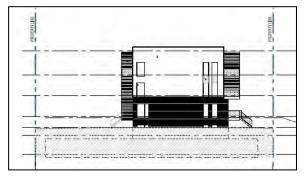
#### **Proposed Elevations**



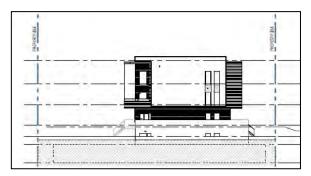
West Elevation



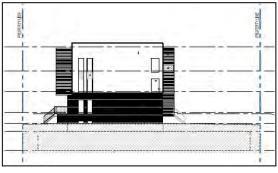
East Elevation



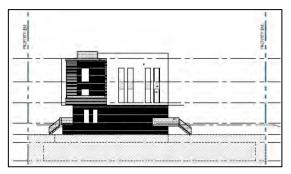
South Elevation – Block A



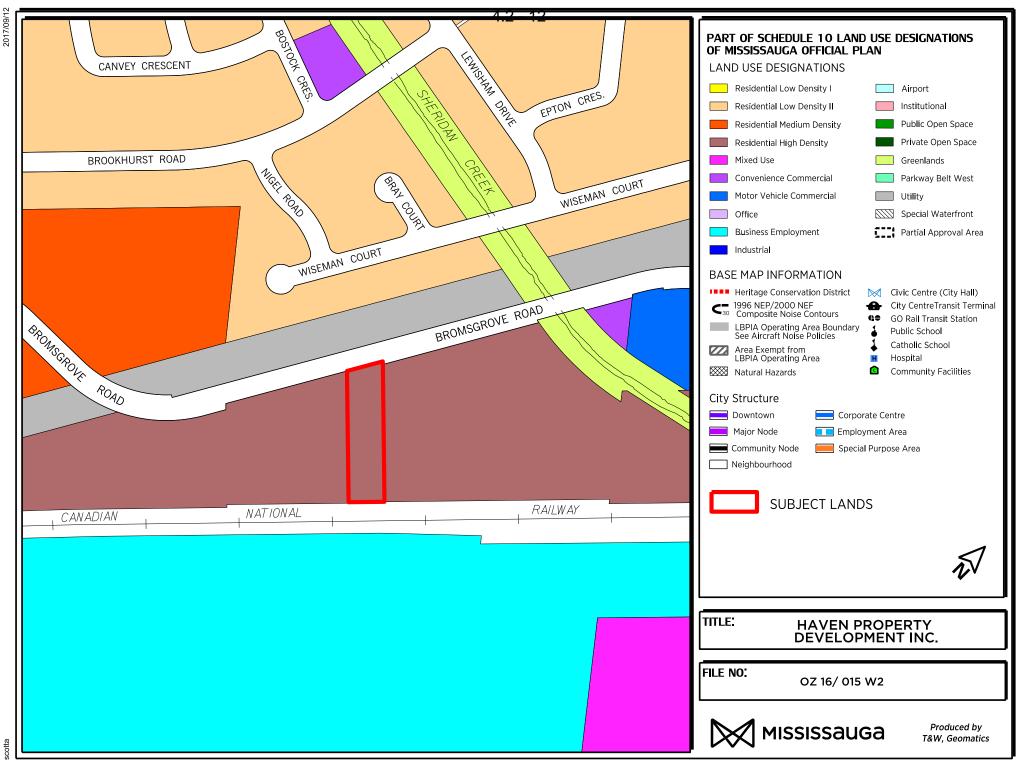
South Elevation – Block B

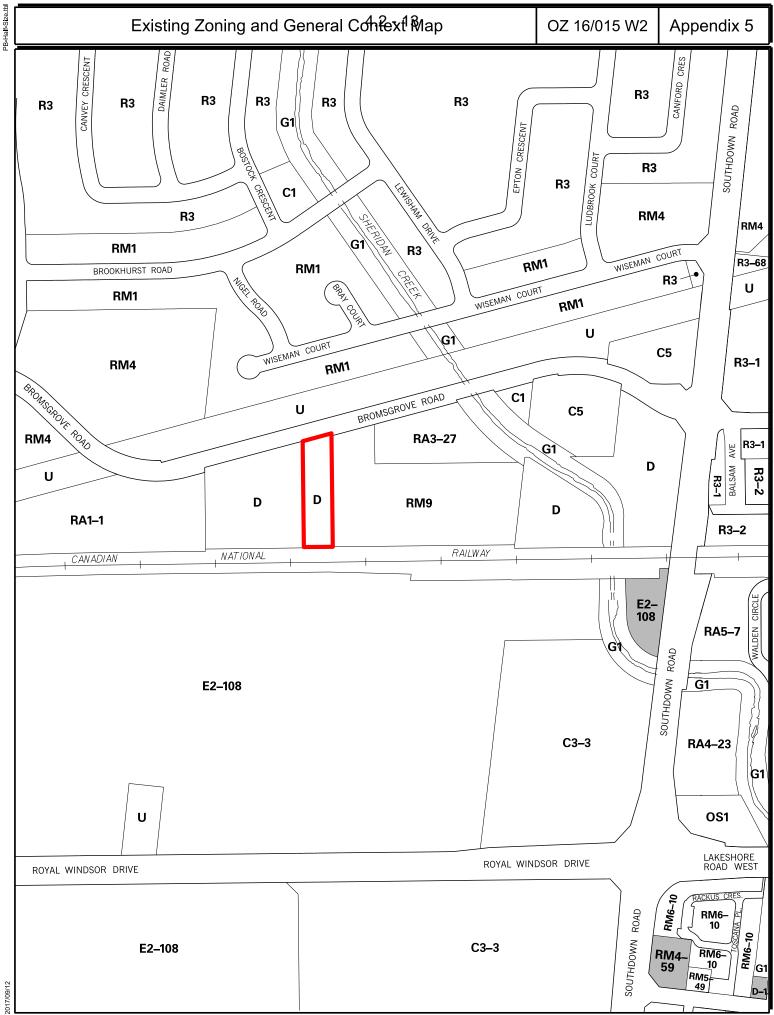


North Elevation – Block B



North Elevation – Block A





Haven Property Development Inc.

#### File: OZ 16/015 W2

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

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

**Residential High Density** which permits apartment dwellings within a Floor Space Index (FSI) range of 0.5 - 1.0.

According to Schedule 2 (Intensification Areas) of Mississauga Official Plan, the subject property is within the 500 m (1,640 ft.) radius of the Clarkson GO Station Major Transit Station Area.

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

The lands are proposed to maintain the current **Residential High Density** designation and to add Special Site policies to permit horizontal multiple dwellings and a FSI of 1.1.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications, some of which are found below.

	Specific Policies	General Intent
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		Major Transit Station Areas are Intensification Areas in Mississauga Official Plan and are 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.

#### Relevant Mississauga Official Plan Policies

## Haven Property Development Inc.

## File: OZ 16/015 W2

	Specific Policies	General Intent
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	Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls. Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties. 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. 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.
Section 9 – Building a Desirable Urban Form		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. Site development should respect and maintain the existing grades on-site.

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## Haven Property Development Inc.

## File: OZ 16/015 W2

	Specific Policies	General Intent
Section 16 – Neighbourhoods	Section 16.1 Section 16.5	A maximum building height of four storeys will apply to Neighbourhoods. Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.
Section 19 - Implementation	Section 19.5.1	<ul> <li>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</li> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

Haven Property Development Inc.

File: OZ 16/015 W2

#### Summary of Existing and Proposed Zoning Provisions

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

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

	Base RM9 Zoning By-law Standards	Proposed RM9-Exception Zoning By-law Standards (based on Site Plan dated July 18, 2017)
Maximum floor space index	0.9	1.1
Minimum rear yard	7.5 m (24.6 ft.) 30 m (98.4 ft.) to CN railway	22.5 m (73.8 ft.) - to ramp to underground garage 30.0 m (98.4 ft.) - to residential units
Maximum encroachment into a required yard of a porch, inclusive of stairs, located at and accessible from the first storey or below the first storey of the horizontal multiple dwelling	1.8 m (5.9 ft.)	4.0 m (13.1 ft.)
Minimum setback from a horizontal multiple dwelling to a sidewalk	4.5 m (14.8 ft.)	4.2 m (13.8 ft.)
Minimum setback from a porch or deck, inclusive of stairs, to a sidewalk	2.9 m (9.5 ft.)	1.1 m (3.6 ft.)
Minimum setback from a side wall of a horizontal multiple dwelling to an internal road	4.5 m (14.8 ft.)	0.0 m (0.0 ft.) - to access to underground parking garage
Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m (9.8 ft.)	1.5 m (4.9 ft.)
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.)	1.7 m (5.6 ft.)

#### **Proposed Zoning Standards**

#### File: OZ 16/015 W2

	Base RM9 Zoning By-law Standards	Proposed RM9-Exception Zoning By-law Standards (based on Site Plan dated July 18, 2017)
Minimum amenity area	The greater of 5.6 m <sup>2</sup> (60.3 ft <sup>2</sup> per dwelling unit (448 m <sup>2</sup> / 4,822 ft <sup>2</sup> ) or 10% of the site area (494 m <sup>2</sup> / 5,317 ft <sup>2</sup> )	0.0 m <sup>2</sup> (0.0 ft <sup>2</sup> )
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	0%
Minimum number of parking spaces	<ul><li>1.1 per one-bedroom unit</li><li>1.5 per two-bedroom unit</li><li>0.25 visitor spaces per unit</li></ul>	1 per unit 0.15 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.

File: OZ 16/015 W2

#### Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (September 14, 2017)	The Region of Peel confirmed that a satisfactory Functional Servicing Report has been received and that there is adequate water and wastewater servicing for the proposed development.
	<ul> <li>Through the associated Site Plan application (SP 17/133 W2) the Region will require:</li> <li>An easement be registered on title for a portion of the property to access the existing Regional sanitary sewer easement on the property</li> </ul>
	<ul> <li>Detailed design, engineering and landscape drawings for review and comment</li> </ul>
	<ul> <li>Revised plans to meet the waste management requirements for front end collection in the Waste Design Standards Manual</li> </ul>
Dufferin-Peel Catholic District School Board (February 15, 2017) and the Peel District School Board (February 21, 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 this development application.
	In addition, if approved, the Peel District School Board and/or the Dufferin-Peel Catholic District School Board also require that the appropriate warning clauses be included in all offers of purchase and sale for the proposed development.
City Community Services Department – Parks and Forestry Division/Park Planning Section	Community Services 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).
(September 19, 2017)	Street tree cash contributions will be required for four (4) street trees to be planted along Bromsgrove Road. The fee is subject to the current fees and charges by-law.
	Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.
City Community Services	Fire has reviewed the revised OPA/rezoning applications from

## File: OZ 16/015 W2

Agency / Comment Date	Comment
Department – Fire and Emergency Services Division (August 1, 2017)	an emergency response perspective and has no concerns; emergency response time to the site and watersupply available are acceptable.
	Note: 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.
	Based on the site plan application submitted, compliance is not demonstrated; travel distances to several units is excessive. Revisions will be required and compliance will be assessed at the time of site plan approval.
City Transportation and Works Department (September 11, 2017)	The applicant has been requested to address a number of outstanding items to ensure the proposal is feasible, including the following:
	<ul> <li>Indicate the tenure of the development proposal</li> <li>Revise the engineering drawings to add additional technical details, including grading, surface drainage and servicing details</li> <li>Update the Noise report to address noise mitigation measures and Metrolinx/GO Transit requirements</li> <li>Update the Functional Servicing and Stormwater Management Report</li> <li>Update appropriate drawings to address access, parking ramp and turnaround details to ensure they are adequate for Fire and Waste Collection vehicles</li> </ul>
	The above aspects are to be addressed by the applicant prior to a Recommendation Report.
Metrolinx (September 8, 2017)	<ul> <li>Metrolinx indicated the following:</li> <li>A minimum 30 m (98.4 ft.) setback is maintained for the residential uses, with intervening space used for ancillary low occupancy uses (garbage storage/ loading/ garage ramp, etc.). We have no further comment in this regard</li> <li>Technical design specifications are required for the 2.4 m (7.9 ft.) high crash wall</li> <li>A 1.8 m (6.0 ft.) high chain-link (or alternative material fence must be provided where direct access to the rail corridor is afforded</li> <li>A letter is required from the project engineer to confirm that the rail corridor will not be adversely affected by site drainage</li> </ul>

## File: OZ 16/015 W2

Agency / Comment Date	Comment
	<ul> <li>An environmental easement for operational emissions is to be registered on title against the residential dwellings in favour of Metrolinx</li> <li>Standard warning clauses are to be included in all development agreements, offers to purchase and agreements of Purchase and Sale or Lease of each dwelling unit within the development</li> </ul>
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:
	<ul> <li>MiWay</li> <li>Cultural Planning, Community Services Department</li> <li>Heritage Planning, Community Services Department</li> <li>Canada Post</li> <li>Enbridge Gas Distribution Inc.</li> <li>Alectra Utilities</li> <li>Rogers Cable</li> <li>Greater Toronto Airports Authority</li> <li>Trans-Northern Pipeline</li> </ul>
	<ul> <li>The following City Departments and external agencies were circulated the applications but provided no comments:</li> <li>Realty Services, Corporate Services Department</li> <li>Conseil Scolaire de District Catholique Centre-Sub</li> <li>Conseil Scolaire Viamonde</li> <li>Bell Canada</li> </ul>

Fie: OZ 16/015 W2

## School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board	
Student Yield:         12 Kindergarten to Grade 8         2 Grade 9 to Grade 12     School Accommodation:     Hillside Public School     Enrolment: 576     Capacity: 623     Portables: 0     Clarkson Secondary School     Enrolment: 827     Capacity: 1,392     Portables: 0     * Note: Capacity reflects the Ministry of     Education rated capacity, not the Board rated     capacity, resulting in the requirement of	<ul> <li>Student Yield:</li> <li>6 Junior Kindergarten to Grade 8 5 Grade 9 to Grade 12</li> <li>School Accommodation:</li> <li>St. Louis Catholic Elementary School</li> <li>Enrolment: 224 Capacity: 348 Portables: 1</li> <li>Iona Catholic Secondary School</li> <li>Enrolment: 886 Capacity: 723 Portables: 17</li> </ul>	
portables.		

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# City of Mississauga Corporate Report

Date: October 5, 2017

- To: Chair and Members of Planning and Development Committee
- From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file: OZ 17/005 W7

Meeting date: 2017/10/30

# Subject

## PUBLIC MEETING INFORMATION REPORT (WARD 7)

Applications to permit a 40 storey, 360 unit apartment building 3480 Hurontario Street, northwest corner of Hurontario Street and Central Parkway West Owner: CGIV Developments Inc. File: OZ 17/005 W7

# Recommendation

That the report dated October 5, 2017, from the Commissioner of Planning and Building regarding the applications by CGIV Developments Inc. to permit a 40 storey, 360 unit apartment building with a 5 storey podium and ground level retail commercial uses under File OZ 17/005 W7, 3480 Hurontario 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 zoning by-law
- Community concerns identified to date relate to the compatibility of the proposal, including height, bulk, reduction in views, traffic and parking
- Prior to the next report, matters to be considered include the appropriateness of the proposed amendments related to building height, lot coverage, density, floor space index and on-site parking and the satisfactory resolution of other technical requirements.

# Background



Planning and Development Committee	
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2017/10/05

Originator's file: OZ 17/005 W7

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

# Comments

#### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	41.05 m (134.6 ft.) Hurontario Street
	33.34 m (109.3 ft.)Central Parkway West
Depth:	52.92 m (173.6 ft.)
Gross Lot Area:	0.23 ha (0.56 ac.)
Existing Use:	Stand-alone restaurant (Wally's)

The property is located on the northwest corner of Hurontario Street and Central Parkway West within the Downtown Fairview Character Area. The site is located south of the Downtown Core and is surrounded by high density residential uses.



Image of 3480 Hurontario Street

The surrounding land uses are:

- North: A 33 storey apartment building with a three storey podium extending south on the west side of Hurontario Street
- East: A vacant parcel of land on the northeast corner of Central Parkway and Hurontario Street. North of this vacant parcel of land are apartment buildings ranging in height from 18 to 24 storeys
- South: A three storey professional medical office building is located on the west side of Hurontario Street south of Central Parkway. An Esso gas station and car wash is located at the south-east corner.

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West: A six storey apartment building and further west are five 2 storey semi-detached dwellings on Omeath Court.

A proposed Hurontario Light Rail Station (Central Parkway Station) is to be located abutting this site on Hurontario Street north of Central Parkway.

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

## DETAILS OF THE PROJECT

The applications are to permit a 40 storey apartment building with 360 units. The building includes a five storey podium containing 577.3 m<sup>2</sup> (6,214 ft<sup>2</sup>) of retail commercial uses on the ground floor and residential units on floors two through five within the podium. A total of 80 on-site parking spaces are proposed above ground on the second to fifth floors.

Development Proposal		
Applications	Received: May 23, 2017	
submitted:	Deemed complete: July 5, 2017	
Developer/ Owner:	CGIV Developments Inc.	
Applicant:	James Lethbridge Planning Inc.	
Number of units:	360	
Existing Gross Floor Area:	240 m <sup>2</sup> (2,583.3 ft <sup>2</sup> )	
Height:	40 storeys	
Lot Coverage:	91.1%	
Floor Space Index:	12.3	
Landscaped Area:	8.5% at grade (49.6% including at grade and on top of podium)	
Gross Floor Area:	27 627.1 m <sup>2</sup> (297,375.6 ft <sup>2</sup> ) - residential 577.3 m <sup>2</sup> (6,214 ft <sup>2</sup> ) – commercial 28 204.4 m <sup>2</sup> (303,589.6 ft <sup>2</sup> ) - total	
Anticipated Population:	900* *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: resident spaces	RequiredProposed360347	

# 2017/10/05

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Originator's file: OZ 17/005 W7

Development Proposal			
visitor/commercial	54	54	
spaces			
Total	414	401	

Proposed concept plan and elevations are found in Appendix 3 and 4.



Image of existing conditions



Applicant's rendering of proposed apartment building

LAND USE CONTROLS

5

Originator's file: OZ 17/005 W7

The subject lands are located within the Downtown Fairview Character Area and are designated **Mixed Use** (see Appendix 5) which permits residential uses in addition to a wide range of commercial uses. The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit a 40 storey, 360 unit apartment building, including ground level retail commercial uses.

The lands are currently zoned **C3 (General Commercial)** (see Appendix 6) which permits commercial and retail uses including the existing restaurant (Wally's). A rezoning is proposed from **C3 (General Commercial)** to **RA5-Exception (Apartment Dwellings)** to permit a 40 storey apartment building including ground level retail commercial uses.

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found in Appendices 7 and 8.

#### **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 7 Councillor, Nando lannicca on September 13, 2017.

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

- Traffic impact on Central Parkway and Hurontario Street as a result of this proposed development including access into the site
- Setbacks from abutting existing residential apartment buildings
- The property is too small to build a residential apartment building
- Shadow and wind impacts on abutting properties
- Height of the proposed building
- Privacy for abutting residential apartment buildings

#### **DEVELOPMENT ISSUES**

Originator's file: OZ 17/005 W7

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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:

- Is there enough servicing capacity to service this site? An updated Functional Servicing Report is required by the Region
- Are the policies and principles of Mississauga Official Plan maintained by this project
- Is the proposal compatible with the character of the area given the proposed built form, height, massing, density, scale, layout, impact on the Hurontario Light Rail Transit, setbacks to abutting properties and building configuration
- Is the proposed site access and internal road configuration and proposed parking supply appropriate
- Does the development meet the sun-shadow guidelines of the City on the surrounding private and public realm
- Are the proposed zoning regulations appropriate
- Have all other technical requirements and studies, including functional servicing report, traffic impact study related to the proposal been addressed and found to be acceptable

#### **URBAN DESIGN REVIEW PANEL**

The application meets the criteria for review by the Urban Design Advisory Panel, which will take place at a later date.

#### **OTHER INFORMATION**

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

- Survey
- Site Plan
- Context Plan
- Floor Plans
- Building Elevations and Renderings
- Site Servicing and Grading Plan
- Erosion and Settlement Control Plan
- Composite Utility Plan
- Landscape Plans
- Arborist Report and Tree Preservation
- Planning Justification Report
- Urban Design Brief
- Shadow Impact Study

#### **Development Requirements**

- Pedestrian Level Wind Study
- Environmental Noise Feasibility Study
- Hydrogeological Assessment
- Transportation Study
- Geotechnical Study
- Functional Servicing and Stormwater Management Report
- Green Site and Building Initiatives
- Public Consultation Strategy
- Easement documents
- Draft Official Plan Amendment
- Draft Zoning By-law

Planning and	Development Committee
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Originator's file: OZ 17/005 W7

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

# **Financial Impact**

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

# Conclusion

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

# Attachments

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

E.A. Lilu.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Michael Hynes, Development Planner

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File: OZ 17/005 W7

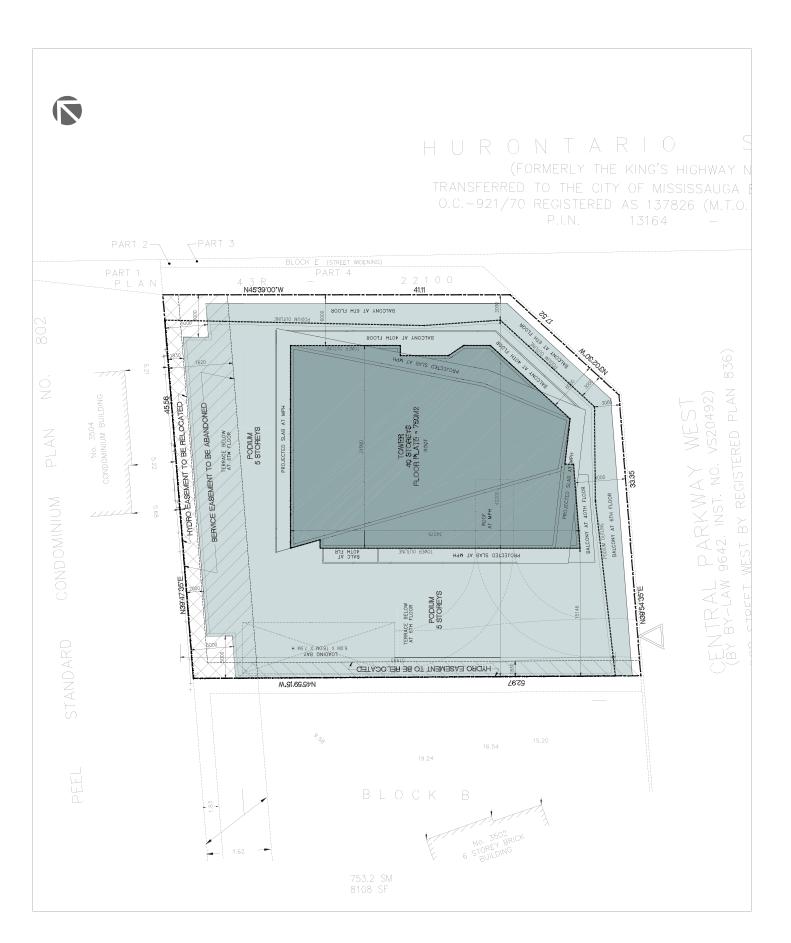
#### **Site History**

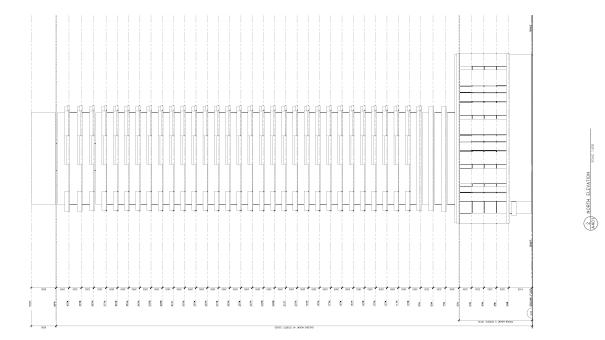
- January 5, 1978 Committee of Adjustment approved minor variance application under File 'A' 1/78 to use the existing building as a restaurant
- June 20, 2007 Zoning By-law 0225-2007 came into force. The subject lands are zoned C3 (General Commercial)
- November 14, 2012 Mississauga Official Plan came into force except for those site/polices which have been appealed. As no appeals have been filed the policies of the new Mississauga Official plan apply. The subject lands are designated **Mixed Use** in the Downtown Fairview Character Area

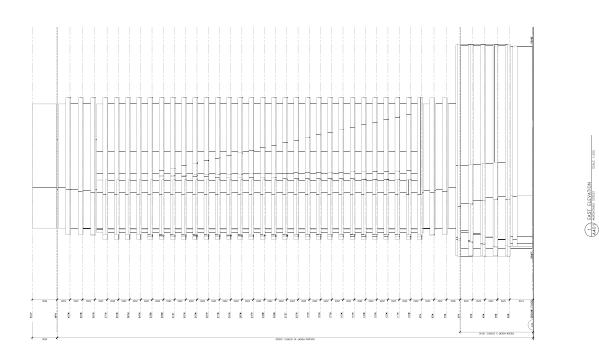
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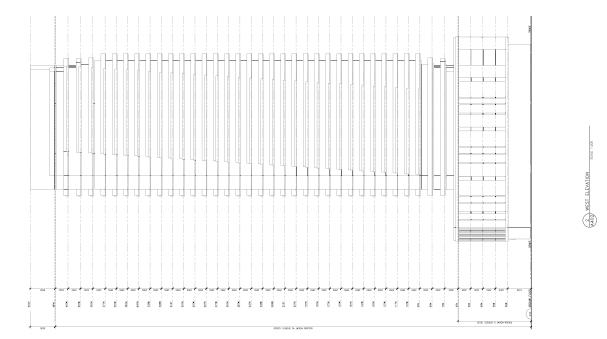
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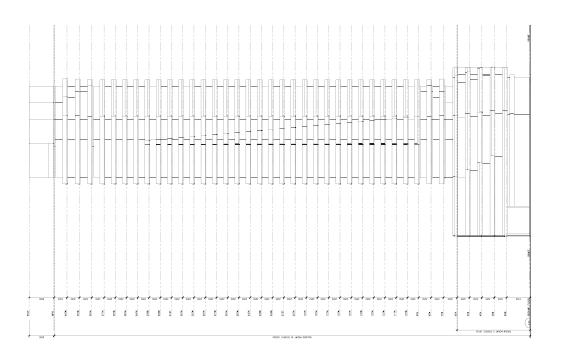


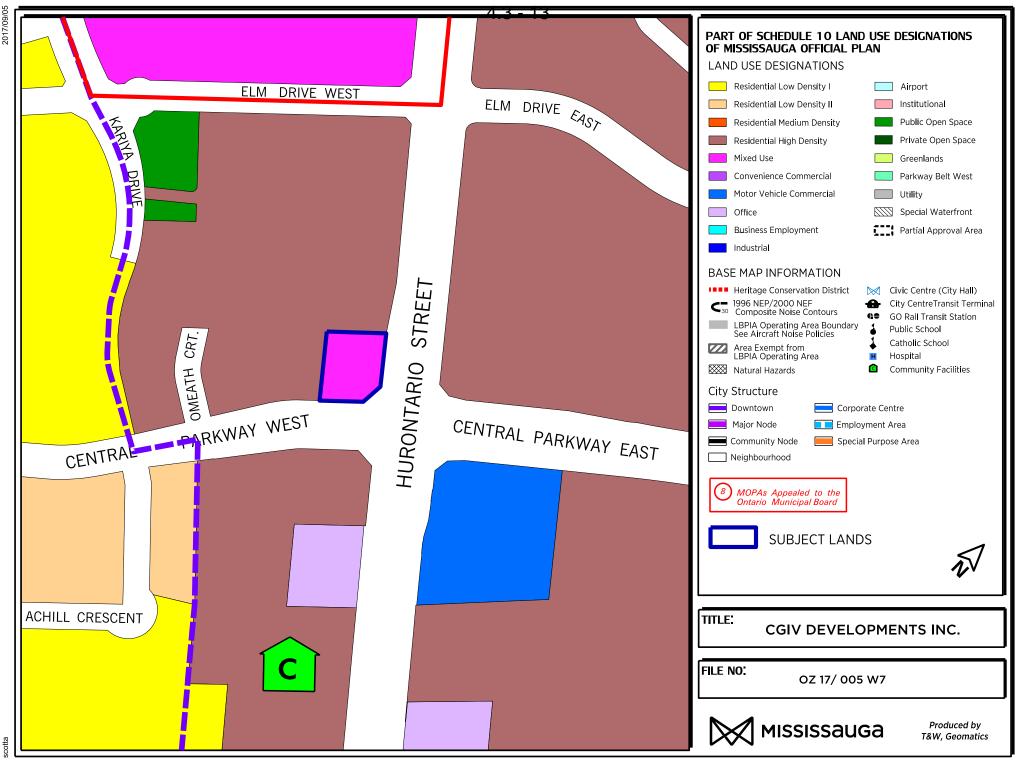


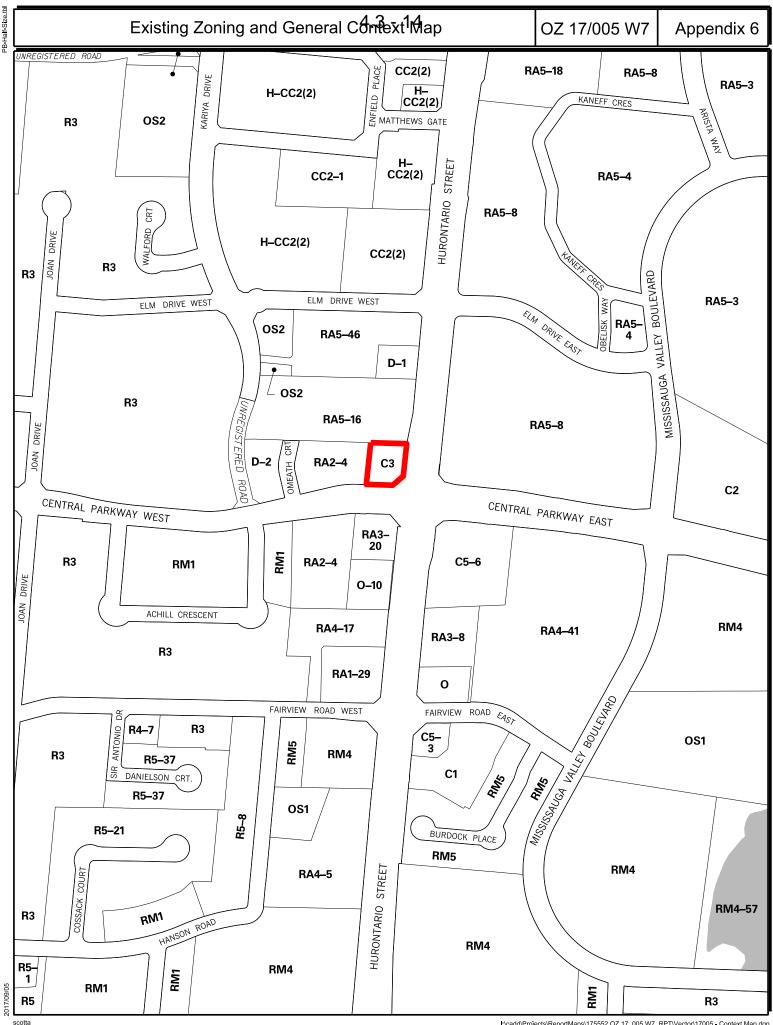


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#### File: OZ 17/005 W7

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

Current Mississauga Official Plan Designation and Policies for the Downtown Fairview Character Area

Mixed Use which permits residential uses in addition to a wide range of commercial uses.

Proposed Official Plan Provisions

**Residential High Density – Special Site** designation to permit apartments and grade-related office and retail commercial uses.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications which are found below:

#### **Relevant Mississauga Official Plan Policies**

	Specific Policies	General Intent
Section (2 – Policy Context	Section 2.1.2 Provincial Policy Statement, Section 2.1.3 Provincial Growth Plan	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. 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: • 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 5.4 Corridors, Section 5.4.1, Section 5.5 Intensification Areas, Section 5.5.1, Section 5.5.4	<ul> <li>The Mississauga Official Plan (MOP) will ensure that most of Mississauga's future growth will be directed to Intensification Areas and that the Downtown is an Intensification Area. Hurontario Street has been identified as an Intensification Corridor.</li> <li>The Downtown will contain the highest densities, tallest buildings and greatest mix of uses.</li> <li>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</li> <li>Within Intensification Areas, a mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.</li> </ul>
Section 8.1.6, The MOP will ensure that the transportation sys		The MOP will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of goods and people.
Section 9 – Build a Desirable Urban Form	Section 9.2 City Pattern, Section 9.2.1 Intensification Areas,	There are various policies within this Section that relate to development within the Downtown on Intensification Corridors and tall buildings including built form transitions to surrounding sites, street edge, skyviews and minimizing adverse microclimatic impacts on the public realm and private amenity areas.

# Appendix 7, Page 3

## CGIV Developments Inc.

	Specific Policies	General Intent
Public Realm         Built form policies with res           Sections 9.3.1.4,         9.3.1.7, 9.3.18,         9.3.1.9           9.3.1.9         Development and Building         compatibility with existing I           Site Development and Building         Sections         9.5.1,9.5.1.1,           9.5.1.2, 9.5.1.3,         9.5.1.5,9.5.1.8,         9.5.1.11, 9.5.1.12,           9.5.1.11, 9.5.1.2, 9.5.1.3,         9.5.1.14, 9.5.1.4.9,         Site           Development         Sections 9.5.2.1,         9.5.2.2, 9.5.2.3,           9.5.2.5, 9.5.2.6,         9.5.2.11         Buildings           Sections 9.5.2.1         Buildings         Sections 9.5.3.9,		Tall buildings will minimize undue physical and visual negative impact relating to: microclimatic conditions including sun,
Other		shadow and wind; noise; views; skyview; and adjacent cultural resources, open spaces, the public realm, community infrastructure and residences.
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.
Section 12 - Downtown	Section 12.1.2.2 Section 12.3	Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density within the Downtown will not exceed 25 storeys.

	Specific Policies	General Intent	
	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:	
		<ul> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> </ul>	
u		<ul> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> </ul>	
plementat		<ul> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> </ul>	
Section 19 - Implementation		• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.	

File: OZ 17/005 W7

#### Summary of Existing and Proposed Zoning Provisions

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

**C3 (General Commercial)** which permits various retail, recreational, entertainment, financial, office and banquet hall/conference/convention centre including overnight accommodation.

#### **Proposed Zoning Standards**

	Base RA5 (Apartment Dwellings) Zoning By-law Standards	Proposed RA5-Exception (Apartment Dwellings) Zoning By-law Standards
Maximum Floor Space Index – Apartment Dwelling Zone	2.9	11.9
Maximum Height	77.0 m (252.6 ft.)	130.0 m (426.5 ft.)
	(25 storeys)	(40 storeys)
Minimum Front Yard	8.5 m (27.9 ft.)	3.0 m (9.8 ft.)
Minimum Exterior Side Yard	8.5 m (27.9 ft.)	3.0 m (9.8 ft.)
Minimum Interior Side Yard Lot abutting a Residential Zone (north side)	6.0 m (19.7 ft.)	2.0 m (6.5 ft.)
Minimum Rear Yard Lot abutting a Residential Zone (west side)	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)

## File: OZ 17/005 W7

#### Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (August 10, 2017)	The Region is in receipt of the Functional Servicing Report. The Functional Servicing Report was not satisfactory. A revised Functional Servicing Report to determine if there is capacity on site will be required prior to clearance of this Rezoning and Official Plan Amendment.
Peel District School Board (September 6, 2017) Dufferin Peel Catholic District School Board (July 17, 2017)	Based on the Peel District School and Dufferin Peel Catholic School Board's School Accommodation criteria, the Boards are satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.
City Community Services Department – Parks and Forestry Division/Park Planning Section (August 22, 2017)	The subject lands are located within 150 m (492 ft.) of a future City park (F-411 – not yet named) which will contain a play site. The park will be zoned "OS1" (Open Space – Community Park). The site is also located within 675 m (2,245 ft.) of Mississauga Valley Park which contains picnic areas, basketball courts, baseball diamonds, bocce courts, a splash pad and a community centre with an indoor pool. The park is zoned "OS2" (Open Space – City Park) and "G1" (Greenbelt). Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's policies and By-laws.
City Transportation and Works Department (August 24, 2017)	<ul> <li>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</li> <li>Grading, Servicing and Site Plan</li> <li>Noise Feasibility Study</li> <li>Traffic Impact Study</li> <li>Functional Servicing Report; and</li> <li>Stormwater Management Report</li> </ul> The applicant has been requested to provide the following material for review: <ul> <li>Dewatering Plan</li> </ul>

Agency / Comment Date	Comment
Liurenteria Licht Dail	Recommendation Report.
Hurontario Light Rail Transit Team (August 28, 2017)	Environmental assessment approvals for the Hurontario Light Rail Transit (HLRT) system have been obtained and funding for this project is committed by the Provincial Government with an anticipated start of the multi-year construction scheduled for 2018. This project will impact right-of-way requirements, property accesses, streetscape treatment, allowed turning movements and will result in the permanent removal of a general purpose traffic lane in each direction for many segments of the corridor. For further information, please see metrolinx.com/hurontario LRT.
City Community Services Department – Arborist – Private Property (July 26, 2017)	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.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:
	Fire Prevention Canada Post MiWay
	Greater Toronto Airport Authority Alectra Utilities
	The following City Departments and external agencies were circulated the applications but provided no comments:
	Heritage Planning, Community Services Department Bell Canada Enbridge Rogers Cable French School Boards

## Fie: OZ 17/005 W7

## **School Accommodation**

4.3 - 22

Th	The Peel District School Board			he Dufferin-Peel Ca oard	tholic District School
•	Student Yie 38 17 12	eld: Kindergarten to Grade 5 Grade 6 to Grade 8 Grade 9 to Grade 12	•	Student Yield: 6 Junior Kindergari 5 Grade 9 to Grade	
•		commodation: ublic School	•	<ul> <li>School Accommodation:</li> <li>Bishop Scalabrini</li> </ul>	
	Enrolment: Capacity: Portables:	495 605 0		Enrolment: Capacity: Portables:	410 245 12
	The Valleys Senior Public School			Father Michael Goatz	
	Enrolment: Capacity: Portables:	534 536 0		Enrolment: Capacity: Portables:	1270 1593 0
T.L Kennedy Secondary School					
	Enrolment: Capacity: Portables:	667 1,355 0			
Ed ca	<ul> <li>Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</li> </ul>				

4.4 - 1

# City of Mississauga Corporate Report

Date: October 5, 2017

- To: Chair and Members of Planning and Development Committee
- From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:

OZ 17/006 W3

Meeting date: 2017/10/30

# Subject

#### PUBLIC MEETING INFORMATION REPORT (WARD 3)

Applications to permit 102 horizontal multiple dwellings (back to back stacked townhomes) on a private condominium road

4005 Hickory Drive, northeast corner of Burnhamthorpe Road East and Hickory Drive Owner: 4005 Hickory Drive Ltd.

File: OZ 17/006 W3

# Recommendation

That the report dated October 5, 2017, from the Commissioner of Planning and Building regarding the applications by 4005 Hickory Drive Ltd. to permit 102 horizontal multiple dwellings (back to back stacked townhomes) on a private condominium road under File OZ 17/006 W3, 4005 Hickory Drive, be received for information.

# **Report Highlights**

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and zoning by-law
- Community concerns identified to date relate to the compatibility of the proposal including the number of units, density, access, traffic and parking concerns
- Prior to the next report, matters to be considered include the appropriateness of the proposed amendments related to floor space index, traffic, built form and massing and on-site parking and the satisfactory resolution of other technical requirements



#### Originator's file: OZ 17/006 W3

# Background

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

# Comments

## THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	
Hickory Drive	92.1 m (302.1 ft.)
Burnhamthorpe	71.9 m (235.9 ft.)
Road East	
Depth:	99.4 m (326.1 ft.)
Gross Lot Area:	0.8 ha (1.9 ac.)
Existing Use:	One storey office building

The property is located at the northeast corner of Burnhamthorpe Road East and Hickory Drive within the Rathwood-Applewood Community Node. The site is currently occupied by a single storey office complex.



Aerial Image of 4005 Hickory Street

The surrounding land uses are:

- North: Detached homes
- East: Detached home (previously used as a law office) and further east is the Shell Gas Station at the northwest corner of Burnhamthorpe Road East and Dixie Road
- South: Eight storey apartment building (1315 Silver Spear Road) and a six storey apartment building (1275 Silver Spear Road)

Planning and Development Committee	2017/10/05	3
	Originator's file: OZ 17/0	06 W3

West: Detached homes, a retirement residence (Sunrise of Mississauga) and heritage dwelling used as an office

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

## DETAILS OF THE PROJECT

The applications are to permit 102 stacked townhomes in a back to back arrangement on a private condominium road. The applicant proposes five blocks of three storey buildings with underground parking. The proposal also includes a centralized amenity area of approximately  $689.2 \text{ m}^2$  (7,418.2 ft<sup>2</sup>).

Development Proposal		
Applications	Received: May 26, 2017	
submitted:	Deemed complete: June 13, 2017	
Developer/	4005 Hickory Drive Ltd.	
Owner:		
Applicant:	Weston Consulting	
Number of	102 horizontal multiple dwellings (back	
units:	to back stacked townhomes)	
Existing Gross	1 405.2 m <sup>2</sup> (15,125.7 ft <sup>2</sup> )	
Floor Area:	1 405.2 III (15,125.7 II)	
Height:	3 storeys	
Lot Coverage:	34.1%	
Floor Space	1.3	
Index:		
Landscaped	56.7%	
Area:	00.170	
Gross Floor	10 411.7 m <sup>2</sup> (112,070.6 ft <sup>2</sup> )	
Area:		
Road type:	Common element condominium private	
	road (CEC)	
Anticipated	316*	
Population:	*Average household sizes for all units	
	(by type) for the year 2011 (city average)	
	based on the 2013 Growth Forecasts for	
	the City of Mississauga.	
Parking:	Required Proposed	
resident spaces	133 143	
visitor spaces	21 21	
Total	154 164	

Proposed concept plan and elevations are found in Appendices 3 and 4.

Originator's file: OZ 17/006 W3



Image of existing conditions facing northeast



Applicant's Rendering of proposed back to back stacked townhomes

#### LAND USE CONTROLS

The subject lands are located within the Rathwood-Applewood Community Node and are designated **Office** (see Appendix 5) which permits offices and accessory uses. The applicant is proposing to change the designation to **Residential Medium Density – Special Site** to permit back to back stacked townhomes (horizontal multiples) with a Floor Space Index (FSI) of 1.3.

The lands are currently zoned **O** (**Office**) (see Appendix 6) which permits offices and accessory uses. A rezoning is proposed from **O** (**Office**) to **RM9** (Horizontal Multiple Dwellings - Exception) to permit 102 back to back stacked townhomes.

Originator's file: OZ 17/006 W3

Detailed information regarding the existing and proposed official plan policies and proposed zone standards are found in Appendices 7 and 8.

#### **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 3 Councillor, Chris Fonseca on September 18, 2017.

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

- Hickory Drive has too much traffic and the proposed development will make it worse
- Retain the existing access into the site for the new proposal
- The proposal does not fit the neighbourhood character of the area; area residents are requesting detached homes
- Insufficient visitor parking spaces where do visitors park when there are no on-site visitor spaces
- Restrict on-street parking in front of this property

#### **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 this project?
- Is the less of office space acceptable given the need to balance population and jobs within nodes?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Provision of a satisfactory Servicing Report to determine if there is capacity and resolution of all servicing and utility issues

Planning and Development Committee

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Originator's file: OZ 17/006 W3

Development and Design Division Staff are in the process of preparing Urban Design Guidelines and revised Zoning By-law regulations for back to back and stacked townhouse. Although the applications were submitted in advance of the guidelines being endorsed by Council and the Zoning By-law regulations coming into effect, staff are reviewing the applications in the context of good urban design and planning principles, existing guidelines and standards, and the existing **RM9 (Horizontal Multiple Dwellings with more than 6 dwelling units)** zoning regulations.

## **OTHER INFORMATION**

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

- Survey
- Planning Justification Report
- Arborist Report
- Landscape Plans
- Traffic Impact Study
- Functional Servicing Report

- Site Servicing Plan
- Site Grading Plan
- Record of Site Condition
- Draft Zoning By-law
- Draft Official Plan Amendment

#### **Development Requirements**

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

# **Financial Impact**

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

# Conclusion

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

Planning and Development Committee

7

#### Originator's file: OZ 17/006 W3

# Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
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- Appendix 6: Existing Zoning and General Context Map
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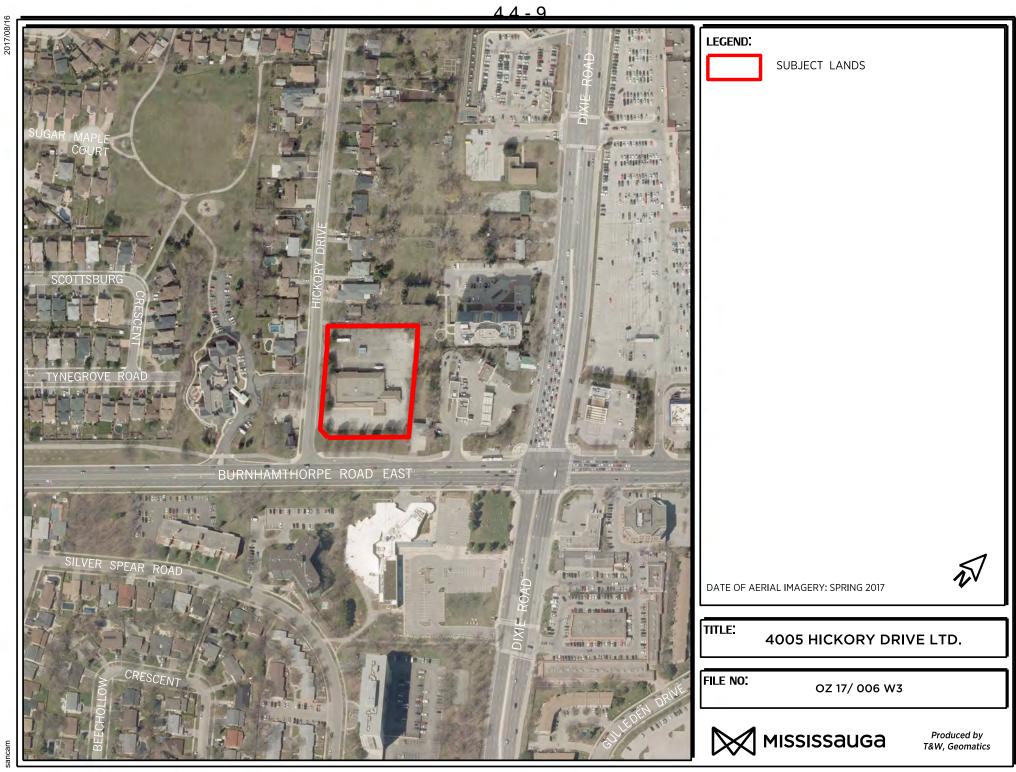
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Edward R. Sajecki, Commissioner of Planning and Building

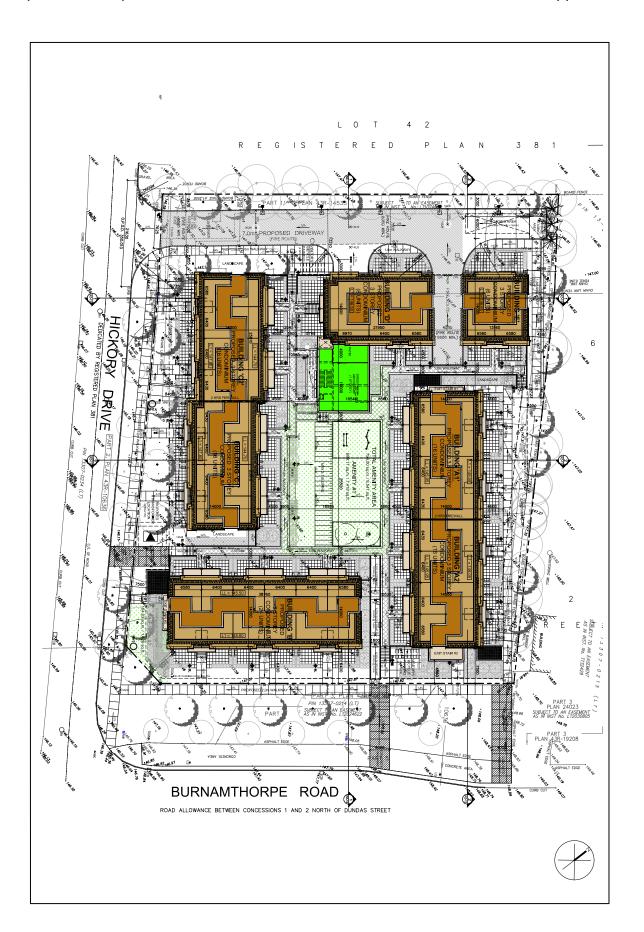
Prepared by: Michael Hynes, Development Planner

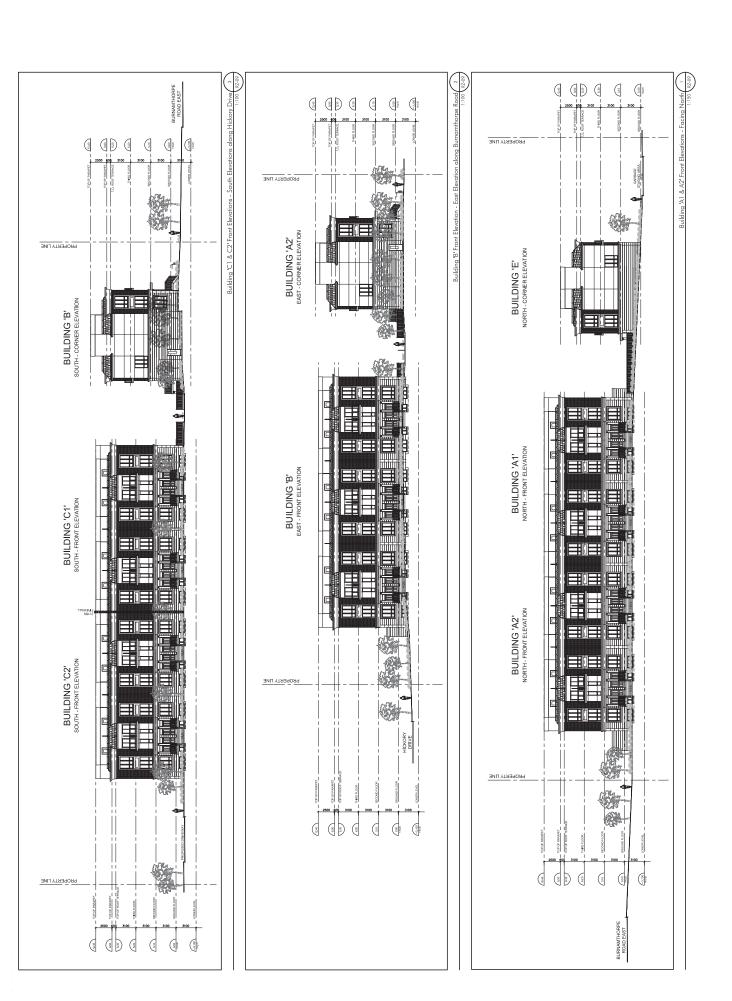
#### **Site History**

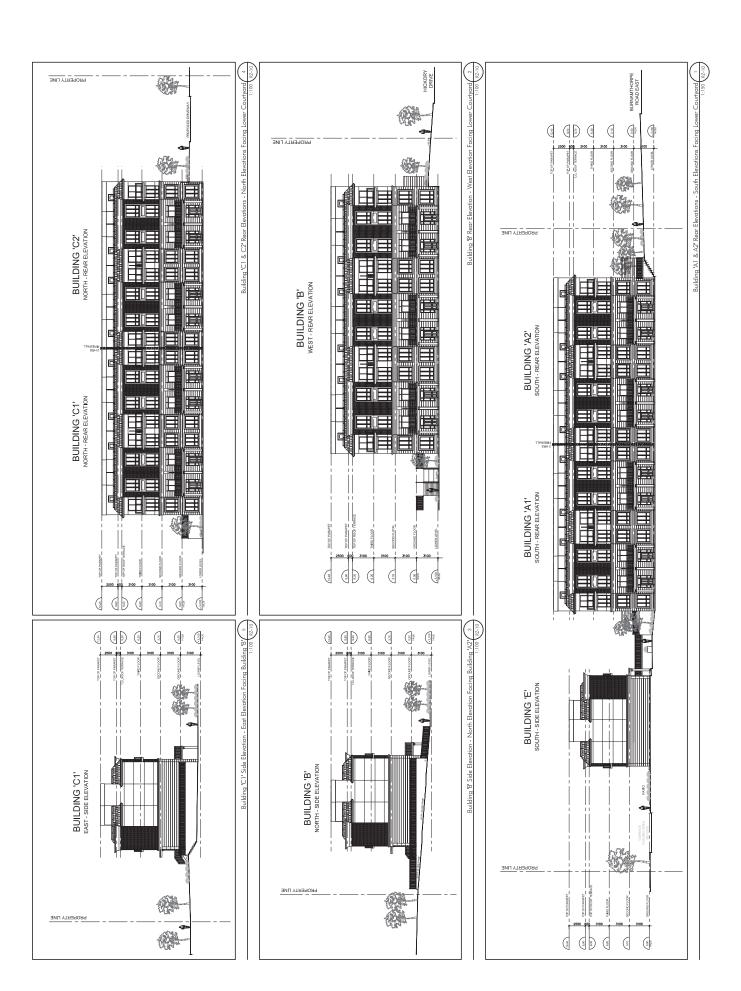
- May 12, 1982 Rezoning application (OZ 75/82) approved to permit an Apartment (RM7D4) zone which regulated the maximum gross floor area and minimum open space
- December 16, 1985 Rezoning application (OZ 85/37) approved to permit a Restricted Commercial (RCL1) zone permitting commercial and office uses
- June 20, 2007 Zoning By-law 0225-2007 came into force. The subject lands are zoned **O** (Office)
- 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 **Office** in the Rathwood-Applewood Community Node Character Area

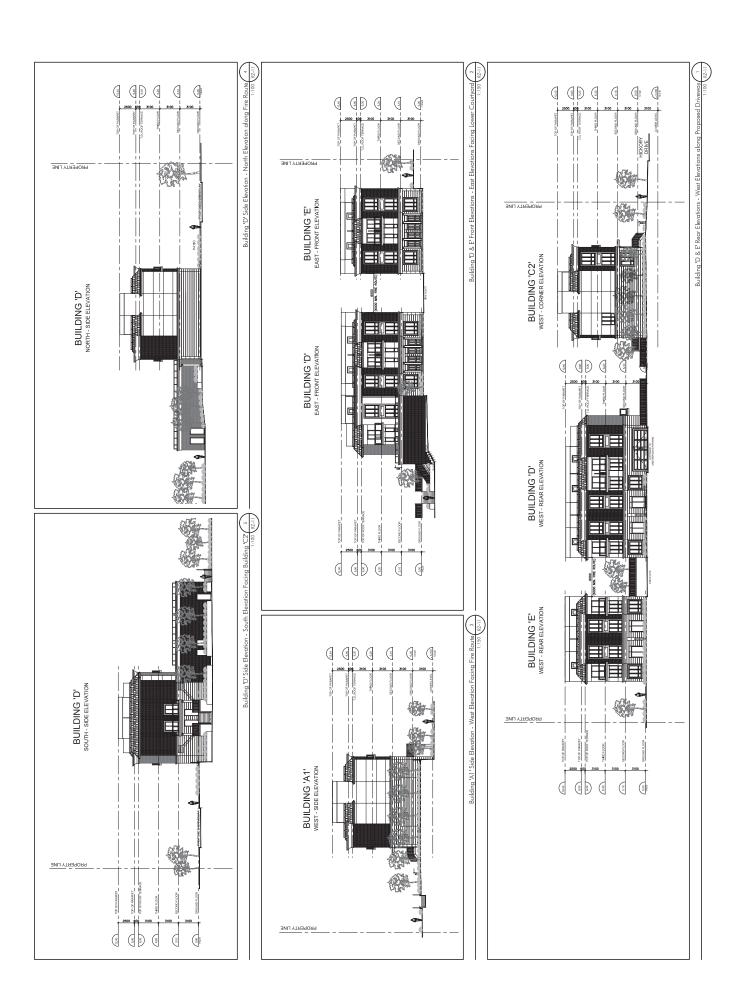


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UNIT 'C1-C' UNIT 'C1-C'

UNIT 'C1' UNIT 'C1' UNIT 'B1'

UNIT 'C1'

UNIT 'C1'

UNIT 'C1'

UNIT 'C1'

JNIT 'C1-E' INIT 'C1-E' JNIT 'B1-E'

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UNIT 'D1-E

PROPERTY LINE

BUILDING 'A2'

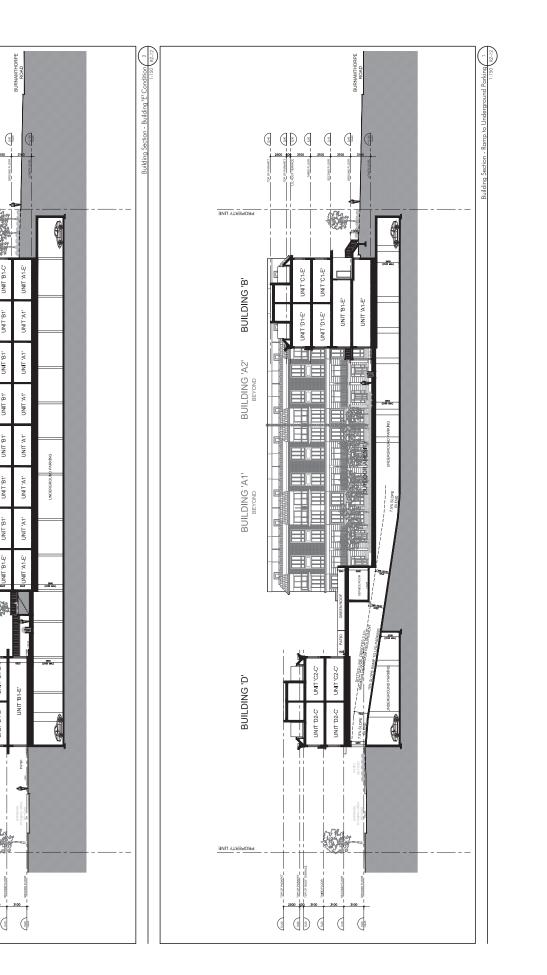
BUILDING 'A1'

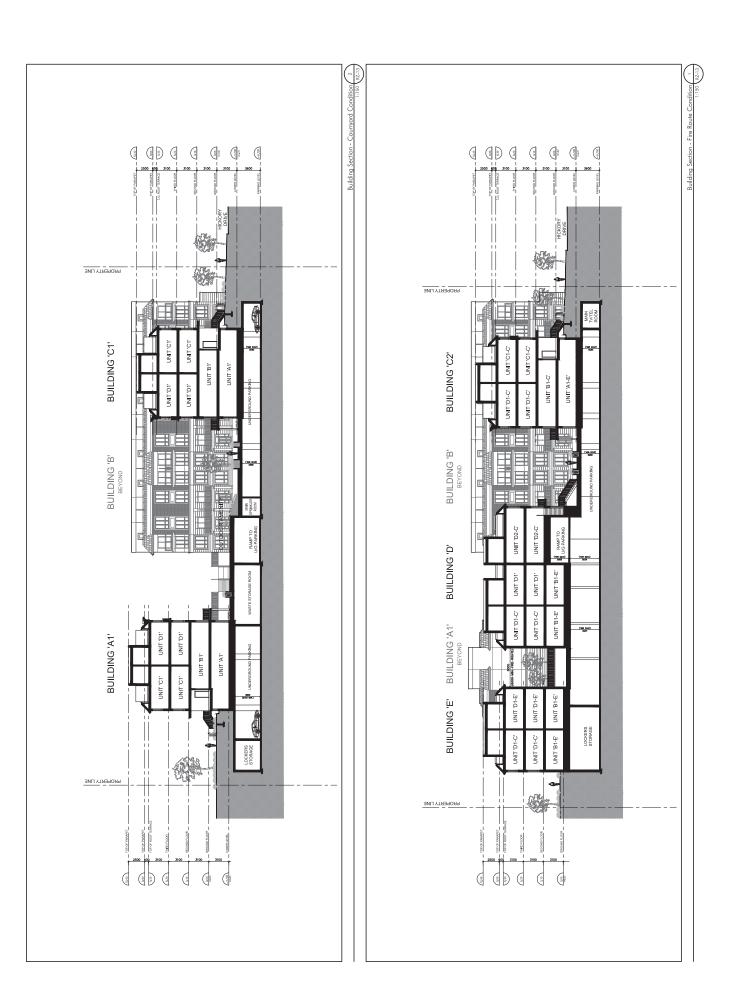
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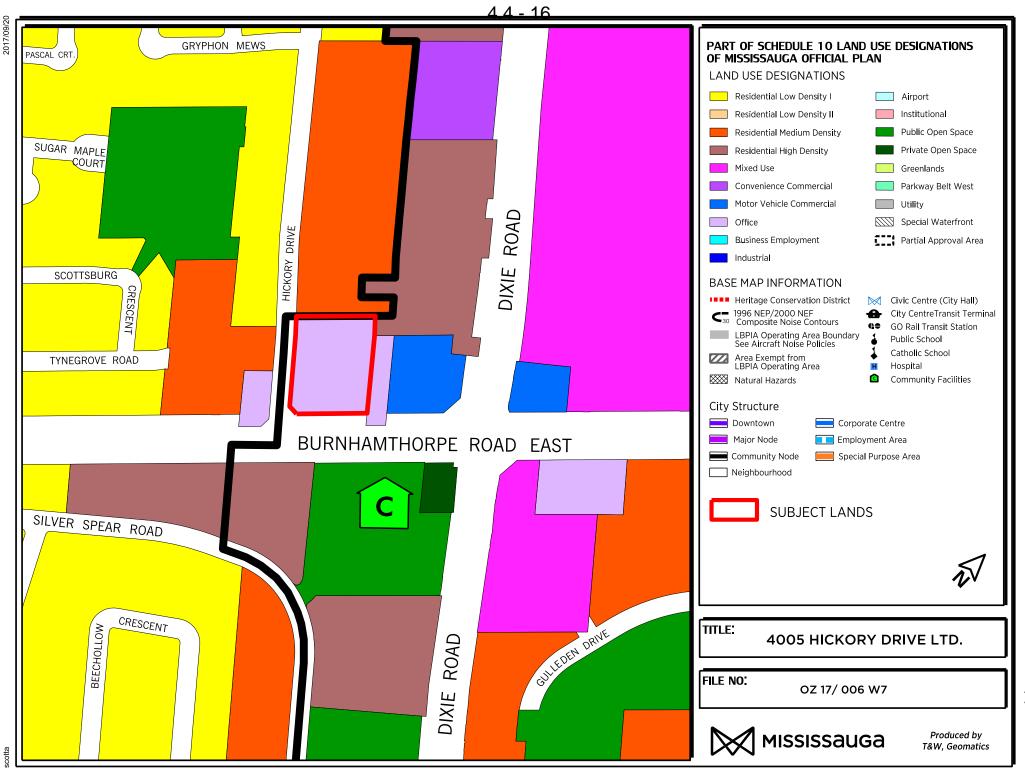
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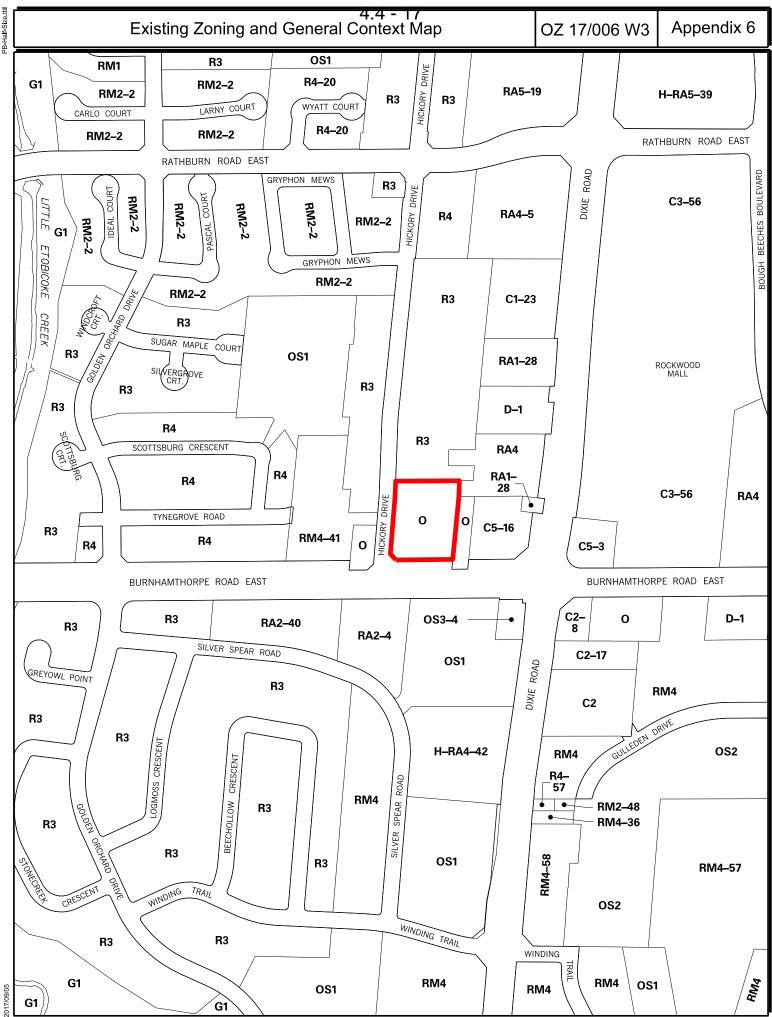
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UNIT 'B1-C'









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4005 Hickory Drive Ltd.

File: OZ 17/006 W3

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

## Current Mississauga Official Plan Designation and Policies for the Rathwood-Applewood Community Node

Office which permits a range of office uses located wholly within a building or structure.

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

**Residential Medium Density – Special Site** designation to permit townhomes and all forms of horizontal multiples.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications which are found below:

#### **Relevant Mississauga Official Plan Policies**

	Specific Policies	General Intent
Section 4 - Vision	Section 4.4.2 Section 4.4.5 Section 4.5.	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles
Section 5 - Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.9	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. New development will note exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure

## 4.4 - 19

## Appendix 7 Page 2

4005 Hickory Drive Ltd.	
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	Specific Policies	General Intent
Section 5.3.3 Community Nodes	Section 5.3.3.3 Section 5.3.3.4 Section 5.3.3.8 Section 5.3.3.11 Section 5.3.3.12 Section 5.3.3.13	Community Nodes will be focus of a mix of use including commercial, residential, educational and open spaces. Community Nodes are Intensification Areas Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare. Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development. Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes. Community Nodes will be served by frequent transit services that
Section 5 – Direct Section 5 Growth - Corridors	Section 5.4.1 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.5 Section 5.4.6 Section 5.4.7 Section 5.4.8 Section 5.4.9 Section 5.4.10	provide city wide connections. Community Nodes will be developed to support and encourage active transportation as a mode of transportation. Corridors connect various elements of the city to each other. Over time, many of these <i>Corridors</i> will evolve and accommodate multi- modal transportation and become attractive public spaces in their own right. Some <i>Corridors</i> have been identified as appropriate locations for intensification and generally comprise of the road right-of-way. Development on <i>Corridors</i> should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.

## 4005 Hickory Drive Ltd.

	Specific Policies	General Intent
	Section 7.1.1 Section 7.1.3 Section 7.1.6	The official plan supports the creation of complete communities and that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.
	Section 7.2 Housing Section 7.2.1 Section 7.2.2	Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.
ommunities	Section 7.2.8 Section 7.2.9	<ul> <li>Mississauga will provide opportunities for:</li> <li>a. The development of a range of housing choices in terms of type, tenure and price:</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</li> <li>c. The production of housing for those with special needs, such as housing for the elderly and shelters.</li> <li>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be</li> </ul>
Section 7 – Complete Communities		<ul> <li>encouraged</li> <li>The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.</li> <li>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.</li> </ul>

#### 4005 Hickory Drive Ltd.

	Specific Policies	General Intent
	Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.1.6	Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.
Ę	Section 9.3 Section 9.4 Section 9.5	Appropriate infill in both Intensification Areas and Non- Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties
Urban Fo		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.
Section 9 - Building a Desirable Urban Form		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.
Section		Site development should respect and maintain the existing grades on-site.
n Areas	Section 9.2.1.1 Section 9.2.1.2 Section 9.2.1.3 Section 9.2.1.4 Section 9.2.1.8 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12	Appropriate infill in both Intensification Areas and Non- Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant forms and tenures/ It is important that infill "fits" within the existing building urban context and minimizes undue a range of sales, from small residential developments to large scale projects, such as the redevelopment of strip malls.
Section 9 - Intensification Area	Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.21 Section 9.2.1.22 Section 9.2.1.25 through to	High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character. Development will be sited and massed to contribute to a false and comfortable environment. Site development should respect and maintain the existing grades, conserve energy, provide enhanced streetscaping and contribute to the quality and character of existing streets.
Sect	Section 9.1.2.37	Buildings will minimize undue physical and visual negative impacts relating to noise, sun, shadow, views, skyview and wind.

#### 4005 Hickory Drive Ltd.

	Specific Policies	General Intent
Section 9 – Site Development Buildings	Various Sections	Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.
Section 11 General Land Use Designation	Section 11.2.6 Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.6.4 Section 11.2.6.5 Section 11.2.6.6	Residential uses are permitted in a Mixed Use designation and will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non- commercial areas. Residential uses will be discouraged on the ground floor and will be combined on the same lot or same building with another permitted use.
Section 14 Community Nodes	Section 14.1.1.2 Section 14.1.1.3	<ul> <li>For lands within a Community Node a minimum building height of two storeys to 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.</li> <li>Proposal for heights less than two storeys, 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:</li> <li>a. An appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>b. The development proposal enhances the existing or planned development</li> <li>c. The City Structure hierarchy is maintained; and</li> <li>d. The development proposal is consistent with the policies of this Plan.</li> </ul>

## 4005 Hickory Drive Ltd.

	Specific Policies	General Intent
Section 14.8 Rathwood- Applewood	Section 14.8	The property is located within the Rathwood-Applewood Community Node.
Section 19 - Implementation	Section 19.5.1	<ul> <li>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</li> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

CGIV Developments Inc.

File: OZ 17/005 W7

#### Summary of Existing and Proposed Zoning Provisions

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

**C3 (General Commercial)** which permits various retail, recreational, entertainment, financial, office and banquet hall/conference/convention centre including overnight accommodation.

#### Proposed Zoning Standards

	Base RA5 (Apartment Dwellings) Zoning By-law Standards	Proposed RA5-Exception (Apartment Dwellings) Zoning By-law Standards
Maximum Floor Space Index – Apartment Dwelling Zone	2.9	11.9
Maximum Height	77.0 m (252.6 ft.)	130.0 m (426.5 ft.)
	(25 storeys)	(40 storeys)
Minimum Front Yard	8.5 m (27.9 ft.)	3.0 m (9.8 ft.)
Minimum Exterior Side Yard	8.5 m (27.9 ft.)	3.0 m (9.8 ft.)
Minimum Interior Side Yard Lot abutting a Residential Zone (north side)	6.0 m (19.7 ft.)	2.0 m (6.5 ft.)
Minimum Rear Yard Lot abutting a Residential Zone (west side)	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)

#### 4005 Hickory Drive Ltd.

#### File: OZ 17/006 W3

#### Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (July 12, 2017)	Municipal sanitary sewer facilities consist of a 250 mm (10 in.) sewer on Burnhamthorpe Road East and an existing 250 mm (10 in.) sewer on Hickory Drive. Existing water infrastructure consists of 400 mm (16 in.) on Burnhamthorpe Road East and 150 mm (6 in.) on Hickory Drive.
	At the Draft Plan of Condominium stage, the Region will require the applicant to enter into a Condominium Water Servicing Agreement. The Region requires review of the Declaration and Description prior to the registration of the Condominium.
	A satisfactory Functional Servicing Report will be required prior to the approval of the Zoning and Official Plan Amendments.
Dufferin-Peel Catholic District School Board (June 28, 2017) and the Peel District School Board (July 6, 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 – Parks and Forestry Division/Park Planning Section (August 22, 2017)	The subject site is located to the immediate north of the Burhamthorpe Library and approximately 200 m (656 ft.) from Golden Orchard Park (P-189) which will contain trails and a play site.
(August 22, 2017)	Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's policies and By-laws.
Community Services - Arborist (July 26, 2017)	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.

#### 4005 Hickory Drive Ltd.

Agency / Comment Date	Comment
	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. 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 installed, inspected and approved by an Urban Forestry representative.
City Community Services Department – Fire and Emergency Services Division (July 25, 2017)	Fire has reviewed the OPA/Rezoning applications from an emergency response perspective and has no concerns; emergency response to the site and water supply available are acceptable.
City Transportation and Works Department (August 28, 2017)	The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:
	<ul> <li>Grading, Servicing and Site Plan;</li> <li>Traffic Impact Study; and</li> <li>Functional Servicing and Stormwater Management Report.</li> </ul>
	The above aspects will be addressed in detail prior to the Recommendation Report.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:
	Canada Post Rogers Cable Greater Toronto Airport Authority Alectra Utilities
	The following City Departments and external agencies were circulated the applications but provided no comments:
	Heritage Planning, Community Services Department Economic Development Bell Canada Enbridge Canada Post MiWay

#### 4005 Hickory Drive Ltd.

#### Fie: OZ 17/006 W3

#### School Accommodation

Th	The Peel District School Board			The Dufferin-Peel Catholic District School Board		
•	Student Yie 14 6 6	eld: Kindergarten to Grade 5 Grade 6 to Grade 8 Grade 9 to Grade 12	•	Student Yield: 7 Junior Kindergar 6 Grade 9 to Grad		
•		ommodation: orpe Public School	•	School Accommoo St. Basil	dation:	
	Enrolment: Capacity: Portables:	685 504 9		Enrolment: Capacity: Portables:	270 268 8	
	Tomken Road Middle			Philp Pocock Secondary School		
	Enrolment: Capacity: Portables:	1047 947 7		Enrolment: Capacity: Portables:	1048 1257 5	
	Applewood Heights Secondary School					
	Enrolment: Capacity: Portables:	1059 1284 0				
Ed ca	* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.					

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# City of Mississauga Corporate Report

Date: 2017/10/05

- To: Chair and Members of Planning and Development Committee
- From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files: CD.03.POR

Meeting date: 2017/10/30

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

Port Credit Local Area Plan – Mississauga Official Plan Amendment and Implementing Zoning

## Recommendation

- 1. That the report titled "Port Credit Local Area Plan Mississauga Official Plan Amendment and Implementing Zoning " dated October 5, 2017 from the Commissioner of Planning and Building be received for information.
- 2. That following the Public Meeting, staff report back to Planning and Development Committee on any submissions made.

## Background

A planning review conducted for the Port Credit area resulted in the adoption of the new Port Credit Local Area Plan. The Local Area Plan forms part of Mississauga Official Plan and provides goals and policies to guide the development of the Port Credit area. At its meeting on March 5, 2014, City Council adopted By-law 0045-2014 which approved Amendment No.19 to Mississauga Official Plan (Official Plan).

With the approval of Amendment No. 19, it is necessary to establish a zoning by-law that conforms to the amended Official Plan. A zoning by-law implements the goals and policies of an official plan and provides a legal tool for managing land use and development. Zoning contains regulations that control development and specific requirements.



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Originators file: CD.03.POR

## Comments

The majority of properties in Port Credit have existing zoning which conforms to the Port Credit Local Area Plan. However, there are sites where zoning changes are required. The sites are located in two general areas. One area is near the Port Credit GO Station and the second area is west of the Credit River. (See Map Appendix 1). Details of the proposed changes are provided in Appendix 2 and described generally below.

#### Site 1

The properties on Mississauga Road North, Wesley Avenue and High Street West are designated Residential Low Density II in the Official Plan. A change in zoning from the Residential Apartment zone to the corresponding residential zone is proposed to conform to the land use designation. The proposed change will continue to permit the current uses as well as permitting semi-detached dwellings.

#### Site 2

The property located on John Street North is designated Residential High Density in the Official Plan. A change in zoning from the Residential Medium Density zone to a Residential Apartment zone is proposed to conform to the land use designation. The proposed change will continue to only permit public school and day care uses.

#### Site 3

The properties on Mississauga Road North, Queen Street West, Park Street West and Wesley Avenue are designated Residential Medium Density in the Official Plan. A change to the Official Plan policies is proposed which will add a new policy to allow detached and semi-detached dwellings, in addition to the residential uses already permitted by the land use designation. A revision to the current Residential Medium Density exception zone is proposed which will allow for replacement of residential dwellings and permit a wider range of residential forms, consistent with the stable residential character of the area.

Additionally, Schedule 3 – Port Credit Drive-Through Prohibitions is also being updated to show all lands currently designated as Mixed Use. Appendix 3 shows the location of the properties to be included on the schedule.

## **Financial Impact**

Not applicable.

## Conclusion

The Planning Act requires that the zoning by-law conform to the approved Port Credit Local Area Plan, which forms part of the Official Plan. Although the majority of properties in Port Credit have existing zoning which is in conformity, there are a few sites where changes to the zoning by-law are necessary as described in the body of this report.

Planning and	Development Committee
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## Attachments

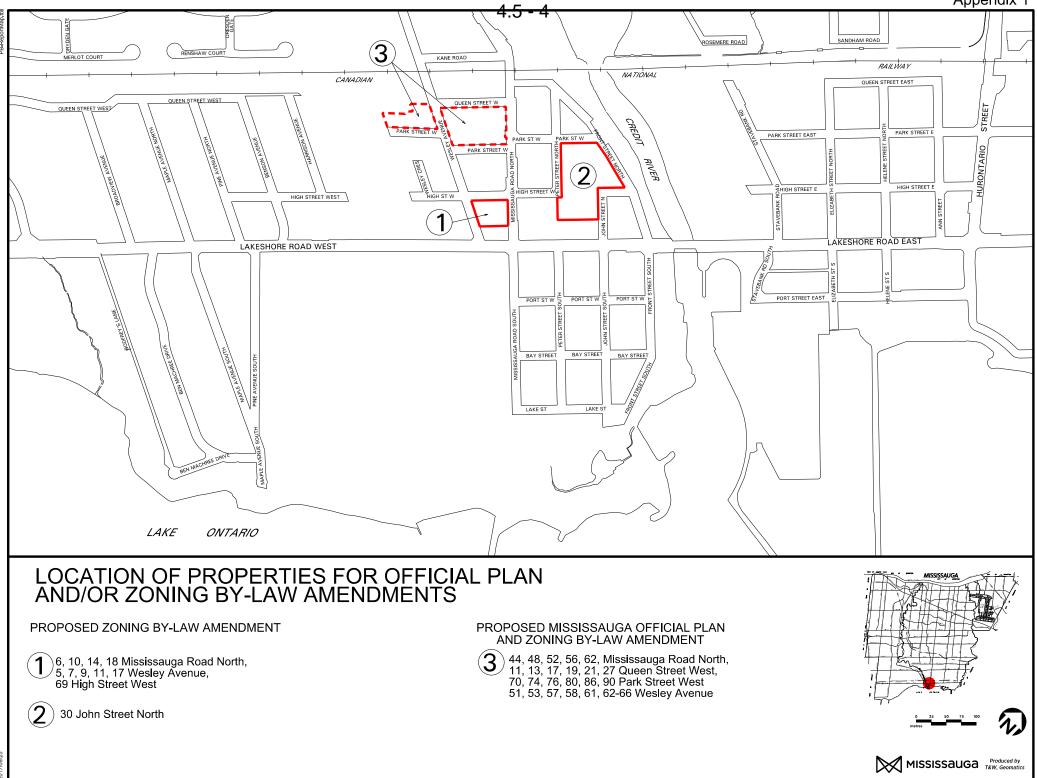
- Appendix 1: Location of Properties for Proposed Mississauga Official Plan and/or Zoning By-law Amendments
- Appendix 2: Summary of Proposed Mississauga Official Plan and/or Zoning By-law Amendments
- Appendix 3: Schedule 3 Port Credit Drive Through Prohibitions

E. K. Ligher.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Eva Kliwer, Planner

#### Appendix 1



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

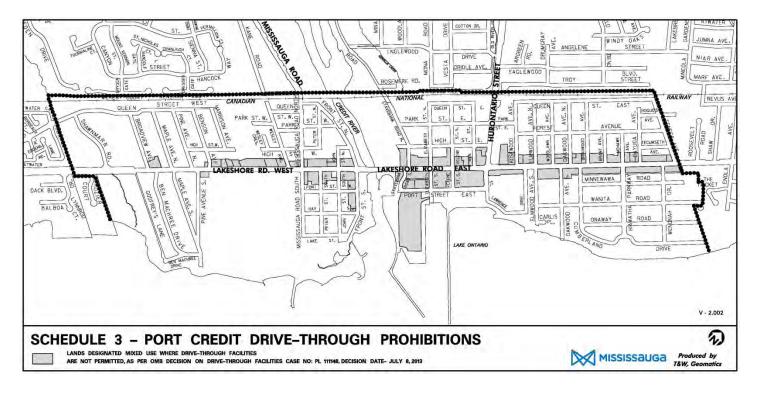
Site	Site Location	MOP Land Use Designation		Zoning		Effect of Proposed Amendment
No.		Current	Proposed Amendment	Current	Proposed Amendment	
1.	6,10,14,18 Mississauga Road North, 5, 7, 9, 11, 17 Wesley Avenue, 69 High Street West	Residential Low Density II	No Change	RA1-34 (Apartment dwellings- exception)	RM7-5 (Detached, Semi- detached, duplex, triplex)	The RM7-5 zoning includes the existing permitted uses, as well as adding semi-detached dwellings. The proposed zoning will limit the height of detached and semi-detached dwellings, to be consistent with the character of the neighbourhood.
2.	30 John Street North	Residential High Density	No Change	RM4-57 (Townhouse dwellings- exception)	RA1-27 (Apartment dwellings- exception)	The proposed zoning conforms to the Residential High Density land use designation while continuing to only permit the existing public school and day care uses.
3.	44,48,52,56,62 Mississauga Road North, 11,13,17,19,21,27 Queen Street West, 70, 74, 76, 80, 86, 90 Park Street West, 51, 53, 57, 58, 61, 62, 63, 64, 65, 66 Wesley Avenue	Residential Medium Density	That a new Special Site policy be added as follows: 13.1. xx Site xx	RM4-64 (Townhouse dwellings- exception)	RM4-64 revised	The proposed MOP amendment to add a Special Site allows flexibility for other dwelling types. Detached, semi-detached and street townhouses will also be allowed in addition to the uses permitted in the Residential Medium Density designation and the Port Credit Local Area Plan. The proposed amendment to the existing RM4-64 zoning will include the additional permitted uses and remove the restrictions on the replacement of legally existing dwellings.

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

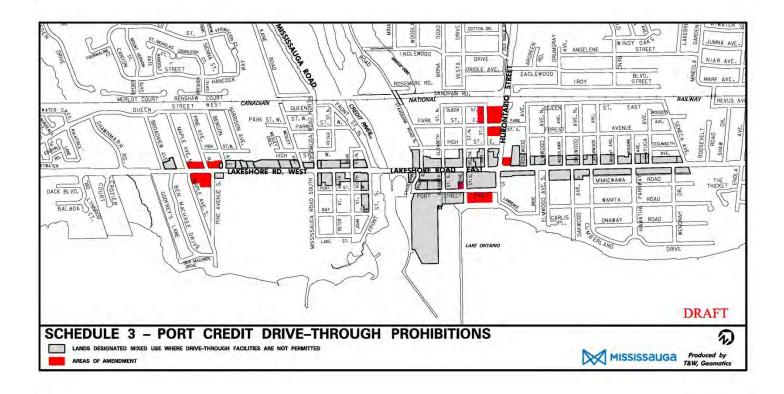
13.1.xx.2         Notwithstanding the         provisions of the         Residential Medium         Density designation and         the Desirable Urban         Form policies, the         following additional uses         will be permitted:         a. detached dwelling;         b. semi-detached         dwelling;         c. duplex dwelling;         d. triplex dwelling;         e. street townhouses	
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#### Appendix 3: Proposed Schedule 3, Port Credit Local Area Plan

#### EXISTING



#### AS AMENDED



#### 4.5 - 7

4.6 - 1

# City of Mississauga Corporate Report

Date: October 5, 2017

- To: Chair and Members of Planning and Development Committee
- From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file: OZ 12/003 W7

Meeting date: 2017/10/30

## Subject

#### **RECOMMENDATION REPORT (WARD 7)**

Applications to permit two apartment buildings (29 and 26 storeys) consisting of 521 units with retail commercial uses on the ground floor and 49 back to back townhome dwellings, 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive west side of Hurontario Street, north of Harborn Road Owner: Gordon Woods Development Limited File: OZ 12/003 W7

## Recommendation

- That the applications under File OZ 12/003 W7, 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive to amend Mississauga Official Plan to Residential High Density

   Special Site; and to change the zoning to RA5-Exception (Apartment Dwellings) to permit two apartment buildings (29 and 26 storeys) consisting of 521 units with retail commercial uses at grade, and 49 back to back townhome dwellings, in accordance with the revised proposed zoning standards described in Appendix 5 be approved, subject to the conditions referenced in the staff report including the addition of an "H" Holding Symbol (H-RA5-Exception) to the zoning of the lands.
- 2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
- 3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.



4. 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 height, density, impact on character of the area, traffic, and impacts on the water table;
- The applications are recommended for approval for several reasons including the provision of intensification along an Intensification Corridor and within the Urban Growth Centre and a mix of medium and high density housing in a mixed use building with retail commercial and/or office in a transit supportive form fronting the Hurontario Light Rail Transit corridor.
- While most comments have been received, there are some outstanding requirements that necessitate the inclusion of an "H" Holding Symbol to the zoning of the lands.

## Background

Public meetings were held by the Planning and Development Committee on November 19, 2012 and October 26, 2015, at which time Planning and Building Department Information Reports (Appendix 1) were presented and received for information. Recommendation PDC-0061-2015 was then adopted by Council on October 28, 2015. Following the second public meeting in October 2015 the applicant has worked with the Ministry of Transportation (MTO), Metrolinx and the City's Transportation and Works Department to provide a full assessment of traffic and possible Light Rail Transit impacts. In addition, the applications were amended in May 2017 to reduce the 32 storey tower to 29 storeys and increase the 25 storey tower to 26 storeys with the total number of apartment units being reduced from 545 units to 521 units. The back to back townhomes being proposed remain the same at 49 units (see Revised Site Plan in Appendix 2 and Revised Elevations in Appendix 3.

#### Recommendation PDC-0061-2015

That the report dated October 2, 2015 from the Commissioner of Planning and Building regarding the applications by Gordon Woods Development Limited to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses at grade, and 49 back to back townhouse units within four blocks under file OZ 12/003 W7, at 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive, be received for information.

In addition to the formal public meetings, Councillor lannicca held a community open house on June 7, 2012, a focus group meeting on October 1, 2012, a community meeting on September 23, 2015, and an information session on the Future of Cooksville and the Hurontario corridor on November 26, 2015.

Given the amount of time since the public meeting, full notification was provided in accordance with the *Planning Act*.

#### **COMMUNITY COMMENTS**

#### Comment

There was a concern with the potential for future traffic, on-street parking, and road safety on Harborn Road and Grange Drive, given the existing parking and loading problems experienced from the commercial plaza to the south and congestion around the intersection of Harborn Road and Hurontario Street.

#### Response

There are no plans to change Grange Drive from a dead end road, as the Bronte College campus is immediately to the north. An opportunity has been identified to establish an internal north-south private roadway connection within the development block with the intention to also extend into the lands to the north and to the south upon any redevelopment so that there would be a link between Harborn Road and Bronte College Drive. To this end, the applicant acquired two additional properties to the north to form part of their proposal and allow for the road to connect should the lands to the north redevelop.

While the existing parking and loading concerns related to the commercial plaza at the corner are independent of this proposal, the additional traffic generated by this proposal would increase potential conflicts. The Ministry of Transportation (MTO) and Transportation and Works Department will work with the applicant to further assess the traffic conditions and explore potential mitigation measures to address local operational issues such as queuing at the Harborn Road and Hurontario Street intersection prior to lifting the "H" Holding Symbol.

The application now proposes 1 space per unit for 1 and 2 bedroom apartment units; 1.3 spaces per unit for 3 bedroom apartment units; with 0.15 visitor spaces per apartment unit; and 1.75 spaces per townhome unit with 0.25 visitor spaces per townhome unit. Commercial parking is to be shared with visitor parking spaces at the higher of the two requirements. This reduction has been justified and is supported by staff.

#### Comment

There was concern that the proposal would change the rural cross section character of Grange Drive (no curb and gutter or sidewalks - 6 m (19.7 ft.) wide asphalt road), with the proposed access onto Grange Drive.

#### Response

If the proposal maintains the access as proposed to Grange Drive, and were to be approved, there would be a substantial increase in traffic along Grange Drive, and the increased density proposed on the east side of the road would necessitate a wider road cross-section with parking on one side, facilities to accommodate increased pedestrian/cycling movements including

sidewalks and street tree corridor, substantially changing the character of this road from its rural cross section.

It is recommended that the developer pay for the necessary road improvements and that these requirements and fees be conditions contained in a Development Agreement to be executed prior to the lifting of the "H" Holding Symbol.

#### Comment

There was concern with the traffic issues that could result from the installation of Light Rail Transit along Hurontario Street limiting left turns. Residents want any proposed development to only have access from Hurontario Street, and not internally to the neighbourhood.

#### Response

The proposed construction of Light Rail Transit along Hurontario Street will remove one automobile lane in each direction on Hurontario Street and will prevent left turn movements to access the property from Hurontario Street. As a result, the applicant has proposed a secondary access from Grange Drive. This secondary access is to be designed as a restricted access so that residents of the proposed development would only be able to exit from the site to Grange Drive. The access design will not permit the site residents to travel north on Grange Drive to enter the site. The Ministry of Transportation (MTO) and Transportation and Works Department will work with the applicant to further assess the traffic and explore potential mitigation measures to address local operational issues such as queuing at the Harborn Road and Hurontario Street intersection prior to lifting the "H" Holding Symbol.

#### Comment

The proposed townhomes are not in keeping with the intended character of the area and the special site policy in the official plan for Gordon Woods. There is a concern that this proposal would change the nature of the Gordon Woods Community. The Berkeley townhomes to the south are viewed as an exception adjacent to the commercial plaza and are not reflective of the community, and a detached dwelling was required at the north of the Berkley project to signal the end of the extension of townhomes into the detached residential community.

#### Response

See Planning Comments section of this report.

#### Comment

There is concern with the height of the towers proposed on Hurontario Street, as currently a maximum of 6 storeys is permitted in the zoning by-law by the office zoning and the tall buildings are located on the east side of Hurontario, not on the west side. Hurontario Street, within this area, is viewed as the transition area, rather than Grange Drive. Height concerns included incompatible character, shadows, and overlook, and instead, this building belongs in the Downtown Core.

#### Response

See Planning Comments section of this report.

#### Comment

There were concerns with impacts to the many mature trees within this Residential Woodland, and preservation of the green areas. It was asked whether any Environmental Reports were done.

#### Response

An Arborist Report and Phase 1 Environmental Site Assessment were submitted and reviewed by the City. A Phase II Environmental Site Assessment has been prepared by the applicant but has not yet been reviewed by the City. The proposed development covers the entirety of the site including underground parking, which would not allow for retention of any of the existing trees. Through the site plan process, City staff will encourage a green roof and new tree planting on the site.

#### Comment

There were concerns with potential flooding, and impacts to the water table and mature trees in the neighbourhood resulting from water displacement from the proposed development.

#### Response

Staff have requested both a Phase II Environmental Site Assessment and Geotechnical/ Hydrogeological Investigation to ensure there are no impacts to the water table.

#### Comment

The issue of noise, from both the construction period, and day to day operations once built, was raised.

#### Response

All construction within the City must abide by the City's Noise By-law and operate within prescribed daytime hours. The applicant has submitted a noise study as part of the proposal, and no adverse impacts are anticipated.

There were also several letters of support submitted for the proposal.

#### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

#### **Transportation and Works**

Comments updated September 13, 2017, state that the following matters remain outstanding:

• Details to confirm certain roadway and boulevard requirements for Hurontario Street and Grange Drive;

Planning	and	Development	Committee
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- Update to the Noise Feasibility Study regarding mitigation for the units and outdoor living areas;
- Provision of a satisfactory Functional Servicing Report to ensure adequate servicing and grading;
- Submission of a Geotechnical/Hydrogeological Investigation to assess the impact on groundwater levels by the proposed development;
- The Phase 1 Environmental Site Assessment (ESA) indicated that the proposed development is within the potential influence area of a funeral home/crematorium. The applicant was requested to submit an Air Quality Report to assess the impacts of odours and other air quality issues on the proposed development. This report has not been provided to date. A Phase II ESA was further required from the applicant based on the findings of the Phase I ESA. This report has also not been provided to date;
- The City is in receipt of a Traffic Impact Study (TIS) dated March 29, 2016. Subsequent to the TIS submission, the Ministry of Transportation (MTO) in collaboration with the City and Metrolinx, commenced an area wide traffic analysis of Hurontario Street and the surrounding road/freeway network in January 2017. It was determined that as part of the MTO's analysis, the impacts of the subject site (2120 Hurontario Street) proposal be assessed. The analysis conducted by the MTO indicates that the impacts of the traffic generated by the development is low and that the traffic associated with the development can be accommodated on the network. A further traffic review by the MTO is required as the City will work with both the applicant and MTO to explore potential mitigation measures to address local operational issues (e.g. queuing at the Harborn Road and Hurontario Street intersection).
- Enter into a Development Agreement with the City, including provisions to complete certain municipal road works and the construction of the storm sewer;
- Complete and file a Record of Site Condition;
- Provide a Letter of Reliance for Environmental Site Assessments;
- Establish any necessary easements, including public easements;
- Provide any required securities and fees;
- Obtain the necessary approvals from MTO and Metrolinx.

As the above noted items requested remain outstanding, the Transportation and Works Department is not in favour of this application proceeding until the outstanding matters have been satisfactorily resolved.

It is our understanding that the Planning Department may recommend an "H" holding zone category be placed on these lands. Should the application be approved in principle, an "H" holding zone is to be placed on these lands, the outstanding matters noted above are to form part of the conditions to lift the "H" holding symbol and implementation of the By-law.

#### **Community Services**

Comments updated April 10, 2017, state that the proposed development will be serviced by Camilla Park (P-028) which is approximately 462 meters (1,516 ft.) from the subject site, east of Hurontario Street, and includes 2 play sites, an unlit mini soccer field and a walkway.

Planning and Development Committee

Originator's file: OZ 12/003 W7

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Prior to by-law enactment, a cash contribution for street tree planting will be required for Grange Drive which will be secured through a satisfactory Development and/or Servicing Agreement. Furthermore, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with City's Policies and By-laws.

#### Fire

Fire and Emergency Services advised that they have significant concerns with the current proposal of only a right-in/right-out access from Hurontario Street which goes underneath part of the building (podium) that could be compromised in a fire situation, as a gate arm is now proposed along the Grange Drive access to prevent entry (only allows vehicles to exit onto Grange Drive). A secondary point of access will be required and Fire has indicated that they may be able to have key access for the rear gate in the event of an emergency to allow access. Details will be required to be worked out with Fire prior to site plan approval.

#### School Accommodation

In comments, dated April 11, 2017, the Dufferin-Peel Catholic District School Board indicated that it has no objection with the further processing of the applications, while the Peel District School Board indicated that there is no available capacity to accommodate students generated by these applications.

On May 27, 1998, Council adopted Resolution 152-98 which, among other things, requires that a Bill 20 development application include the following as a condition of approval:

Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.

#### 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

Planning and	Development Committee
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development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan.

The proposed development adequately takes into account the existing context and provides a transition of built form to adjacent areas as referenced in the Official Plan section below.

#### **Official Plan**

The proposal does not conform to Mississauga Official Plan. With the forthcoming construction of the Hurontario LRT, the current use and density do not reflect that the site is next to an LRT stop. The proposal requires an amendment to the Mississauga Official Plan Policies from **Office** – **Special Site 3 (Downtown Hospital)** and **Residential Low Density I – Special Site 4 (Cooksville Neighbourhood)** to **Residential High Density – Special Site** to permit horizontal multiple dwellings (back to back townhomes), office uses and ground level commercial uses in addition to apartments with a maximum height of 29 storeys and a maximum Floor Space Index (FSI) of 3.25.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

The subject lands have frontage on Hurontario Street, which is an Intensification Corridor, and are partially within the Downtown Hospital Character Area, which is within the City's designated Urban Growth Centre. Mississauga Official Plan states that the focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. It also encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices are encouraged.

Although not identified in the Official Plan, this site could be seen as a gateway into the south terminus of the Urban Growth Centre. The six storey podium establishes a streetwall that is

Planning and I	Development Committee
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### 2017/10/05

Originator's file: OZ 12/003 W7

suitable for Hurontario Street. The towers will be visible from the Queen Elizabeth Way and will serve as a landmark with the transition to townhomes on the western portion of the site providing a clear delineation between the higher density on Hurontario Street and the low density stable neighbourhood to the west that is generally consistent with the objectives of the Official Plan.

The existing built form context along Hurontario Street is somewhat inconsistent. There are low 2 storey buildings and apartment buildings that are 10 to 12 storeys on the east side of Hurontario Street with a 19 and 25 storey tower set further back. Although the Official Plan has established a certain urban hierarchy of heights, increasingly the City is approving heights and densities that recognize Hurontario Street as Mississauga's dominant corridor. A range of heights from 2 storeys to 25 storeys can be found in the area, while greater heights are located further north on the Hurontario Corridor in close proximity to the Downtown Core.

The Official Plan policies use angular planes as a means to address transition and compatibility and although this site does not meet the 45 degree angular plane, the slim tower form would have less impact than a slab building. The applicant has provided renderings to show the view of the proposal from different vantage points within Gordon Woods (see Appendix 4).

With respect to sun shadow impacts, the reports submitted indicate that the streetscape (sidewalk) on the opposite side of Hurontario Street will be in shade for more than 2 consecutive hours during the peak period between 12:12 pm and 2:12 pm (is in shade from 12:12pm to sunset), which while it does not meet the City's standards for shadow impact, is considered acceptable in this case.

Although today the intersection of Harborn Road and Hurontario Street is functioning at capacity with critical movements operating over capacity, the City is moving towards being more transit oriented. Trillium hospital is located to the north and have future plans for expansion (adding approximately 379 new beds). This site will bring new housing stock in proximity to a major employer. Should the project have office and commercial space within the podium, there may be an opportunity for uses that support the hospital. As a result, the proposal generally supports those goals and objectives of the Official Plan.

The proposed land uses are compatible with existing and future uses of the surrounding lands. The east side of Hurontario Street contains existing higher density apartments and there are office and hospital uses to the north and a commercial plaza to the south. The western portion of the subject lands (2095-2143 Grange Drive) is part of the Cooksville Neighbourhood and would require an amendment to accommodate the proposed development. This area is proposed to contain back to back townhomes that will serve as a buffer between the low density neighbourhood to the west and the proposed towers. The area is planned for further intensification in the future with the introduction of light rail transit (LRT) along Hurontario Street.

The applicant has also provided a Planning Justification Report in support of the applications that has concluded that the proposal represents good planning and is consistent with the intent of the Official Plan. Based upon the comments received from the applicable City departments and agencies, with the exception of traffic capacity, and upon confirmation from the Region of Peel regarding water capacity, the existing infrastructure is adequate to support the proposed development.

#### Zoning

The proposed **RA5-Exception** zone as outlined in Appendix 5 is appropriate to accommodate the proposed apartments with retail commercial uses on the ground floor and horizontal multiple dwellings (back to back townhomes). The zoning would also allow for office uses.

#### **Bonus Zoning**

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

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

#### Site Plan

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

#### **"H" Holding Provision**

There exist a number of outstanding technical matters that must be addressed prior to allowing for site plan approval and any building permits to be issued. As a result, the Zoning By-law will incorporate an "H" Holding provision which can be lifted upon clearance of conditions.

Section 19.7 of Mississauga Official Plan (MOP) permits the enactment of an "H" Holding Provision to implement the policies of MOP for staging of development and specific requirements. In light of the outstanding development issues, staff recommend that the Zoning By-law incorporate an "H" Holding Provision until such time as the following matters have been satisfactorily addressed:

- Submission of a site plan that provides for sufficient landscaping and buffers to adjacent properties, and a redesigned internal roadway (minimum drive aisle width of 7 metres) with parallel parking spaces to the satisfaction of the Planning and Building Department;
- Dedication of public easements for pedestrian and vehicular access over the internal road from the south limit of the site to the north, as well as a west-to-east public

pedestrian easement from Grange Drive to Hurontario Street to the satisfaction of the City;

- Resolution on mitigation measures to address local transportation operational issues to the City and MTO's satisfaction;
- Designation of a fire route to the satisfaction of Fire and Emergency Services;
- Provision of details to confirm certain roadway and boulevard requirements for Hurontario Street and Grange Drive including streetscape design and utility plan to the satisfaction of the City;
- Updated Noise Feasibility Study regarding mitigation for the units and outdoor living areas;
- Provision of a satisfactory Functional Servicing Report to ensure adequate servicing and grading, including hydrant flow test so Region can confirm sufficient water capacity;
- Regional clearance that all PINS have been provided for the subject lands;
- Submission of a Geotechnical/Hydrogeological Investigation to assess the impact on groundwater levels by the proposed development;
- Enter into a Development and Servicing Agreement with the City, including provisions to complete certain municipal road works and the construction of the storm sewer;
- Complete and file a Record of Site Condition;
- Provision of an Air Quality Report;
- Provision of City clearance on Phase II Environmental Site Assessment;
- Submit a Letter of Reliance for Environmental Site Assessments;
- Provision of a Section 37 agreement including any community benefits;
- Establish any necessary easements;
- Provide any required securities and fees;
- Receipt of Ministry clearance on Archaeological Assessment;
- Clearance from Peel District School Board that satisfactory arrangements have been made for the provision and distribution of educational facilities;
- Obtain the necessary approvals from MTO and Metrolinx.

Upon confirmation that the above-noted matters have been satisfactorily addressed, the "H" Holding provision would be removed by further amendment to the Zoning By-law. This is required prior to issuance of site plan approval and any building permits.

#### **Green Development Initiatives**

Staff will work with the applicant through the site plan process to encourage low impact development and sustainable design features.

## **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. Planning and Development Committee

# Conclusion

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

- The proposed development of two apartment buildings (29 and 26 storeys) consisting of 521 units with retail commercial uses at grade, and 49 back to back townhome dwellings is generally consistent with the overall intent, goals and objectives of Mississauga Official Plan as the site is partially located on an Intensification Corridor that will be served by light rail transit and forms part of the Downtown Hospital Character Area, part of the City's Urban Growth Centre.
- 2. The proposed high density mixed use development is generally compatible with both the surrounding and future land uses contemplated for this urban corridor, and provides for a transition in scale with the low rise neighbourhood to the west through the introduction of back to back townhome dwellings.
- 3. The proposed official plan provisions and zoning standards, as identified, are appropriate to accommodate the requested uses.

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

# Attachments

Appendix 1: Information ReportsAppendix 2: Revised Site PlanAppendix 3: Revised ElevationsAppendix 4: PerspectivesAppendix 5: Revised Proposed Zoning Standards

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Edward R. Sajecki, Commissioner of Planning and Building

# City of Mississauga



Date:	October 2, 2015	Originator's file: OZ 12/003 W7
То:	Chair and Members of Planning and Development Committee	Meeting date: 2015/10/26
From:	Edward R. Sajecki, Commissioner of Planning and Building	

# Subject

#### PUBLIC MEETING/INFORMATION REPORT (Ward 7)

2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive, west side of Hurontario Street, north of Harborn Road

Applicant: Gordon Woods Development Limited

Applications to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses on the ground floor, and 49 back to back townhouse dwellings

# Recommendation

That the report dated October 2, 2015 from the Commissioner of Planning and Building regarding the applications by Gordon Woods Development Limited to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses at grade, and 49 back to back townhouse units within four blocks under file OZ 12/003 W7, at 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive, be received for information.

# **Report Highlights**

- This report has been prepared for a second public meeting to hear from the community on the revised proposal. The initial proposal was brought to a public meeting on November 19, 2012 (see Information Report in Appendix 1);
- The project does not conform with the Office-Site 3 (Downtown Hospital) and Residential Low Density I-Site 4 (Cooksville) designations and requires an official plan amendment and rezoning;
- Community concerns identified to date relate to height, density, impact on character of the area and traffic;
- Prior to the next report, matters to be addressed include assessment of the appropriateness of the proposed applications, demonstrating an appropriate transition of scale between the Downtown Hospital District on Hurontario Street and the Gordon Woods stable residential neighbourhood to the west, consideration of the relationship to the surrounding area context and character, provision of

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Originator's file: OZ 12/003 W7

appropriate landscaping, and resolution of traffic issues and servicing.

# Background

The applications have been circulated for technical comments and a community open house was held on June 7, 2012. A focus group meeting was held on October 1, 2012, and a public meeting was held on November 19, 2012. On April 17, 2015 the applicant submitted a revised proposal to:

- reduce the north tower from 36 storeys to 32 storeys;
- increase the south tower from 22 storeys to 25 storeys;
- include additional lands on Grange Drive that have been acquired and increase the number of back to back townhomes from 20 to 49; and,
- increase the total number of units from 579 to 594 units.

In addition, while no vehicular access was previously proposed to Grange Drive, the revised proposal now has an access proposed on Grange Drive to service the development. The purpose of this report is to provide an update on the revised proposal and to seek comments from the community. Please see Appendix 1 for the original Information Report dated October 30, 2012.

# Comments

## THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use		
Frontages:	76.95 m (252 ft.) on Hurontario Street 161.32 m (529.27 ft.) on Grange Drive	
Depth:	Approximately 123 m (403 ft.)	
Gross Lot Area:	iross Lot Area: 1.40 ha (3.45 ac.)	
Existing Uses:	Hurontario Street: vacant (two dwellings converted to office and retail were demolished via permit) Grange Drive: 7 detached dwellings	

The surrounding land uses and the history of the site are summarized in the Information Report within Appendix 1 of this report.

#### DETAILS OF THE PROJECT

The applications are to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses at grade along Hurontario Street, and 49 back to back townhouse dwellings within four blocks along Grange Drive and site access via both Hurontario Street and Grange Drive.

Development Proposal		
Number of units:	Apartments - 545 (fronting Hurontario Street)	
	Back to back Townhomes - 49 (facing	

October 2, 2015

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Originator's file: OZ 12/003 W7

Development Proposal		
	Grange Drive)	
	Total = 594	
Height:	North tower - 32 storeys	
	South tower - 25 storeys	
	Back to back townhomes = 3 storeys	
Floor Space	3.33	
Index:		
Landscaped	28%	
Area:	20%	
Gross Floor Area:	46,427 m <sup>2</sup> (499,736 sq. ft.)	
Road type:	Common element condominium private road	
	(CEC)	
Anticipated		
Population:	*Average household sizes for all units (by type) for the	
year 2011 (city average) based on the 2013 Gr Forecasts for the City of Mississauga.		
Parking	Required Proposed	
resident spaces	808 594	
visitor spaces	122 88	
retail spaces	37 12	
Total	967 694	

Additional information is provided in Appendices 1 to 11.

#### LAND USE CONTROLS

The subject lands are located within two distinct Character Areas. The lands along Hurontario Street are located within the Downtown Hospital Character Area and are designated **Office – Special Site 3**, while the lands along Grange Drive are located within the Cooksville Neighbourhood Character Area and are designated **Residential Low Density I – Special Site 4**. The applications are not in conformity with the land use designations.

The proposal requires an amendment to Mississauga Official Plan from **Office – Special Site 3** (Downtown Hospital) and **Residential Low Density I – Special Site 4 (Cooksville Neighbourhood)** to **Residential High Density – Special Site** to permit horizontal multiple dwellings, office uses and ground level commercial uses in addition to apartments with a maximum height of 32 storeys and a maximum Floor Space Index of 3.33.

A rezoning is proposed from **O(Office)** and **R1 (Detached Dwellings)** to **RA5-Exception** (Apartment Dwellings) to permit two apartment buildings (32 and 25 storeys) consisting of 545 units with retail commercial uses at grade, and 49 back to back townhouse dwellings, in accordance with the proposed zone standards contained within Appendix 10.

Planning and Development Committee
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Originator's file: OZ 12/003 W7

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

## WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 7 Councillor, Nando lannicca on September 23, 2015 regarding the revised proposal. Previously, the Councillor held a community open house on June 7, 2012 and a focus group meeting on October 1, 2012, and a public meeting was held at Planning and Development Committee on November 19, 2012 regarding the original proposal.

Issues raised by the community are listed on page 9 and 10 of the October 30, 2012 Information Report contained in Appendix 1. They will be addressed along with issues 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 application;
- The relationship of the proposed buildings to the surrounding area context and character;
- Demonstration of an appropriate transition of building height and massing between the Downtown Hospital District on Hurontario Street and the Gordon Woods stable residential neighbourhood on Grange Drive;
- Satisfactory resolution of shadow impacts;
- Provision of adequate landscaping and on-site amenity areas;
- Satisfactory resolution of traffic impacts on surrounding road network;
- Identification of green initiatives;
- Resolution of streetscape design and roadway requirements for Hurontario Street and Grange Drive;
- Noise mitigation for units and amenity areas;
- Provision of a satisfactory Functional Servicing Report and resolution of all servicing, utility and grading issues.

#### **DEVELOPMENT REQUIREMENTS**

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

# **Financial Impact**

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

Planning and Development Committee
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Originator's file: OZ 12/003 W7

# 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 the issues are resolved.

# Attachments

- Appendix 1: Information Report (October 30, 2012)
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Official Plan Land Use Map and Proposed Amendment
- Appendix 4: Existing Land Use and Proposed Zoning Map
- Appendix 5: Concept Plan
- Appendix 6: Elevations
- Appendix 7: Agency Comments
- Appendix 8: School Accommodation

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

- Appendix 10: Summary of Existing and Proposed Zoning Provisions
- Appendix 11: General Context Map

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Edward R. Sajecki, Commissioner of Planning and Building Prepared by: Jonathan Famme, Development Planner



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Clerk's Files

**PDC** NOV 19 2012

Originator's Files OZ 12/003 W7

DATE:	October 30, 2012	
TO:	Chair and Members of Planning and Development Committee Meeting Date: November 19, 2012	
FROM:	Edward R. Sajecki Commissioner of Planning and Building	
SUBJECT:	Information Report Official Plan Amendment and Rezoning Applications To permit two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes 2114, 2124 & 2130 Hurontario Street, and 2095, 2107, 2113 & 2121 Grange Drive West side of Hurontario Street, north of Harborn Road Owner: Gordon Woods Development Limited Applicant: IBI Group Bill 51	
	Public Meeting Ward 7	
<b>RECOMMENDATION:</b>	<b>DMMENDATION:</b> That the Report dated October 30, 2012, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Office – Special Site 8 (Cooksville District)" and "Residential Low Density I – Special Site 11 (Cooksville District)" to "Residential High Density II – Special Site" and to change the Zoning from "O" (Office) and "R1" (Detached Dwellings) to "RA5-Exception" (Apartment Dwellings), to permit two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes under file OZ 12/003 W7, Gordon Woods Development Limited, 2114, 2124 & 2130 Hurontario Street, and 2095, 2107, 2113 & 2121 Grange Drive, west side of Hurontario Street, north of Harborn Road, be received for information.	

Planning and Developm	ent Committee	- 2 - File: OZ 12/003 W October 30, 201
REPORT HIGHLIGHTS:	<ul> <li>Community concerns relate to the height, mass, and density of the proposal, and the impact on the character of the Gordon Woods community, traffic and parking;</li> <li>Prior to the Supplementary Report, matters to be addressed include the appropriateness of the proposed Official Plan and zoning by-law amendments, provision of additional details or any proposed green initiatives, wind analysis, shadow impact noise mitigation, stormwater management, updated Functiona Servicing Report, a Phase 2 Environmental Site Assessment, Phase 2 Archaeological Assessment, and an assessment of conformity to the Hurontario/Main Street Corridor Master Plan.</li> </ul>	
BACKGROUND:	The above-noted application has been circulated for technical comments and Councillor Iannicca brought the applications to community open house on June 7, 2012, and arranged a focus group meeting, which was held on October 1, 2012.	
		this report is to provide preliminary information of and to seek comments from the community.
	Hurontario Stree (4) properties or	tends to consolidate three (3) properties along et (2114, 2124 & 2130 Hurontario Street) with fou a Grange Drive (2095, 2107, 2113 & 2121 nto one development parcel.
	relevant to the su Hurontario/Mair Cooksville Distr	recent studies/reviews completed which are ubject lands and their proposed development, the n Street Corridor Master Plan (2010) and the vict Review to update the Cooksville District Mississauga Official Plan (2011).
<b>COMMENTS:</b> Details of the proposal are as follows:		oposal are as follows:
	Development 1	Proposal
	Application submitted:	March 7, 2012 (Received)
		April 2, 2012 (Deemed Complete)

Planning and Development Committee - 3 -

File: OZ 12/003 W7 October 30, 2012

Development	Proposal	
Gross Floor	Proposed Apartments:	
Area:	Units – range in size from 40 $m^2$	
	(431 sq. ft.) to 103 m <sup>2</sup> (1,109 sq. ft.)	
	Total GFA – 38,749 m <sup>2</sup> (417,091 sq. ft.)	
	Proposed Townhouses:	
	Typical Unit – $174 \text{ m}^2$ (1,873 sq. ft.)	
	Total GFA – 3,475 m <sup>2</sup> (37,405 sq. ft.)	
	Proposed At-Grade Retail:	
	813 m <sup>2</sup> (8,751 sq. ft.)	
	Total Proposed Gross Floor Area:	
	42,226 m <sup>2</sup> (454,517 sq. ft.)	
Height:	Proposed apartment building –	
0	36 storeys & 22 storeys, with a 6 storey	
	podium	
	Proposed townhouses – 3 storeys	
Floor Space	4.46	
Index:		
Landscaped	33.8%	
Area:	3,200 m <sup>2</sup> (34,445 sq. ft.) - at grade	
	(also proposing a 7 <sup>th</sup> Floor roof terrace =	
	684 m <sup>2</sup> (7,363 sq. ft.))	
Net Density:	611 units/ha (247 units/ac.)	
Number of	Proposed apartment buildings - 559	
units:	Proposed townhouses – 20	
	Total = 579 units	
Anticipated	cipated 1,427*	
Population:	*Average household sizes for all units	
	(by type) for the year 2011 (city average)	
	based on the 2008 Growth Forecasts for	
	the City of Mississauga.	
Parking	Apartment Units: 740 spaces	
Required:	(1 space per bachelor unit, 1.25 spaces	
	per 1 bedroom unit, 1.40 spaces per 2	

File: OZ 12/003 W7 October 30, 2012

Planning and Development Committee - 4 -

Development Proposal		
	bedroom unit, 1.75 spaces per 3	
	bedroom unit)	
	Visitor (Apartments): 112 spaces (0.20 spaces per unit)	
	Townhomes: 35 spaces (1.10 space per bachelor/1 bedroom unit, 1.50 spaces per 2 bedroom unit, 1.75 per three bedroom unit, 2.0 spaces per 4 bedroom unit)	
	Visitor (Townhomes): 5 spaces (0.25 spaces per unit)	
	Retail: 44 space (5.4 spaces per 100 m <sup>2</sup> /1,076 sq. ft of gross floor area)	
	Total = 936 spaces	
Parking Provided:	Apartments: 621 spaces (1.1 spaces per bachelor/1 bedroom/2 bedroom unit, 1.2 spaces per 3 bedroom unit)	
	Visitor (Apartments): 86 spaces (0.15 spaces per bachelor/1 bedroom/2 bedroom unit, 0.20 spaces per 3 bedroom unit)	
	Townhomes: 35 spaces (1.75 spaces per unit)	
	Visitor (Townhomes): 4 spaces (0.20 spaces per unit)	
	Retail: 35 spaces (4.3 spaces per 100 m2/1,076 sq. ft. of gross floor area)	
	Total = 781 spaces	

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#### Planning and Development Committee

File: OZ 12/003 W7 October 30, 2012

Development Proposal		
Supporting	Concept Plan;	
Documents:	Elevations;	
	Planning Rationale Report;	
	Shadow Study;	
	Urban Design Study;	
	Pedestrian Wind Assessment;	
	Arborist Report;	
	Noise Study;	
	Functional Servicing Report;	
	Phase 1 Environmental Site	
	Assessment;	
	Stage 1 Archaeological	
	Assessment;	
	Traffic Study.	

Site Characteristics					
Frontages:	76.95 m (252 ft.) on Hurontario Street				
	91.32 m (300 ft.) on Grange Drive				
Depth:	Approximately 123 m (403 ft.)				
Lot Area:	0.95 ha (2.34 ac.)				
Existing Use:	Hurontario Street: Demolition Permit				
1	issued July 3, 2012, previously vacant				
	travel office converted from 1 storey				
	detached dwelling; vacant retail				
	converted from 2 storey dwelling; vacant				
	1 storey detached dwelling;				
	Grange Drive: Four (4) Detached				
	dwellings 1 and 2 storeys				

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

#### Neighbourhood Context

The subject property is located on the west side of Hurontario Street, north of Harborn Road and the Queen Elizabeth Way, and comprises four detached residential lots on Grange Drive, and three vacant retail/office lots in former detached dwellings fronting Hurontario Street. The immediate area has a mixture of uses and - 6 -

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

The surrounding land uses are as follows:

- North: detached dwellings along Grange Drive, Bronte College; office in detached dwelling, 2 storey office building, 2 storey commercial/office building, and funeral home along Hurontario Street;
- East: Hurontario Street, 10 to 12 storey apartment buildings, 10 storey office building at North Service Road;
- South: one detached dwelling and street townhouses on Grange Drive, Rabba commercial plaza on Hurontario Street, Harborn Road, Queen Elizabeth Way;
- West: Grange Drive, detached dwellings, and Mary Fix Creek.

#### Current Mississauga Plan Designation and Policies for Cooksville District (May 5, 2003)

"Office - Special Site 8" which permits offices and accessory uses with a maximum Floor Space Index (FSI) of 0.5. Accessory uses are to be limited to a maximum of 20% of the total gross floor area. Special Site 8 provides additional policies which apply to the lands on the west side of Hurontario Street, south of Bronte College Court, which are outlined in Appendix I-9.

The lands fronting Hurontario Street are located within the **Urban Growth Centre**, which is Mississauga's principal **Intensification Area**.

"Residential Low Density I - Special Site 11" which permits detached dwellings to a maximum density of 10 units per net residential hectare (4 units per net residential acre). Special Site 11 provides additional policies which apply to the Gordon Woods community, which are outlined in Appendix I-9.

Schedule 3 - 'Environmental Areas' of Mississauga Plan designates a portion of the subject lands as "**Residential Woodlands**" which are areas that support trees with mature, fairly continuous canopy, but the understorey is generally absent or degraded, usually by the maintenance of residential lawns and landscaping, and which serve the function of providing habitat for birds and facilitating ground Planning and Development Committee

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water recharge. Development proposals in Residential Woodlands should seek to preserve the existing tree canopy.

The proposal for two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes is not in conformity with either land use designation, therefore an official plan amendment is proposed as part of the proposal to designate the lands. **"Residential High Density II – Special Site"**. The "Residential High Density II" designation permits apartment dwellings at a Floor Space Index (FSI) of 1.5-2.9, whereas the proposal would require a special site to permit a maximum Floor Space Index of 4.5 and permit office, at-grade retail, and horizontal multiple dwellings (back-to-back townhouses).

Other policies in the Official Plan which also are applicable in the review of this application are summarized in Appendix I-9.

#### Mississauga Official Plan (2011)

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety and, as such, the existing Mississauga Plan (2003) remains in effect. The applications were originally submitted under Mississauga Plan (2003), which is the current plan in effect, but regard should be given to the new Mississauga Official Plan (2011). Under the new Mississauga Official Plan, the subject lands are designated "Office - Special Site 3 (Downtown Hospital)" and "Residential Low Density I - Special Site 4 (Cooksville)". The proposal for two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes, does not conform to the land use designations contained in the new Mississauga Official Plan and associated policies, and therefore an amendment would be required to "Residential High Density -Special Site".

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#### **Existing Zoning**

"O" (Office), which permits an office, medical office, financial institution, commercial school, and veterinary clinic at a maximum height of the lesser of 19 m (62 ft.) or 6 storeys.

"R1" (Detached Dwellings), which permits detached dwellings with minimum lot frontages of 22.5 m (74 ft.), minimum lot areas of 750 m<sup>2</sup> (8,073 sq.ft), and a maximum height of 10.7 m (35 ft.).

#### Proposed Zoning By-law Amendment

"RA5-Exception" (Apartment Dwellings), to permit two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes.

The proposed draft zoning standards can be found in Appendix I-10.

#### **Cooksville District Review**

The Cooksville District Review was recently undertaken to update the Cooksville District policies within the Official Plan. The amendments to the Cooksville District Plan were approved in principle by Council on July 4, 2012 and an adopting by-law for the City-initiated Official Plan Amendments to Mississauga Official Plan (2011), Cooksville Neighbourhood policies is expected once Mississauga Official Plan (2011) comes into effect. The applicant has submitted a letter asking that the proposed amendments to the policies as they relate to the four parcels on Grange Drive be deferred until Council renders a decision on these applications.

The Cooksville District Review recommends that the Gordon Woods Special Site Policy (which includes the four lots fronting Grange Drive under this application) be maintained and expanded further west to Stavebank Road. In addition, the policies are to be amended to require that hard surface areas in front yards not exceed 50% of the front yard and to stipulate that any new lots created by way of severance, maintain a minimum frontage in keeping with the adjacent lots or the current zoning standard.

#### Hurontario/Main Street Corridor Master Plan

The Hurontario/Main Street Corridor Master Plan (2010) was presented to Council on July 7, 2010 and recommendations were adopted that staff be directed to consider revisions to the Official Plan and Zoning By-law to implement the findings of the Master Plan, and in particular the land use and urban design strategy contained in the Master Plan, to support the vision for the Hurontario Street corridor.

Regarding the subject lands, Section 8.9 of the Plan specifies a maximum height of 6 storeys, maximum Floor Space Index of 2.0, and that the mid portion of the proposed project area (rear of existing Hurontario fronting lots that are within the Urban Growth Centre) is to be a transition area to the low rise residential neighbourhood on Grange Drive.

#### **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 development are deem good planning by Council through the approval of a development application. Should this application be approved in principle by Council, the City may require the provision of community benefits as a condition of approval.

#### **COMMUNITY ISSUES**

A community open house was held by Ward 7 Councillor Iannicca, on June 7, 2012, and a focus group meeting was held on October 1, 2012.

The following is a summary of issues raised by the community:

• There was concern with the potential for future traffic, onstreet parking, and road safety on Harborn Road and Grange Drive, given the existing parking and loading problems experienced from the commercial plaza to the south and Planning and Development Committee - 10 -

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congestion around the intersection of Harborn Road and Hurontario Street.

- The townhomes are viewed as not in keeping with the intended character of the area and the special site policy in the Official Plan for Gordon Woods. There is a concern that this proposal would change the nature of the Gordon Woods Community. The Berkeley townhouses are viewed as an exception adjacent to the commercial plaza and are not reflective of the community, and a detached dwelling was required at the north of the Berkley project to signal the end of the extension of townhouses in the community.
- There is concern with the height of the towers proposed on Hurontario Street, as currently a maximum of 6 storeys is permitted and the tall buildings are located on the east side of Hurontario, and not on the west side. Hurontario is viewed as the transition area, rather than Grange Drive. Height concerns included character, shadows, and overlook.
- There was concern that the proposal would change the rural cross section character of Grange Drive (no curb and gutter or sidewalks).
- a reduction of parking spaces could lead to on-street parking for this development on Harborn Road and Grange Drive.
- There was concern with the traffic issues that could result from the installation of Light Rail Transit along Hurontario Street limiting left turns.

Responses to the above comments will be provided in the Supplementary Report.

#### **DEVELOPMENT ISSUES**

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

Planning and Development	Committee - 11 -	File: OZ 12/003 W7 October 30, 2012
	<ul> <li>appropriateness of the proposed a</li> <li>identification of green initiatives;</li> <li>provision of a satisfactory wind a</li> <li>satisfactory resolution of shadow</li> <li>noise mitigation;</li> <li>provision of a satisfactory Function resolution of all servicing, utility</li> <li>provision of Stage 2 Archaeological clearance; and,</li> <li>assessment of conformity to the H Corridor Master Plan.</li> </ul>	nalysis; impacts; onal Servicing Report and and grading issues; cal Assessment and Ministry
	OTHER INFORMATION	
	Development Requirements	
	In conjunction with the proposed development other engineering and servicing matters stormwater management, and cash-in-l require the applicant to enter into appro- the City.	s including noise mitigation, ieu for parkland, which will
FINANCIAL IMPACT:	Development charges will be payable i requirements of the applicable Develop the City as well as financial requiremen agency concerned with the developmen	oment Charges By-law of nts of any other official
CONCLUSION:	Most agency and City department com and after the public meeting has been h resolved, the Planning and Building De position to make a recommendation reg	eld and all issues are epartment will be in a
ATTACHMENTS:	Appendix I-1:Site HistoryAppendix I-2:Aerial PhotographAppendix I-3:Excerpt of CooksvilleAppendix I-4:Excerpt of Existing LaAppendix I-5:Concept PlanAppendix I-6:RenderingsAppendix I-7:Agency CommentsAppendix I-8:School AccommodatioAppendix I-9:Official Plan Policies	nd Use Map

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Appendix I-10: Proposed Zoning Standards Appendix I-11: General Context Map

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Edward R. Sajecki Commissioner of Planning and Building

Prepared By: Jonathan Famme, Development Planner

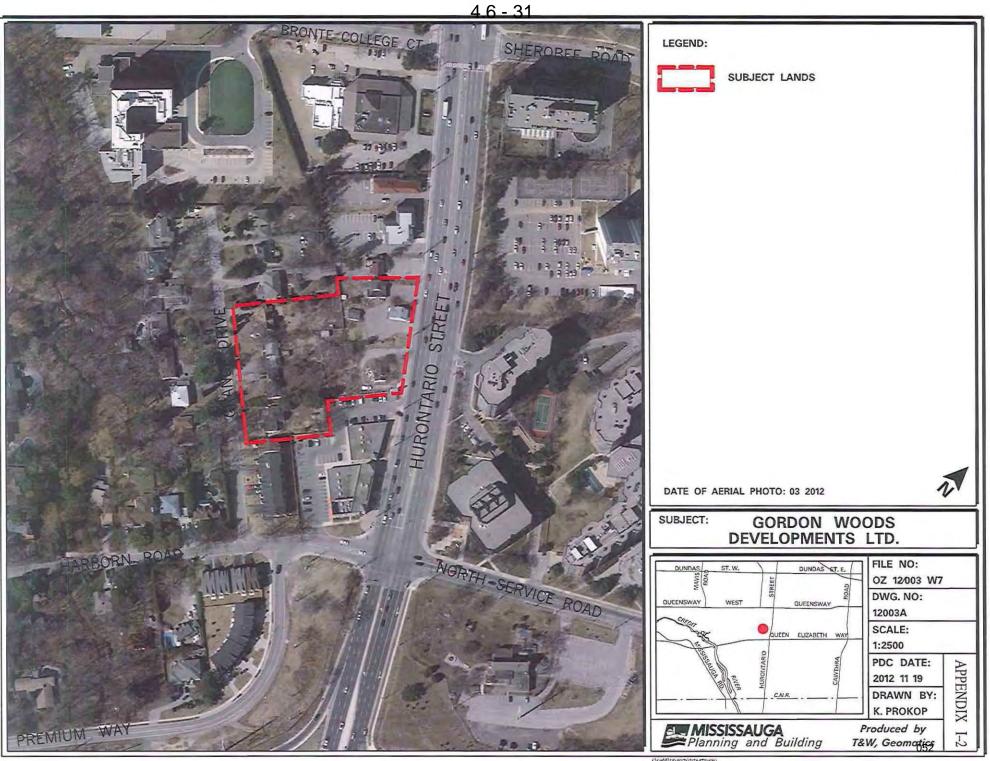
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#### **Gordon Woods Development Limited**

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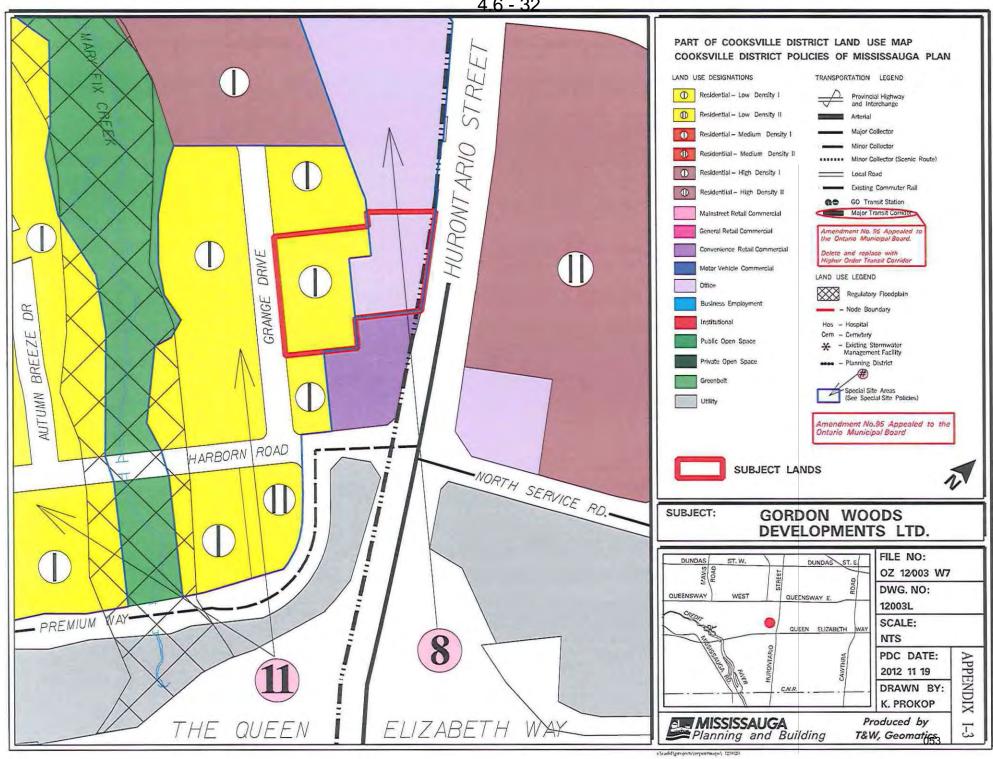
#### Site History

- May 5, 2003 Cooksville District Policies and Land Use Map (Mississauga Plan) were partially approved with modifications by the Region of Peel. The subject lands were designated "Office Special Site 8" and "Residential Low Density I Special Site 11".
- June 20, 2007 Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned "O" (Office) and "R1" (Detached Dwellings).
- December 9, 2009 Council approved an Official Plan Amendment from "Residential Low Density I – Special Site 11" to "Residential – Low Density II – Special Site 11", and Rezoning from "R1-47" (Detached Dwelling) and "R1-7" (Detached Dwelling) to H-R5-45" (Detached Dwellings), "H-RM5-51" (Street Townhouse Dwellings with Holding Symbol) and H-RM5-52" (Street Townhouse Dwellings with Holding Symbol) to permit one (1) detached dwelling and six (6) street townhouse dwellings for the lands to the southwest of the subject property at the northeast corner of Harborn Road and Grange Drive in connection with file OZ 06/030 W7, Berkley Developments.
- July 7, 2010 The Hurontario/Main Street Corridor Master Plan (2010) was presented to Council and recommendations were adopted that staff be directed to consider revisions to the Official Plan and Zoning By-law to implement the findings of the Master Plan and support the vision for the Hurontario Street corridor.
- July 4, 2012 The amendments resulting from the Cooksville District Review were approved in principle by Council, and an adopting By-law is expected once the New Mississauga Official Plan (2011) comes into effect.



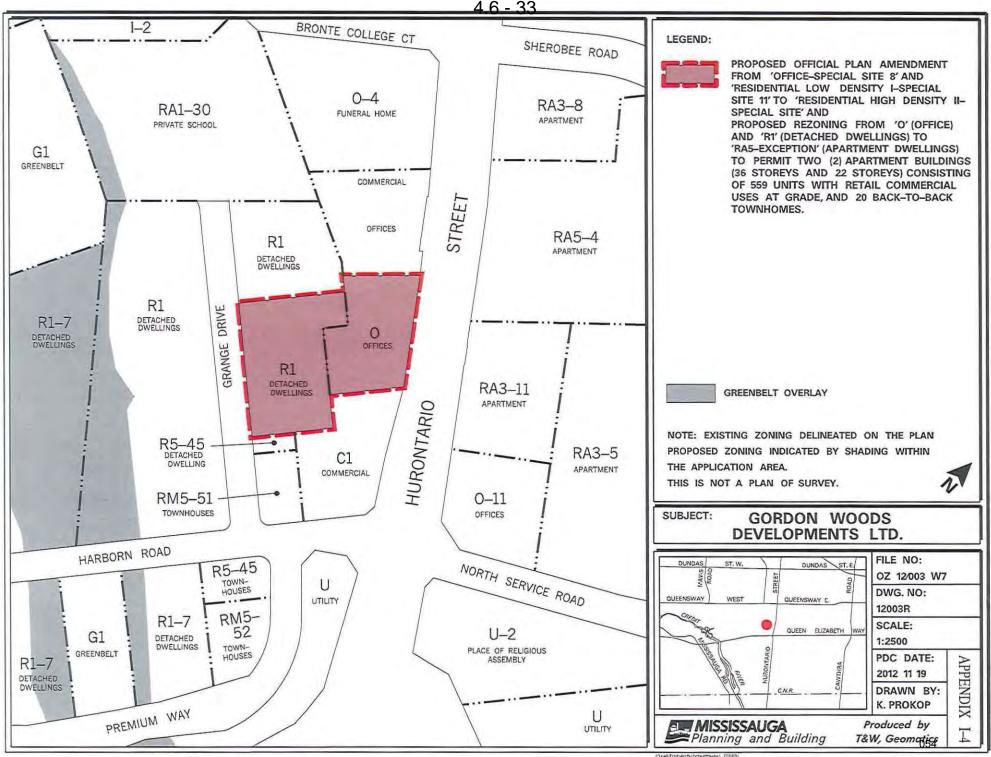
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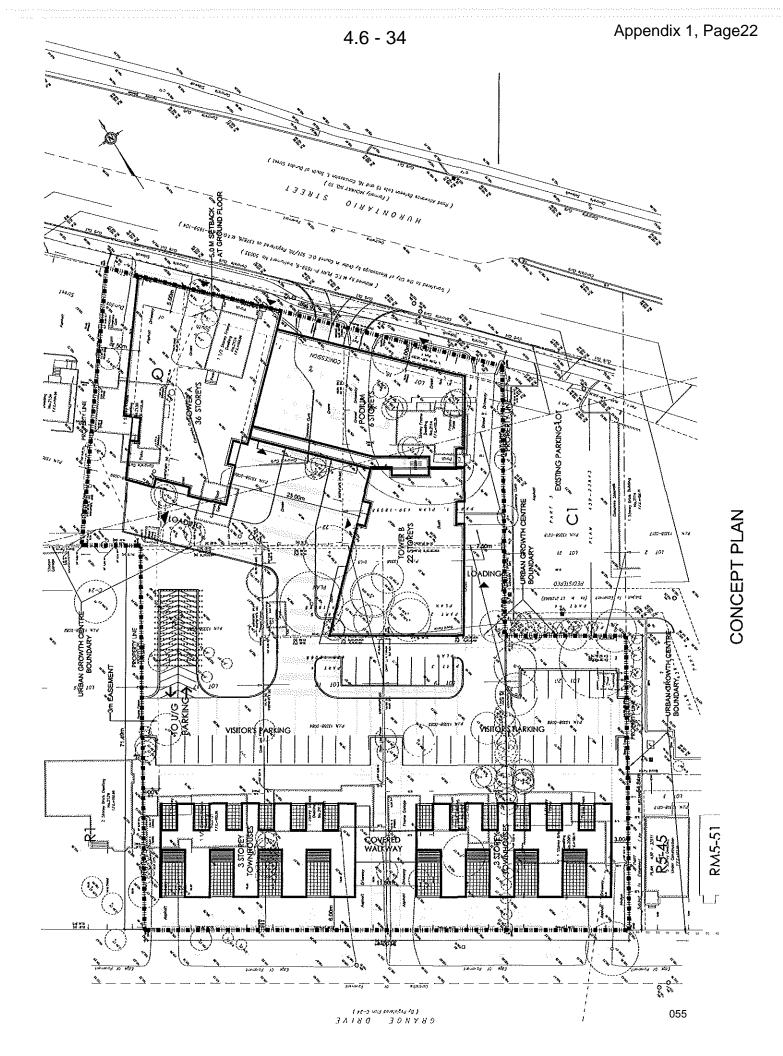


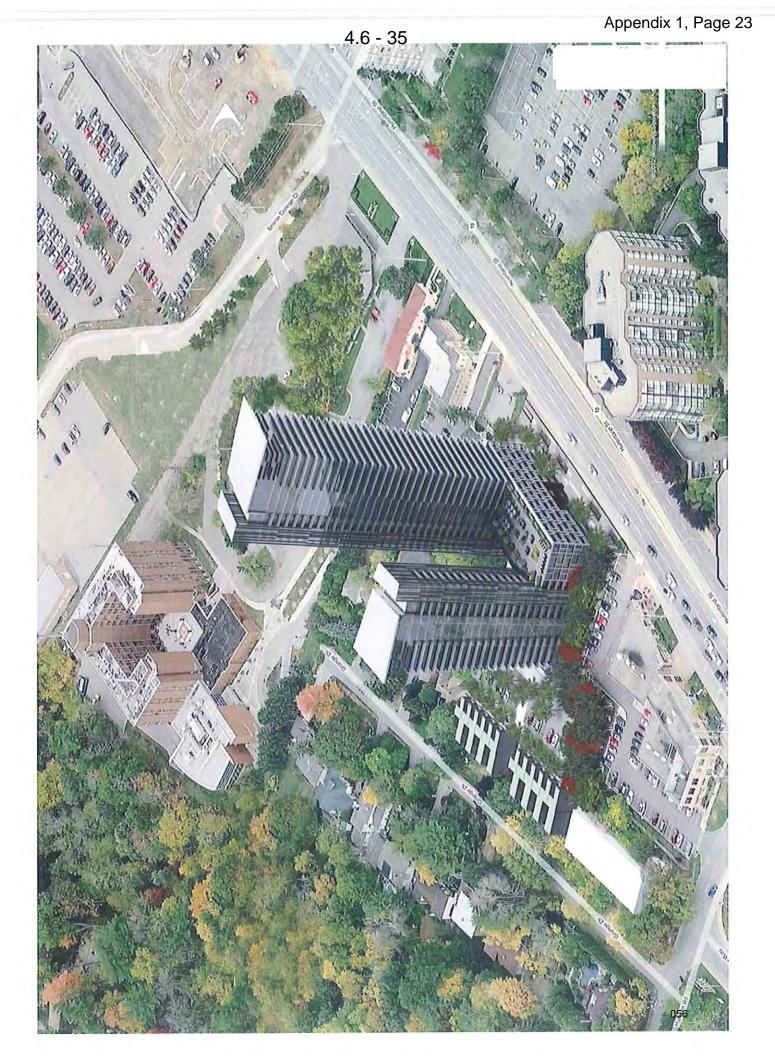
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# Appendix I-6b



#### **Gordon Woods Development Limited**

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#### **Agency Comments**

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

Agency / Comment Date	Comment
Ministry of Transportation (May 28, 2012)	The Ministry has no objection in principle to the proposed OPA and Rezoning of the property;
	The proposed rezoned land is within the Ministry's Permit Control Area and therefore an MTO Building and Land Use Permit is required prior to the start of construction;
	The Ministry will require review of any site plans, and require a Traffic Impact Study, as per Ministry Guidelines, to analyse the impact on existing roads, intersections and interchange ramps; and require Site Servicing and Grading Plans and Stormwater Management Report;
	Sign Permits are required for signage within 400 m (1,312 ft.) of the QEW.
Region of Peel (July 11, 2012)	Existing 450 mm (17.7") diameter and 300 mm (11.8") diameter watermains are located on Hurontario Street and an existing 150 mm (5.9") diameter watermain is located on Grange Drive.
	An existing 250 mm (9.8") diameter sanitary sewer is located on Hurontario Street and an existing 1050 mm (41.3") sanitary sewer is located on Grange Drive. A new connection to the 1050 mm (41.3") sanitary sewer may not be permitted due to the size and function of the main. This will be determined through the FSR and detailed site servicing review.
	A Condominium Water Servicing Agreement may be required.

## **Gordon Woods Development Limited**

Agency / Comment Date	Comment	
	The Region is in receipt of a Functional Servicing Report dated March 2012, prepared by Burnside. The reports will not be circulated for review until the following revisions are included: the FSR must reflect the revised number of units (559 condo units and 20 townhouses), hydrant test flows must be submitted and the applicant must complete and submit the single use demand table. The Region is reviewing for capacity only at this stage. Detailed design will be reviewed through the site servicing application.	
	The site servicing drawings submitted with the FSR do not contain details on the private side. Revised site servicing drawings, showing the servicing on private property and in the public right of way, are required for Development Engineering review. Site Servicing approvals are required prior to issuance of building permit	
	Private servicing easements may be required.	
	The Region is to be advised on how the parcels will be consolidated to facilitate this development. This will also affect the location of services. Separate parcels will require separate connections to the municipal servicing. Any unused water and/or sanitary sewer services to the property line shall be abandoned to Regional standards.	
	The Declaration and Description will be required for review prior to registration of the condominium.	
	The subject lands are not within the vicinity of a landfill.	
	At the Site Plan Stage, the applicant will need to identify the waste collection area as well as provide associated elevations, for both condominium towers. An overhead clearance of 7.5 m (24.6 ft.) from obstructions must be provided in the waste	

#### **Gordon Woods Development Limited**

Agency / Comment Date	Comment
	collection area and outside of the collection area an overhead clearance of 4.4 m (14.4 ft.) from obstructions must be provided. The waste collection vehicle access route throughout the complex indicating turning radii and turning areas are to be shown at the Site Plan Stage.
	As the current layout of the 20 Townhouses is not conducive for curbside collection, a waste collection area for them will need to be identified on a drawing at the Site Plan stage. Sufficiently sized the Tower B Loading area may be used for this purpose.
	The developer will be required to ensure that the recycling collection program is as convenient to each resident as the garbage collection program. Recycling is mandatory within all residential buildings, and waste collection services may be revoked by failing to comply. The following methods may be used:
	<ol> <li>A single garbage chute with an automated mechanical separation system to divert garbage and recyclable materials into separate bins;</li> </ol>
	<ol> <li>Two separate chutes for garbage and recyclable materials.</li> </ol>
	The system to be used is to be identified on Ground Floor Plans (or floor plans where the waste storage rooms are located). The required number of front-end bins for garbage and recyclable materials are also to be shown on these drawings.
	A private waste hauler will be required for the collection of waste from the commercial units. Residential waste and commercial waste must be kept separate, and need to be

## Gordon Woods Development Limited

Agency / Comment Date	Comment
	clearly identifiable. A commercial waste storage area will need to be provided, which is to be shown on floor plan drawings at the Site Plan stage.
	For more information, please consult the Waste Collection Design Standards Manual available at: http://www.peelregion.ca/pw/waste/reports/.
Peel District School Board (April 25, 2012)	The Peel District School Board indicated that there is no available capacity to accommodate students generated by this application. Accordingly, the Board has requested that in the event that the application is approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that Bill 51 development applications include the following as a condition of approval:
	"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development."
Dufferin-Peel Catholic District School Board (April 23, 2012)	The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by 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.

## Gordon Woods Development Limited

Agency / Comment Date	Comment		
	In addition, if approved, the Dufferin-Peel Catholic District School Board also require that the following conditions be fulfilled prior to the final approval of the zoning by-law:		
	1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.		
	<ul> <li>(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."</li> </ul>		
	(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."		
	2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs, shall be to the Dufferin-Peel Catholic District School Board's specifications, at		

## Gordon Woods Development Limited

Agency / Comment Date	Comment
	locations determined by the Board and erected prior to registration.
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 11, 2012)	The Community Services Department notes that Park 028 "Camilla Park" is located 462 m (1,515.7 ft.) from the subject site. Park 028 has 2 play sites, an unlit mini soccer field and a walkway.
	In the event that the application is approved, the Community Services Department - Park Planning note the following conditions:
	The Community Services Department requires a streetscape master plan including proposed preliminary grading & utility plan.
	The Community Services Department indicate that street tree contribution will be required prior to By-law enactment.
	The Community Services Department indicate that, 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 Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Community Services Department – Culture Division (April 10, 2012)	The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.
	Stage 1 complete. Stage 2 pending.

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# Gordon Woods Development Limited

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Agency / Comment Date	Comment
City Transportation and Works Department (October 23, 2012)	In comments dated October 23, 2011 this department has now confirmed receipt of the required Utility Plans and Cross- sections verifying the location of the existing services and utility locations within the road allowances having frontage on the application. This information is currently under review along with the revised Site Plan, Site Grading and Servicing Plans, Landscape Plans and Functional Servicing Report received with the Planning and Building circulation dated September 14, 2012.
	Notwithstanding the findings of the reports and plans currently under review, additional technical details have been requested from the applicant's consulting team to confirm the feasibility of this high density multiple condominium project. Updated comments have also been provided on the Traffic Study submitted in support of the application.
	Detailed comments and conditions related to the review of transportation and engineering related matters will be provided with the Supplementary Report.
Bell Canada	A detailed review of the Official Plan Amendment and Zoning
(May 1, 2012)	By-Law Amendment application has been completed and an
	easement may be required to service the subject property,
	depending on a review of more detailed applications under the <i>Planning Act</i> .
Canada Post	The apartments fall under the multiple occupancy mail
(May 4, 2012)	delivery standards. As such, the developer/owner must supply,
	install and maintain a centralized mailroom facility to Canada
	Post's specifications. Canada Post requires an enclosed
	mailroom for buildings with 100 or more units.
Other City Departments and	The following City Departments and external agencies offered
External Agencies	no objection to these applications provided that all technical
	matters are addressed in a satisfactory manner:
	City Community Services Department – Fire and Emergency Services Division City's Economic Development Office
	Rogers Cable

## Gordon Woods Development Limited

Agency / Comment Date	Comment	
	Enersource Hydro Mississauga	
	Enbridge Gas Distribution Inc.	
L.	The following City Departments and external agencies were	
	circulated the applications but provided no comments:	
	City's Realty Services	
	Hydro One	
	Trans-Northern Pipelines	
	Trillium Health Centre	

Gordon Woods Development Limited

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## School Accommodation

Tl	The Peel District School Board			The Dufferin-Peel Catholic District School Board	
•	• Student Yield:		•	Student Yield:	
	62 18 55	Kindergarten to Grade 6 Grade 7 to Grade 8 Grade 9 to Grade 12/OAC			nior Kindergarten to Grade 8 ade 9 to Grade 12/OAC
•	School Acc	ommodation:	•	School Accom	modation:
	Floradale P	ublic School		St. Catherine o	f Siena (K to 8)
	Enrolment: Capacity: Portables:	735 681 1		Enrolment: Capacity: Portables:	600 627 0
	Queen Elizabeth Sr.			St. Martin Seco	ondary
	Enrolment: Capacity:	360 262 5 Secondary School 1,206 1,203		Enrolment: Capacity: Portables:	922 1,026 0
	Portables:	0			

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## **Gordon Woods Development Limited**

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# **Official Plan Policies**

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## **Cooksville District Policies**

Site 8 (Huontario properties)

Notwithstanding the Office designation, the following additional policies will apply:

a. funeral homes and nursing homes will also be permitted;

b. vehicular access and internal circulation and parking must respect both the visual and functional quality of the street as well as the privacy of the residential areas to the west;

c. efforts must be made to retain the existing vegetation cover maintaining the continuity of the area character;

d. building height and form should provide a positive scale transition between Hurontario Street and existing residential development to the west;

e. the building setback from the rear lot line should provide for the retention of natural vegetation to function as a buffer from residential uses to the west.

## Site 11 (Grange properties)

Notwithstanding the provisions of the Residential Low Density I and Residential Low Density II designations on these lands, the following additional policies will apply:

a. preserve and enhance the generous front, rear and side yard setbacks;

b. ensure that existing grades and drainage conditions are preserved;

c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;

d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;

e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;

f. encourage buildings to be one to two (1-2) storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;

g. reduce the hard surface areas in the front yard;

h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;

## Gordon Woods Development Limited

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i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

## **Residential Policies**

## 3.2.3.1

Residential lands will be developed to achieve a compact, orderly urban form generally characterized by lower densities in the interior of communities and higher densities along major roads and near concentrations of retail commercial, community, and transportation facilities.

#### 3.2.3.2

High quality and innovative residential design will be promoted in a form which reinforces and enhances the local community character, respects its immediate context and creates a quality living environment. Innovative housing types and zoning standards will be encouraged. Design issues related to built form, scale, massing, orientation, parking, overshadowing, and the quantity and quality of open space will be priorities in assessing the merits of residential development. Broader urban design issues related to the creation of an urban street character, developing a sense of gateway into a community and highlighting district focal points will also be considered in assessing residential development.

#### **Urban Growth Centre**

#### 3.13.2.2

A minimum building height of three (3) storeys is required on lands within the Urban Growth Centre. Where the right-of-way width exceeds twenty (20) metres a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. District policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development.

#### 3.13.2.3

The Urban Growth Centre will be planned to achieve an average population to employment ratio of 1:1, measured as an average across the entire Urban Growth Centre.

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#### 3.13.2.6

Built form within the Urban Growth Centre should provide for the following characteristics of development:

a. creation of a sense of gateway to the core area by prominent built form and streetscaping (including street trees) located close to the street;

b. creation of a sense of place within the Urban Growth Centre by distinctive architecture, landscaping, and cultural heritage recognition.

### 3.13.2.7

Lands immediately adjacent to or within the Urban Growth Centre should provide both a transition between the higher density and height of development within the Urban Growth Centre and lower density and height of development in the surrounding area.

### 3.13.2.8

The Urban Growth Centre will develop as a major regional centre and the primary location for mixed use development. The Urban Growth Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities and building height and the largest commercial component in the City.

### 3.13.2.13

The Urban Growth Centre will be served by higher order transit facilities which provide connections to neighbouring municipalities.

### **Outside Intensification Areas**

3.13.5.1

Lands designated for residential purposes, outside intensification areas, will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.

### 3.13.5.3

Intensification outside intensification areas 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.

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#### Gordon Woods Development Limited

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#### Policies

3.13.6.4

Built form within intensification areas should provide for the following characteristics of development:

a. high quality urban design, streetscaping (including street trees) and pedestrian amenity;

b. built form should be closely related to and integrated with, the streetline, with minimal building setbacks, to provide spatial enclosure and street-related activity;

c. compatible building bulk, massing and scale of built form to provide an integrated streetscape; d. retail use should be encouraged along main street frontages with direct access to the public sidewalk;

e. no parking lots/areas should be provided between the building and the streetline on principal street frontages, with the exception of on-street parking;

f. blank building walls should be avoided facing principal street frontages and intersections;

g. service, loading and garbage storage should be accessed from rear or side lanes;

h. front building facades should be parallel with the street and provided with periodic indentations for visual relief and features such as urban squares;

i. signage should integrate with the scale and character of built form;

j. continuity of built form from one (1) property to the next with minimal gaps between buildings.

### 3.13.6.16

Development should be compatible with the scale and character of a planned area by having regard for the following elements:

a. natural environment;

b. natural hazards (flooding and erosion);

c. natural heritage features/Natural Areas System;

d. lot frontages and areas;

e. street and block patterns;

f. building height;

g. coverage;

h. massing;

i. architectural character

j. streetscapes;

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k. heritage features;

I. setbacks;

m. privacy and overview;

n. the pedestrian environment;

o. parking;

p. cycling connections;

q. parkland needs;

r. community service provisions;

s. view corridors;

t. trees/tree canopy/vegetation that do not fall within the Natural Area System.

3.13.6.17

Development proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development densities and scale. Transition in built form will act as a buffer between the proposed development and planned uses, and should be provided through appropriate height, massing, character, architectural design, siting, setbacks, parking, and public and private open space and amenity space.

#### 3.18.7.3

Building and site designs should create a sense of enclosure, pedestrian scale and identity. Enclosure means having built form along the street edge with heights appropriate to its context.

3.18.9.4

Building height and site design will create a gradual scale transition to adjacent buildings.

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### Proposed Zoning Standards

Proposal for Two (2) Residential Apartment Buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes

	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Permitted Use	Apartment Dwelling, Long-term Care Dwelling, Retirement Dwelling	Apartment Dwelling, Horizontal Multiple Dwelling, Office, At- Grade Commercial	Detached Dwellings	Office, medical office, financial institution, commercial school, veterinary clinic
Min. Lot Area (Interior)	n/a	n/a	750 m <sup>2</sup> (8,073 sq. ft.)	n/a
Min. Lot Frontage (Interior)	30.0 m (98.4 ft.)	30.0 m (98.4 ft.)	22.5 m (73.8 ft.)	n/a
Min. Front YardHurontario Street $9.0 \text{ m} (29.5)$ - height < 13 m (42.6 ft.)		9.0 m (29.5 ft.)	4.5 m (14.8 ft.)	
Min. Interior Side Yard- height < 13 m (42.6 ft.)		0.0 m (0.0 ft.) Fronting Grange Dr 3.0 m (9.8 ft.) Fronting Hurontario 7.5 m (24.6 ft.) height < 13 m (42.6 ft.) 3.0 m (9.8 ft.) height > 26 m (85.3 ft.) 7.5 m (24.6 ft.) to Parking aisle 0.0 m (0.0 ft.)	<ul> <li>1.8 m (5.9 ft.) on one side of the lot and</li> <li>4.2 m (13.8 ft.) on the other side</li> </ul>	7.5 m (24.6 ft.)

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	to Parking Structure -		
	Below Grade 0.0 m (0.0 ft.)		
		7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
7.5 m (24.6 ft.)			
. , , ,			
5 m (24.6 ft) n lus 1.0			
· · · ·			
(4011 111)			
1.9	1.9	n/a	n/a
2.9	4.5	n/a	0.5
the lesser of 77.0 m	36 storeys	10.7 m (35.1 ft.)	the lesser of 19.0 m (62.3
(252.6 ft.) or			ft.) or 6 storeys
25 storeys			
		n/a	n/a
	4.5 m (14.8 ft.) abutting	n/a	4.5 m (14.8 ft.)
	street line		
residential, 3.0 m (9.8			
) abutting any other lot	3.0 m (9.8 ft.) abutting		
line	residential		
	15 m (49 ft) abutting		
	commercial		
e greater of 5.6 m <sup>2</sup> per		n/a	n/a
site area			
sq.ft.) at 579 units			
	2.9 the lesser of 77.0 m (252.6 ft.) or 25 storeys 40% of the lot area 5 m (14.8 ft.) abutting treet line and abutting esidential, 3.0 m (9.8 ) abutting any other lot line e greater of 5.6 m <sup>2</sup> per welling unit or 10% of site area = 3,242 m <sup>2</sup> (34,901	7.5 m (24.6 ft.)         10.0 m (32.8 ft.)         12.5 m (41.0 ft.)         15.0 m (49.2 ft.)         4.5 m (14.8 ft.)         5 m (24.6 ft.) plus 1.0         m (3.3 ft.) for each         Iditional m exceeding         10.0 m (32.8 ft.) to a         iax. setback of 25.5 m         (83.7 ft.)         1.9         1.9         2.9         4.5         the lesser of 77.0 m         (252.6 ft.) or         25 storeys         40% of the lot area         5 m (14.8 ft.) abutting         treet line and abutting         esidential, 3.0 m (9.8         ) abutting any other lot         line         1.5 m (4.9 ft.) abutting         residential         1.5 m (4.9 ft.) abutting         residential         abutting unit or 10% of         site area         = 3,242 m <sup>2</sup> (34,901	7.5 m (24.6 ft.)       7.5 m (24.6 ft.)         10.0 m (32.8 ft.)       7.5 m (24.6 ft.)         12.5 m (41.0 ft.)       15.0 m (49.2 ft.)         4.5 m (14.8 ft.)       6         5 m (24.6 ft.) plus 1.0 m (3.2.8 ft.) to a constrained bilitional m exceeding 10.0 m (32.8 ft.) to a constrained bilitional m exceeding 10.0 m (32.8 ft.) to a constrained bilition and exceeding 10.0 m (32.8 ft.) to a constrained bilition and exceeding 10.0 m (32.8 ft.) to a constrained bilition and exceeding 10.0 m (32.8 ft.) to a constrained bilition and exceeding 10.0 m (32.8 ft.) to a constrained bilition and exceeding 10.0 m (32.8 ft.) to a constrained bilition and exceeding 10.0 m (32.8 ft.) to a constrained bilition and exceeding 10.0 m (32.8 ft.) to a constrained bilition and exceeding 10.0 m (32.8 ft.) to a constrained bilition (252.6 ft.) or 2.5 storeys       1.9 n/a         1.9       1.9 n/a       10.7 m (35.1 ft.)         2.5 storeys       30% of the lot area       n/a         5 m (14.8 ft.) abutting constrained biliting any other lot line       street line       n/a         3.0 m (9.8 ft.) abutting constrained con

	Min. of 50% must be in one contiguous area	Min. of 50% must be in one contiguous area		
	Min. amenity area to be	Min. amenity area to be		
	provided outside at grade	provided outside at grade		
	$= 55 \text{ m}^2 (592 \text{ sq.ft.})$	$= 55 m^2 (592 sq.ft.)$		
Parking Requirement	Apartment Dwelling	Apartment Dwelling	2.0/unit	$3.2 \text{ per } 100 \text{ m}^2$
	Studio – 1.0/unit	Studio – 1.10/unit		(1,076 sq.ft.)
	1 bed – 1.25/unit	1 bed – 1.10/unit		
	2 bed - 1.4/unit	2 bed – 1.10/unit		
	3 bed – 1.75/unit	3 bed – 1.20/unit		
:	Visitor – 0.2/unit	Visitor - 0.15 per 1-2		
		bed unit & 0.2 per 3 bed		
		unit		
	Retail	Retail		
	5.4 per 100 m <sup>2</sup>	4.3 per 100 m <sup>2</sup>		
	(1.076 sq.ft.)	(1,076 sq.ft.)		
	Horizontal Multiple	Horizontal Multiple		
	3 bed - 1.75/unit	3 bed - 1.75/unit		
	Visitor – 0.25/unit	Visitor – 0.2/unit		
Min. setback of waste enclosure/loading area to a zone permitting detached and/or semi-detached dwellings	10.0 m (32.8 ft.)	1.75 m (5.7 ft.)	n/a	n/a
Max. Encroachments and Projections	1.0m (3.3 ft.)	Roof into front yard setback along Hurontario St. 5.0 m (16.4 ft.)	n/a	n/a
		Balconies into front yard setback along Hurontario St.		

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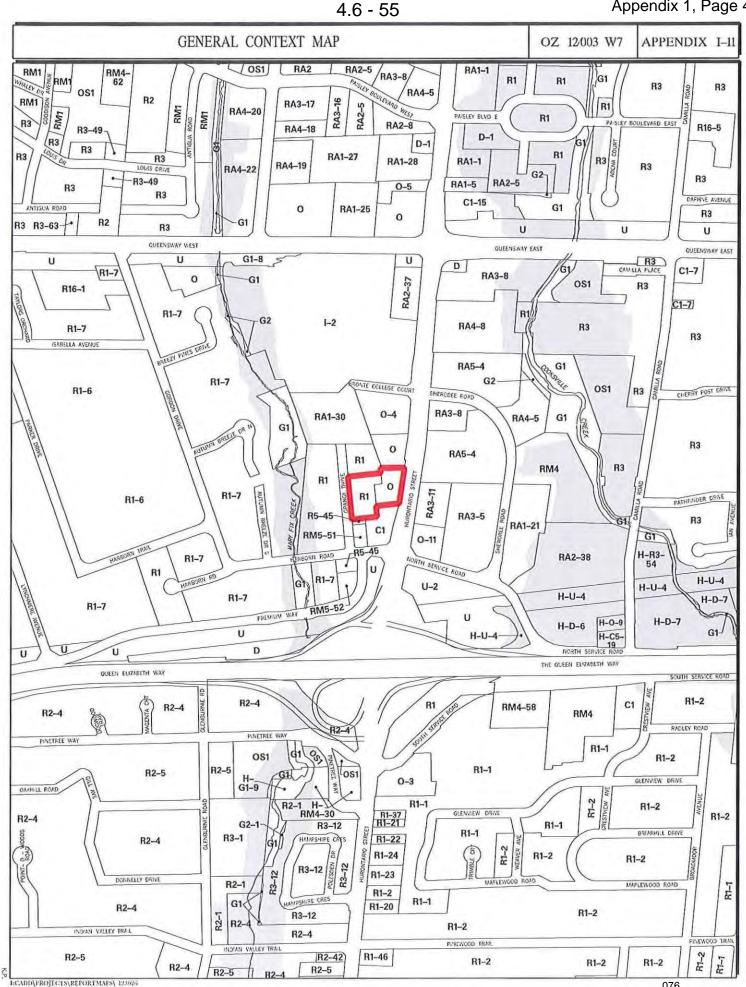
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5.0 m (16.4 ft.)	
Roof into interior side yard setback 1.5 m (3.8 fL)	
Balconies into interior side yard setback 1.5 m (3.8 ft.)	

Note: Bold and Italics denotes exceptions from Base Zone requirements

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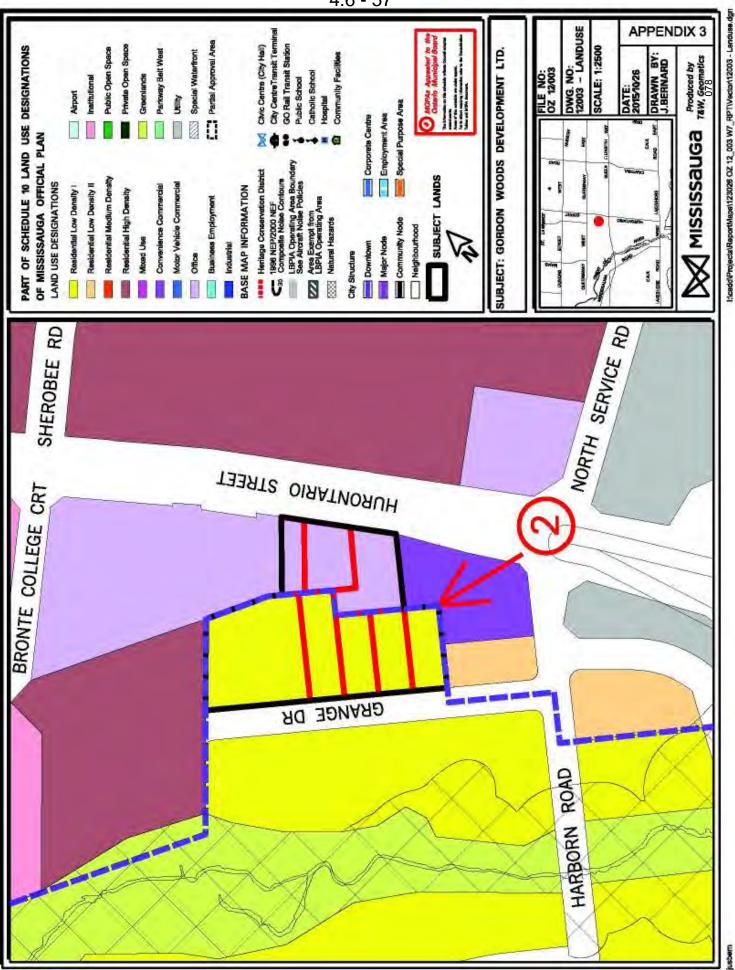


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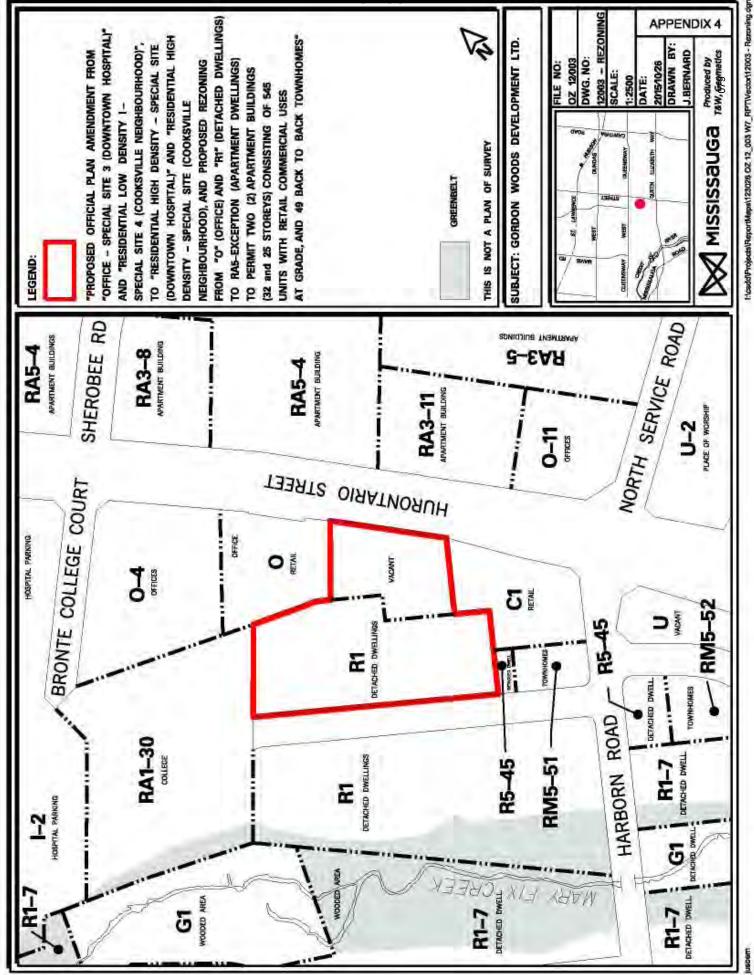


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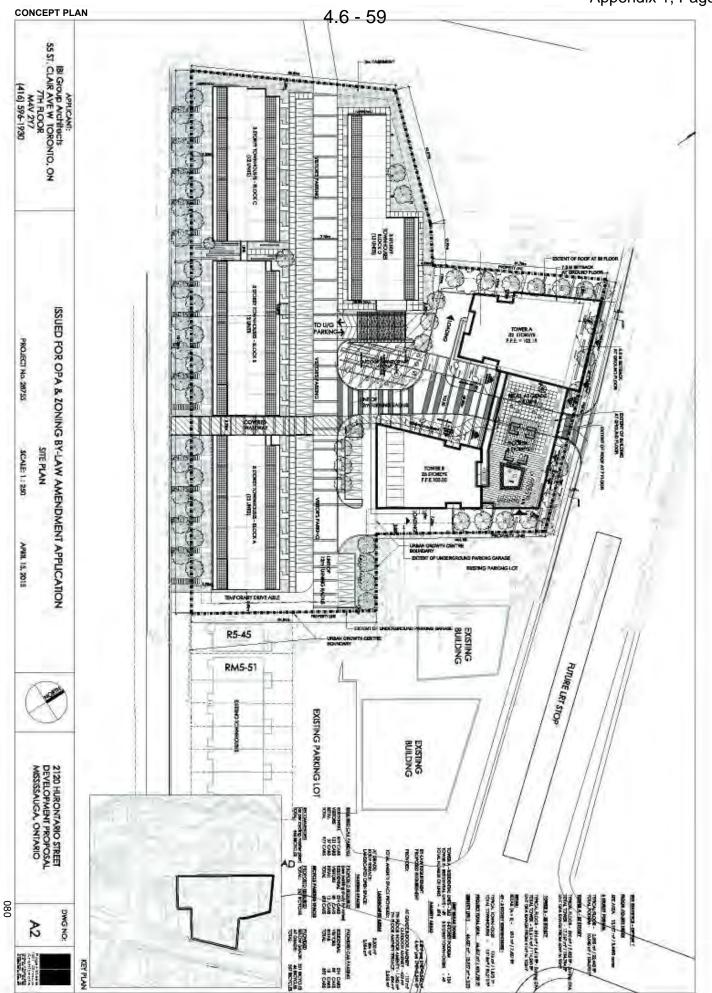
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# Agency Comments

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

Agency / Comment Date	Comment
Ministry of Transportation (July 27, 2015)	The Ministry of Transportation requests updated information for the Traffic Impact Study (TIS) which adheres to their latest TIS guidelines along with the submission of digital Synchro and Sim Traffic files for review.
	Due to high traffic volume, existing at-capacity operations and close proximity of intersections within the study area as well as future LRT on Hurontario Street; VISSIM Analysis is required to be carried out to see impacts of development additional traffic within the corridor and at the ramp terminals.
	The intersection of Hurontario and Harborn Road is only 105m away from the westbound off-ramp terminal. Traffic from the off-ramp destined towards the site can cause safety hazards to the through traffic. In addition, long queues of northbound left at the intersection up to ramp terminal will not allow traffic from the off-ramp to enter into the northbound left turn lane. Please provide recommendations how to improve the operations of Hurontario and Harborn/North Service Road intersection.
	All of the future scenarios show northbound left movements at the intersection of Hurontario and Harborn Road with Level Of Service "F" and queue length exceeding the storage capacity of the left turn lane as well as the distance between the intersection and westbound ramp terminal (which is only 105 m). northbound through queue is also backing up to the ramp terminal. This NBL turn lane at the intersection is coming within the route to be used by site destined traffic from South and QEW (East and West) as primary access to enter into the development (approx. 112 vehicles in PM). As per the analysis, intersection of Hurontario and Harborn/North Service Road is operating at capacity with long queues up to westbound ramp terminal (northbound left and northbound traffic). Adding site generated trips will further deteriorate the operations by generating longer queues that will consequently block the ramp terminal. Operations of the QEW westbound off-ramp terminal will also be impacted by the site generated traffic that will produce long queues reaching up to the mainline QEW and cause safety hazards. The condition will

Agency / Comment Date	Comment
	become worse with addition of future LRT on Hurontario. Therefore, please provide appropriate mitigation measures (including geometric changes required with timeline) to improve the Hurontario and Harborn/North Service Road intersection as well as QEW westbound off-ramp terminal operations to avoid complete breakdown.
Region of Peel	On the basis of analysis results and mitigation measures presented in the report, the Ministry of Transportation will not support access to the development through Harborn Road / Grange Drive, since it will further deteriorate operations of Hurontario and Harborn/North Service Road intersection, and will impact the QEW westbound off-ramp terminal operations. As a result, it is recommended that access through Bronte College Court and right-in/right-out access through Hurontario should only be considered within the analysis. Otherwise the consultant should present some effective measures/improvements that will improve overall operations of the corridor and support access to the development through Grange Drive. Existing 450 mm (17.72 in.) diameter and 300 mm (11.81 in.)
(July 27, 2015)	diameter watermains are located on Hurontario Street and an existing 150 mm (5.9 in.) diameter watermain is located on Grange Drive.
	An existing 250 mm (9.84 in.) diameter sanitary sewer is located on Hurontario Street and an existing 1050 mm (41.34 in.) sanitary sewer is located on Grange Drive. A new connection to the 1050 mm (41.34 in.) sanitary sewer may not be permitted due to the size and function of the main. This will be determined through the FSR and detailed site servicing review.
	A revised FSR completed by Cole Engineering Group Ltd. dated April 2015, was received for the review and comment of Development Engineering. This was forwarded to Program Planning for modelling. Comments state: Water - a) The Region does not have any plans to construct new infrastructure in the vicinity of the proposed development. b) A fire flow test on the hydrant closest to the property is to be completed and submitted. This will then be submitted to Program Planning for further modelling, review, and comment. Waterwater - The Region has no objection to discharging 20.82 L/s of sanitary sewer flow from this development to the existing 1050 mm (41.34 in.) sanitary sewer on the Grange Drive.

Agency / Comment Date	Comment
	Prior to OPA and Rezoning approval Copies of all PINS for the subject lands are required.
	Front-end collection of garbage and recyclable materials will be provided by the Region of Peel for residential waste, subject to the fulfillment of the outstanding requirements of the Waste Collection Design Standards Manual with regard to a) the waste collection vehicle access route, b) the external waste collection area, and c) the internal waste storage area.
	As the current layout of the townhouses is not conducive for curbside collection, a waste collection area will need to be identified which meets the requirements for front-end collection. The Tower B Loading area may be used for this purpose.
	For the commercial units a private waste hauler will be required for the collection of commercial waste. Residential waste and commercial waste must be kept separate, and needs to be clearly identifiable.
Dufferin-Peel Catholic District School Board and the Peel District School Board (June 11, 2015 and June 8, 2015)	The Peel District School Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:
	"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development."
	In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require that certain warning clauses regarding bussing of students, temporary accommodation and signage be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.
City Community Services Department – Parks and Forestry Division/Park	The Community Services Department notes that Camilla Park (P-028) is located 462 meters from the subject site. The Park has 2 play sites, an unlit mini soccer field and a walkway.

Agency / Comment Date	Comment
Planning Section (August 21, 2015)	Prior to by-law enactment, a cash contribution for street planting will be required. Further, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Community Services Department – Culture Division	An archaeological assessment has been submitted for the additional lands. Ministry clearance remains outstanding.
(June 25, 2015)	Street experience improvements along Hurontario and Grange Drive could also include an opportunity for public art. Functional public art could be included as part of the landscape design along both street frontages.
City Community Services Department – Fire and Emergency Services Division (June 5, 2015)	Fire has reviewed the OPA/rezoning applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
(,	The site is to be developed in conformance with the Ontario Building Code and bylaw 1036-81 with respect to fire department access and fire protection.
City Transportation and Works Department (August 24, 2015)	This department has confirmed the completion of their review of the revised Site Plan, Site Grading and Servicing Plans, Landscape Plans, Traffic Impact Study and Functional Servicing details reflective of the new property limits provided by the applicant's consulting team.
	Notwithstanding the findings of the reports and plans currently under review, additional technical details have been requested from the applicant's consulting team to confirm the feasibility of this high density multiple condominium project.
	Based on the review of the updated Traffic Impact Study dated May 2015, the consultant has been requested to confirm certain aspects of the traffic impacts from the subject development on the existing road network, including the Queen Elizabeth Way (QEW) interchange/ramps terminals and the feasibility of mitigation measures. Due to the proximity to the QEW, the subject site is under the corridor control of the Ministry of Transportation (MTO) and, therefore, comments and conditions were provided by the MTO with respect to the proposed accesses and the Traffic Impact Study. The applicant is to satisfy the MTO's conditions and the proposal, including the Traffic Impact Study and proposed

Agency / Comment Date	Comment
	accesses, are subject to MTO's approval. Detailed comments and conditions related to the review of transportation and engineering related matters will be provided with the Recommendation Report.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: - Bell Canada; - Canada Post; - Enersource Hydro Mississauga; - Enbridge Gas Distribution Inc.; - Development Services; and, - Rogers Cable.
	<ul> <li>The following City Departments and external agencies were circulated the applications but provided no comments:</li> <li>City's Economic Development Office</li> <li>City's Realty Services Division;</li> <li>Hydro One;</li> <li>Trans-Northern Pipelines; and,</li> <li>Trillium Health Centre.</li> </ul>

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# **School Accommodation**

Th	The Peel District School Board			The Dufferin-Peel Catholic District School Board			
•	Student Yie	eld:		Student Yield:			
	63 16 32	Kindergarten to Grade 7 to Grad Grade 9 to Grad	e 8		12 11	Junior Kindergar Grade 9 to Grade	
•	School Acco	ommodation:		•	School Acc	ommodation:	
	Floradale P	.S.			St. Catherin	ie of Siena	
	Enrolment: Capacity: Portables:		729 711 2		Enrolment: Capacity: Portables:		558 668 0
	Queen Eliza	abeth Sr.			St. Martin		
	Enrolment: Capacity: Portables:		337 262 4		Enrolment: Capacity: Portables:		1033 1026 0
	Port Credit	S.S.					
Ed ca	ucation rated	ity reflects the Mi d capacity, not the ing in the require	e Board rated				

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

While the applications were submitted under the policies of Mississauga Plan, the applicant has consented to the application being converted to amend Mississauga Official Plan (2012)

Current Mississauga Official Plan Designation and Policies for the Downtown Hospital Character Area

**Office – Special Site 3** which permits major office, secondary office, and accessory uses limited to a maximum of 20% of the total Gross Floor Area. Notwithstanding the provisions of the Office designation, the following additional policies apply:

- a. funeral homes and nursing homes will also be permitted;
- b. vehicular access and internal circulation and parking must respect both the visual and functional quality of the street as well as the privacy of the residential areas to the west;
- c. efforts must be made to retain the existing vegetation cover maintaining the continuity of the area character;
- d. building height and form should provide a positive scale transition between Hurontario Street and existing residential development to the west;
- e. the building setback from the rear lot line should provide for the retention of natural vegetation to function as a buffer from residential uses to the west; and
- f. the lands identified as Area A, located at 2150 Hurontario Street, will be permitted to develop at a maximum floor space index (FSI) of 1.0 (property immediately north of and abutting subject property).

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

Residential Low Density I – Special Site 4 which permits only detached dwellings.

Notwithstanding the policies of the Plan, the following additional policies apply for 2129, 2137 and 2143 Grange Drive:

- a. the generous front, rear and side yard setbacks will be preserved;
- b. landscaping and natural features will be protected, enhanced, restored, and where possible, expanded;
- c. existing grades and drainage conditions will be preserved unless modified by a City approved drainage plan;
- d. new housing will be encouraged to fit the scale and character of the surrounding development, and take advantage of the features of a particular site, e.g., topography, contours, mature vegetation;
- e. garages should be recessed or be located behind the main face of the house, or in the rear of the property;

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- f. new development will have minimal impact on adjacent development with respect to overshadowing and overlook;
- g. buildings will be encouraged to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, e.g. projecting dormers and bay windows;
- h. hard surface areas in the front yard will be less than half of the front yard;
- i. existing high quality trees will be preserved to maintain the existing mature nature of these areas;
- j. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is discouraged; and
- k. building mass, side yards and rear yards should respect and relate to those of adjacent lots.

Gordon Woods Development Limited have a site specific appeal to MOPA 2 (updated Cooksville District Policies) for 2095, 2107, 2113 and 2121 Grange Drive, and therefore the following version of Mississauga Official Plan Site 4 policies apply: Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply to these properties:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- encourage new housing to fit the scale and character fo the surrounding area, and take advantage of the features of a particular site i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- f. encourage buildings to be one to two (1-2) storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- g. reduce the hard surface areas in the front yard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;
- i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and
- j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

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Proposed Official Plan Amendment Provisions

**Residential High Density – Special Site** which permits apartment dwellings. Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

- a. Horizontal multiple dwellings will be permitted;
- b. Ground level commercial uses will be permitted;
- c. Office uses will be permitted; and,
- d. Development up to a maximum Floor Space Index (FSI) of 3.33 will be permitted.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications, some of which are summarized in the table below.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 - Direct Growth	Section 5.1.6 Section 5.1.7 Section 5.1.8 Section 5.1.9 Section 5.3.1.3 Section 5.3.1.4 Section 5.3.1.6 Section 5.3.1.6 Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5 Section 5.4.6 Section 5.4.11 Section 5.4.12 Section 5.5.1 Section 5.5.2 Section 5.5.3 Section 5.5.7	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will protect and conserve the character of stable residential Neighbourhoods. Mississauga will protect employment lands to allow for a diversity of employment uses.

	Specific Policies	General Intent
		New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.
		The Downtown is an Intensification Area and will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.
		The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.
		Development in the Downtown will be in a form and density that achieves a high quality urban environment.
		Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.
		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.
		Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.
owth		Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.
Section 5 - Direct Growth		Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.
Section 5		Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews.

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	Specific Policies	General Intent
Section 5 - Direct Growth		<ul> <li>Hurontario Street and Dundas Street have been identified as Intensification Corridors.</li> <li>Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.</li> <li>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.</li> <li>Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas.</li> <li>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.</li> <li>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.</li> </ul>
Section 6 – Value the Environment	Section 6.2.8 Section 6.2.12 Section 6.3.1 Section 6.3.19 Section 6.3.44	Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment. Mississauga will encourage tree planting on public and private lands and will strive to increase the Urban Forest canopy. Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.

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	Specific Policies	General Intent
Section 6 - Value the Environment		Development proposals and site alteration for lands within a Residential Woodland will have regard for how existing tree canopy and understorey are protected, enhanced, restored and expanded. A site development plan may be required to demonstrate how the following, among other matters, have been addressed: a. existing topography and drainage patterns; b. maintenance of a high proportion of permeable ground cover to facilitate ground water recharge; c. habitat for tolerant canopy birds (both in migration and for breeding); d. habitat for urban wildlife; and e. connections to other elements within the Green System. Development and site alteration will demonstrate that there will be no negative impacts to the Urban Forest. An arborist report and tree inventory that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement, will be prepared to the satisfaction of the City in compliance with the City's tree permit by-law.
Section 7 - Complete Communities	Section 7.6.1.1 Section 7.6.1.2 Section 7.6.1.3 Section 7.6.1.4 Section 7.6.1.5	Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas. Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition. A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment. The historic character and sense of community will be maintained through the preservation and protection of existing residential Neighbourhoods. New development will be compatible with the physical, social and environmental attributes of the existing community.

	Specific Policies	General Intent
Build a Desirable Urban Form		Development on Corridors will be encouraged to face the street, not locate parking between the building and the street, site buildings to frame the street, provide entrances and transparent windows facing the street, and consolidate access points and encourage shared parking, service areas and driveway entrances. The design of developments at intersections and along major streets should be of a highly attractive urban quality. A transit and active transportation supportive urban form will be required along Corridors. Development will support transit and active transportation by locating buildings at the street edge, requiring front doors that open to the street, ensuring active/animated building facades, ensuring appropriate massing for the context, providing pedestrian safety and comfort, and providing bicycle parking. Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Development proponents may be required to upgrade the public
Build a Desira		boulevard and contribute to the quality and character of streets and open spaces by providing street trees and landscaping, and relocating utilities if required, lighting, bicycle parking, public art, and street furniture.
Section 9 -		Parking should be located underground, internal to the building or to the rear of buildings.
Sect		Shared parking between developments will be encouraged, where appropriate.

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Gordon Woods Development Limited

	Specific Policies	General Intent
uw	Section 12.1.1.2 Section 12.1.1.4 Section 12.1.2.2	A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development. Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of
Section 12 - Downtown		development within the Downtown and lower density and height of development in the surrounding area. Notwithstanding the Residential High Density policies of the Plan, the
Section		maximum building height for lands designated Residential High Density will not exceed 25 storeys.
	Section 16.1.2.1 Section 16.6.1.1 Section 16.6.2.1	To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots created by land division or units or parcels of tied land (POTLs) created by condominium will generally represent the greater of: a. The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m of the subject property. In the case of corner development lots, units or POTLs on both streets within 120 m will be considered; or
ighbourhoods		<ul> <li>b. the requirements of the Zoning By-law.</li> <li>The Residential Low Density I designation, for the area bounded by the Queensway West, Hurontario Street, the Queen Elizabeth Way and</li> <li>Stavebank Road, permits only detached dwellings.</li> </ul>
Section 16 - Neigl		Sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur.

	Specific Policies	General Intent
	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:
		• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
ation		<ul> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> </ul>
nplementa		<ul> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> </ul>
Section 19 - Implementation		• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

# **Proposed Zoning Standards**

# Proposal for Two (2) Residential Apartment Buildings (32 storeys and 25 storeys) consisting of 545 units with retail commercial uses at grade, and 49 back-to-back townhomes

Apartment Dwelling,	An entresent Divielling		
Long-term Care Dwelling, Retirement Dwelling	Apartment Dwelling, Horizontal Multiple Dwelling, Office, At- Grade Commercial	Detached Dwellings	Office, medical office, financial institution, commercial school, veterinary clinic
n/a	n/a	750 m <sup>2</sup> (8,073 ft <sup>2</sup> )	n/a
30.0 m (98.4 ft.)	30.0 m (98.4 ft.)	22.5 m (73.8 ft.)	n/a
7.5 m (24.6 ft.) 8.5 m (27.8 ft.) 9.5 m (31.2 ft.) 10.5 m (34.4 ft.)	Hurontario Street 5.0 m (16.4 ft.) Grange Drive 6.0 m (19.7 ft.) Parking Structure – Below Grade	9.0 m (29.5 ft.)	4.5 m (14.8 ft.)
	Dwelling, Retirement Dwelling n/a 30.0 m (98.4 ft.) 7.5 m (24.6 ft.) 8.5 m (27.8 ft.) 9.5 m (31.2 ft.)	Dwelling, Retirement Dwelling         Dwelling, Office, At- Grade Commercial           n/a         n/a           30.0 m (98.4 ft.)         30.0 m (98.4 ft.)           Hurontario Street         5.0 m (16.4 ft.)           8.5 m (27.8 ft.)         Grange Drive           9.5 m (31.2 ft.)         6.0 m (19.7 ft.)           Parking Structure –         Parking Structure –	Dwelling, Retirement Dwelling         Dwelling, Office, At- Grade Commercial           n/a         n/a         750 m² (8,073 ft²)         30.0 m² (8,073 ft²)           30.0 m (98.4 ft.)         30.0 m (98.4 ft.)         22.5 m (73.8 ft.)           Hurontario Street         9.0 m (29.5 ft.)           7.5 m (24.6 ft.)         5.0 m (16.4 ft.)           8.5 m (27.8 ft.)         Grange Drive           9.5 m (31.2 ft.)         6.0 m (19.7 ft.)           Parking Structure – Below Grade         Below Grade

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# Gordon Woods Development Limited

	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Min. Interior Side Yard - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings	<ul> <li>4.5 m (14.8 ft.)</li> <li>6.0 m (19.7 ft.)</li> <li>7.5 m (24.6 ft.)</li> <li>9.0 m (29.5 ft.)</li> <li>4.5 m (14.8 ft.)</li> </ul> 7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional metre exceeding 10.0 m (32.8 ft.) to a max setback of 25.5 m (83.7 ft.)	Fronting Grange Dr 3.0 m (9.8 ft.) Fronting Hurontario 7.5 m (24.6 ft.) height < 13 m (42.6 ft.) 3.0 m (9.8 ft.) height > 26 m (85.3 ft.) 7.5 m (24.6 ft.) to Parking aisle 0.0 m (0.0 ft.) to Parking Structure – Below Grade 0.0 m (0.0 ft.)	1.8 m (5.9 ft.) on one side of the lot and 4.2 m (13.8 ft.) on the other side	7.5 m (24.6 ft.)
Min. Rear Yard - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings	7.5 m (24.6 ft.) 10.0 m (32.8 ft.) 12.5 m (41.0 ft.) 15.0 m (49.2 ft.) 4.5 m (14.8 ft.) 7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional metre exceeding 10.0 m (32.8 ft.) to a max. setback of 25.5 m (83.7 ft.)		7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Min. Floor Space Index	1.9	1.9	n/a	n/a
Max. Floor Space Index	2.9	3.33	n/a	0.5

Gordon Woods Development Limited

	RA5 Base Zone	Proposed	R1 Zone	O Zone
		RA5-Exceptions	(existing Detached Dwelling zone)	(existing Office zone)
Max. Height	the lesser of 77.0 m	32 storeys	10.7 m (35.1 ft.)	the lesser of 19.0 m
	(252.6 ft.) or			(62.3 ft.) or 6 storeys
	25 storeys			
Min. Landscaped Area	40% of the lot area	30% of the lot area	n/a	n/a
Min. Landscaped Buffer	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)	n/a	4.5 m (14.8 ft.)
	abutting street line and	abutting street line		
	abutting residential,			
	3.0 m (9.8 ft.) abutting	3.0 m (9.8 ft.) abutting		
	any other lot line	residential		
		1.5 m (4.9 ft.) abutting commercial		
Min. Amenity Area	the greater of 5.6 m <sup>2</sup>	4.3 m² per dwelling	n/a	n/a
	per dwelling unit or	unit = 2,554 ្m²		
	10% of site area	(27,493 ft <sup>2</sup> )		
	$= 3,326 \text{ m}^2 (35,800 \text{ ft}^2)$			
	at 594 units			
	Min of E00/ must be	Min of E00/ must be in		
	Min. of 50% must be	Min. of 50% must be in		
	in one contiguous area	one contiguous area		
	Min. amenity area to	Min. amenity area to		
	be provided outside at	be provided outside at		
	grade = $55 \text{ m}^2 (592 \text{ ft}^2)$	grade = 55 m <sup>2</sup> (592 ft <sup>2</sup> )		

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# Gordon Woods Development Limited

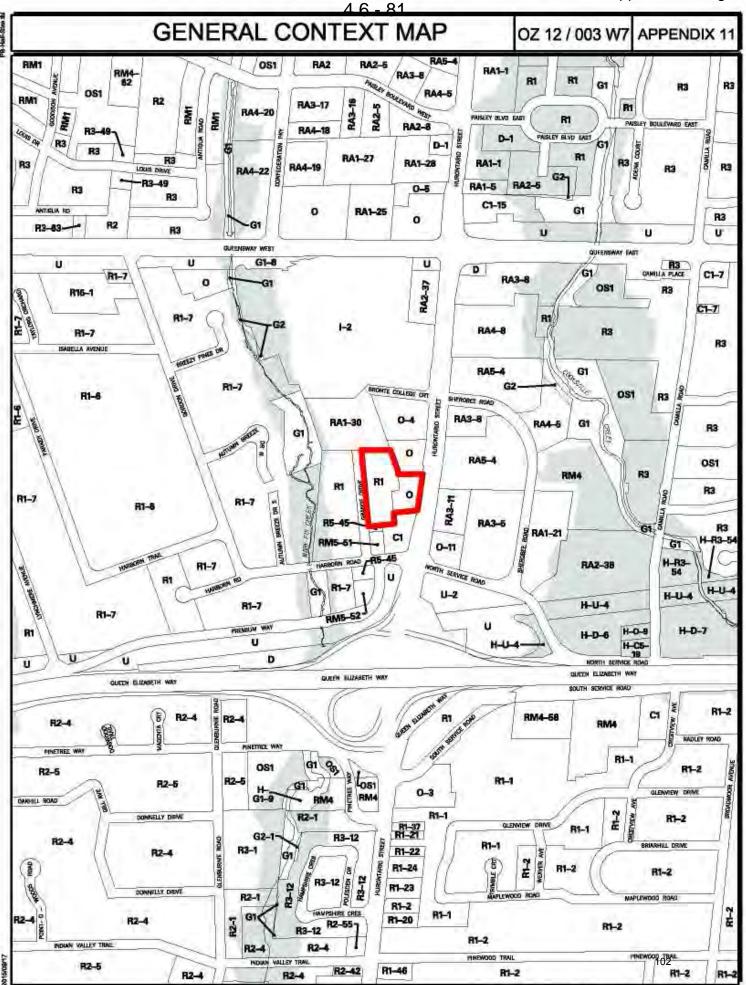
	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Parking Requirement	Apartment Dwelling Studio – 1.0/unit 1 bed – 1.25/unit 2 bed – 1.4/unit 3 bed – 1.75/unit Visitor – 0.2/unit Etail 5.4 per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) Horizontal Multiple 3 bed - 1.75/unit Visitor – 0.25/unit	Apartment Dwelling Studio – 1.0/unit 1 bed – 1.0/unit 2 bed – 1.0/unit 3 bed – 1.0/unit Visitor – 0.15 per unit Retail 1.7 per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) Horizontal Multiple 3 bed - 1.0/unit Visitor – 0.15/unit	2.0/unit	3.2 per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Min. setback of waste enclosure/loading area to a zone permitting detached and/or semi-detached dwellings	10.0 m (32.8 ft.)	1.75 m (5.7 ft.)	n/a	n/a

### File: OZ 12/003W7

	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Max. Encroachments and Projections	1.0 m (3.3 ft.)	Roof into front yard setback along Hurontario St. 5.0 m (16.4 ft.) Balconies into front yard setback along Hurontario St. 5.0 m (16.4 ft.) Roof into interior side yard setback 1.5 m (4.9 ft.) Balconies into interior side yard setback 1.5 m (4.9 ft.)	n/a	n/a

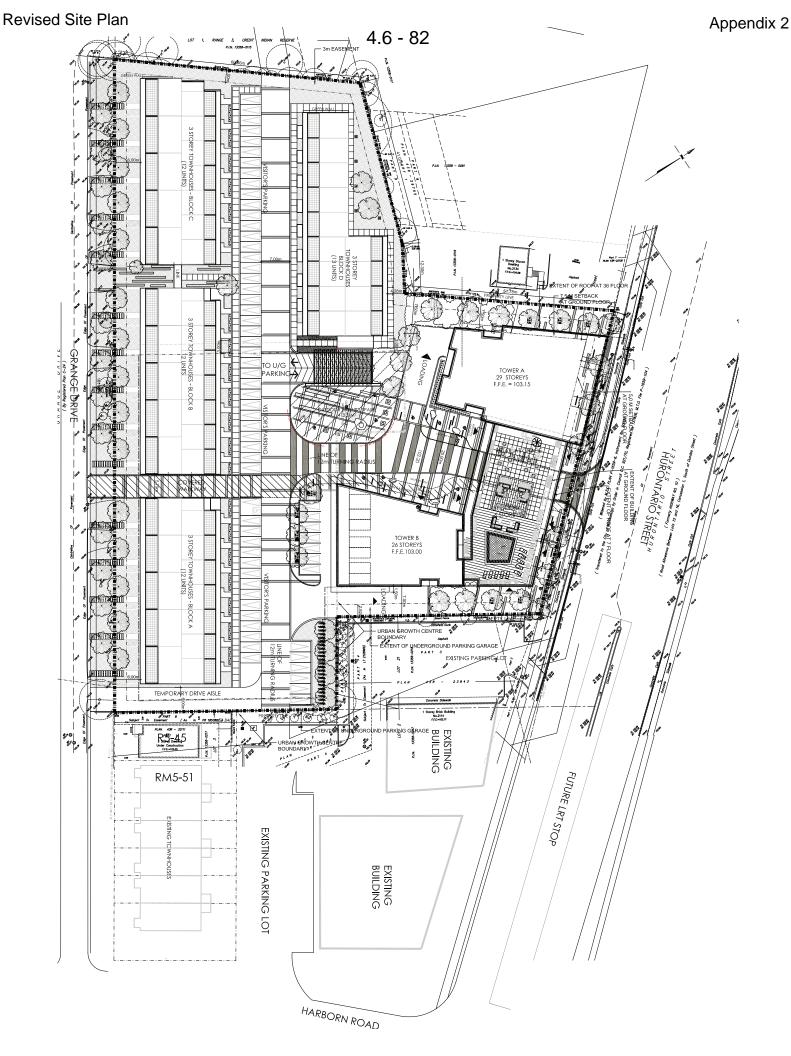
Note: Bold and Italics denotes exceptions from Base Zone requirements

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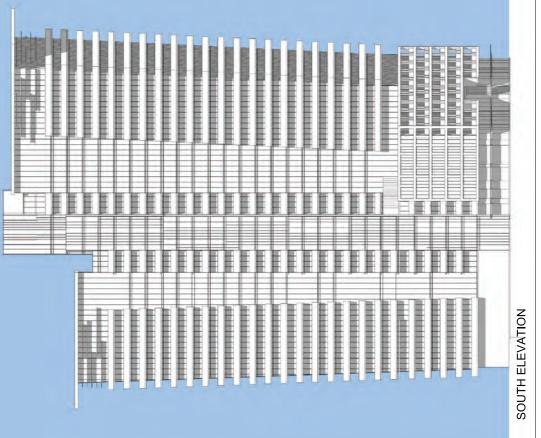


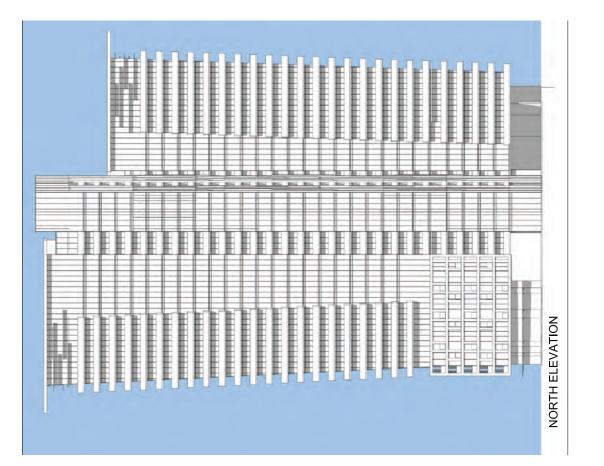
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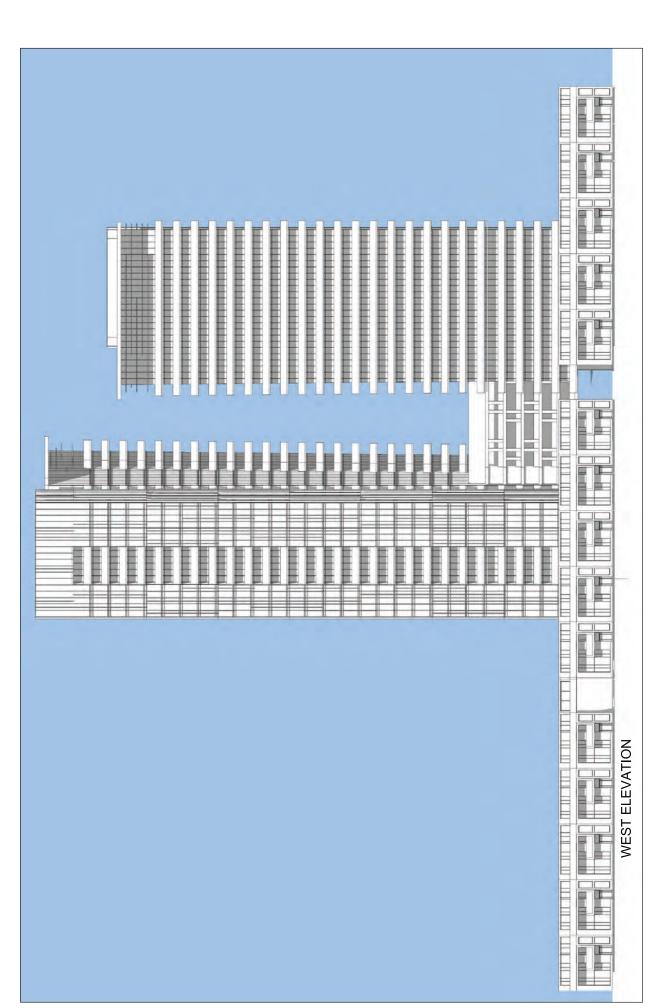
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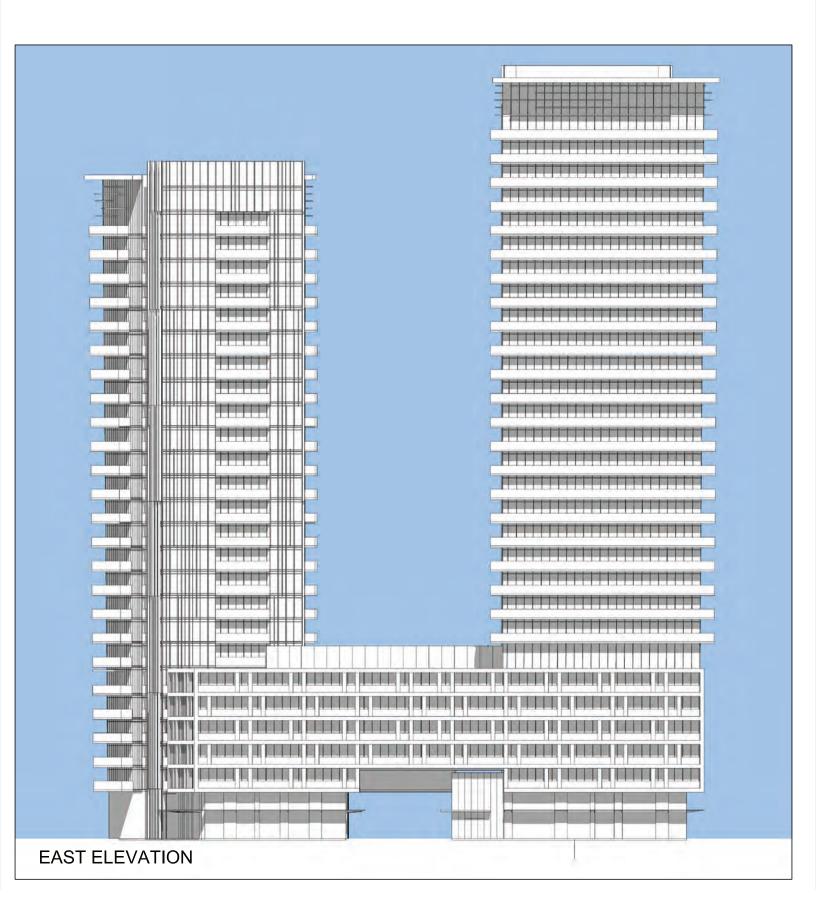


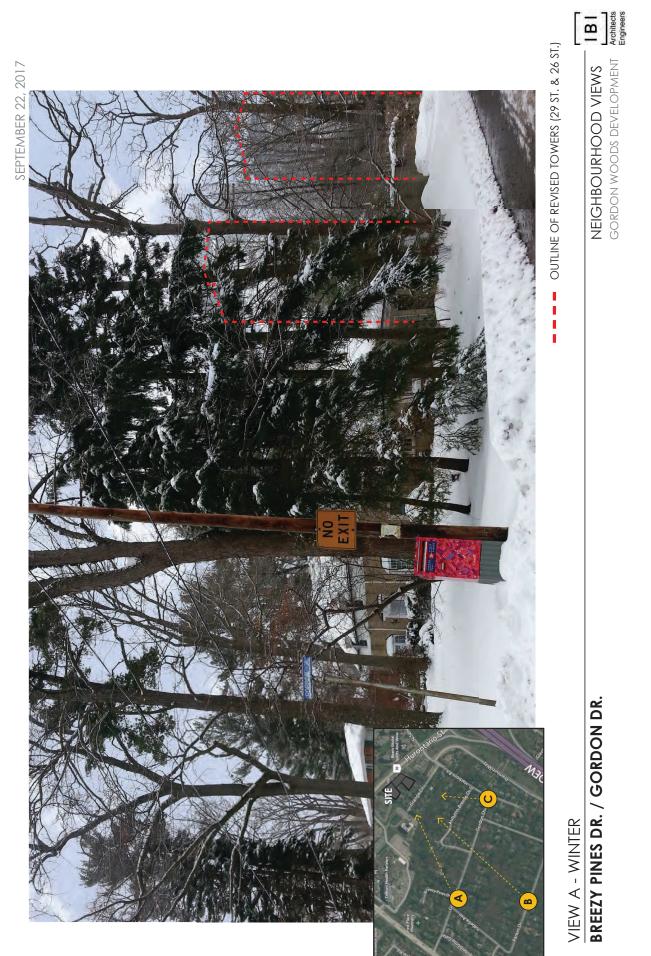
**Revised Elevations** 

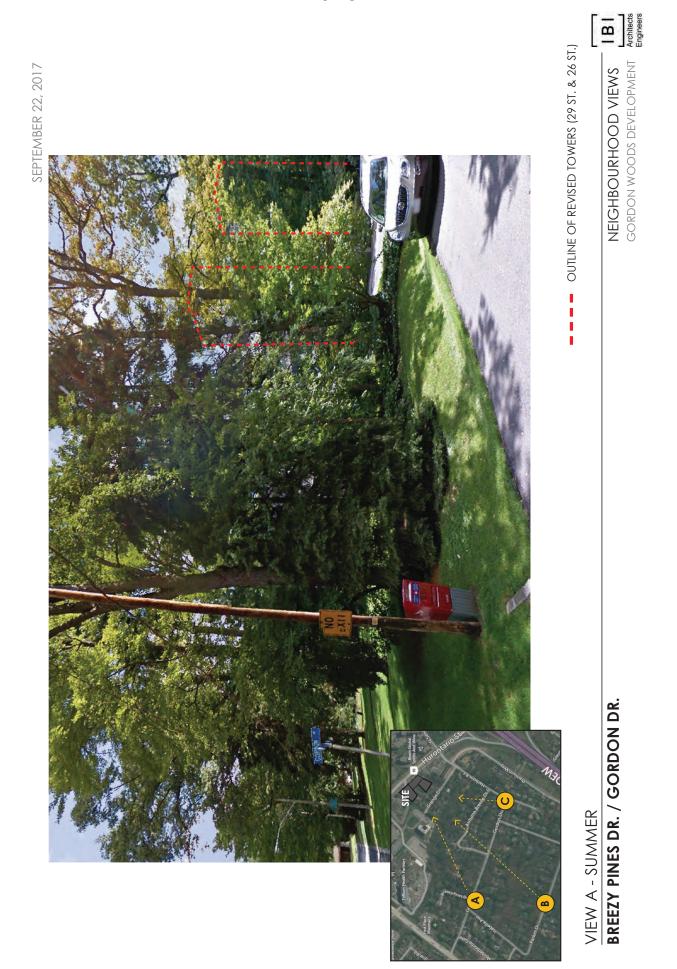




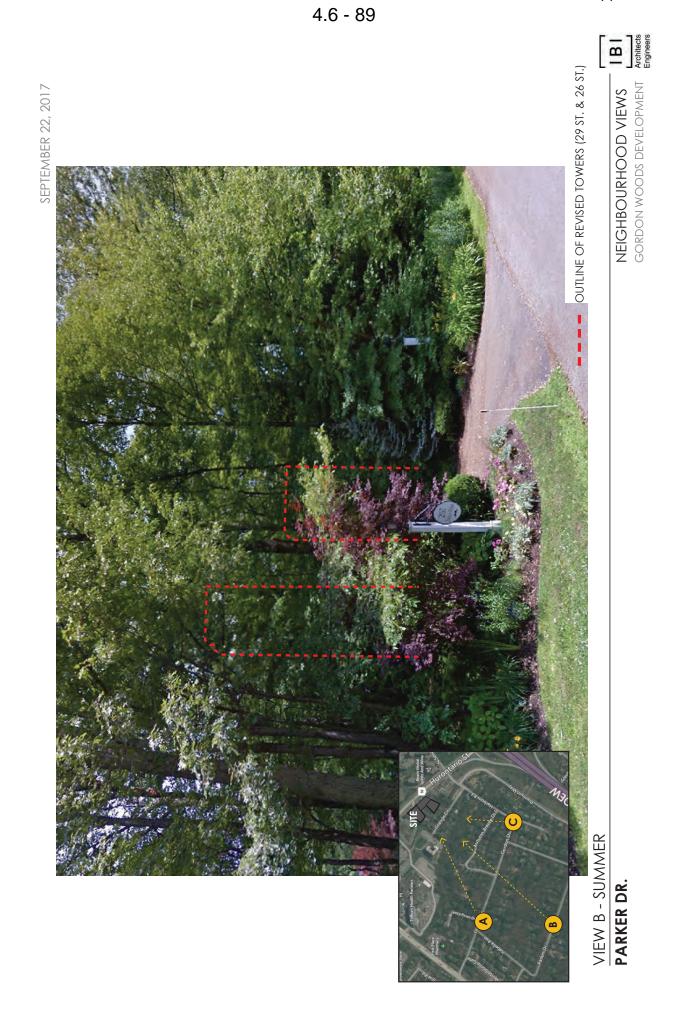


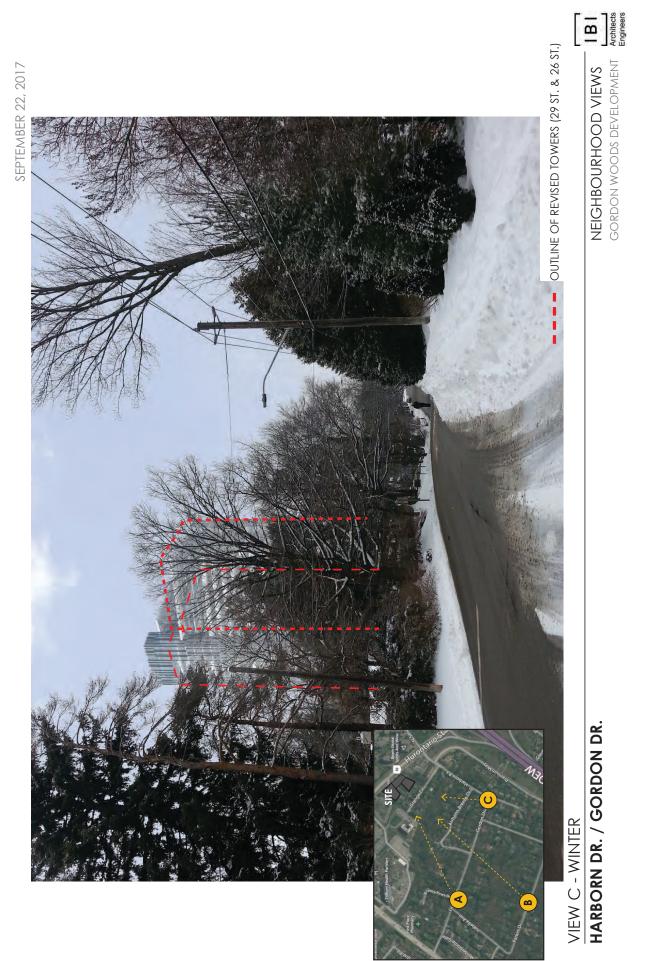


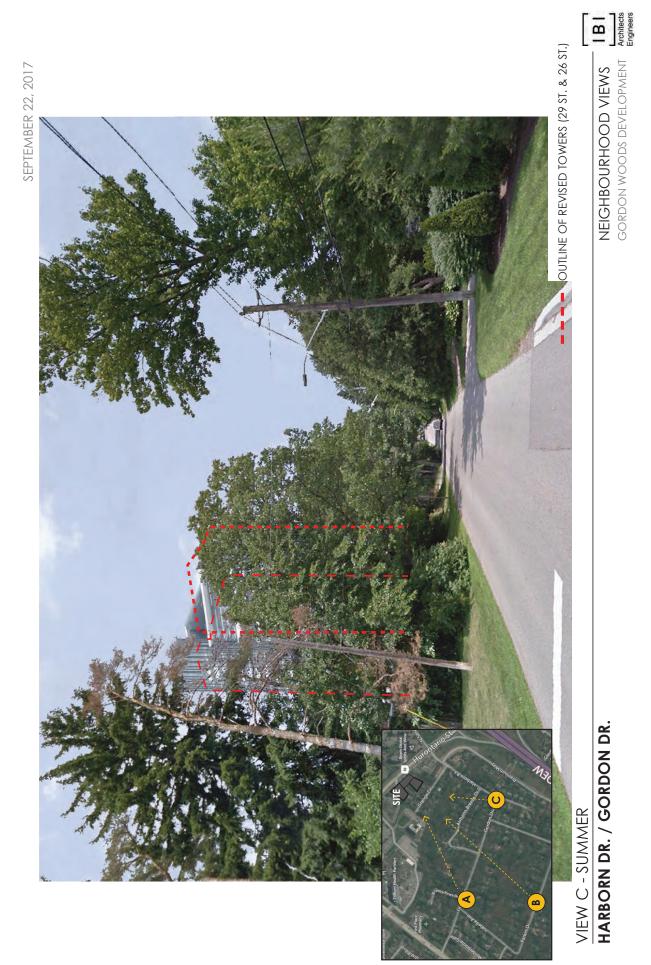












File: OZ 12/003 W7

## **Revised Proposed Zoning Standards**

Proposal for Two (2) Residential Apartment Buildings (29 storeys and 26 storeys) consisting of 521 units with retail commercial uses at grade, and 49 back-to-back townhomes

	RA5 Base Zone	Proposed	R1 Zone	0 Zone
		RA5-Exceptions	(existing Detached	(existing Office zone)
			Dwelling zone)	
Permitted Use	Apartment Dwelling,	Apartment Dwelling,	Detached Dwellings	Office, medical office,
	Long-term Care	Horizontal Multiple		financial institution,
	Dwelling, Retirement	Dwelling, Office, At-		commercial school,
	Dwelling	Grade Commercial		veterinary clinic
Min. Lot Area (Interior)	n/a	n/a	750 m² (8,073 sq. ft.)	n/a
Min. Lot Frontage (Interior)	30.0 m (98.4 ft.)	30.0 m (98.4 ft.)	22.5 m (73.8 ft.)	n/a
Min. Front Yard		Hurontario Street	9.0 m (29.5 ft.)	4.5 m (14.8 ft.)
- height < 13 m (42.6 ft.)	7.5 m (24.6 ft.)	5.0 m (16.4 ft.)		
- height < 20 m (65.6 ft.)	8.5 m (27.8 ft.)			
- height < 26 m (85.3 ft.)	9.5 m (31.2 ft.)	Grange Drive		
- height > 26 m (85.3 ft.)	10.5 m (34.4 ft.)	6.0 m (19.7 ft.)		
		Parking Structure –		
		Below Grade		
		0.0 m (0.0 ft.)		
Min. Interior Side Yard		Fronting Grange Dr	1.8 m (5.9 ft.) on one	7.5 m (24.6 ft.)
- height < 13 m (42.6 ft.)	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)	side of the lot and	
- height < 20 m (65.6 ft.)	6.0 m (19.7 ft.)		4.2 m (13.8 ft.) on the	
- height < 26 m (85.3 ft.)	7.5 m (24.6 ft.)	Fronting Hurontario	other side	
- height > 26 m (85.3 ft.)	9.0 m (29.5 ft.)	7.5 m (24.6 ft.)		
- abutting commercial,	4.5 m (14.8 ft.)			
apartment, office,		height < 13 m (42.6 ft.)		
employment, institutional, or		3.0 m (9.8 ft.)		
utility zone	7.5 m (24.6 ft.) plus 1.0			
- abutting a zone permitting	m (3.3 ft.) for each	height > 26 m (85.3		
detached or semi-detached	additional m	ft.)		
dwellings	exceeding 10.0 m (32.8	7.5 m (24.6 ft.)		

## Gordon Woods Development Limited

File: OZ 12/003 W7

	ft.) to a max. setback of 25.5 m (83.7 ft.)	to Parking aisle 0.0 m (0.0 ft.) to Parking Structure – Below Grade 0.0 m (0.0 ft.) to waste enclosure/loading area abutting a residential zone 1.75 m		
Min. Rear Yard - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings	<ul> <li>7.5 m (24.6 ft.)</li> <li>10.0 m (32.8 ft.)</li> <li>12.5 m (41.0 ft.)</li> <li>15.0 m (49.2 ft.)</li> <li>4.5 m (14.8 ft.)</li> </ul> 7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional m exceeding 10.0 m (32.8 ft.) to a max. setback of 25.5 m (83.7 ft.)		7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Min. Floor Space Index	1.9	1.9	n/a	n/a
Max. Floor Space Index	2.9	3.25	n/a	0.5
Max. Height	the lesser of 77.0 m (252.6 ft.) or 25 storeys	29 storeys	10.7 m (35.1 ft.)	the lesser of 19.0 m (62.3 ft.) or 6 storeys
Min. Landscaped Area	40% of the lot area	30% of the lot area	n/a	n/a
Min. Landscaped Buffer	4.5 m (14.8 ft.) abutting street line and abutting	1.5 m (4.9 ft.) abutting street line	n/a	4.5 m (14.8 ft.)

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	residential, 3.0 m (9.8 ft.) abutting any other lot line	3.0 m (9.8 ft.) abutting residential 1.5 m (4.9 ft.) abutting commercial		
Min. Amenity Area	the greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of site area = 3,192 m <sup>2</sup> (34,358 sq.ft.) at 570 units	4.3 m <sup>2</sup> per dwelling unit = 2,451 m <sup>2</sup> (26,382 sq.ft.)	n/a	n/a
	Min. of 50% must be in one contiguous area	Min. of 50% must be in one contiguous area		
	Min. amenity area to be provided outside at grade = 55 m <sup>2</sup> (592 sq.ft.)	Min. amenity area to be provided outside at grade = 55 m <sup>2</sup> (592 sq.ft.)		
Parking Requirement	Apartment Dwelling Studio – 1.0/unit 1 bed – 1.25/unit 2 bed – 1.4/unit 3 bed – 1.75/unit Visitor – 0.2/unit	Apartment Dwelling Studio – 1.0/unit 1 bed – 1.0/unit 2 bed – 1.0/unit 3 bed – 1.3/unit Visitor – 0.15 per unit	2.0/unit	3.2 per 100 m <sup>2</sup> (1,076 sq.ft.)
	Retail 5.4 per 100 m <sup>2</sup> (1,076 sq.ft.)	Retail 5.4 per 100 m <sup>2</sup> (1,076 sq.ft.)		
	Horizontal Multiple 3 bed - 1.75/unit Visitor - 0.25/unit	Retail and Visitor parking may be shared at the higher of the two requirements		
		<i>Horizontal Multiple</i> 3 bed - 1.75/unit		

## Gordon Woods Development Limited

File: OZ 12/003 W7

		Visitor – 0.25/unit		
Min. setback of waste enclosure/loading area to a zone permitting detached and/or semi-detached dwellings	10.0 m (32.8 ft.)	1.75 m (5.7 ft.)	n/a	n/a
Max. Encroachments and Projections	1.0m (3.3 ft.)	Roof into front yard setback along Hurontario St. 5.0 m (16.4 ft.)Balconies into front yard setback along Hurontario St. 5.0 m (16.4 ft.)Roof into interior side yard setback 1.5 m (3.8 ft.)Balconies into interior side yard setback 1.5 m (3.8 ft.)	n/a	n/a

Note: Bold and Italics denotes exceptions from Base Zone requirements