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## Planning and Development Committee

**NOTE: Item 4.1 will be considered at 5:30pm. Rest of the Agenda at 6:30pm**

### Date

2018/06/25

### Time

5:30 PM

### Location

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

### Members

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

### Contact

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### Find it Online

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

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING
4. MATTERS TO BE CONSIDERED

**5:30PM START**

- 4.1. REPORT ON COMMENTS (WARD 1)  
Proposed Secondary Plan - Lakeview Waterfront Major Node Character Area Policies -  
Amendments to Mississauga Official Plan  
File: CD.03.LAK - Bill 139

**6:30PM START**

- 4.2. RECOMMENDATION REPORT (WARD 8)  
Application to permit 340 horizontal multiple dwellings (back to back stacked  
townhomes) within 12 four storey residential blocks and 24 horizontal multiple dwellings  
(stacked townhomes) within a four storey mixed use building containing ground floor  
commercial uses, 3355 The Collegeway  
Owner: 3355 The Collegeway G.P. Inc.  
File: OZ 16/005 W8 – Pre-Bill 139
- 4.3. RECOMMENDATION REPORT TO REMOVE AN "H" HOLDING SYMBOL (WARD 5)  
Application to remove the "H" Holding Symbol to permit a one storey warehouse building  
with accessory office space, 6825 Maritz Drive  
Owner: CB Supplies Ltd  
File: H-OZ 17/001 W5
- 4.4. RECOMMENDATION REPORT (WARD 2)  
Applications to permit 74 horizontal multiple dwellings (back to back stacked  
townhouses) on a private condominium road, 2200 Bromsgrove Road  
Owner: Haven Property Development Inc.  
File: OZ 16/015 W2 – Bill 139
- 4.5. PUBLIC MEETING INFORMATION REPORT/RECOMMENDATION REPORT WARD 3  
Applications to permit 6 three storey townhomes on a private condominium road  
3105 Cawthra Road  
Owner: Sky-Cawthra Developments Inc.  
Files: OZ 17/011 W3 & TM-M17003 W3 - Pre-Bill 139
- 4.6. RECOMMENDATION REPORT WARD 3  
Applications to permit 38 three storey stacked townhomes on a private condominium  
road, 4 three storey street townhomes, a public walkway and the completion of a public



road (cul-de-sac), 3111 and 3123 Cawthra Road  
Owner: Maple Valley Development Corporation  
Files: OZ 16/001 W3 and T-M16001 W3 - Pre-Bill 139

- 4.7. RECOMMENDATION REPORT (WARD 3)  
Applications to permit 102 back to back stacked townhomes on a private condominium road, 4005 Hickory Drive  
Owner: 4005 Hickory Drive Ltd.  
File: OZ 17/006 W3 - Pre-Bill 139
- 4.8. RECOMMENDATION REPORT (WARD 3)  
Applications to permit a 14 storey apartment building and 16 stacked townhomes, 4064, 4070 and 4078 Dixie Road  
Owner: Hazelton Development Corp.  
File: OZ 17/003 W3 - Bill 139
- 4.9. RECOMMENDATION REPORT (WARD 1)  
Application to permit 15 storey apartment building with 207 units and three levels of underground parking, 21 - 29 Park Street East, south side of Park Street East, east of Stavebank Road  
Owner: Edenshaw Park Developments Ltd.  
File: OZ 17/013 W1 – Bill 139
5. ADJOURNMENT

City of Mississauga  
**Corporate Report**



Date: 2018/06/11

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:  
 CD.03.LAK

Meeting date:  
 2018/06/25

## Subject

**Report on Comments (Ward 1) Proposed Secondary Plan - Lakeview Waterfront Major Node Character Area Policies - Amendments to Mississauga Official Plan**

**File: CD.03.LAK**

**Bill 139**

## Recommendation

That amendments to Mississauga Official Plan in accordance with the report titled "Report on Comments (Ward 1) Proposed Secondary Plan – Lakeview Waterfront Major Node Character Area Policies – Amendments to Mississauga Official Plan" dated June 11, 2018, from the Commissioner of Planning and Building, be brought forward for approval by Council.

## Report Highlights

- This report contains the final land use plan and policies for the Lakeview Waterfront
- A public meeting was held on December 5, 2016 to hear comments regarding the proposed amendment to Mississauga Official Plan (MOP) along with meetings held with the community and landowners
- The proposed official plan policies were circulated to agencies and departments and the community consultation process, a number of comments were received, and proposed modifications have been made where appropriate
- The proposed official plan policies translate the vision and key principles of the Inspiration Lakeview Master Plan into Official Plan policies and land use designations for the Lakeview Waterfront
- Policies provide for the area's development into an innovative, sustainable green community with a generous public realm and a predominance of mid-rise buildings

- Former OPG lands have now been sold to a development consortium that will bring forward development applications once the policy framework is adopted
- Existing industrial lands in Rangeview Estates are subject to the Region of Peel's Municipal Comprehensive Review (MCR) and non-employment uses will not be permitted until the MCR is completed to the Province's satisfaction

## Background

In June 2014, City Council received the Inspiration Lakeview Master Plan (Master Plan) which was a grass-roots, community driven vision for the redevelopment of lands formerly owned by Ontario Power Generation (OPG lands) and the adjacent employment lands.

In 2016, staff began the process of formulating a set of land use policies based on the principles of the Master Plan. The draft policies were received by Council in September 2016 and a statutory public meeting was held on December 6, 2016 to consider amendments to Mississauga Official Plan.

The Province of Ontario put the OPG site up for sale on the open market in summer 2017. In March 2018, a development consortium known as Lakeview Community Partners (LCP) purchased the property.

Since 2016, staff has consulted extensively with various City departments and agencies toward the refinement of the draft policies presented in this report which enables the development of a new innovative, sustainable and green waterfront community. The draft policies will establish the land use framework for the redevelopment of the area and enable development applications to be submitted for a range of residential, commercial, cultural and recreational uses upon final adoption.

The following key principles from the Master Plan have been embedded in the draft policies:

- A continuous waterfront – reconnect residents to Lake Ontario and the shoreline
- A blue and green network – generous green and blue spaces are the organizing elements of the community
- A fine grained street pattern – a new urban street and block pattern will connect neighbourhoods within and adjacent to the area
- A cultural hub at the head of the pier – an area where arts, culture and community space serve as a destination and neighbourhood infrastructure is provided
- An employment and innovation corridor – a green technology district located between the G.E. Booth Wastewater Treatment facility and the new community to attract research and development jobs and build on synergies with adjacent institutional uses

The draft policies were presented at the public meeting and the community provided verbal and written comments. The draft policies were also circulated to agencies and departments for comment. The purpose of this report is to provide a summary of comments received from the community, agencies and departments, to recommend modifications to the draft policies that are supported by staff that will realize the vision, and to ensure a feasible long range approach to development.

## Comments

Throughout the planning process the City has engaged residents, landowners, numerous stakeholders, agencies and City departments. A summary of this input and the staff response are provided in Appendix 1. Original comment submissions are attached as Appendix 2. The minutes of the public meeting are attached as Appendix 3.

### Public Engagement

A comprehensive engagement process supported the development of the draft policies. This includes both statutory and non-statutory meeting, on-line communication and open houses as outlined below:

- Draft policies and report posted on PDC webpage on September 12, 2016 to request permission to circulate for comment, hold an open house and public meeting
- PDC meeting on September 19, 2016 with one deputant
- Draft policies additionally posted on September 26, 2016 to the Inspiration Lakeview webpage
- Presentation of draft land use policies to Lakeview Ratepayers Associations Annual General Meeting on October 20, 2016
- Open Houses (afternoon and evening sessions – 53 attendees) held on November 9, 2016 – Notice published in newspaper on October 27, 2016 for both open houses and statutory public meeting (December 5, 2016) – also mailed to landowners within 120 metres of site (approximately 1240 mailed notices)
- Area landowners meeting held on November 2, 2016
- Statutory Public meeting held on December 5, 2016 (4 deputants) – advertised on October 27, 2016
- Revised policies posted on Inspiration Lakeview webpage on January 15, 2018
- Landowners meeting held on January 30, 2018
- Ongoing meetings with LCP from March 2018 – May 2018
- Meetings with Lakeview Ratepayers Associations – series of three meetings held on April 27, May 24, and June 1, 2018
- Revised policies posted on Inspiration Lakeview webpage on May 30, 2018
- Open House held on June 5, 2018 (approximately 70 attendees) – advertised in newspaper on May 24, 2018 and by mail and e-mail to just over 110 people

Upon adoption of the plan, the implementation will involve additional engagement through the review of the required development master plan(s), plan(s) of subdivision and rezoning

applications. A community advisory group may be established to ensure the public remains engaged and provides stewardship of the development review process.

### **Community Comments**

Comments have been received throughout the public consultation process. Generally, comments reflect the following themes:

- Concern that there has not been enough public consultation
  - Numerous opportunities for input have been provided throughout the process as noted above, and consultation opportunities through the development application review process will be available
- Preservation of the original vision and guiding principles
  - The policies respect the vision and guiding principles established by the Master Plan by creating a predominantly mid-rise community and the provision of new waterfront parkland and creating a green corridor along Ogden Avenue into the community
- Height and density
  - Majority of the plan area will be developed for buildings 15 storeys or less. Taller buildings were always contemplated for the Waterway District Area in the Master Plan. These will be subject to Development Master Plans that will identify building types and the arrangement to achieve a predominantly mid-rise built form
  - Taller buildings outside the Waterway District Area and north of the central east-west park between 15 and 25 storeys in height may be permitted, subject to a height study
- Roads, pedestrian and cycling routes
  - Development Master Plans and plan(s) of subdivision will explore opportunities for alternative road designs to support a more pedestrian and cycling friendly environment and their interface with the road network
  - Area wide transportation study will address road network
  - Incorporation of a cycling bridge will be dealt with through detailed park design
- Access to the waterfront and incorporation of more parks and open space
  - Community Services is generally satisfied with the amount and location of parks and open space and the open space along the waterfront is consistent with the Master Plan
- Sustainable measures
  - The Financial/Sustainability Strategy will explore how sustainable infrastructure can be incorporated into both public and private development
  - The draft policies encourage community energy and the use of Low Impact Development (LID) etc.
  -

### **Agency Comments**

Comments from agencies generally recommended changes to provide more clarity to the policies. Some comments were provided for information purposes and will be addressed during the development application review process.

Comments from the Region of Peel primarily addressed procedural aspects of the policies and the need to address changes as a result of the approval of the new Growth Plan in 2017. While the entire area is exempt from Regional approval, the existing employment lands north of the OPG lands cannot be converted for non-employment uses until the Region completes a Municipal Comprehensive Review (MCR) that is subject to Provincial approval, and the Regional Official Plan has been amended.

### **Department Comments**

Since the public meeting, staff have been working closely with a number of City departments to resolve outstanding issues including the consideration of how a new waterfront community can be realized. Some of the issues have included:

- The appropriate road network and the location of major and minor collector roads
- The incorporation of stormwater best management practices and low impact development techniques
- The techniques to develop a sustainable community and sustainable buildings
- The location and size of parks and open spaces
- The incorporation of cultural uses and spaces
- The interface of development to the waterfront and the appropriate height and massing of buildings
- The addition of policies to address the need for community infrastructure and other community amenities
- How to provide for affordable housing
- A review of the land use policies, proposed land uses, block structure, road pattern and access to parks and open space using the Healthy Development Assessment
- The need to develop the area through plan(s) of subdivision to ensure orderly development
- The appropriate application of Section 37 benefits in exchange for additional height and density

### **Planning Process**

The draft policies propose to convert the plan area from utility and employment based land uses to a range and mix of residential, employment, cultural, retail, recreation and community uses. This meets both the Region of Peel and City of Mississauga objectives by developing complete communities while ensuring protection of the natural environment and increasing access to the waterfront.

Lands currently designated “Utility” (i.e. the former OPG lands) are not subject to employment conversion policies. Lands designated “Business Employment” cannot be redesignated for non-

employment uses until further planning work is complete pursuant to the 2017 Growth Plan, as described below.

The City has completed two MCR's for Employment Lands, in 2005 and 2015 as required by the 2006 Growth Plan. Both concluded that the lands designated "Business Employment" in the Lakeview Employment Area may be considered for conversion to non-employment uses subject to a more detailed land use study being completed. The draft policies represent this detailed land use study and satisfy the Region of Peel Official Plan (policy 5.6.2.8) that addresses the conversion of lands from employment to non-employment uses. The Region supports the conversion of the lands including the vision and policies that provide for an Innovation Corridor that aligns with both the Region's and City's employment objectives.

However, with the approval of the new Growth Plan in July 2017, the requirements for the conversion of employment land have changed. The Region is now responsible for preparing a MCR that addresses the conversion of employment lands. This work will form the justification for an associated amendment to the Region of Peel Official Plan. The MCR and Regional Official Plan Amendment require Provincial approval.

To address this matter, a policy has been included in the draft policies which are referenced on Schedule 10 – Land Use Designations and the area subject to this restriction is shown. Once the MCR is approved and the Region's Official Plan is amended, the employment lands can be considered for residential uses without further amendment to Mississauga Official Plan. Until that time, development planning for the lands, including the submission of studies, development applications and servicing may occur, but cannot be approved for non-employment uses.

The draft policies were completed within the policy framework of the 2017 Growth Plan (Growth Plan) and the 2014 Provincial Policy Statement (PPS). The policies are being brought forward under the provisions of Section 17 of the *Planning Act*.

### **Key Modifications to the Draft Policies**

A number of key modifications have been made to the draft policies since first presented in the December 2016 report. Major modifications include:

- Moving the cultural/retail focus area from the southcentral portion of the site to the southeast portion of the site – this southeast location provides synergies between the proposed post-secondary campus, the Innovation Corridor and residential development. This location will be the focus for community activity providing a range of cultural uses and retail opportunities and unique experiences for future employees, students and residents. It will become the epicentre for activity and provides a connection to the waterfront.
- Providing for more mixed use development along Lakeshore Road
- Revising the precincts and their boundaries to reflect the distribution of units
- Adding a table that quantifies the capacity of the area and distributes units across the site to create a predominantly mid-rise built form

- Identifying the need for the completion of the Region's MCR prior to development of non-employment uses on lands in the Rangeview Estates Precinct
- Finalization of the road network for major collectors, minor collectors, enhanced transit and future local roads
- Creating a central east-west park leading into the cultural/retail focus area that will provide access to the waterfront at the eastern edge and an opportunity for a new "Village" context
- Providing a new north-south green spine along the extension of Ogden Avenue into the community towards the new central park and lake
- Adding policies emphasizing connectivity throughout the site and the inclusion of active transportation
- In both the Rangeview Estates and Ogden Green Precincts, establish a height limit of between 8 and 15 storeys for taller buildings but allow for heights up to 25 storeys provided, among other matters, that the number of units in tall buildings does not exceed that shown in Table 1, buildings will be combined with mid-rise and/or low rise buildings on the same block and generally built at the same time and will be subject to an urban design control document
- Providing locational criteria for the development of a limited number of taller buildings (between 16 and 25 storeys, subject to a height study) in the Rangeview Estates and Ogden Green Precincts along the proposed enhanced transit corridor and at the intersection of Ogden Avenue and Lakeshore Road
- Additional height may be considered subject to a height study, and the provision of additional public and private amenity space based on a more compact form of development
- Providing for a height of 25 storeys and criteria for the consideration of additional height in the Waterway District, subject to a heights study
- Urban design control documents to be registered on title, that will address heights, phasing of buildings to provide for a mix of built form and heights, and the phasing of the overall development
- Requiring plan(s) of subdivision to ensure orderly development
- Policies will maintain the overall mid-rise vision for the area. It provides a clear policy regime which provides necessary control to inform where additional height is appropriate, since controls are intended to reduce the number of future site specific amendments for additional height, which only undermine the overall intent of the Master Plan.

### **Conformity with Region of Peel Official Plan**

The City has worked closely with the Region of Peel staff through the planning process and has been advised that the draft policies conform to the Regional Official Plan. The policies appropriately address the Region's objectives for the development of complete communities



and provide for a range and mix of housing and employment opportunities, while ensuring the protection of the natural environment and highlighting the natural waterfront features.

The Region has provided detailed comments (Appendix 4) related to the issues noted above and the servicing capacity for the area. Servicing matters will be addressed through the review of development applications including plan(s) of subdivision.

#### **Conformity with the Provincial Growth Plan (2017)**

A review of the 2017 Growth Plan for the Greater Golden Horseshoe was undertaken and is summarized in the Appendix 5. The draft policies represent good planning and conform to the Growth Plan.

The draft policies will enable the area to develop as a Major Node intended to accommodate intensification with a transit supportive gross density target of between 200 and 300 residents plus jobs per hectare. The Lakeview Waterfront area is divided into precincts that reflect differences in the planned character for each area, including an Innovation Corridor to attract new employment opportunities and a Cultural Waterfront precinct where cultural, recreational, commercial, educational and residential uses will provide a focus for local residents and the broader community.

Enhanced transit, a fine grain road network and the use of Transportation Demand Management measures will support transit and active transportation that should help reduce reliance on vehicles and generation of greenhouse gas emissions. A required Financial Sustainability Strategy will consider how infrastructure, new buildings and public realm can be designed to achieve a model sustainable community and help address climate change.

As discussed earlier in the report, although the Region of Peel is supportive of the proposed amendment, it has been determined that a MCR and Regional Official Plan Amendment are required to redesignate the portion of the subject lands currently designated “Business Employment”. As an interim measure, until this work is completed, the proposed amendment includes a policy stating this. Lands previously occupied by the former power generating facility are designated “Utility” and are not subject to a MCR.

#### **Consistency with the Provincial Policy Statement (2014)**

A review of the 2014 Provincial Policy Statement was undertaken and is summarized in the Appendix 6. The draft policies represent good planning and are consistent with the Provincial Policy Statement.

The draft policies promote efficient development as they allow for vacant underutilized land along the waterfront and an aging employment area to be redeveloped and intensified as a sustainable, liveable, healthy resilient community that protects the environment, public health and safety as well as facilitating economic growth.

Development will be compact, transit supportive, and will provide a range of land uses including residential, commercial, employment uses and an extensive parks and open space system, providing access to the Lake Ontario shoreline. Policies require land use compatibility to ensure sensitive land uses are appropriately buffered from major facilities (e.g. wastewater treatment facility). The draft policies support the wise use and management of resources (e.g. use of innovative stormwater management practices) and protects public health and safety (e.g. land use designations along the Lake Ontario shoreline and Serson Creek restricts development) while enhancing the Natural Heritage System.

### **Mississauga Official Plan**

Modifications to Mississauga Official Plan are required to incorporate the Lakeview Waterfront Major Node Character Area policies as shown in Appendix 7. The secondary plan is attached as Appendix 8. Amendments to the Lakeview Local Area Plan are required to remove the Lakeview Waterfront area and are detailed in Appendix 9.

## **Strategic Plan**

The proposed Lakeview Waterfront Amendment to Mississauga Official Plan responds to the “Prosper” Pillar for Change – “We will create a model sustainable community on the waterfront”. The redevelopment of the Lakeview Waterfront area provides a unique opportunity to embrace this strategic goal and the related actions in each Strategic Pillar for Change with initiatives that are aligned with creating a mixed use, vibrant, integrated and sustainable community.

## **Financial Impact**

There is no financial impact at this time.

## **Conclusion**

The approval of the land use policies for the Lakeview Waterfront is a milestone in Mississauga’s history. What started as a grass-roots community initiative to see a former power generating station transformed has resulted in draft policies that will enable the development of a vibrant mixed use community with a range of residential, employment, recreational and cultural uses.

While this concludes the consultation process on the Official Plan policies, the community, agencies and departments will continue to have an opportunity to be engaged through the development application review process. As a next step, staff recommend that a community advisory group be established to continue the engagement process on the development review process for development master plans, plan(s) of subdivision and rezoning applications.

## Attachments

Appendix 1: Response to Comments Summary

Appendix 2: Written Submissions

Appendix 3: Public Meeting Minutes

Appendix 4: Letter from Region of Peel

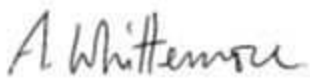
Appendix 5: Conformity with Provincial Growth Plan (2017)

Appendix 6: Consistency with Provincial Policy Statement (2014)

Appendix 7: Modifications to Mississauga Official Plan

Appendix 8: Secondary Plan for the Lakeview Waterfront Major Node Character Area

Appendix 9: Amendments to the Lakeview Local Area Plan



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Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Karen Crouse, Acting Manager, Planning Programs  
Karin Phuong, Planner  
Paul Stewart, Planner

## Response to Comments Summary<sup>1</sup>

| Respondent <sup>2</sup>   | Section / Topic | Issue/Comment   | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                     |
|---|-----------------|---|--|---|---------------------|
| <b>Glen Schnarr &amp; Associates Inc. on behalf of a consortium of land owners (Planning and Development Committee on September 19, 2016)</b> | General comment | Requested a session outside of the Open House for City staff to engage with consortium  | A session was arranged and staff met with the consortium and Glen Schnarr & Associates on November 2, 2016.  | 1   | No action required. |
| <b>Enbridge Gas Distribution, letter dated October 18, 2016</b>   | General comment | Does not object to the proposed application and reserves the right to amend or remove development conditions.                                 | No further comment at this time.   | 2   | No action required. |
| <b>Conseil scolaire Viamonde, email dated October 24, 2016</b>  | General comment | Does not identify a need for a school site in the area.   | No further comment at this time.   | 3   | No action required. |
| <b>Public (at Open House November 9, 2016)</b>  | General comment | Think vision is proceeding well and the idea of distributed density is well considered.<br><br>Would hope to achieve a welcoming and engaging | A range of employment types are permitted in the new policies including commercial, institutional, cultural, and business employment jobs. The number of new jobs is anticipated to exceed the number of existing jobs, according to the Inspiration Lakeview Master Plan. | 4   | No action required. |

| Respondent <sup>2</sup>                        | Section / Topic | Issue/Comment  | Staff Comment   | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                     |
|--|-----------------|--|---|---|---------------------|
|  |                 | environment.<br><br>Important that we preserve existing jobs and add employment capacity throughout the district.  | A City initiated study is underway to develop a market analysis and economic feasibility study for the development of the Innovation Corridor.  |   |                     |
| <b>Public (at Open House November 9, 2016)</b> | General comment | Liked the original plans with the waterways on the south end connecting to lakeside and the marina.  | Community Services is generally satisfied with the location of the open spaces in the official plan amendment   | 5   | No action required. |
| <b>Public (at Open House November 9, 2016)</b> | General comment | Concerned about the loss of lands for sports (i.e. baseball diamonds and soccer fields). Difficult to find land for sports fields once subdivisions are built up.<br><br>Difficult for visitors to find parking and washroom facilities in Granville Island (which was used as an example of a Cultural Quarter) | In addition to the new parks proposed in the new Lakeview Waterfront community, residents will continue to have opportunities to play organized sports in Lakefront Promenade Park. Provision of additional sports fields will be considered through the Parks and Forestry Master Plan and Future Directions plan.<br><br>Parking for park use and public washroom facilities will be considered through future park planning development. | 6   | No action required. |
| <b>Public (at Open House November 9, 2016)</b> | General comment | (1) There are too many people for this area and this will create severe gridlock.  | (1)(4) The City and the Region are planning for infrastructure capacity in the area (transit, and water and wastewater, respectively). A Transportation Study for the area will be required to conclude on the  | 7   | No action required. |

| Respondent <sup>2</sup>   | Section / Topic | Issue/Comment  | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                     |
|---|-----------------|--|--|---|---------------------|
|   |                 | <p>(2) There is not enough green spaces, no dedicated recreational centre/pool and no school plan.</p> <p>(3) There is nothing for youth in the neighbourhood.</p> <p>(4) Concerned that there will be sewer and water issues.</p> <p>(5) For renters – this will cause rents to increase. Concerned current rental apartments are being turned into condos forcing tenants to move. There is no affordable housing planned.</p> | <p>road network, active transportation and transit.</p> <p>(2) (3) The Lakeview Waterfront area is planned to be a complete mixed use community for all. Proposed Public Open Space (for parkland) is shown on Schedule 10; new recreational facilities will be considered through future Community Services Plans.</p> <p>(5) The City supports affordable housing and is implementing an Affordable Housing Strategy. The City will work with the Region to identify locations to meet its affordable housing objectives. Actions are identified in the City's housing strategy, Making Room for the Middle e.g. achieving affordable housing targets and tenure; and where re-development involves the removal of existing rental units replacing the type and number of units displaced in addition to achieving the affordable housing target of 35%.</p> |   |                     |
| <b>Dufferin-Peel Catholic District School Board, email dated November 24,</b> | General comment | Accommodation statistics for enrolment and capacity are provided for Queen of Heaven Elementary and St. Paul Secondary schools and   | No further comment at this time.   | 8   | No action required. |

| Respondent <sup>2</sup>  | Section / Topic       | Issue/Comment   | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                     |
|--|-----------------------|---|--|---|---------------------|
| 2016   |                       | enrolment is currently below capacity.  |  |   |                     |
| <b>Landowner and Tenant of 1260 Lakeshore Road East (email and attached letter sent November 27, 2016)</b> | Mixed Use Designation | <p>Properties facing Lakeshore Road East should be Mixed Use to allow for residential and commercial uses (excluding retail) for the following reasons:</p> <ul style="list-style-type: none"> <li>• it supports Places to Growth initiative (properties in proximity to Long Branch)</li> <li>• the Mixed Use would be located adjacent to the Arsenal Lands/Marie Curtis Park (be a place to live)</li> <li>• filling office space in the area is difficult and will continue to be an ongoing challenge</li> <li>• the smell from the G.E. Booth Wastewater Treatment Plant has almost been</li> </ul> | <p>The policies provide for some lands along Lakeshore Road East for Mixed Use e.g. between Lakefront Promenade and Hydro Road.</p> <p>The lands at 1260 Lakeshore Road East are part of an area identified as the Innovation Corridor for a high-tech green campus for research and development, office and light industrial uses.</p> <p>A City initiated study is underway to develop a market analysis and economic feasibility study for the development of the Innovation Corridor.</p> <p>In addition, the business employment lands provide a buffer between sensitive land uses and the existing wastewater treatment facility.</p> | 9   | No action required. |

| Respondent <sup>2</sup>   | Section / Topic | Issue/Comment   | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |  |
|---|-----------------|---|--|---|--|
|   |                 | <p>eliminated (only one remaining odour from one utility access cover)</p> <ul style="list-style-type: none"> <li>commercial (non-retail) should be permitted on the first four storeys to promote employment use in the area</li> <li>residential uses should be permitted above the fourth storey and a residential high density zoning that balances with the properties on the north side of Lakeshore Road East</li> </ul> |  |   |  |
| <b>Landowner and Tenant of 1260 Lakeshore Road (email and attached letter sent November 27, 2016)</b> | Future Roads    | <p>Not clear where Street 'M' in the Innovation Corridor will be situated and whether this road uses privately held land.</p> <p>Consider an alternative access road on the south side of the properties to connect to Hydro Road</p>   | A new local road (Street 'M') through the business employment lands would be located on private lands. A Transportation Study for the area will need to be completed as part of the area wide studies (and prior to City Council's endorsement of the development master plan(s)). Development would occur through one or more plans of subdivision which will determine the final alignment of roads. | 10  | That Figure 4 Lakeview Waterfront Major Node Character Area Future Roads be revised to show Street 'M' in the Innovation Corridor on the southern/rear portion of the business employment lands. |



| Respondent <sup>2</sup>   | Section / Topic                          | Issue/Comment   | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                     |
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|   |  | and Rangeview Road.   | Staff agrees that Street 'M' could be located further to the southern part of the property.  |   |                     |
| <b>Landowner and Tenant of 1260 Lakeshore Road (email and attached letter sent November 27, 2016)</b> | Comment on Building Design               | New buildings should be a remarkable architectural design (e.g. Absolute Towers in Mississauga, La Grande-Motte in France). Opportunity to do something great for Mississauga | <p>Policies have been included to ensure design excellence, including:</p> <ul style="list-style-type: none"> <li>• Section 13.4.8 Desirable Urban Form includes references to permit limited taller buildings that must “earn the sky” through design excellence and protection of skyviews and address sun and wind.</li> <li>• 13.4.8.1 General Policies – that the Waterway District Area include select, architecturally significant buildings.</li> <li>• 13.4.6.5 Development within the Cultural Waterfront Precinct will create a unique identity by providing distinctive architecture, high quality public art and <i>streetscape</i>, and cultural infrastructure and spaces that will reinforce, where appropriate, the history of the site.</li> </ul> | 11  | No action required. |
| <b>Landowner and Tenant of 1260 Lakeshore Road (email and attached</b>                                | Business Employment land use designation | The designated business employment lands excludes the land use for (h) transportation facilities and (i) trucking facilities. Needs   | Mississauga Official Plan – Lakeview Local Area Plan currently does not permit transportation facilities and trucking facilities. Zoning By-law 0225-2007 does not permit transportation facilities and truck terminals.   | 12  | No action required. |

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| letter sent November 27, 2016)                                 |  | assurance that the company and successors are permitted to use the land as per the existing zoning by-laws.  | However, Mississauga Official Plan 11.2.11.1 permits warehousing, distributing and wholesaling in the Business Employment land use designation and Zoning By-law 0225-2007 permits warehouse/distribution facility in the E2-21 zone, among other uses.<br><br>In addition a policy has been included to permit business employment uses on the day policies come into effect to continue (see policy 13.4.10.1.1) |   |  |
| Glen Schnarr & Associates Inc., letter dated November 29, 2016 | Map 3 Lakeview Local Area Plan Height Limits | Concern that the Lakeview Local Area Plan height limits have been amended on client's lands at 1345 Lakeshore Road East.<br><br>Clarify that the heights of 2-10 storeys are not removed from the Lakeview Local Area Plan Height Limits (Map 3) | The property located at 1345 Lakeshore Road East is not within the Area of Amendment and no changes are proposed to the heights through this amendment.  | 13  | No action required   |
| Peel District School Board, letter dated December 1, 2016      | 13.4.6 Complete Communities                  | (1) The Board requires one elementary school site of 3.24 hectares (8 acres) in the area.<br><br>(2) Revise second paragraph in section  | (1) See comment #3<br><br>(2) Suggestion that the policy listing examples of community infrastructure and services include educational facilities has been considered. Following further review, the entire paragraph has been deleted as  | 14  | That the following new policies be added as follows:<br><br>13.4.6.2 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location |

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|                         |                 | <p>13.4.6 to include educational facilities</p> <p>(3) Policy 13.4.8.1 should include a new policy that “the location and amount of space dedicated to public educational facilities in collaboration with the Peel District School Board.”</p> <p>(4) Suggest that a new policy be added to the section on Complete Communities i.e. The City will work in collaboration with the Peel District School Board to investigate the need for public educational facility. The collaboration may be a creative opportunity to accommodate anticipated students from this community.</p> <p>(5) Policy in the Institutional land use section 13.4.10.[4] should</p> | <p>policies regarding community infrastructure (city-wide) are contained in the official plan (principal document) and does not need to be repeated in the Major Node Character Area policies.</p> <p>(3) Agree that a new policy can be added regarding the location of educational facilities for all school boards.</p> <p>(4) The new suggested policy about creative opportunity can be added to permit compact urban form facility.</p> <p>(5) Suggested amendment to the policy in the Institutional land use section 13.4.10.[4] to include “public educational facility” as a permitted use is not necessary as community infrastructure (which includes public schools) are permitted in all land use designations except Greenlands and Parkway Belt West.</p> | <p>of these facilities will be determined through the development application process.</p> <p>13.4.10.1.4. Schools will be combined with another permitted use in the same building to create compact urban form.</p> |

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|   |  | include “public educational facility” as a permitted use.  |  |    |   |
| <b>Landowner of 1200 Lakeshore Road East, letter dated December 1, 2016</b> | Map 13-4.2, Map 13-4.3 and Map J Part of Schedule 10 Land Use Designations | <p>Suggest that Street M as shown on Map 13-4.3 which runs parallel to the Lakeshore Road East between Street N and Street K be moved further south at the rear of the property and connect to Street B.</p> <p>Assurance that as the property is located within the Innovation Corridor that the zoning will remain and the current processing business be allowed to continue.</p> | <p>Agree – moving Street M further south will allow for a larger development parcel at Lakeshore Road East. Connecting to Street B will allow an east-west connection through the area.</p> <p>The land use designation on the property will continue to be Business Employment and are also stated in policy e.g.,</p> <ul style="list-style-type: none"> <li>13.4.10.1.1 Notwithstanding the policies of this Plan, business employment uses will be permitted as they existing on the day these policies come into effect.</li> <li>10.4.10.5.1 Notwithstanding the Major Node policies of this Plan, the Business Employment designation will be permitted.</li> </ul> | 15 | That Map 13-4.2 Lakeview Waterfront Major Node Character Area Precincts, Map 13-4.3 Waterway District Area, Figure 4: Lakeview Waterfront Major Node Character Area Future Roads, and Map ‘J’ Part of Schedule 10 Land Use Designations of Mississauga Official Plan be revised to show Street ‘M’ at the rear of the properties located at 1180, 1200, 1226-1230, 1258, and 1260 Lakeshore Road East and to connect to Street B. |
| <b>Credit Valley Conservation, email dated December 2, 2016</b>             | Value the Environment  | Suggest that in keeping with the Vision for the Lakeview Waterfront lands, it would be advantageous to highlight and support considerations for protecting the Green   | <p>Mississauga Official Plan includes policies that highlight protection and enhancement of the Green System and do not need to be repeated in the Official Plan Amendment. For example,</p> <ul style="list-style-type: none"> <li>Mississauga Official Plan section 6.0 Value the Environment includes</li> </ul>  | 16 | No action required.   |

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|  |                 | System (as identified in Chapter 6 of the Mississauga Official Plan), more specifically the Natural Heritage System as well as parks and open spaces on the site. | <p>policy 6.1.1.b “Mississauga will:<br/>a. protect, enhance, restore and expand the Natural Heritage System...” and<br/>policy 19.19.1a “ Mississauga will provide for public open space and/or recreational facilities in accordance with the following means:<br/>a. dedication of land for park or other public recreational purposes, or cash-in-lieu for park or other public recreational purposes, under the provisions of the <i>Planning Act</i>...”</p> <ul style="list-style-type: none"> <li>Mississauga Official Plan Section 7.6.2 Lake Ontario Waterfront includes<br/><br/>policy 7.6.2.4 “...the review of applications...will have regard for the following... (e) potential to provide linkages for other trail systems, public access nodes, and natural features, areas and linkages including their ecological functions; (h) restoration and shoreline improvements; (i) natural heritage features and their functions..”</li> </ul> |   |   |
| <b>Landowner of 1036 Lakeshore Road East, letter dated</b> | General comment | <p>Object and oppose any planning that would impact the property.</p> <p>Planning staff met with</p>  | <p>In order to plan for the Lakeview Waterfront, roads and parks are necessities to ensure the vision for the area is achieved.</p> <p>The proposed New Ogden Avenue and</p>   | 17  | <p>That the following new policies be added:</p> <p>13.4.11.15 In the event that there are multiple landowners, to ensure</p> |

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| December 2, 2016        |                 | the landowner in February 2018 to discuss the landowner's concerns including: value of the land, alternatives to the extension of new Ogden Avenue (i.e. pedestrian walkway), placement and width of a road, width of pedestrian walkways, lot sizes, alternative entrance from Lakeshore Road and compensation. | <p>associated linear park provide represent an important north-south connection to the Cultural Waterfront Precinct and Lake Ontario Shoreline and are important for achieving Vision for the community.</p> <p>Development Master Plans will address a number of concerns (e.g. requirements for local roads, appropriate right-of-way widths, entrances to Lakeshore Road, etc.).</p> <p>A policy has also been added to state that the City may expropriate roads if necessary with costs recovered through land owner cost sharing agreements.</p> | <p>the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.</p> <p>13.4.11.16 The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.</p> |

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|   |                 |  |   |   | <p>13.4.11.17 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the final alignment of public roads, the location and size of development lots and blocks, and parkland. Development may be phased as necessary. Land consolidation will be encouraged.</p> <p>13.4.7.1.12 The City may expropriate for roads if necessary, with the costs recovered through landowner cost sharing agreements.</p> |
| <b>McMillan, solicitors retained by landowner of 1024 Rangeview Road, letter dated December 2, 2016</b> | Implement-ation | <p>Commends the City for taking the lead to transform the area and has no issue with the vision for the area.</p> <p>Concern about how the vision will be implemented and that the policy framework does not address the</p> | Policies are provided in the Planning and Financing Tools section to ensure costs associated with development are equitably distributed among all landowners and will require that a cost sharing agreement and/or front end agreement has been in place. | 18  | <p>See Policies:</p> <p>13.4.7.1.12</p> <p>13.4.11.15</p> <p>13.4.11.16</p> <p>13.4.11.17</p>  |

| Respondent <sup>2</sup>                      | Section / Topic | Issue/Comment  | Staff Comment                    | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                     |
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|  |                 | <p>challenging aspects. E.g. new Ogden Avenue will run through the middle and over 60% of the client's property. City needs to ensure that each landowner is treated fairly - Official Plan policies should proceed with a block planning process and a block plan owners' agreement to ensure this, or another mechanism in the planning policies to ensure fair compensation to land owners whose properties have lost all or most development capability.</p> <p>Official Plan policies should not be enacted until City Council has determined how it will treat all of the landowners fairly.</p> |                                  |   |                     |
| <b>Mark Atlin, solicitor for Elias Bros.</b> | General comment | Advise that client is part of the Lakeview Landowner Group   | No further comment at this time. | 19  | No action required. |



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| Construction Ltd., letter dated December 5, 2016   |                 | represented by Glen Schnarr & Associates Inc. and client reserves the right to act independently in this matter.   |  |   |                     |
| Resident, deputant at PDC Meeting December 5, 2016 | General comment | <p>Expressed concern with the environmental impact on Cawthra Bush and with the proposed population increase to the area.</p> <p>Also concerned that there will be an impact on the surrounding community's lives and health and the environment needs to be considered.</p> | <p>Credit Valley Conservation Authority did not raise any concerns with impacts on the Cawthra Bush.</p> <p>The Cawthra Bush is outside the Lakeview Waterfront Major Node Character Area.</p> <p>Mississauga Official Plan and Lakeview Waterfront Major Node policies appropriately identify the importance of the environment.</p>  | 20  | No action required. |
| Glen Schnarr & Associates, Dec. 5, 2016 Letter     | Direct Growth   | <p><u>Increase in height and density:</u></p> <ul style="list-style-type: none"> <li>• Policy thrust specific to overall yield and development standards appears to conflict with potential for these lands</li> <li>• Further increases in density and height</li> </ul>    | <p>Policies reflect direction in the Inspiration Lakeview Master Plan and Mississauga Official Plan. These documents support the OPA's approach to growth (e.g. inclusion of height limits, overall number of units. Person Plus Job ratio), including:</p> <ul style="list-style-type: none"> <li>• Direction in the Inspiration Lakeview Master Plan states "predominate built form in Lakeview will be at a mid-rise scale" while also allowing for ground related and higher building elements. (pg. 61). This direction has influenced the</li> </ul> | 21  | No action required  |

| Respondent <sup>2</sup> | Section / Topic | Issue/Comment  | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |
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|                         |                 | should be allowed as it will establish the significance of this area in the overall City context | <p>policies and development standards for the area.</p> <ul style="list-style-type: none"> <li>• Inspiration Lakeview Master Plan included a capacity density (i.e. yield) in Figure 4-57 of 10,500 units (based on the City's Growth Forecasts) for the area which has been included in the OPA.</li> <li>• Mississauga Official Plan policies provide guidance regarding height (2-25 storeys - pg. 5-5) density and appropriate growth (200 to 300 persons plus jobs per ha – pg 5-8) and state that Character Area policies may establish alternative heights (policy 13.1.1.2). The OPA is generally consistent with these policies.</li> <li>• Identifying Lakeview as a Major Node recognizes its significance as it will be one of only three Major Nodes in the City intended to accommodate height and density less than the Downtown but greater than elsewhere in the City (pg5-5 of MOP)</li> <li>• Further increases in height and density will not necessarily establish the significance of the area. What makes the area significant are access to the water, creating vibrant public and private realm, generous open spaces, cultural, institutional (potential post-secondary facility) and recreational amenities and access to employment to create a model green sustainable</li> </ul> |   |

| Respondent <sup>2</sup>                                   | Section / Topic | Issue/Comment   | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                    |
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|   |                 |   | <p>community.</p> <ul style="list-style-type: none"> <li>• The Lakeview Waterfront OPA strikes an appropriate balance between providing flexibility for developers and certainty for the City as to development of the site. Should through the preparation of the required Development Master Plan, issues arise, the <i>Planning Act</i> in Ontario allows land owners to apply for an Official Plan Amendment and the appropriateness can be evaluated by the City. Concern has been raised that the Lakeview Waterfront policies cannot be amended for two years after Council adoption; however, the City has received a legal opinion confirming that the City does have the ability through a Council resolution to open up the policies within the first two years.</li> </ul> |   |                    |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Direct Growth   | <p><u>Population Allocation:</u><br/>Has the City and Region agreed upon the allocation of population for this Major Node.</p> <p>Is it confirmed that the numbers are a minimum for future growth?</p> | <p>The Region is supportive of the Lakeview Waterfront OPA and associated population density.</p> <p>The population forecast for the area is between 15,000 and 22,000 people, which have been provided to the Region and incorporated into their growth analysis and forecasts. The appropriateness of additional population above 22,000 would have to be part of discussions between the Region and City regarding future growth</p>  | 22  | No action required |

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|   |                       |   | forecasts, should this issue arise. Included in the review of any increases in the population allocation would have to be the impact on built form.   |   |                    |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Direct Growth         | <u>Boundary Limit:</u><br>The boundary limit should be revised to include Douglas Kennedy Park and the easterly portion of Lakefront Promenade as they are isolated from existing residential areas | Douglas Kennedy Park and Lakefront Promenade are existing parks that are utilized by residents from both the local area as well as the broader community. It is not necessary to include them within the Major Node.  | 23  | No action required |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Value The Environment | <u>Serson Creek:</u><br>Is a separate study expected to address the Serson Creek Study Area or does the EA for the culvert crossing of Lakeshore Road East satisfy this policy.                     | Credit Valley Conservation authority has indicated that hazard mapping is to be confirmed.<br><br>In addition, the planning and construction of any road crossing the Serson Creek (e.g. Street K / future Haig Boulevard extension) would require further study through the development application process. | 24  | No action required |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Value The Environment | <u>Green or Sustainable Technologies:</u><br>Who is taking the lead on issues around District Energy and Alternative Waste Collection?<br><br>What is the expectation                               | Energy is the responsibility of Alectra Utilities and waste collection is the responsible of the Region of Peel. OPA policies encourage as they cannot compel.<br><br>It should be noted that Region of Peel staff have advised they will support any alternative waste collection method that is             | 25  | No action required |

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|                         |                 | <p>of private development in determining the future of these technologies?</p> <p>It is not clear whether LEED or other green technology are meant to encourage alternative development standards or will be incentivized as an alternative development standard.</p> <p>LEED requirements could be significant costs for development of the area making it uncompetitive with other areas of the City or surrounding municipalities.</p> <p>Will city standards be revised to reflect the promotion of and not potentially conflict with these sustainable policies?</p> | <p>established by the individual property owner as long as the final collection area for waste, recyclable and bulky items is in line with the most current Waste Collection Standard.</p> <p>The Region of Peel is also studying opportunities to incorporate energy generation from the Wastewater Treatment Plant. The City has had dialogue in the past with Alectra regarding District Energy, however, there is no commitment to date.</p> <p>It is expected private developers would discuss with service providers and assess opportunities to implement sustainable initiatives.</p> <p>The Lakeview Waterfront OPA requires a Financial / Sustainability Strategy be prepared in advance of any development master plans. Draft Terms of Reference have been prepared. Preparation of this document will address the feasibility of implementing green development strategies, and the need for incentives.</p> <p>Through the Financial / Sustainability study, input from stakeholders including City Departments responsible for various standards will be provided in order to address any potential conflict.</p> |   |

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|   |                                   |   | <p>Potential land value uplift associated with the City initiated OPA should help mitigate financial costs associated with LEED requirements and can be further examined through the Financial/Sustainability study.</p> <p>Given emphasis on planning for climate change and potential Citywide initiatives to address this issue, the cost differential between sustainable development in the Lakeview OPA and rest of the municipality may be reduced over time.</p>   |   |                    |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Land Use - Employment Designation | <p>Premature to propose the extent of the Employment designation and should be reviewed in context of the Innovation Corridor Study</p> <p>Not appropriate to have Employment along the Lakeshore Corridor given significance of street and intended streetscape.</p> <p>There are no other Business Employment designations along Corridors in Mississauga that are not within</p> | <p>Business Employment designation is being retained given adjacency to wastewater treatment plant and master plan vision for an Innovation Corridor to provide employment opportunities for the community.</p> <p>Lands designated Business Employment are located within the Innovation Corridor Precinct. The Master Plan envisioned this area as a high-tech green campus which is appropriate to be located on a corridor and should be supportive of the streetscape.</p> <p>The lack of a similar Business Employment designation elsewhere in the City should not be criteria for limiting the City taking an innovative and proactive approach.</p> | 26  | No action required |

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|   |   | <p>Employment Areas.</p> <p>Suggest a Mixed Use designation permitting residential / retail / employment may be more appropriate.</p>       | <p>The Innovation Corridor Study currently being undertaken by the City will provide greater clarity on the future of this area at which time the City could amend relevant policies.</p> <p>The City is also concerned about sensitive land uses such as residential development being located adjacent to the existing wastewater treatment plant, as well as any future expansion on the site.</p> <p>It should also be noted that if these lands are redesignated to permit residential uses, they would also be subject to the employment conversion through the Region's Municipal Comprehensive Review.</p> |   |                    |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Land Use- Mixed Use Designation                 | Does this designation permit a supermarket  | Yes – lands designated Mixed Use permits a variety of uses, including commercial   | 27  | No action required |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Land Use - Motor Vehicle Commercial Designation | Could the kinds of uses typically found on lands with this designation be considered with the Mixed Use or Business Employment designations | <p>Mississauga Official Plan section 11.2.10 Motor Vehicle Commercial uses permits a gas bar, motor vehicle repair, motor vehicle service station, and motor vehicle wash.</p> <p>However, Motor Vehicle Commercial uses are not permitted within Major Nodes (MOP policy 13.1.5) and the Lakeview Waterfront OPA does not permit these uses.</p>  | 28  | No action required |

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|   |   |   | In general these uses are rarely part of a mixed use multi-storey building. As the major node is intended to be developed with a compact built form, inclusion of Motor Vehicle Commercial is contrary to the built form for this area.   |   |  |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Land Use - Railway spur line                        | What are City's expectations for the spur line located in the area.   | Through further discussion with the agent representing the land owner, it was requested that the spur lines be removed from Schedule 10 Land Use Designations.<br><br>The spur lines are base map information Land Use schedule and may be removed.   | 29  | That Schedule 10 Land Use Designations remove the railway spur line.   |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Desirable Urban Form - Population and Jobs Estimate | Based on a high-level review and considering the typical City urban design and zoning requirements, the population / job projections exceed (at least double) the current limit set in the OPA. | The Inspiration Lakeview Master Plan included potential schematics as to how the area could be developed and accommodate the envisioned population and employment. Based on this information, the unit count and projections appear reasonable. Envisioned population estimates have been increased from 20,000 to 22,000 to reflect the anticipated growth forecasts for the area (i.e. 10,500 units at capacity).<br><br>For clarity, the OPA now includes Table 1 which outlines the specific breakdown of units by built form and precinct.<br><br>It is possible that site specific urban design | 30  | That Section 13.4.4 Direct Growth, last paragraph before policies be revised to read:<br><br>Approximately 99 hectares in size, the area employs 1,500 people (2017). At full build out, the targeted population and number of jobs is approximately 15,000 to 22,000 people and 7,000 to 9,000 jobs to achieve a 2:1 population to employment ratio.<br><br>That Section 13.4.8.3 Precincts be revised to include the following new policy: |



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|                         |                 |               | <p>and zoning requirements will have to be prepared in order to achieve the envisioned community, especially given guiding principles of:</p> <ul style="list-style-type: none"> <li>• 2. Open: open the site with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological landscape</li> <li>• 3. Green: ...provide aesthetic pedestrian connections and stormwater functions in both the private and public realm, and</li> <li>• 6. Connect: ... a new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community.</li> </ul> <p>The preparation of development master plans are required to include Built Form Guidelines which should provide greater clarity on relationship between built form and overall density.</p> <p>Should through the preparation of the required Development Master Plan, issues arise, the <i>Planning Act</i> in Ontario allows land owners to apply for an Official Plan Amendment and the appropriateness can be evaluated by the City. Concern has been raised that the Lakeview Waterfront policies cannot be amended for two years after</p> | <p>13.4.8.3.6 Table 1: Distribution of Housing and Unit Targets by Precinct provides a guide to how housing units by type and precinct are to be distributed across the Lakeview Waterfront area. Development master plans will be consistent with Table 1.</p> <p>Note: Table 1 is too large to fit into this column. Please refer to draft policies for Table.</p> |

| Respondent <sup>2</sup>                                   | Section / Topic   | Issue/Comment  | Staff Comment   | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |  |
|---|---|--|---|---|--|
|   |   |  | Council adoption, however, the City has received a legal opinion confirming that the City does have the ability through a Council resolution to open up the policies within the first two years.  |   |  |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Land Use - Residential Medium and High Designations Should Provide More Flexibility | Designations should be more flexible to allow for increased density and height in the Medium Designation | <p>The Residential Medium Density policies have been revised to include taller built form (up to 15 storeys), in addition to the currently permitted uses of low and mid-rise buildings. Criteria for taller building heights have been added to provide direction on where taller buildings can be directed.</p> <p>In addition, a limited number of buildings between 16 and 25 storeys are permitted in the Ogden Green and Rangeview Precincts; and buildings exceeding 25 storeys may be permitted in the Waterway District Area. Increases in height are subject to a height study and completion of a development master plan.</p> | 31  | <p>That policy 13.4.10.2.1 and 13.4.10.2.2 and 13.4.10.3 be deleted and replaced with the following policies:</p> <p>13.4.10.2 Residential Medium Density</p> <p>13.4.10.2.1 Notwithstanding the Residential Medium Density policies of this Plan, apartment dwellings of a low, mid-rise and taller built form will be permitted.</p> <p>13.4.10.2.2 For lands fronting Lakeshore Road East, Street 'F' or Street 'I', commercial uses will be permitted on the ground level of buildings.</p> <p>13.4.8.3.2 Notwithstanding policy 13.4.8.3.1, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates and Ogden</p> |

| Respondent <sup>2</sup> | Section / Topic | Issue/Comment | Staff Comment | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup>   |
|-------------------------|-----------------|---------------|---------------|---|
|                         |                 |               |               | <p>Green Precincts, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts,</p> <p>13.4.8.3.3 Notwithstanding policy 13.4.8.3.1, a limited number of buildings up to a maximum height of 25 storeys will be permitted in the Waterway District Area (Map 13-4.3). Buildings greater than 25 storeys in height may be considered and will require a Height Study.</p> <p>13.4.8.3.4 A Height Study will address among other things:</p> <ul style="list-style-type: none"> <li>• appropriate height;</li> <li>• floor plate size;</li> <li>• number and location of buildings;</li> <li>• appropriate separation distance including siting to preserve view corridors;</li> <li>• transition to adjacent development; and</li> <li>• variation in height to create visual interest</li> </ul> <p>13.4.8.3.5 Podiums of tall buildings</p> |

| Respondent <sup>2</sup> | Section / Topic | Issue/Comment | Staff Comment | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup>   |
|-------------------------|-----------------|---------------|---------------|---|
|                         |                 |               |               | <p>should provide appropriate transition to adjoining low to mid rise buildings</p> <p>13.4.8.3.6 Development master plans will identify key locations where taller buildings (9-15 storeys) may be considered, including the following:</p> <ul style="list-style-type: none"> <li>• In proximity to a Major Transit Station Area on Lakeshore Road East taller buildings will be located beyond a mid-rise building</li> <li>• At Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East; and</li> <li>• Along the future enhanced transit route</li> </ul> <p>13.4.8.3.7 To increase the amount of public and private amenity space, heights in excess of the limits identified in Table 1 and the policies of this plan may be considered subject to demonstration of the following:</p> <ul style="list-style-type: none"> <li>• the total maximum units will not exceed 10,500 and will be</li> </ul> |

| Respondent <sup>2</sup>                                   | Section / Topic   | Issue/Comment   | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |   |
|---|---|---|--|---|---|
|   |   |   |  |   | <p>distributed within each precinct as per Table 1;</p> <ul style="list-style-type: none"> <li>taller buildings will be combined with mid-rise and/or low-rise buildings on the same block and will generally be built at the same time; and</li> <li>an urban design control document and agreement that is registered on title may be required and will include among other things, phasing, height and distribution of buildings.</li> </ul> <p>Lakeview Waterfront is divided into the following precincts: Rangeview Estates, Ogden Green, Cultural Waterfront and Innovation Corridor Precincts (Map 13-4.2).</p> |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Land Use - Residential Medium and High Designations Should Permit Commercial Parking Facilities | Consideration should be given to allowing commercial parking facilities which could be located and designed to centralized parking requirements | <p>Residential developments have the ability to centralize parking requirements through shared garages (when part of the same development), shared parking agreements with adjacent properties as well as making payment in lieu of parking contributions.</p> <p>Commercial parking facilities are permitted in the Mixed Use and Business Employment designations and provide an appropriate location for commercial parking facilities.</p> | 32  | No action required  |
| <b>Glen Schnarr</b>                                       | Multi-Modal   | Who is responsible for  | Enhanced transit requires a more detailed  | 33  | No action required  |

| Respondent <sup>2</sup>                                   | Section / Topic                         | Issue/Comment  | Staff Comment   | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |  |
|---|---|--|---|---|--|
| <b>&amp; Associates, Dec. 5, 2016 Letter</b>              | – Enhanced Transit                      | this study and can it be combined with the Lakeshore Connecting Communities  | review than what is being done for Lakeshore Connecting Communities. Enhanced transit will be reviewed as part of the area wide study that is required, prior to preparation of any development master plan and development applications. The study should be undertaken by the applicants and prepared to the City's satisfaction.   |   |  |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Land Use – Public Open Space, Greenbelt | <p>Premature to identify parks given development master plans for precincts will refine land uses</p> <p>City requirements for the Green System should consider close proximity of other parks and recreational facilities</p> | <p>The larger public open space network is a critical element of the plan and extends beyond individual precincts and requires identification on the Official Plan schedules.</p> <p>Smaller components (e.g. Privately Owned Publically Accessible Space) can be examined as part of development master plans and development applications.</p> <p>The public open space system is intended to accommodate both destination and community parks. Parks along the waterfront often attract users from beyond the immediate area and are part of the broader parks system.</p> | 34  | No action required   |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Desirable Urban Form                    | How were the boundaries for precincts determined?  | <p>Precinct boundaries were based on work done for the Inspiration Lakeview Master Plan and were intended to reflect the planned character of each area.</p> <p>The Lakeview OPA combined some of the</p>   | 35  | <p>That Map 13-4.2 be revised to the following Precincts:</p> <ul style="list-style-type: none"> <li>• Rangeview Estates;</li> <li>• Ogden Green;</li> <li>• Cultural Waterfront; and</li> <li>• Innovation Corridor.</li> </ul> |

| Respondent <sup>2</sup>                                   | Section / Topic      | Issue/Comment   | Staff Comment   | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                    |
|---|----------------------|---|---|---|--------------------|
|   |                      |   | precincts identified in the master plan given similar locational and/or planned characteristics. Precinct boundaries where appropriate have been revised to reflect property ownership so that development master plans could be more easily prepared (i.e. Ogden Village Precinct northern boundary has been revised to correspond with property ownership).   |   |                    |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Desirable Urban Form | Built form and design policies seem too detailed (e.g. built form distribution wheel)                           | <p>The Lakeview Waterfront OPA attempts to strike a balance between the flexibility desired by developers and the certainty that the City requires to ensure the vision for the area is achieved. The OPA establishes the general parameters to ensure an appropriate level of development in terms of population, employment, number of units and built form. Development master plans will identify how those units are distributed across the various precincts.</p> <p>Design policies in the OPA will ensure that the vision for the area is achieved to create a sense of place and desirable urban form.</p> | 36  | No action required |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Desirable Urban Form | Envisioned mid-rise development may not be realistic for Mississauga. Are there examples of what is envisioned? | <p>Examples of mid-rise development (5 to 8 storeys) and taller buildings (6 to 15 storeys) in Mississauga include:</p> <ul style="list-style-type: none"> <li>• Port Credit FRAM development south of Lakeshore Road are six</li> </ul>  | 37  | No action required |

| Respondent <sup>2</sup>                                   | Section / Topic      | Issue/Comment   | Staff Comment   | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                    |
|---|----------------------|---|---|---|--------------------|
|   |                      |   | <p>storeys in height</p> <ul style="list-style-type: none"> <li>1575 Lakeshore Road West in Clarkson are mid-rise apartments ranging in height from 4 storeys to 6 storeys</li> <li>The proposed Port Credit No Frills site in Port Credit is approved for a 10 storey building</li> <li>An application has been submitted at the north east corner of Dixie and Lakeshore Road for a mixed use development ranging from 4 to 12 storeys including apartments, townhomes and commercial space.</li> </ul> |   |                    |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Desirable Urban Form | Envisioned mid-rise may not be feasible given cost requirements.      | <p>There should be some land value uplift associated with a City initiated Official Plan Amendment for lands currently designated Business Employment. In addition, recent changes to the building code now allow for wood construction up to 6 storeys which may address cost concerns.</p> <p>The City requirement for a Financial/Sustainability Strategy, may help understand costs associated with requiring green infrastructure.</p>   | 38  | No action required |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016</b>        | Desirable Urban Form | Predominate mid-rise built form with taller buildings generally up to | The Mississauga Official Plan states:<br>13.1.1.2 For land within a Major Node, a minimum building height of two  | 39  | No action required |



| Respondent <sup>2</sup> | Section / Topic | Issue/Comment  | Staff Comment   | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |
|-------------------------|-----------------|--|---|---|
| Letter                  |                 | 15 storeys and some ground related built form is contrary to Direct Growth framework in the Official Plan. | <p>storeys to a maximum building height of 25 storeys will apply, unless Character Area policies specify alternative building heights.</p> <p>The policy does not speak to predominate built form and defers to the character area policies. The proposed Lakeview Waterfront Major Node Character Area policies establish a height regime that was informed by the Inspiration Lakeview Master Planning process and is within the 2 to 25 storey height range.</p> <p>The Inspiration Lakeview Master Plan and proposed Official Plan policies achieve the envisioned 200 -300 ppj/ha density envisioned in the Official Plan for Major Nodes along with other important policies that speak to the type of uses.</p> <p>It should be noted that the Central Erin Mills and Uptown Major Nodes are not uniformly Residential High Density and include Mixed Use, and Residential Medium Density designations.</p> <p>In addition, the determination that the Lakeview Waterfront area should be a major node, was based not upon accommodating height, but instead reflected other policies in</p> |   |

| Respondent <sup>2</sup>                                   | Section / Topic      | Issue/Comment  | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                    |
|---|----------------------|--|--|---|--------------------|
|   |                      |  | <p>the Mississauga Official Plan, including:</p> <ul style="list-style-type: none"> <li>- density of 200 to 300 ppj/ha</li> <li>- having opportunities to accommodate employment</li> <li>- potential for investments in community infrastructure, commercial, recreational, educational, cultural and entertainment uses</li> <li>- development should be of a high quality urban environment</li> <li>- will be serviced by frequent transit service.</li> </ul>   |   |                    |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Desirable Urban Form | Existing context surrounding the Lakeview Waterfront area supports greater height. City methodologies (sun/shadow ) would confirm appropriate transitions. | <p>Given the size of the subject lands (99 ha), determining appropriate heights should reflect more than sun/shadow studies and separation from existing neighbourhoods.</p> <p>Given the Lakeview Waterfront area is a large site of 99 ha, the determination of heights should consider more than the surrounding context. Heights and built form reflected the intention to create neighbourhoods (i.e. precincts) with different characters.</p> <p>For example, Rangeview Estates Precinct is intended to be predominately residential with commercial uses directed to Lakeshore Road East in order to provide a commercial area that can service local residents.</p> <p>In Rangeview Estates, the heights adjacent</p> | 40  | No action required |

| Respondent <sup>2</sup> | Section / Topic | Issue/Comment | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |
|-------------------------|-----------------|---------------|--|---|
|                         |                 |               | <p>to Lakeshore Road are mid-rise (5-8 storeys) in order to:</p> <ul style="list-style-type: none"> <li>• provide a gradual transition from the adjacent established residential neighbourhoods</li> <li>• provide a gradual transition from the predominately low to mid-rise built form on the north side of Lakeshore Road</li> <li>• Reinforcing a pedestrian scale</li> <li>• creating a sense of place that builds upon a wide landscaped multi-use trail along Lakeshore Road, and provides appropriate sky-views and provides a distinct and attractive gateway into the City.</li> </ul> <p>Taller buildings up to 15 storeys may be located on lands beyond the mid-rise fronting Lakeshore road that are in proximity to potential Major Transit Station Areas, at the intersection of Ogden and Lakeshore Road (help reinforce this central gateway area into the site) and along the enhanced transit route. In a limited number of locations heights could potentially range between 15 and 25 storeys.</p> <p>Section 13.4.8 Desirable Urban Form provides policy direction regarding built form, criteria for locating taller buildings, character and heights for the various</p> |   |

| Respondent <sup>2</sup>                                   | Section / Topic  | Issue/Comment   | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |   |
|---|------------------|---|--|---|---|
|   |                  |   | precincts. The Development Master Plan and associated studies will confirm appropriate distribution of heights.  |   |   |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Multi-Modal City | Do all of the roads need to be public rights-of-way               | <p>Mississauga Official Plan policy 8.2.2.7 states: Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.</p> <p>The policies have been amended to provide greater clarity, which allow for consideration of private roads, and identify conditions where they may be considered.</p> | 41  | <p>That a new policy 13.4.7.10 be added to read:</p> <p>Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City. Private roads may be considered subject to the following:</p> <ul style="list-style-type: none"> <li>a. public easements will be required</li> <li>b. required right-of-way widths will be provided and</li> <li>c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.</li> </ul> |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Multi-Modal City | Can road standards be reduced?                                    | It is appropriate to consider modified standards (through the development master plan prepared for each Precinct) reflecting the Vision, Guiding Principles, and policies of the Lakeview Waterfront OPA.  | 42  | <p>That a new policy 13.4.7.11 be added to read:</p> <p>The City may consider alternative road design standards to achieve community design objectives.</p>   |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016</b>        | Multi-Modal City | Could determination of future roads be part of the preparation of | As some roads may cross precincts it is important to ensure the transportation network is comprehensively reviewed. As   | 43  | No action required  |

| Respondent <sup>2</sup>                                   | Section / Topic | Issue/Comment   | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                                  |
|---|-----------------|---|--|---|----------------------------------|
| <b>Letter</b>   |                 | <p>precinct plans?</p> <p>Some roads (Street A, M, N) may not serve a purpose or require full vehicular use or be relocated</p> | <p>such an area-wide transportation study is required that will address among other matters the road network. Development master plans and plans of subdivision will finalize the network.</p> <p>Potential Street A, M, N, identified on Figure 4 are intended in-part to provide an alternate access for properties that front Lakeshore Road. In addition these streets promote connectivity and a fine grain road network. The necessity of these streets and associated standards and function (vehicular vs. active transportation) will be confirmed through the area wide study.</p> <p>It should be noted that Figure 4 only identifies key roads necessary to establish basic development blocks. It is anticipated that additional roads will be required to access buildings within these blocks as well as to provide a connected community. The need, design and ownership of these additional roads will be addressed through Development master plans.</p> |   |                                  |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Implementation  | Consideration should be given to allowing development to proceed when existing roads (and necessary services)                   | Development may proceed on a phased or individual basis once the required studies have been completed.   | 44  | No action required at this time. |

| Respondent <sup>2</sup>                                   | Section / Topic | Issue/Comment   | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |                         |
|---|-----------------|---|--|---|-------------------------|
|   |                 | already exist and future study for the broader community would not be jeopardized.  |  |   |                         |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Implementat ion | It is unclear as to responsibility and timing for preparation of Class E.A. and Precinct Plans.<br><br>Consideration should be given to focusing study requirements on the basis of precincts | Section 13.4.11 Lakeview Waterfront Studies has been revised to focus on unique studies required for the Lakeview Waterfront OPA.<br><br>References to some studies (e.g. E.A.s) have been removed and will be required throughout the typical development approval process, as permitted in Mississauga Official Plan (section 19.4.2).         | 45  | See modification table. |
| <b>Glen Schnarr &amp; Associates, Dec. 5, 2016 Letter</b> | Implementat ion | Does the City envision any upfront funding to support development which would result in D.C. Credits.   | Issues of financing, incentives, costs for sustainable measure will be examined in the Financial/Sustainability Strategy.<br><br>See policies (discussed earlier) pertaining to planning and financing tools (13.4.11.15 and 13.4.11.16).<br><br>Any recommendations for incentives and funding would be presented to City Council for approval. | 46  | No action required.     |
| <b>Enersource, email dated January 27, 2017</b>           | General comment | No objection to the proposed Amendment. Provided comments on the technical servicing to the proposed development.   | No further comment at this time.   | 47  | No action required.     |
| <b>Region of</b>  | 13.4.10.1.5     | Alternative waste   | No further comment at this time.   | 48  | No action required.     |

| Respondent <sup>2</sup>                   | Section / Topic             | Issue/Comment  | Staff Comment                    |    | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |
|---|-----------------------------|--|----------------------------------|----|---|
| Peel, letter dated May 31, 2018           |                             | collection methods/infrastructures are not provided or planned for by the Region. The Region will support alternative waste collection method that is established by the property owner as long as the final collection area is in line with the most current Waste Collection Standards Manual  |                                  |    |   |
| Region of Peel, letter dated May 31, 2018 | Servicing Capacity Analysis | Region of Peel is supportive of the proposed policies and addresses regional and city objectives for the development of complete communities, providing for a range and mix of housing and employment opportunities while ensuring protection of the natural environment and emphasizing the natural waterfront feature.<br>The Region will work with the City and property owners to ensure | No further comment at this time. | 49 | No action required.   |

| Respondent <sup>2</sup> | Section / Topic | Issue/Comment   | Staff Comment | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |  |
|-------------------------|-----------------|---|---------------|---|--|
|                         |                 | <p>development is compatible to the proposed neighbouring uses.</p> <p>The Region has completed a Servicing Capacity Analysis and generally summarized as follows:</p> <ul style="list-style-type: none"> <li>• A secondary water connection may be required and the existing watermain (south of Rangeview Road) may need to be relocated along a future road right-of-way</li> <li>• Subject lands will require a new local wastewater pumping station</li> <li>• The local sanitary sewer (Rangeview Road) may require upsizing based on the final design</li> <li>• May be need to upsize sewers</li> </ul> |               |   |  |



| Respondent <sup>2</sup>  | Section / Topic                   | Issue/Comment  | Staff Comment   | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |   |
|--|-----------------------------------|--|---|---|---|
|  |                                   | (buildings fronting Lakeshore Road) pending on the final detailed design   |   |   |   |
| <b>Region of Peel, letter dated May 31, 2018 (see Appendix 4 for Letter)</b> | Schedule 10 Land Use Designations | Denotation #1 on the legend (outlined in blue on the land use schedule) with the text indicating that "Lands subject to Provincial approval of the Region of Peel's Municipal Comprehensive Review" provide clarity that the lands are subject to employment conversion. | Agree   | 50  | That denotation #1 (outlined in blue on the land use schedule) on the land use schedule be revised as follows:<br><br>Lands subject to Provincial approval of the employment conversion through the Region of Peel's Municipal Comprehensive Review |
| <b>Comments submitted at Community Open House, June 5, 2018</b>              | General comments                  | (1) Not enough public consultation<br>(2) Preservation of original vision and guiding principles<br>(3) Height and density<br>(4) Roads, pedestrian and cycling routes<br>(5) Access to waterfront Sustainable measures  | (1) Numerous opportunities have been provided<br>(2) Key ideas have been incorporated including predominately mid-rise, new waterfront park, green corridor<br>(3) Majority of area will be developed for buildings 15 storeys or less. Taller buildings always contemplated for the Waterway District Area. Development Master Plans will identify building types and arrangement<br>(4) Development Master Plans will review alternative road designs, Area Wide transportation study will confirm road | 51  | No action required. See Corporate Report for additional discussion.   |

| Respondent <sup>2</sup> | Section / Topic | Issue/Comment | Staff Comment  | Recommendation to Lakeview Waterfront Major Node Character Area Policies/Mississauga Official Plan <sup>3</sup> |
|-------------------------|-----------------|---------------|--|---|
|                         |                 |               | <p>network. Bridges will be reviewed through park design</p> <p>(5) Community Services is generally satisfied with park system</p> <p>(6) Financial sustainability plan will explore how sustainable infrastructure can be incorporated into public and private development.</p> |   |

**Notes:**

<sup>1</sup> Minor changes such as renumbering of sections, grammar, spelling, and photo replacements are not included in the table.

<sup>2</sup> The respondent "Public" includes comments provided at the public open house, public meeting, or submitted to the City. See Appendix 2 for Written Submissions including public open house comment sheets, Appendix 3 for Comments made at Public Meeting, Appendix 4 for Region of Peel letter.

<sup>3</sup> The table incorporates major themes. The reader is directed to the June 2018 Official Plan Amendment to in order to assess full extent of the changes.

## **Appendix 2**

### **Written Submissions**





Enbridge Gas Distribution  
500 Consumers Road  
North York, Ontario M2J 1P8  
Canada

October 18, 2016

Karin Phuong  
Planner, Community Planning  
Development and Design Division  
City of Mississauga  
Planning & Building Dept.  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Karin Phuong,

Re: Official Plan Amendment  
Lakeview Waterfront Major Node Character Area Policies  
City of Mississauga  
File No.: CD-03-LAK

Enbridge Gas Distribution does not object to the proposed application(s).

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink, appearing to be 'AS', with a long horizontal flourish extending to the right.

**Allison Sadler**  
Municipal Planning Advisor  
Distribution Planning & Records

**ENBRIDGE GAS DISTRIBUTION**  
TEL: 416-495-5763  
500 Consumers Rd, North York, ON, M2J 1P8  
[enbridgegas.com](http://enbridgegas.com)  
Integrity. Safety. Respect.

AS/jh

## Karin Phuong

---

**From:** Stojc, Daniel <stojcd@csviamonde.ca>  
**Sent:** 2016/10/24 10:58 AM  
**To:** Karin Phuong  
**Subject:** RE: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies


Karin,

The Conseil scolaire Viamonde does not identify a need for a school site in the Inspiration Lakeview Waterfront area, as designated in the Mississauga Official Plan Amendment.

Furthermore, we do not have any other comments related to this OPA.

Kind regards,

**Daniel Stojc**  
**Superviseur de la planification | Supervisor of Planning**  
116 Cornelius Parkway | Toronto, On. | M6L 2K5  
Bureau | Office : 416-614-5932  
Cell. : 647-631-2498  
Visitez notre site web à [www.csviamonde.ca](http://www.csviamonde.ca)

 Conseil scolaire Viamonde

*tout est possible*

---

**De :** Karin Phuong [<mailto:Karin.Phuong@mississauga.ca>]

**Envoyé :** 4 octobre 2016 09:53

**À :** Karin Phuong

**Cc :** Crystal Greer; Jim Tovey; Andrew Whittemore; Karen Crouse; Paul Stewart

**Objet :** Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

**To:** Circulation List – External Agencies and Internal Departments (Bcc'd)

Hello,

Mississauga City Council has directed staff to prepare an Official Plan Amendment to implement the Inspiration Lakeview Master Plan. Attached is a formal letter requesting your comments, and in some cases asking that you respond to specific issues.

Due to the size of the proposed policies it has not been attached. You can review the policies by clicking on the following link:

[http://www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009 19 16 - PDC Agenda1.pdf](http://www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009%2019%2016%20PDC%20Agenda1.pdf)

I would appreciate your comments by December 1, 2016, which can be provided either by mail or e-mail. Please let me know if you are unable to meet this timeframe.

If you have any questions please feel free to call me at 905-615-3200 ext. 3806.

Thank you,  
Karin



**Karin Phuong, MCIP, RPP**  
 Planner, Community Planning  
 T 905-615-3200 ext. 3806  
[karin.phuong@mississauga.ca](mailto:karin.phuong@mississauga.ca)

City of Mississauga | Planning & Building Department,  
 Policy Planning Division

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Proposed Official Plan Amendment  
Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Open House - November 9, 2016

NAME:

Don McVie

PROPERTY

ADDRESS:

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

POSTAL CODE:

PHONE NUMBER:

EMAIL:

COMMENTS/QUESTIONS:

I think the vision is proceeding well. The idea of distributed density is well considered but I hope we can accomplish a welcoming and encouraging physical engagement to draw traffic all the way from Lakeshore Road to the waterfront.

It is vitally important that we preserve existing and add employment capacity throughout the district.

Please write on the back page if you need more room.

If you would like more information, or would like to view our panels, you can visit our website at:

[www.mississauga.ca/portal/residents/inspirationlakeview](http://www.mississauga.ca/portal/residents/inspirationlakeview)

PLEASE PLACE IN THE BOX OR SUBMIT BY MAIL/EMAIL TO:

CITY OF MISSISSAUGA

PLANNING & BUILDING DEPARTMENT

300 CITY CENTRE DRIVE, 7<sup>TH</sup> FLOOR

MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG

PHONE: (905) 615-3200 ext. 3806

EMAIL: [Karin.Phuong@Mississauga.ca](mailto:Karin.Phuong@Mississauga.ca)





Proposed Official Plan Amendment  
Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Open House - November 9, 2016

NAME: Irene Gwackor

PROPERTY

ADDRESS: \_\_\_\_\_

MAILING ADDRESS (IF  
DIFFERENT FROM ABOVE): \_\_\_\_\_

POSTAL CODE: \_\_\_\_\_

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

COMMENTS/QUESTIONS:

- I liked the original plans with  
water ways on the south end  
connecting ~~the~~ lake side, the marina  
& Inspiration lakeview - very sad to  
see it gone

Please write on the back page if you need more room.

If you would like more information, or would like to view our panels, you can visit our website at:  
[www.mississauga.ca/portal/residents/inspirationlakeview](http://www.mississauga.ca/portal/residents/inspirationlakeview)

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PLANNING & BUILDING DEPARTMENT  
300 CITY CENTRE DRIVE, 7<sup>TH</sup> FLOOR  
MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG  
PHONE: (905) 615-3200 ext. 3806  
EMAIL: [Karin.Phuong@Mississauga.ca](mailto:Karin.Phuong@Mississauga.ca)



Proposed Official Plan Amendment  
Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Open House - November 9, 2016

NAME: BRUCE REESOR

PROPERTY

ADDRESS: [REDACTED]

MAILING ADDRESS (IF  
DIFFERENT FROM ABOVE):

POSTAL CODE: [REDACTED]

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

### COMMENTS/QUESTIONS:

*Concerned about*

LOSS OF SPORTS LANDS ie 2 Baseball diamonds and ~~Soccer~~ Soccer field ~~is~~ <sup>are</sup> lost opportunities for ~~children/youth/adult~~ organized and ~~unorganized~~ <sup>unorganized</sup> sports. ~~It is~~ <sup>It is</sup> hard to find get large spaces once a subdivision/area is built up.

- Parking for visitors (Apparent parking) Granville Island in Vancouver was given as an example of Artist/Cultural Cultural Quarter but Granville is a pain to find parking in and has family issues after 5pm (not only restaurants open & public washrooms close up by 6pm) with note about having your family plan their bladder requirements.

If you would like more information, or would like to view our panels, you can visit our website at:

[www.mississauga.ca/portal/residents/inspirationlakeview](http://www.mississauga.ca/portal/residents/inspirationlakeview)

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MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG

PHONE: (905) 615-3200 ext. 3806

EMAIL: [Karin.Phuong@Mississauga.ca](mailto:Karin.Phuong@Mississauga.ca)



Proposed Official Plan Amendment  
Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Open House - November 9, 2016

NAME:

*Eva Robinson*

PROPERTY

ADDRESS:

[REDACTED]

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

\_\_\_\_\_

POSTAL CODE:

[REDACTED]

PHONE NUMBER:

[REDACTED]

EMAIL:

[REDACTED]

COMMENTS/QUESTIONS:

*Too many people - severe gridlock - no school plan - bad transit, not enough green space - no dedicated recreation or pool, will cause taxes + rents to increase, causing rents to rise beyond the affordability of current tenants - risk of current rental apartments being turned into condos resulting in forced move of tenants - no affordable housing planned.*  
*Sewer & water issues*  
*Nothing for youth in the neighbourhood.*

Please write on the back page if you need more room.

If you would like more information, or would like to view our panels, you can visit our website at:

[www.mississauga.ca/portal/residents/inspirationlakeview](http://www.mississauga.ca/portal/residents/inspirationlakeview)

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CITY OF MISSISSAUGA

PLANNING & BUILDING DEPARTMENT

300 CITY CENTRE DRIVE, 7<sup>TH</sup> FLOOR

MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG

PHONE: (905) 615-3200 ext. 3806

EMAIL: [Karin.Phuong@Mississauga.ca](mailto:Karin.Phuong@Mississauga.ca)

Use robo calls to inform residents of meetings  
— DON'T FORGET People who rent! We are  
here longer than first home owners

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Karin Phuong**

---

**From:** Rogers, Joanne <Joanne.Rogers@dpcdsb.org>  
**Sent:** 2016/11/24 3:31 PM  
**To:** Karin Phuong  
**Cc:** Cox, Stephanie; 'bianca.bielski@peelsb.com'  
**Subject:** RE: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

Dear Karin,

Further to the City's request for comments on the above noted Official Plan Amendment, please note that the following schools are currently located within the Lakeview Waterfront Major Node Character Area. The accommodation statistics for these schools are as follows:

| School                     | Enrolment | Capacity | Portables |
|----------------------------|-----------|----------|-----------|
| Queen of Heaven Elementary | 362       | 579      | 0         |
| St Paul Secondary          | 385       | 807      | 0         |

The DPCDSB has no further comments at this time. The Board would like to be notified of the decision of council with respect to this document. Should you require any additional information, please contact me directly.

Joanne Rogers, MCIP, RPP  
 Senior Planner  
 Dufferin-Peel Catholic District School Board  
 40 Matheson Blvd. West  
 Mississauga, Ontario L5R 1C5  
 905-890-0708 x. 24299  
[joanne.rogers@dpcdsb.org](mailto:joanne.rogers@dpcdsb.org)



Please consider the environment before printing.

**From:** Karin Phuong [<mailto:Karin.Phuong@mississauga.ca>]  
**Sent:** Tuesday, October 4, 2016 9:53 AM  
**To:** Karin Phuong <[Karin.Phuong@mississauga.ca](mailto:Karin.Phuong@mississauga.ca)>  
**Cc:** Crystal Greer <[Crystal.Greer@mississauga.ca](mailto:Crystal.Greer@mississauga.ca)>; Jim Tovey <[Jim.Tovey@mississauga.ca](mailto:Jim.Tovey@mississauga.ca)>; Andrew Whittemore <[Andrew.Whittemore@mississauga.ca](mailto:Andrew.Whittemore@mississauga.ca)>; Karen Crouse <[Karen.Crouse@mississauga.ca](mailto:Karen.Crouse@mississauga.ca)>; Paul Stewart <[Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)>  
**Subject:** Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

**To:** Circulation List – External Agencies and Internal Departments (Bcc'd)

Hello,

Mississauga City Council has directed staff to prepare an Official Plan Amendment to implement the Inspiration Lakeview Master Plan. Attached is a formal letter requesting your comments, and in some cases asking that you respond to specific issues.

Due to the size of the proposed policies it has not been attached. You can review the policies by clicking on the following link:

[http://www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009 19 16 - PDC Agenda1.pdf](http://www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009%2019%2016%20PDC%20Agenda1.pdf)

I would appreciate your comments by December 1, 2016, which can be provided either by mail or e-mail. Please let me know if you are unable to meet this timeframe.

If you have any questions please feel free to call me at 905-615-3200 ext. 3806.

Thank you,  
Karin



**Karin Phuong, MCIP, RPP**  
Planner, Community Planning  
T 905-615-3200 ext. 3806  
[karin.phuong@mississauga.ca](mailto:karin.phuong@mississauga.ca)

City of Mississauga | Planning & Building Department,  
Policy Planning Division

**Karin Phuong**

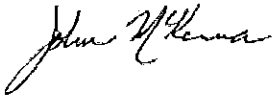
---

**From:** John McKenna <johnm@mckennalogistics.com>  
**Sent:** 2016/11/27 4:06 PM  
**To:** Karin Phuong  
**Cc:** Jim Tovey  
**Subject:** RE: Proposed Official Plan Amendment - Lakeview Waterfront (Upcoming Meeting)  
**Attachments:** McKenna Comments re Lakeview.pdf

Hi Karin,

Thank you for this notification. Unfortunately, I cannot attend this meeting, but ask that my comments attached be considered in my absence.

Best regards



John McKenna, President  
McKenna Logistics Centres

**From:** Karin Phuong [<mailto:Karin.Phuong@mississauga.ca>]  
**Sent:** November 25, 2016 4:41 PM  
**To:** Karin Phuong <[Karin.Phuong@mississauga.ca](mailto:Karin.Phuong@mississauga.ca)>  
**Subject:** Proposed Official Plan Amendment - Lakeview Waterfront (Upcoming Meeting)

File: CD.03.LAK (Lakeview Waterfront)

To: **Notifications List (Future Meetings)** Bcc'd

Re: **Proposed Official Plan Amendment, Lakeview Waterfront Major Node Character Area Policies**

---

Good afternoon,

The Planning and Building Department has prepared draft Official Plan policies to establish the Lakeview Waterfront Major Node. The draft amendment is intended to support the Inspiration Lakeview Master Plan by amending the Official Plan policies and land use designations.

On November 9, 2016, planning staff held an open house on the Proposed Official Plan Amendment for the Lakeview Waterfront Major Node Character Area Policies. I thank you taking time to come to the open house. This email is to notify you of an upcoming Public Meeting. The details of the meeting are as follows:

#### **PUBLIC MEETING**

**Date:** Monday, December 5, 2016  
**Time:** 6:30 p.m.  
**Meeting Place:** Mississauga Civic Centre  
 Council Chamber  
 300 City Centre Drive

Purpose of the Public Meeting:

- For the City to present the proposed policy changes;
- For people to ask questions and share their views on the proposed changes; and
- For Planning and Development Committee to receive a report that provides information on the policy changes.

For additional background information, please go to City's web page at:

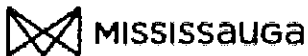
<http://www.mississauga.ca/portal/residents/inspirationlakeview>

The Public Meeting Report is available on-line at:

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

If you have any questions or wish to submit your comments, please direct them to the undersigned. I can be reached at 905-615-3200 ext. 3806, or by e-mail at [Karin.Phuong@mississauga.ca](mailto:Karin.Phuong@mississauga.ca).

Sincerely,  
Karin



**Karin Phuong, MCIP, RPP**  
Planner, City Planning  
T 905-615-3200 ext. 3806  
[karin.phuong@mississauga.ca](mailto:karin.phuong@mississauga.ca)

City of Mississauga | Planning & Building Department,  
Policy Planning Division



**Benjacar Holdings Inc. (Land Owner)**  
**McKenna's Warehouse & Distribution Centres Inc. (Tenant)**  
1260 Lakeshore Road East  
Mississauga, Ontario  
L5E 3B8

Karin Phuong, MCIP, RPP  
Planner, City Planning  
Policy Planning Division  
City of Mississauga  
Planning & Building Department,

Dear Karin,

Further to our conversation at a recent open house and your suggestion to document and forward the comments to you, I would like to share them and some other comments regarding the plan being proposed to council (Lakeview Waterfront Major Node Character Area Policies-Public Meeting File: CD.03.LAK W1). Unfortunately, I will not be able to attend the council meeting on December 5, 2016 because of a conflict that same time with an Armagh Board of Directors meeting, where I am the Chair and President. To give a "plug", Armagh is the only transitional housing facility for victims of domestic abuse located in Mississauga. The two closest transitional housing facilities are in Toronto and Hamilton. However, in my absence, I have included my comments on the following pages.

Thank you for considering my comments and I look forward to reading the feedback that you or others in the city have to them.

Best regards,



John McKenna  
President

Cc. Jim Tovey, Councillor Ward 1

## Land Use - Current

13.4.10.6.3 – In this clause of the report, the designated lands exclude the land use for;

h. Transportation facilities

i. Trucking facilities.

McKenna's Warehouse & Distribution Centres Inc., the tenant at 1260 Lakeshore Road East, is a third-party logistics service provider that includes transportation services. It needs assurances that the company and its successors is permitted to use the land for its business purposes as per the existing zoning bylaws.

## Road "W"

In the proposed plan, a road is provided through the area commonly know as the Innovation Corridor that fronts on Lakeshore Road East. It is not clear where Road "W" will be situated in relationship to the existing bicycle path, proposed streetcar line, possible pedestrian sidewalk, existing tree plantings, and Lakeshore Road East. Does this roadway use the existing municipal property?

If it does not and the plan requires the use of land that is presently privately held, this needs to be clearly defined and addressed with the landowners before acceptance of such a plan.

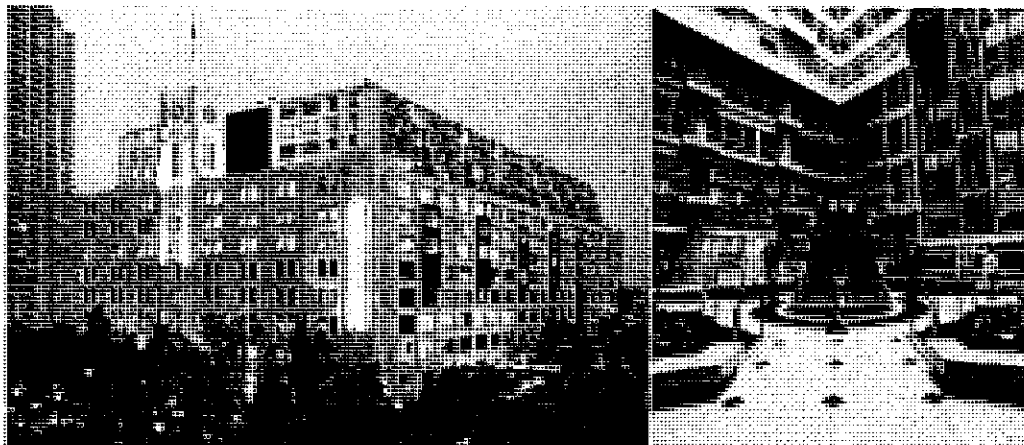
If the concern is that there are too many access points to the businesses from Lakeshore Road East, one must consider that there are only four businesses along that stretch of Lakeshore Road East. Those businesses have ten driveways, many shared. Those ten driveways could be reduced to as few as three shared driveways thereby significantly improving the flow along the east-west Lakeshore corridor.

An alternative is to create an access road on the south side of the properties with both the Region of Peel and the landowners contribute property for its creation. This would improve the aesthetic boulevard or park-like look of Lakeshore Road East. This alternative could connect to Hydro Road at the same intersection as Rangeview Road to the west and connect to the driveway to the G.E.Booth driveway to the east. The section of the G.E.Booth between the intersection of this access road and Lakeshore Road East could become a part of this access road. The benefit of this alternative is that if automobile volume warrants traffic signals, a set of signals could be but at the Rangeview Road – Hydro Road intersection and at the Lakeshore Road East - Fergus Avenue - G.E.Booth/Access road intersection.

### Land Use – Redevelopment – Map J

We think it should be seriously considered to allow Mixed Use (residential-commercial excluding retail) for the properties facing Lakeshore Rd. E. for the following reasons:

- a. This recommendation supports the Ontario Ministry of Municipal Affairs' "Places to Grow" initiative given the properties' 1.1-kilometer proximity to the Long Branch Loop / transit hub for Mississauga Transit, GO Transit, and the TTC. Residents could be reach Long Branch in 15 minutes by foot or quicker by taking any of the many Mississauga Transit buses that pass frequently.
- b. Adjacent to the east of the property is a significant park area commonly known as the Arsenal Lands and Marie Curtis Park. This makes for a beautiful setting in which people can live.
- c. McKenna offered offices for lease for over 50 years at that site which were surplus to its logistics business operations. It was a constant struggle to find tenants and the site had vacancies throughout this time period. Beginning in 2012, McKenna did not renew leases with the few tenants it had and removed the office partitions to repurpose the low ceiling space for warehousing and picking areas. We believe that filling office space in this area will be an ongoing challenge.
- d. Since the G.E.Booth Water Treatment Plant commissioned the centrifuge process to remove water from the waste, the smell that area residents and business employees have endured for decades has virtually been eliminated. The only remaining displeasing odor that remains emanates from one utility access cover in the driveway of the waste water plant where it meets Lakeshore Road East.
- e. Permit Commercial (Non-Retail) on the first four storeys to promote employment use in the area.
- f. Permit Residential on the 5<sup>th</sup> and higher storeys for residents to enjoy the parklike setting to the east, the vistas of the lake to the south (views above the water treatment plant), and views to the view to the other planned precincts to the west.
- g. Permit High Density zoning that balances the residential density with the properties on the north side of the Lakeshore Road East.



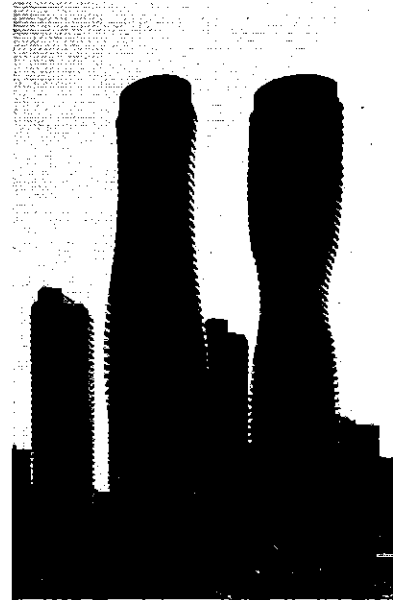
1: Queens Quay Terminal, Toronto - Brookfield Properties

## Building Design

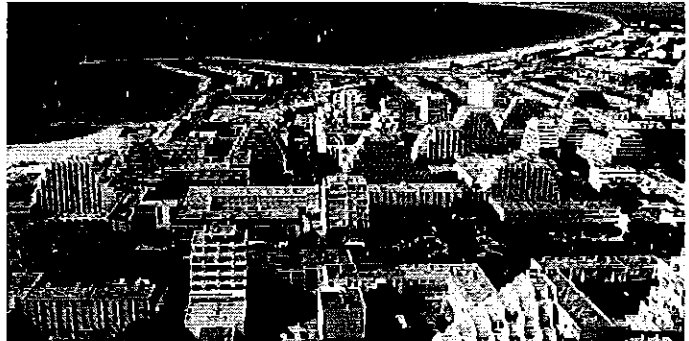
Considering this will be an expansive brown field regeneration development, the zoning may require the new buildings be of a noteworthy and remarkable architectural design similar to the intention for some properties in the City Centre area. Buildings like the Absolute Towers development have brought attention to Mississauga that would not otherwise have been received, for example.

Another example is La Grande-Motte in the south of France, a place that I recently visited. The area was designed and developed between 1960 and 1975 in a time and place that valued inspired architectural designs. Below are photographs of the unique architecture of the area.

We have an opportunity to do something great for Mississauga, let us do it well and let us not default to mediocrity and simplicity.



3 [LinkedIn.com: Marcel Krenz](#)



22 [LinkedIn: Marcel Krenz](#)



4: [Herault Tourisme](#)



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

## PARTNERS:

GLEN SCHNARR, MCIP, RPP  
GLEN BROLL, MCP, RPP  
COLIN CHUNG, MCIP, RPP

## ASSOCIATES:

JASON AFONSO, MCIP, RPP  
KAREN BENNETT, MCIP, RPP  
CARL BRAWLEY, MCIP, RPP  
JIM LEVAC, BAA, MCIP, RPP

November 29, 2016

Refer To File: 988-001

City of Mississauga  
Planning and Building Department  
300 City Centre Drive  
Mississauga, ON L5B 3C1

*\*By e-mail and regular mail*

Attention: Ms. K. Phuong, Policy Planner, MCIP RPP  
Policy Planning Division

**RE: Comments on the City staff report dated November 15, 2016  
Request for clarification on policy amendments specific to  
1345 Lakeshore Road (Lago Terrace Developments Inc.)  
(City file: CD.03.LAK)**

GSAI is acting on behalf of our client, Lago Terrace Development Inc. for the above-noted property at the northwest corner of Dixie Road and Lakeshore Road East. As you are likely aware, this property is subject to an Official Plan Amendment and Rezoning application to permit a mixed-use development in compliance with the use, built form and height provisions currently in existence within the Lakeview Local Area Plan. This matter has been before the September 6, 2016 Planning and Development Committee which was the formal public meeting and presentation of staff's Information Report.

In reviewing the City's November 15, 2016 report, GSAI is concerned that the existing height limits as set out in the existing Lakeview LAP policies have been amended. It is unclear whether the report is suggesting changes to these height limits as applicable to our client's lands as both the existing and potentially proposed Lakeview LAP policies appear to remove the current 2-10 storey height permissions. In effect, this suggests the height permissions are no longer in effect. This interpretation is based on reviewing Appendix 4, Map 3 which is "Part of Lakeview Local Area Plan Height Limits" which shows that the current Lakeview LAP policy framework no longer denotes specific height limits for our client's lands.

10 KINGSBRIDGE GARDEN CIRCLE  
SUITE 700  
MISSISSAUGA, ONTARIO  
L5R 3K6  
TEL (905) 568-8888  
FAX (905) 568-8894  
www.gsaic.ca



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

Please confirm that this was an error or results from the creation of the map for the staff report and that there is no intention by staff to amend the height limits as proposed for our client's lands. GSAI believes strongly the current height provisions in effect are appropriate for the subject lands and should remain as evidenced by the application materials and overall general public support for the redevelopment plans.

We thank you for the opportunity to review and comment on this policy planning effort and would ask that we receive confirmation in writing on the above-noted matter before the PDC meeting on this matter on December 5, 2016.

Regards and yours truly,

Maurice Luchich, MCIP RPP  
Senior Planner and Project Manager

c: M. Zigon, Lago Terrace Developments Inc.



5850 Hurontario Street  
Mississauga, ON, Canada L5R 1C8  
t 905.890.1010 1.800.668.1148  
f 905.890.6747  
www.peelschools.org

December 1<sup>st</sup>, 2016

Ms. Karin Phuong  
Planner, Community Planning  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Ms. Phuong:

**RE: Proposed Official Plan Amendment  
Lakeview Waterfront Major Node Character Area Policies**

Thank you for providing the Peel District School Board ("the Board") with the opportunity to comment on the draft Official Plan policies to establish the Lakeview Waterfront Major Node.

The Board has reviewed Figure 6: Distribution of Built Form in the Lakeview Waterfront Major Node policies (approximately 1,600 townhouse and 6,400 apartment units) based on its School Accommodation Criteria and has the following comments:

The anticipated yields from this community are as follows:

|     |      |
|-----|------|
| 765 | K-5  |
| 248 | 6-8  |
| 223 | 9-12 |

The students are presently within the following attendance areas:

|                         | <u>Enrolment</u> | <u>Capacity</u> | <u># of Portables</u> |
|-------------------------|------------------|-----------------|-----------------------|
| Janet I. McDougald P.S. | 462              | 552             | 0                     |
| Allan A. Martin Sr.     | 466              | 538             | 0                     |
| Cawthra Park S.S.       | 1,309            | 1,044           | 5                     |

Based on the current residential development numbers proposed for the Lakeview Waterfront Major Node Area and the Board's anticipated yields, the Board will not be able to accommodate all anticipated students in existing schools.

**Trustees**  
Janet McDougald, Chair  
Suzanne Nurse, Vice-Chair  
Carrie Andrews  
Stan Cameron  
Robert Crocker  
Nokha Dekroub

David Green  
Sue Lawton  
Brad MacDonald  
Kathy McDonald  
Harkirat Singh  
Rick Williams

**Director of Education and Secretary**  
Tony Pontes

**Associate Director,  
Instructional Support Services**  
Scott Moreash

**Associate Director,  
Operational Support Services**  
Jaspal Gill



According to our assessment of school accommodation needs, the Board requires one (1) elementary school site of 3.24 hectares (8 acres) to be included in the Lakeview Waterfront Major Node Area. This is the standard site requirement for an elementary school. Please find the following comments and recommended amendments below to provide an elementary school within the Lakeview Waterfront Major Node:

#### **Appendix 1: Table of Changes to Mississauga Official Plan to Establish the Lakeview Waterfront Major Node**

- The Board supports Policy 5.3.2.9 which states: "Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Major Nodes."

#### **Appendix 2: Proposed Lakeview Waterfront Major Nodes Policies**

- The second paragraph of Section 13.4.6 Complete Communities should be amended to include the underlined text: "As the Lakeview Waterfront area develops, the need for community infrastructure and services will be required, such as, but not limited to: cultural facilities, recreational and waterfront amenities, community facilities, educational facilities, range of housing options, and retail and service commercial opportunities."
- Section 13.4.6 Complete Communities should include the following new policy: "13.4.6.7 The City will work in collaboration with the Peel District School Board to investigate the need for a public educational facility. The collaboration may be a creative opportunity to accommodate anticipated students from this community."
- Section 13.4.8.1 of Section 13.4.8.2 Precinct Plans should include the following new policy: "m. the location and amount of space dedicated to public educational facilities in collaboration with the Peel District School Board;"
- Section 13.4.10.5 Institutional should be amended to include *public educational facility* as a permitted use.

#### **Appendix 3: Proposed Amendments to Mississauga Official Plan Schedules**

The Board would like to work with the City to determine the most appropriate site for an elementary school. Generally, the Board's criteria for selecting a school site is as follows:

1. The site is to be demographically central to its catchment area;
2. The site is to complement existing or planned schools;
3. The site is to encourage a high level of community involvement in the schools and to encourage the community and the school to share facilities; and
4. The immediate environment of the school is to be aesthetically pleasing and conducive to education development.



**Appendix 4: Proposed Amendments to Lakeview Local Area Plan**

- The Board supports Policy 8.0 Complete Communities which states:  
"Lakeview contains many of the attributes associated with complete communities, including among other things: schools as central places within the community, for academic, social and community, service, and family support."

It should be noted that the yields used to determine public school facility requirements are based on certain assumptions that may change over time. Therefore, the Board's pupil accommodation needs may change within the 30 year planning framework set out for the Lakeview Waterfront Major Node Area.

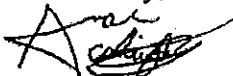
The Board will continue to be an active partner in the development of the Lakeview Waterfront Major Node and to participate fully in the process.

Please continue to keep us informed of the status of the proposed Official Plan Amendment and provide us with all information you have available so that we may provide comments as necessary.

The Board wishes to be notified of the decision of Council with respect to this proposed City-initiated Official Plan Amendment.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Amar Singh, BURPI  
Planner

Planning and Accommodation Dept.

- c. B. Bielski, Peel District School Board  
J. Rogers, Dufferin-Peel Catholic District School Board

**TFC TUBE BENDERS AND FABRICATORS OF CANADA INC**

1200 Lakeshore Road East  
Mississauga, ON L5E 1E9  
Tel: (905) 625-1900 Fax: (905) 625-1500

December 1, 2016

**City of Mississauga**  
Planning and Building Department  
300 City Centre Drive, 7<sup>th</sup> floor  
Mississauga ON L5B 3C1

RE: File CD.03-LAK – Waterfront Official Plan Policies  
Public meeting Monday December 5, 2016  
Roll number 21 05 070 156 15600 0000  
INNOVATION CORRIDOR and FUTURE LOCAL ROADS

City Planner, Karin Phuong and Paul Stewart,

We are pleased to see that you are working on developing the Lakeview area and understand that in doing so, you are planning on having up to 20,000 new residences as well as 9,000 jobs. We at Cintube Ltd., the processing and service arm of TFC Tube Benders and Fabricators of Canada Inc., realize that our location will be within the Innovation Corridor and will continue to provide jobs for our manufacturing services at the above noted location.

Our concern and reason for our written submission is with respect to the area street M, as per map 13-4.3 which is shown running parallel to Lakeshore Road, between Street N and street K. Rather than have Street N dead end, perhaps street M could pass South of our property and connect to street B, allowing for access to the rear of our property as well as the front, allowing for additional feed road to the newly planned major Node, all while not directly affecting the current 5 businesses existing within the Innovation Corridor, currently providing jobs in the area. See attached Map 13-4.2, Map 13-4.3 and Map J Part of schedule 10.

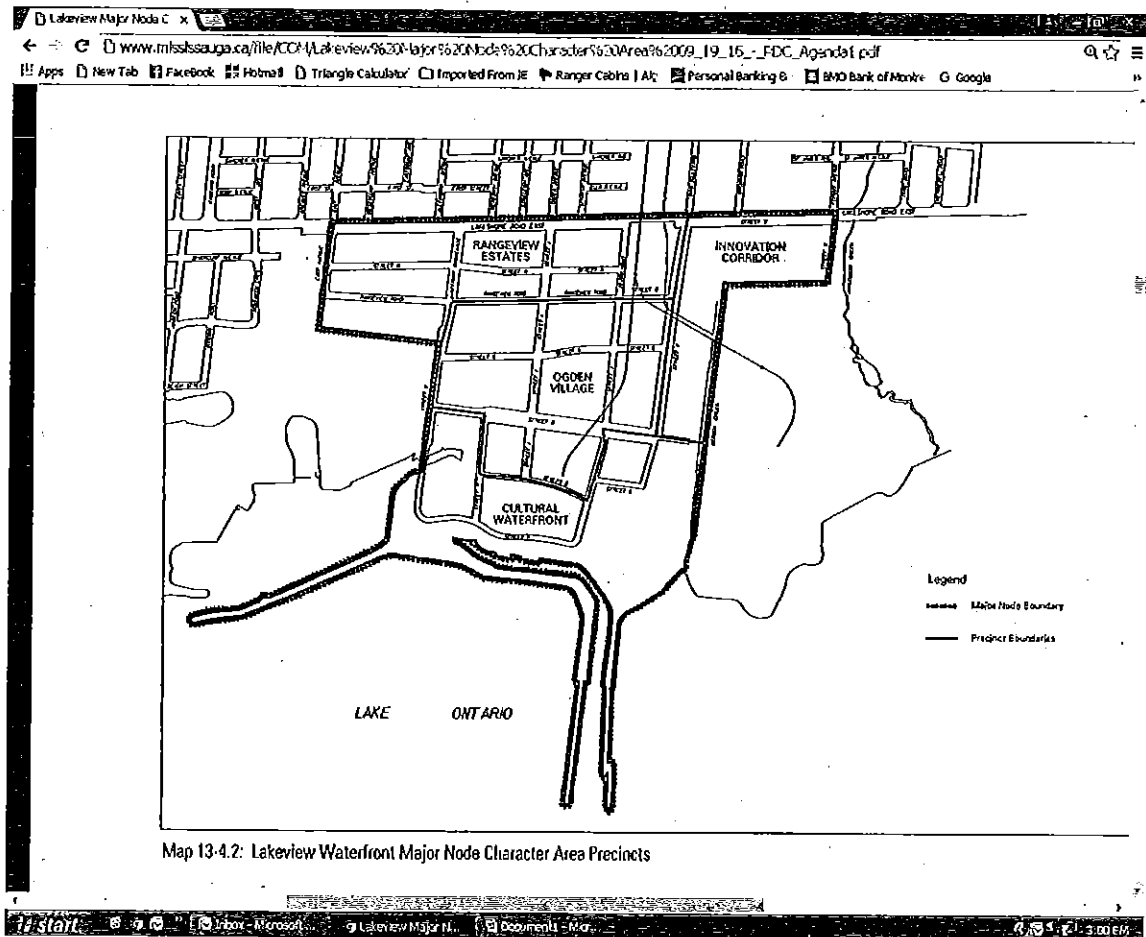
As our property is within the Innovation Corridor we trust that the zoning will remain such that our type of business will be allowed and continue to prosper should the development move forward in the future.

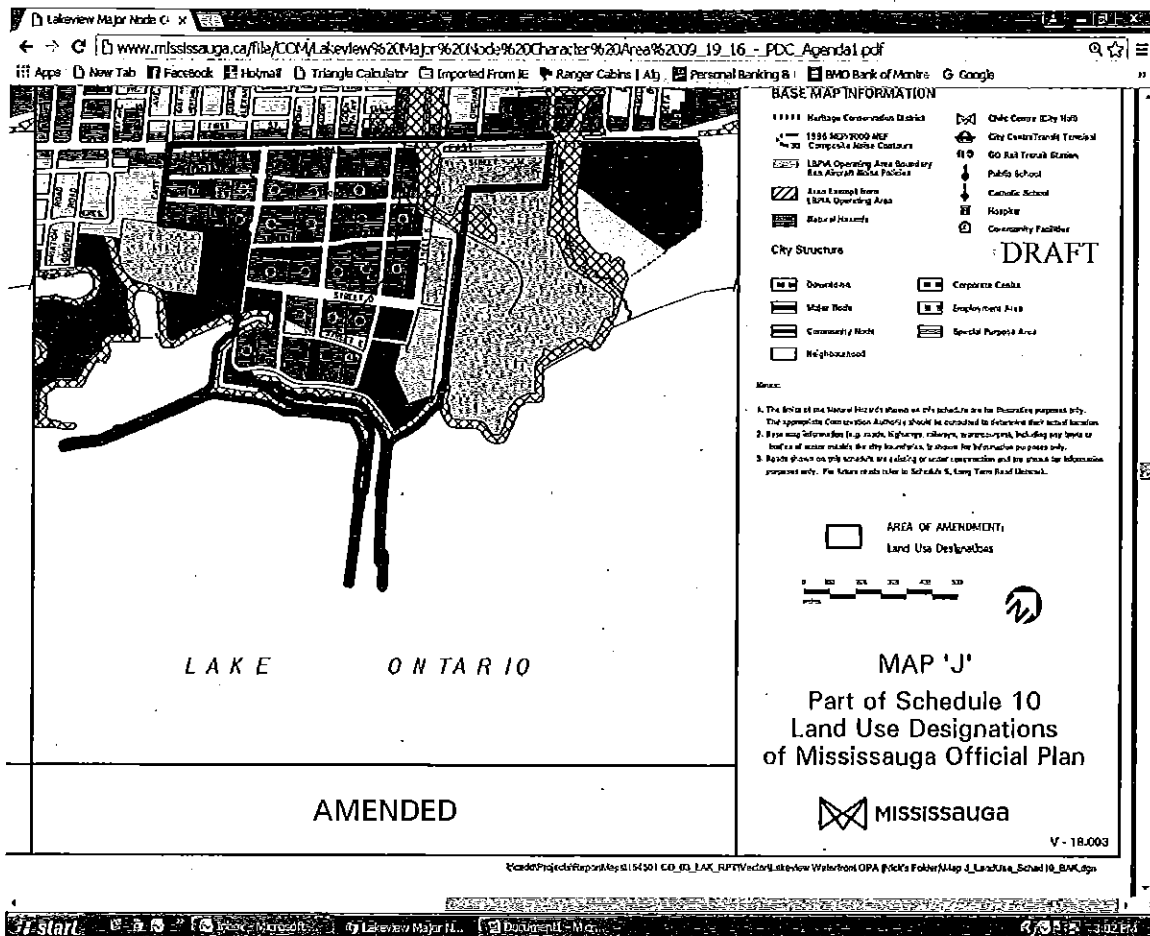
Please consider this our written request to be added to the mailing list and to be notified of further meetings on the above noted matter.

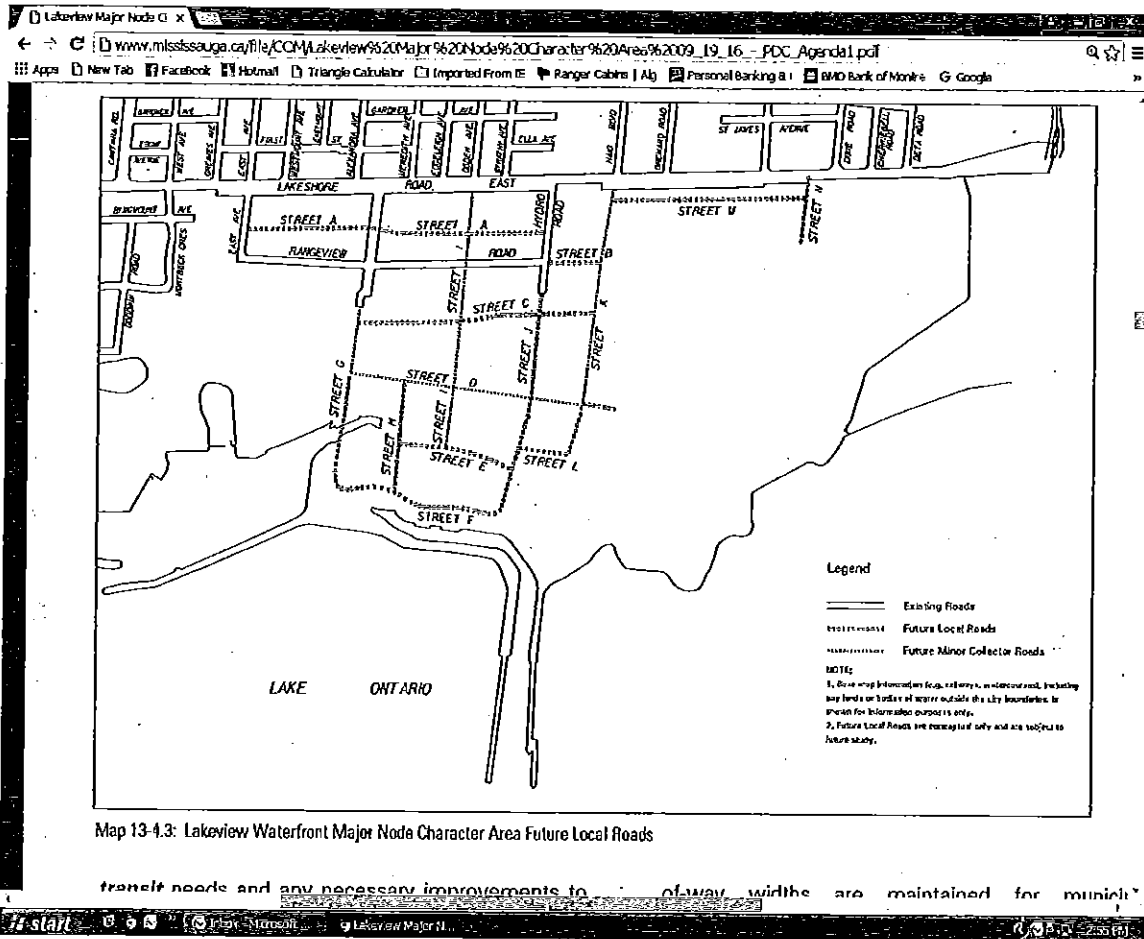
Regards,



Ken Carrier  
TFC General Manager and VP Cintube Toronto Operations  
Attachments







**Karin Phuong**

---

**From:** Campbell, Joshua <jcampbell@creditvalleyca.ca>  
**Sent:** 2016/12/02 11:46 AM  
**To:** Karin Phuong  
**Cc:** Marinas, Maricris; DeJager, Jesse; Hayes, Kate  
**Subject:** Re: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

Karin,

Thank you for the opportunity to provide comment on the Proposed Official Plan Amendment and Lakeview Waterfront Major Node Character Area Policies. Credit Valley Conservation (CVC) recognizes the importance of the proposed plan amendment and policies in relation to Lakeview Waterfront Connection Project (<http://lakeviewwaterfrontconnection.ca>) – a joint endeavor by Region of Peel, CVC and Toronto Region and Conservation Authority and with the support of the cities of Mississauga and Toronto.

Upon review of the proposed plan amendments and policies, CVC is encouraged by the changes – in particular the provisions related to Serson Creek as identified in sub-sections 13.4.5.2 (Green System) and 13.4.5.2.2. The proposed text strengthens the commitment to protect life and property from natural hazards and clarifies the need for future studies to refine the hazard limits associated with Serson Creek.

In keeping with the Vision for the Lakeview Waterfront lands it would be advantageous to highlight and support considerations for protecting the Green System (as identified in Chapter 6 of the Mississauga Official Plan), more specifically the Natural Heritage System as well as parks and open spaces on the site.

***Recommendations***

In this regard, CVC staff recommend the following be incorporated as additional points and/or updates to existing points (new text highlighted in gray) in the Proposed Lakeview Waterfront Major Node Policies:

- I. Under the Green System heading in sub-section 13.4.5.2, that an additional point (13.4.5.2.x) read as follows, or in similar wording:

Encourage the stewardship and enhancement of areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System by placing lands identified for recreation (trails/access), open space and land management in public ownership, where feasible.

- II. Under the Planning and Financing Tools heading in sub-section 13.4.11.5.1, that the existing text be modified as follows:

The City will rely on a wide range of planning and financing tools. These tools may include use of holding provisions, temporary use by-laws, agreements under Section 37 of the Planning Act, land dedication (for land management, recreation (trails/access), open spaces etc.), site plan control and various means of subdividing land.

If you have any question or wish to discuss further please do not hesitate to contact Maricris Marinas at extension 220.

Regards,

Josh Campbell MES, RPP  
Senior Manager, Planning

Sent from my BlackBerry 10 smartphone on the Rogers network.

*1207238 Ontario Inc.  
Oasis Catering Ltd.  
1036 Lakeshore Road East  
Mississauga, Ontario  
L5E 1E4  
905 891-7777*

December 2, 2016

Planning and Building Department  
300 City Centre Drive, 7<sup>th</sup> floor  
Mississauga, Ontario L5B 3C1

Attention Karin Phuong [Karin.Phuong@mississauga.ca](mailto:Karin.Phuong@mississauga.ca)  
Attention Paul Stewart [Paul.Stewart@mississauga.ca](mailto:Paul.Stewart@mississauga.ca)

To whom it may concern,

We object and oppose any planning that would impact our property  
located at 1036 Lakeshore Road East Mississauga, Ontario L5E 1E4

Please leave our property and our business alone.

Thank you.

A handwritten signature in black ink, appearing to read 'Bert Rebelo', with a horizontal line drawn underneath it.

Bert Rebelo





|                           |                        |
|---------------------------|------------------------|
| Reply to the Attention of | Mary Flynn-Guglietti   |
| Direct Line               | 416.865.7256           |
| Email Address             | mary.flynn@mcmillan.ca |
| Our File No.              | 247834                 |
| Date                      | December 2, 2016       |

Delivered by e-mail to [mumtaz.alikhan@mississauga.ca](mailto:mumtaz.alikhan@mississauga.ca) & [application.info@mississauga.ca](mailto:application.info@mississauga.ca)

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

**Attention: Mumtaz Alikhan, Legislative Coordinator**  
**Legislative Services**

Dear Chair George Carlson and Members of the Planning and Development Committee:

**Re: Planning and Development Committee Meeting of December 5, 2016**  
**Item No. 4.4: Lakeview Waterfront Major Node Character Area**  
**Policies Public Meeting**  
**File No. CD.03.LAK W1**

We are the solicitors retained to act on behalf of Stratos Technologies Inc., the owner of a parcel of land approximately one (1) acre in size, municipally known as 1024 Rangeview Road and located within the boundaries of the Lakeview Waterfront Major Node Character Area. For over 21 years, our client has operated a 19, 600 square foot family owned factory that provides components related to wood working.

Our client's representative, Mr. Peter Patsalos attended the November 9, 2016 Public Open House in connection with this matter and has reviewed the background materials, including the materials and studies available on the Inspiration Lakeview webpage and the Recommendation Report from the Commissioner of Planning and Building dated November 15, 2016.

Our client commends the municipality for taking the lead to transform the area from its industrial past into a new innovative, sustainable and green waterfront community with a generous public realm and mix of land uses. The proposed planning framework and land use policies to implement the Master Plan will establish the planning framework to accommodate 20,000 people and 9,000 jobs over the next 30 years in this area. Our client takes no issue with the vision for this area, however our client does have significant concerns related to how the vision is to be implemented.

For example at page 4.1 – 5 of the August 30, 2016 report from the Commissioner of Planning and Building it states as follows:

*“In order to fully realize the Master Plan vision, the city will need to continue to be a leader and proactively advance some of the strategic non-land use related components of the Master Plan. In conjunction with the legal framework established through the Official Plan policies, partnerships and initiatives are required to achieve the vision and transform the area. New partnerships with all levels of government, private partners and land owners will need to be established.....Further, the City will have to work with all land owners to address some of the more challenging aspects as noted below.....constructing a new road network”.*

Clearly the present policy framework does not begin to address the very important, albeit challenging aspects. We submit that the policy framework should not move forward until these important issues, as identified in the report have been resolved.

For example, in reviewing the background materials we note that the new main street for this area, being the extension of Ogden Avenue, will directly run through the middle and over 60 percent of our client’s property. The remaining land area on our client’s property after the realization and construction of Ogden Avenue will be undevelopable. This creates a situation where some existing landowners will benefit greatly from the new vision, while other landowners will be significantly negatively impacted.

We respectfully submit that the municipality should have initiated and ensured direct discussions with all of the landowners located in this area in order to ensure that each landowner is treated fairly. For example, if the municipality had communicated with the landowners at the beginning of the process this plan could have proceeded by way of a Block Plan with a Block Plan Owners Agreement, whereby landowners who will be designated for higher densities are required to compensate those landowners within the Block Plan who carry the burden of the major arterial roads and other public space.

We respectfully submit that the Official Plan policies should not proceed in isolation of a solution to ensure equity amongst the landowners. Rather the Official Plan policies should proceed hand in hand with a Block Planning process and a Block Plan Owners Agreement to ensure that all land owners are treated fairly and equitably.

Should the municipality not wish to proceed by way of Block Planning and a Block Plan Owners Agreement, there needs to be a mechanism in the planning policies to ensure fair compensation to land owners whose properties have lost all or most of any development capability.

As stated above the goal of transitioning the area from industrial to a vibrant multi-use, environmentally sustainable community is laudable and a very positive step forward, however, the Official Plan policies should not be enacted until Council has determined how it will treat all of the landowners fairly. Should the Official Plan policies proceed prior to an equitable landowner solution, the Council decision will have made some landowners winners and other landowners losers. This is simple not fair and reasonable.

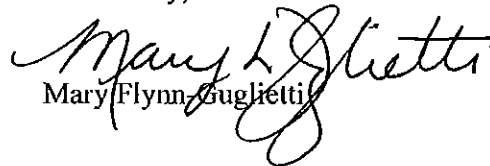
mcmillan

December 2, 2016

Page 3

Kindly ensure that this letter is provided to the members of the Planning and Development Committee for its meeting of December 5, 2016. Mr. Peter Patsalos will be in attendance at the meeting on behalf of Stratos Technologies Inc. and wishes to be listed as a deputation to speak to this item.

Yours truly,

  
Mary Flynn Guglietti

/jl

Cc: Stratos Technologies Inc.

**MARK E. ATLIN, LL.B., M.B.A.**  
**Barrister & Solicitor**

---

December 5, 2016

City of Mississauga  
Planning and Building Department  
300 City Centre Dr.  
Mississauga, Ontario  
L3B 3C1

Attention: Ms. K. Phuong, Policy Planner, MCIP RPP

Dear Ms. Phuong:

**Re:                *Elias Bros. Construction Limited***  
**And Re:        *Glen Schnarr & Associates Inc. comments on the Lakeview Major Node***  
***Character Policies and City Staff report dated November 15, 2016, Proposed***  
***Lakeview Major Node***  
***City File No. CD.03.LAK***

I am the solicitor for Elias Bros. Construction Limited. My client wishes to advise you that it is currently part of the Lakeview Landowner Group represented by Glen Schnarr & Associates Inc. for the purposes of the letter of Glen Schnarr & Associates Inc. to you dated December 5, 2016. However, my client reserves all of its rights to act independently in this matter (including, without limitation, making separate submissions or appealing any decision), either on its own behalf or using another representative.

Thank you.

Yours very truly,

Mark E. Atlin

MEA:

c. Mayor  
Elias Bros. Construction Limited



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

## PARTNERS:

GLEN SCHNARR, MCIP, RPP  
GLEN BROLL, MCIP, RPP  
COLIN CHUNG, MCIP, RPP

## ASSOCIATES:

JASON AFONSO, MCIP, RPP  
KAREN BENNETT, MCIP, RPP  
CARL BRAWLEY, MCIP, RPP  
JIM LEVAC, BAA, MCIP, RPP

December 5, 2016

Refer To File: 586-001

City of Mississauga  
Planning and Building Department  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Attention: Ms. K. Phuong, Policy Planner, MCIP RPP  
Policy Planning Division

**RE: Comments on the Lakeview Major Node Character Area Policies  
and City staff report dated November 15, 2016  
Proposed Lakeview Major Node (south side of Lakeshore Road East,  
East of East Avenue and approximately west of Applewood Creek)  
(City file: CD.03.LAK)**

On behalf of our landowners group, GSAI would like to first thank you for the opportunity to discuss the proposed policy planning framework as discussed during our working session on November 2, 2016. This letter serves to provide a formal response which builds upon that discussion on the policies for the Lakeview community. GSAI believes that our continued dialogue on the proposed policies will ensure a positive outcome for all the key stakeholders in this area as well as to ensure an appropriate development framework which will allow for a feasible future redevelopment of the "Inspiration Lakeview" lands.

The following comments are divided in four main categories:

- General issues;
- Study issues;
- Policy framework;
- Implementation.

**General Issues**

**Major Node:**

The significance of these lands in terms of waterfront and corridor location and redevelopment potential justify the recognition of these lands to be elevated beyond a typical Neighbourhood classification. It appears that in comparison with any other large area appropriate for future

10 KINGSBRIDGE GARDEN CIRCLE  
SUITE 700  
MISSISSAUGA, ONTARIO  
L5R 3K6  
TEL (905) 568-8888  
FAX (905) 568-8894  
www.gsa.ca



## GLEN SCHNARR & ASSOCIATES INC.

URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

redevelopment in the City, the Lakeview Major Node is best suited for the future growth of a medium and high density mixed use neighbourhood. However, the overall policy thrust does appear to conflict with the potential for these lands specific to overall yield as well as development standards. In turn, as noted below, further increases in density and height should be allowed as it will establish the significance of this area in the overall City context and which has unique redevelopment requirements. Increases in the development potential match the significance of this waterfront community location while still allowing for being respectful of the existing area context and functioning. The City will also need to ensure political commitment from all levels of government are available to provide the funding for the necessary studies and eventual hard/soft/social infrastructure required to ensure the flourishing of this future unique Major Node.

### Population Allocation:

Has the City and Region of Peel agreed upon the allocation of population for this Major Node? Is it confirmed that the numbers proposed in the OPA are a minimum for future growth for this Major Node area?

### Boundary limit:

In consideration of the isolation to existing residential areas of the waterfront parks immediately south of the Peel water treatment facility, the Major Node boundary should be revised to include Douglas Kennedy Park and the easterly portion of Lakefront Promenade Park.

### Study Issues

#### OPG lands:

To better ascertain timing for proceeding with development applications, and overall requirements for same, the timing for the release of the OPG lands by the Province should be established as quickly as possible. In consideration of potential delay with these lands, and refinement of the requirements for the balance of the Major Node lands, the policy requirements should be reviewed to allow for phasing for eventual land development of the other Major Node lands.

#### Serson Creek Study:

Our understanding is that CVC is currently reviewing the flood/hazard mapping for this watershed in conjunction with the recent CVC approval of the EA for the culvert crossing of Lakeshore Road East. Is it the City's intention to use this information to finalize the policy planning framework or is another separate study expected by the CVC and City for this watershed?

#### Green or sustainable technologies:

Who currently is leading the issue of resolving answers around providing district energy and alternative waste collection systems: is it the City or the Region? Will these systems be publicly developed and operated since they fall under public jurisdictions similar to current energy and waste responsibilities? What is the expectation around any private involvement and timing to



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determine the future of these technologies but also what are the requirements which will result from deciding on the use of these technologies? For example, what are the impacts on site development or building design resulting from infrastructure requirements to support these initiatives? Will a technical steering committee or other appropriate forum with various approval authorities and the landowners be established for the review/approval/implementation framework for these alternative technologies? Will this be determined in time for the initial phases of development of the Lakeview Major Node? Have all City departments and other approval bodies involved in the review and approval of development applications bought into these concepts and will they accept their design and other technical considerations in balance with other overall requirements?

The current wording is not clear as to whether the LEED and other green technology references are meant to encourage alternative development standards or will be incentivized as an alternative development standard. There are concerns that based on the City's implementation of these policies, and the latest LEED v4 requirements, there could be significant costs for development in this area which makes it uncompetitive with developing in other areas of the City or surrounding municipalities. Further, will the typical City standards (i.e. engineering, design) be revised to reflect the promotion of and not potentially conflict with these sustainable policies?

### Policy Framework

#### Employment designation:

It appears premature to propose the extent of the Employment designations throughout this Major Node. Further, it may not be appropriate to proposed Employment uses along the Lakeshore "Corridor" in light of the significance of this street and the desire to have a continuous and active streetscape as the entrance to this Lakeview community. In reviewing the current MOP, with the exception of three sites (all with historical reasons for their existence), there are no other Employment designated lands along any MOP "Corridor" that are not in an Employment Area as defined by the MOP. These lands should be reviewed in the context of the required amount of Employment lands for this area (from the future study) as well as the intended streetscape within this Major Node. A Mixed Use designation scenario unique for the Major Node may be an appropriate use blend here with a combination of residential/retail/employment uses which provide for area transition but also accommodate employment which could balance the job density target aspirations as well as provide opportunities to the general community (i.e. studio/artist space).

#### Mixed Use designation:

Does this policy framework allow for the ability to develop a supermarket in this Major Node? Consideration should be given for this use if not considered in light of the significant growth potential in this part of the City.

#### Motor Vehicle Commercial designation:



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What are the City's expectations for the kinds of uses typically found on lands with this designation? Could they be considered with the appropriate policy framework within the Mixed Use designation or as part of any lands designated Business Employment?

### Railway spur lines:

The policies need to indicate what the City's expectations are regarding the future of the spur lines and the designation for the lands currently occupied by these lines.

### Population and Jobs Estimate:

A high-level review of the plan indicates that with the Population/Job projections proposed, the overall development potential would exceed the current limit set in the OPA. Why does the projection not match the potential density scenario appropriate for a Major Node? This could be problematic during the review of development applications where limits may be imposed on development applications. In preparing part precinct plans using the OPA's desired built form distribution (but not including "Taller Buildings" strictly to simplify the design exercise) and in consideration of typical City urban design and zoning requirements for the residential lands, the mock-up design scenarios yielded populations that were at least double the envisioned population estimates reinforcing our earlier point that the overall population projection should be increased for these lands. The design scenarios also used the Hemson apartment rate standard for all the proposed units thus reconfirming the projections could increase even further with future development. This increase would be in keeping with a Major Node and the City's desire to create an urbane neighbourhood in the Lakeview area.

### Residential (Medium and High) Designation:

The current proposed land use designations rely on many assumptions which have variables unknown at this time (i.e. enhanced transit corridor). The designations should be more flexible to allow for increased density and height in the Medium Designation where it can be proven appropriate transition and Precinct Plan requirements can be satisfied. Consideration should also be given to allowing commercial parking facilities which could be located and designed to centralize parking requirements to better promote design considerations for various envisioned uses in this Major Node.

### Enhanced Transit Corridor:

Has the City or any appropriate approval authority responsible for provision of transit prepared a cost benefit analysis for this Enhanced Transit Corridor proposal? Should or could the determination of the Enhanced Transit Corridor location and the level of enhancement required be part of the "Lakeshore Connects" project which is currently underway with the City? It would appear that this project is well-suited for reviewing the Lakeview Major Node transit requirements in light of all transit for the subject area starting and ending along Lakeshore Road East. Further, the density strategy dictating land use seems out of step when no decision has been made on the final location and design/capacity of the higher order transit for this Major Node. This should occur immediately and take advantage of the "Lakeshore Connects" overall framework plan and in consideration of the policy framework prepared by the City in this OPA, with subsequent revisions as it should be the key determinant of transit requirements for this





## GLEN SCHNARR & ASSOCIATES INC.

URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

area. Can the City confirm which approval authority will be responsible for the studies required regarding the Enhanced Transit Corridor?

### Green System:

If the creation of Precinct Plans are meant to refine the smaller neighbourhood elements of the plan, it would appear that the designation of lands as shown on the Green Systems is premature. The City should indicate what the intentions are for the requirements for the Green System in light of parks and recreation facilities in close proximity to the overall Lakeview Major Node area.

### Design considerations:

How were the precinct boundaries determined? It appears the built-form distribution wheel as well as some other design policies seem too detailed to be included in an OPA document. What are low-rise apartments? How are they different from horizontal multiple dwelling developments? Are there examples of the mid-rise built form within the City limits that the policy framework envisions? We are concerned that this built form as a stand-alone development is not feasible and realistic in this area and is further constrained by the potential cost requirements which may be imposed in this Major Node.

The policy framework appears to reduce heights of potential buildings (and/or the proportion of mid-rise and taller buildings allowed) which is contrary to the thrust of the "Direct Growth" framework section of the MOP and as would be applicable in a Major Node.

It is felt the existing context for the areas surrounding the Major Node allows for increased height to the current policy planning framework proposed in consideration of the following:

- North edge: Along Lakeshore Road East, a significant road rights-of-way separates the Major Node to the existing development to the north. Further, the lands along the north side of Lakeshore (which are in a "Corridor") also have a policy framework recognizing potential redevelopment up to 4 stories in most locations with potential for higher development limits. This area further east along Lakeshore Road East also includes existing development with four, seven, and sixteen storey apartment building heights;
- West edge: A significant separation exists, including a City park, from the eastern edge of East Avenue to existing residential lands on the Byngmount Avenue/Montbeck Crescent area. The area along the western edge of East Avenue is also tentatively subject to redevelopment by the Region of Peel;
- East edge: Along the narrower part of the Major Node lands, both to the south but primarily to the east are significant open spaces which are all in public ownership.

Subsequently, the current height limits and land use designations as proposed are inappropriate as using current City methodologies (i.e. sun/shadow studies or other analysis) would confirm that adequate distance to allow for appropriate transition exists for taller/denser development to the neighbourhoods surrounding the Major Node and for future development within the Major Node.



## GLEN SCHNARR & ASSOCIATES INC.

URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

### Roads:

Do all future roads need to be public rights-of-way and could they be reduced in size? It would seem that if the City wants to have a more urbane development, revised engineering standards should be considered which would look at the possibility of smaller lanes (i.e. pedestrian lanes) or on-street parking or other alternative standards which will foster walkability as well as other TDM measures for the general area or specific to developments. Could the determination of the future roads be part of preparing or finalizing the precinct plans? It appears some roads (i.e. Street A, M, N) may not serve a purpose, or may not need to be for full vehicular use, or could be relocated if necessary to improve circulation/access within the Major Node.

While discussed below in greater detail, consideration should be given to allowing development to proceed when existing roads (and necessary services) already exist and further study for the broader community would not be jeopardized as a result of allowing portions of the Major Node to proceed.

### Implementation

#### Outstanding studies:

It is unclear as to responsibility and timing requirements for the following: Class E.A. (as per policy 13.4.11.2), and Precinct plans (as per policy 13.4.11.3). Further, the policies in the document note that development applications are premature until area wide studies are completed including: Transportation, Land-Use compatibility, Master servicing, and the Financial strategy. For example, would a Master Servicing Plan need to analyze the feasibility of a district energy system or to review the options/framework as it relates to the viability of this system? Consideration should be given to focusing these study requirements on the basis of precinct requirements as some of those studies may not need to be commenced/completed prior to development proceeding.

Overall, and as noted in our working session, it appears redundant to not allow development to proceed when critical development infrastructure already is in place (i.e. road, services). The policy framework should recognize the potential for phasing of lands to proceed in the absence of other studies which appear to be geared towards finalizing details and requirements for the OPG lands.

#### Financial considerations:

Does the City envision any upfront funding needed to support the development which would result in D.C. credits? Is the City considering offering any incentives for any required effort? What are the municipal funding sources that the City is seeking from the Province and what would those monies be directed towards?

The City OPA document references financing tools and suggests there may be additional requirements beyond the typical costs of development. Does the City know what those tools will be, how they will be used, and what would be the purpose for the additional development costs? There is also reference to the applicability of section 37 for these lands. It is unclear how this would apply or could apply in a scenario where no development proposed exceeds the development criteria established in the policy framework.



**GLEN SCHNARR & ASSOCIATES INC.**

URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

Due to the complexity of this policy framework, with various unknown financial and implementation requirements, it is respectfully requested that City staff continue to review and discuss this Lakeview policy framework matter with our clients. The LLOG has raised concerns that the current policy framework has many unknowns and therefore risks to development unfolding as envisioned.

The discussion to date with City staff has been a first step in revealing where the policies need clarification and it is our hope this discussion can continue. We look forward to working towards a mutually beneficial policy planning framework including clear accountabilities and requirements for this Major Node to be the successful community of the future.

Should you have any questions on this matter, please feel free to contact the undersigned.

Yours truly,

Glen Broll, MCIP RPP  
Partner

c: Mayor and Members of Planning and Development Committee  
Lakeview Land Owner Group

**Karin Phuong**

---

**From:** Marilou Ignacio <mignacio@enersource.com>  
**Sent:** 2017/01/27 2:24 PM  
**To:** Karin Phuong  
**Cc:** Chris Kafel; Gil Sta Rita; Miron Nahirny  
**Subject:** FW: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

----- SENDING ON BEHALF OF MR. CHRIS KAFEL -----

Hi Karin –

Please find below our comments on your inquiry re: above subject.

We have no objection to the proposed Amendment. Our comments are as follows:

- New underground electrical system will be required c/w manholes and concrete-encased duct bank for high voltage circuits
- Removal and/or relocation of existing Enersource Hydro Mississauga overhead distribution circuits within the development site will be required.
- The applicant is requested to contact Enersource Hydro Mississauga well in advance to arrange for the design and installation of the electrical distribution system
- An "Offer to Connect" will be made for the above development that is consistent with the rules outlined in Chapter 3 of the Ontario Energy Board's Distribution System Code.
- All above grade hydro equipment that will be located within the development property will require vehicle access at all times (min 3.0m wide). For Enersource Hydro Mississauga operation purposes, any proposed landscaping, retaining walls and or structure near the hydro equipment must meet required clearances for safe operation and maintenance by Enersource crews.
- Servicing to the proposed development can be made available through pad-mounted transformer(s) or vault type transformer(s). For supply from a pad-mounted transformer, the electrical room is required at the grade level. For vault mounted installation, the vault room is required at the grade level.
- Easement in favor of Enersource Hydro Mississauga will be required for this development. The applicant is to contact Enersource Easement and Permit Coordinator, Ms. Helena Turkiewicz at [hturkiewicz@enersource.com](mailto:hturkiewicz@enersource.com), to provide information regarding the necessary easements.

Should you need further information, please do not hesitate to contact Mr. Chris Kafel at 905-283-4036.

Thank you,

M.B. (Lou) Ignacio  
Project Coordinator  
[mignacio@enersource.com](mailto:mignacio@enersource.com)  
t 905.283.4088 f 905.566.2737  
3240 Mavis Road, Mississauga, Ontario L5C 3K1

**enersource**  
more than energy

---

From: Karin Phuong <[karin.phuong@mississauga.ca](mailto:karin.phuong@mississauga.ca)>

Sent: Wednesday, January 25, 2017 8:29 AM

Subject: RE: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

To: Chris Kafel <[ckafel@enersource.com](mailto:ckafel@enersource.com)>

Attn: C. Kafel – Enersource Hydro Mississauga

Hello,

I'd like to follow-up with Enersource regarding comments for the proposed Lakeview Waterfront Major Node Character Area policies. I have not yet received a response, and would like to confirm whether Enersource will be providing comments?

Thanks again,

Karin

---

**From:** Karin Phuong

**Sent:** 2016/12/13 1:10 PM

**To:** Karin Phuong

**Subject:** RE: Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

Hello,

This email is to follow-up on a circulation letter sent to you in October requesting comments on the draft Lakeview Waterfront Major Node Character Area policies. Given the busy time of the year, planning staff have extended the timeframe for your comments. If you could provide comments by the first week of January it would greatly appreciated. If you have reviewed the document and have no comments, please let me know.

Regards,

Karin



**Karin Phuong, MCIP, RPP**

Planner, City Planning

T 905-615-3200 ext. 3806

[karin.phuong@mississauga.ca](mailto:karin.phuong@mississauga.ca)

City of Mississauga | Planning & Building Department,  
Policy Planning Division

---

**From:** Karin Phuong

**Sent:** 2016/10/04 9:53 AM

**To:** Karin Phuong

**Cc:** Crystal Greer; Councillor Jim Tovey ([jim.tovey@mississauga.ca](mailto:jim.tovey@mississauga.ca)); Andrew Whittemore; Karen Crouse; Paul Stewart

**Subject:** Proposed Official Plan Amendment - Lakeview Waterfront Major Node Character Area Policies

To: Circulation List – External Agencies and Internal Departments (Bcc'd)

Hello,

Mississauga City Council has directed staff to prepare an Official Plan Amendment to implement the Inspiration Lakeview Master Plan. Attached is a formal letter requesting your comments, and in some cases asking that you respond to specific issues.

Due to the size of the proposed policies it has not been attached. You can review the policies by clicking on the following

link:[http://www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009\\_19\\_16\\_-\\_PDC\\_Agenda1.pdf](http://www.mississauga.ca/file/COM/Lakeview%20Major%20Node%20Character%20Area%2009_19_16_-_PDC_Agenda1.pdf)

I would appreciate your comments by December 1, 2016, which can be provided either by mail or e-mail. Please let me know if you are unable to meet this timeframe.

If you have any questions please feel free to call me at 905-615-3200 ext. 3806.

Thank you,  
Karin



**Karin Phuong, MCIP, RPP**  
Planner, Community Planning  
T 905-615-3200 ext. 3806  
[karin.phuong@mississauga.ca](mailto:karin.phuong@mississauga.ca)

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

D. TOMLIN

PROPERTY

ADDRESS:

MAILING ADDRESS (IF  
DIFFERENT FROM ABOVE):

POSTAL CODE:

PHONE NUMBER:

EMAIL:

COMMENTS/QUESTIONS:

SEEMS LIKE A FAST PROCESS! LOTS OF  
QUESTIONS RE PLACEMENT OF  
PARKLAND VIS A VIS DENSITY;  
COMBINING ORDER AND CULTURAL  
HUB IN ONE PIECE. LOSTING THE  
ISLAND WHICH WAS A FANTASTIC  
GEOGRAPHICAL PIECE TO BRING CANAL INTO SITE  
WHAT DOES MAJOR NODE MEAN??

For information on-line, you can visit our website at:  
[www.mississauga.ca/portal/residents/inspirationlakeview](http://www.mississauga.ca/portal/residents/inspirationlakeview)

Please write on the back page if you need more room.

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300 CITY CENTRE DRIVE, 7<sup>TH</sup> FLOOR  
MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG  
PHONE: (905) 615-3200 ext. 3806  
EMAIL: [Karin.Phuong@Mississauga.ca](mailto:Karin.Phuong@Mississauga.ca)

HYDROTRAIL SHOULD BE GREEN COMING DOWN  
(REMAIN) INTO SITE.  
OK, UNDERSTAND.

↑ AVOID OBSCURING WATER - AUTHENTIC

MY BIG QUESTION - ONCE THERE IS A  
DEVELOPMENT APPLICATION FOR THE  
SITE, WILL THESE POLICIES BE ABLE  
TO BE AMENDED?

SOUNDS LIKE THIS <sup>IS</sup>  
YES

P.S. WANT THE LITTLE PEDICYCLINK  
BRIDGE AT THE DISCHARGE CHANNEL!



Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME: TIM MURPHYPROPERTY ADDRESS: [REDACTED]MAILING ADDRESS (IF DIFFERENT FROM ABOVE): [REDACTED]POSTAL CODE: [REDACTED]PHONE NUMBER: [REDACTED]EMAIL: [REDACTED]

## COMMENTS/QUESTIONS:

- o Appears to be much more density than I was expecting
- o Appears to be far less green space in this version
- o The Amount of lakefront green space seems to low.
- o Density in between Street E & Street F seems much higher than previously discussed
- o Why have we accepted buildings with greater than 15 stories?

Please write on the back page if you need more room.

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME: Jonathan Gugg

PROPERTY ADDRESS: [REDACTED]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE):

POSTAL CODE: [REDACTED]

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

COMMENTS/QUESTIONS:

Street F - ~~encourage~~ encourage commercial/mixed use / restaurants / pubs

Street F - designed for more uses than sole automobile  
- car free if possible!

Please write on the back page if you need more room.

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EMAIL: [Karin.Phuong@Mississauga.ca](mailto:Karin.Phuong@Mississauga.ca)

# COMMENT FORM

## Community Open House - June 5, 2018

NAME: Margaret Anne LittleDarling

**PROPERTY**

**ADDRESS:**

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

**POSTAL CODE:**

PHONE NUMBER:

**EMAIL:**

**COMMENTS/QUESTIONS:**

It seems last year Jim Tovey had reviewed the Inspiration Lakeview Village quite differently ~~that~~ than what we are seeing now. There appears to have been a lot of changes from the original vision & I think that it needs to be reviewed a little closer before the policies are approved. Suddenly we have high rises over 15 stories & a water front reduced to 30 metres - this is supposed to be encouraging cyclists, pedestrians & public use of the waterfront to be a tourist destination. I also think this change has been pushed through without enough public notice to the residents of Lakeview with only 20 days left before policies 30 for approval.

Please write on the back page if you need more room.

For information on-line, you can visit our website at: [www.mississauga.ca/portal/residents/InspirationLakeview](http://www.mississauga.ca/portal/residents/InspirationLakeview)

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PHONE: (905) 615-3200 ext. 3806

EMAIL: [Karin.Phuong@Mississauga.ca](mailto:Karin.Phuong@Mississauga.ca)

No newspaper has been delivered by Mississauga News in over 5 weeks + I like many - do not surf through the net at night to check out the municipal website. Something this important needs to have much better notification to the Lakeview Constituents. A general mailing should have been sent to all Lakeview residents with a comparison of the original plans to the revised plans to announce a public forum for questions + answers.

I came out tonight for the community open house expecting a full presentation. There was ~~none~~ none. There wasn't even a comparison of the original plans or an explanation of the changes being made. You had to "know" the changes by looking at the new plans only, which is an unfair representation of the plans to Lakeview residents who may not have been keeping up with things as they progressed.

~~These changes need to be~~

Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

Trevor Baker

PROPERTY

ADDRESS:

[REDACTED]

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

POSTAL CODE:

[REDACTED]

PHONE NUMBER:

[REDACTED]

EMAIL:

[REDACTED]

COMMENTS/QUESTIONS:

Can anything be done to protect the 10-year  
investments of community participation?

Perhaps, official process that involves  
community input during the DUP process.  
(Not simply: "make sure you tell the community what  
you want to do")

Please write on the back page if you need more room.

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

Rick Little Darling

PROPERTY

ADDRESS:

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

POSTAL CODE:

PHONE NUMBER:

EMAIL:

COMMENTS/QUESTIONS: For God's sake get Jim Tovey's vision realized!

30 metres is the minimum green space along the waterfront by law. This needs to be increased! There needs to be pedestrian zone south of Street D. Put retractable Bollards in to prevent ~~drivers~~ public drivers for economic growth & pedestrian safety (as driving attacks are increasing world wide). The proposed canal should cross Street H and run to Hydro Road for community activity (dragon boat racing, kayak, canoe, swimming - ice skating in winter.

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over → We need to look at delaying until a  
 voted representative is in place IF Jim's vision is not realized. 6

Our councillor should have bulk mailed (not just website and not mississauga news which fails to be delivered week after week, we get it less than ~~we~~ ever.)

The City DID NOT Do A PRESENTATION TO THE COMMUNITY.

This is not a proper or adequate information to the community.

The WATER FRONT PRECINCT  
~~SHOULD~~ NEEDS TO REMAIN  
 Separate from OGDEN  
 precinct.

Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME: DEBORAH GOSSPROPERTY ADDRESS: [REDACTED]MAILING ADDRESS (IF DIFFERENT FROM ABOVE): [REDACTED]POSTAL CODE: [REDACTED]PHONE NUMBER: [REDACTED]EMAIL: [REDACTED]

## COMMENTS/QUESTIONS:

- AFTER SEEING THE NEW LAND USE PLAN - WOULD LIKE TO HAVE MORE TIME TO SEE IMPACT ON PROJECT - MORE TIME TO COMPARE TO ORIGINAL MASTER PLAN
- REQUEST DENSITY (TALLER BUILDINGS) IN THE CENTRE OF DEVELOPMENT ABOVE ROAD C + AROUND THE TRANSIT CORRIDOR (HIGH TRAFFIC VEHICLES)
- PEDESTRIANIZATION ON STREET F & STREET E & THROUGH CULTURAL DISTRICT
- NO HEIGHT AT LAKEFRONT MWE NORTH TO STREET D & C

Please write on the back page if you need more room.

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 PHONE: (905) 615-3200 ext. 3806  
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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME: HARTLEY MOHABIR

PROPERTY

ADDRESS: [REDACTED]

MAILING ADDRESS (IF  
DIFFERENT FROM ABOVE):

POSTAL CODE: [REDACTED]

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

COMMENTS/QUESTIONS:

WHAT HAPPENED TO THE EIGHT GUIDING PRINCIPALS? THE UPDATED  
PLAN IS NO LONGER OPEN, OR MOST IMPORTANTLY A DESTINATION.  
PLEASE RE-VISIT THE PLAN AND BRING THE HEART BACK. OPEN  
WATERFRONT, MORE ARTS, CULTURE, PUBS, LESS RESIDENTIAL!  
THE CENTRAL CORRIDOR, A PLACE PEOPLE WANT TO VISIT. RIGHT NOW  
THE PLAN LOOKS LIKE A TRANSPLANTED LIBERTY VILLAGE - VERY SAD  
AND DISAPPOINTING. MAKING IT GREEN AND SUSTAINABLE ARE BOTH  
GREAT, A REALITY OF OUR TIMES, BUT IT'S STILL LIBERTY VILLAGE.

Please write on the back page if you need more room.

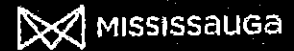
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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

MINH-TAT COU

PROPERTY

ADDRESS:

[REDACTED]

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

POSTAL CODE:

[REDACTED]

PHONE NUMBER:

[REDACTED]

EMAIL:

[REDACTED]

COMMENTS/QUESTIONS:

EXCEPT FOR THE MAJOR ROAD, THE SECONDARY  
OR MINOR ROAD SHOULD BE ONE WAY.

Please write on the back page if you need more room.

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

Rock Little Darling

PROPERTY

ADDRESS:

MAILING ADDRESS (IF  
DIFFERENT FROM ABOVE):

POSTAL CODE:

PHONE NUMBER:

EMAIL:

COMMENTS/QUESTIONS:

The 4 story <sup>cap</sup> along lakeshore should not be a token gesture. If it goes from 4 story to 8 story within 20-50 feet it is still going to feel like you're looking at a wall of buildings. Also, the cap should remain at 15 stories there should be no possibility to pay a fee five and go higher. It should remain essential to keep a green space path along hydro run right down to the lakeshore.

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME: Moa 2 AHMADPROPERTY ADDRESS: [REDACTED]MAILING ADDRESS (IF DIFFERENT FROM ABOVE): POSTAL CODE: [REDACTED]PHONE NUMBER: [REDACTED]EMAIL: [REDACTED]

## COMMENTS/QUESTIONS:

I am curious about opportunities to align the new development with localized infrastructure and enhanced ~~the~~ transportation networks. Localized infrastructure should be sustainable, environment friendly, and not overwhelm or put extra pressure on existing infrastructure. District energy including deep-lake cooling ~~is~~ may be something that should be encouraged for the

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site and extend into Lakeview and Port Credit, allowing both communities to gradually become more sustainable and environmentally friendly over time.

The transportation vision should focus on local trips and ~~then~~ emphasize transit, walking and cycling over cars. There are many who are already suggesting that roads be widened - the opposite of what we want, to build people friendly communities

Mouy Ahmed

Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME: KRISTYNA STECHYPROPERTY ADDRESS: [REDACTED]MAILING ADDRESS (IF DIFFERENT FROM ABOVE): [REDACTED]POSTAL CODE: [REDACTED]PHONE NUMBER: [REDACTED]EMAIL: [REDACTED]

COMMENTS/QUESTIONS:

25' +  
 Very concerned over the density + heights - and these locations too close to the lake - This negates some of the 8 principles i.e. Link, Open, Destination, Vibrant (welcoming to all) The new H's the policies are quite ~~the~~ giving the developers the green light to change the heart of what the community thought the new Lakeview would look like.

Please write on the back page if you need more room.

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

PROPERTY:

ADDRESS:

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

POSTAL CODE:

PHONE NUMBER:

EMAIL:

COMMENTS/QUESTIONS:

Massing needs to be moved towards the  
centre of the site

Pedestrian road "only" at the south end of  
the site - "service access only"

Please write on the back page if you need more room.

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## COMMENT FORM

## Community Open House - June 5, 2018

NAME: Priscilla J. Butler

PROPERTY ADDRESS: [REDACTED] [REDACTED]

MAILING ADDRESS (IF DIFFERENT FROM ABOVE): \_\_\_\_\_

POSTAL CODE: [REDACTED]

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

**COMMENTS/QUESTIONS:**

The plans have been changed, High Rise initially in the middle <sup>now</sup> at the waterfront. We need community workshops about the proposed changes. It is difficult to understand especially when no discussion has been in place for the surrounding community.

Please write on the back page if you need more room.

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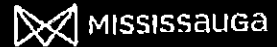
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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

Shirley / Arnold Des Roches

PROPERTY

ADDRESS:

[REDACTED]

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

\_\_\_\_\_

POSTAL CODE:

[REDACTED]

PHONE NUMBER:

[REDACTED]

EMAIL:

\_\_\_\_\_

COMMENTS/QUESTIONS:

*we need more info on this huge project - re  
Changes be done without notification.  
we must know & hear about these.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please write on the back page if you need more room.

For information on-line, you can visit our website at:

[www.mississauga.ca/portal/residents/inspirationlakeview](http://www.mississauga.ca/portal/residents/inspirationlakeview)

PLEASE PLACE IN THE BOX OR SUBMIT BY MAIL/EMAIL TO:

CITY OF MISSISSAUGA

PLANNING &amp; BUILDING DEPARTMENT

300 CITY CENTRE DRIVE, 7<sup>TH</sup> FLOOR

MISSISSAUGA, ON L5B 3C1

ATTENTION: KARIN PHUONG

PHONE: (905) 615-3200 ext. 3806

EMAIL: [Karin.Phuong@Mississauga.ca](mailto:Karin.Phuong@Mississauga.ca)

Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

Robert &amp; Shirley Clark

PROPERTY

ADDRESS:

[REDACTED]

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

POSTAL CODE:

[REDACTED]

PHONE NUMBER:

EMAIL:

[REDACTED]

COMMENTS/QUESTIONS:

- ① Street F was suppose to be a pedestrian ONLY walkway no traffic.
- ② The original plan was a pyramid (tallest building in middle of plan and mid-rise closest to water.

Not happy with the changes. We did have a note now all has changed.

Please write on the back page if you need more room.

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

Trevor Baker

PROPERTY

ADDRESS:

[REDACTED]

MAILING ADDRESS (IF  
DIFFERENT FROM ABOVE):

POSTAL CODE:

[REDACTED]

PHONE NUMBER:

[REDACTED]

EMAIL:

[REDACTED]

COMMENTS/QUESTIONS:

Table 1 - Distribution of Housing by Precinct ---

Why are Odessa Green + Cultural Waterfront combined?

They weren't originally, so I'm skeptical as to the motivation for the change.

As it currently stands, it ~~gives more~~ restricts limits controls as to where a developer can focus their development.

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME:

Sean Hasted

PROPERTY

ADDRESS:

MAILING ADDRESS (IF  
DIFFERENT FROM ABOVE):

POSTAL CODE:

PHONE NUMBER:

EMAIL:

COMMENTS/QUESTIONS:

- mixed use*
- I would like to see ~~commercial convenience~~ put along the centre street "I" on the ~~lower~~ ground level as it all has been moved to near "institutional" & "F" - permitted
  - community gardens need to be added as part of future application for developers

Please write on the back page if you need more room.

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME: Sharinla SetonamPROPERTY ADDRESS: [REDACTED]MAILING ADDRESS (IF DIFFERENT FROM ABOVE): [REDACTED]POSTAL CODE: [REDACTED]PHONE NUMBER: [REDACTED]EMAIL: [REDACTED]

COMMENTS/QUESTIONS:

What is happening with the wildlife corridor?  
 Deer & other wildlife travel west least south  
 of Lakeshore. They travel across the road leading  
 into the GE Booth Plant.

Please write on the back page if you need more room.

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Lakeview Waterfront Major Node Character Area Policies



## COMMENT FORM

Community Open House - June 5, 2018

NAME: JOHN LOFASO

PROPERTY

ADDRESS: [REDACTED]

MAILING ADDRESS (IF

DIFFERENT FROM ABOVE):

POSTAL CODE:

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

COMMENTS/QUESTIONS:

I WAS Hoping THAT THIS EVENING WOULD  
BE MAINLY A Q+A WITH CITY PLANNING &  
THE DEVELOPER. THIS AMENDMENT OF THE MASTER  
PLAN SEEMS SIGNIFICANTLY DIFFERENT FROM WHAT  
JIM TOVEY AND THE COMMUNITY ORIGINALLY  
CONCEIVED YEARS AGO. I AM IN FAVOUR OF  
DEVELOPMENT BUT I DON'T WANT THIS SITE TO  
TURN INTO THE LAKESHORE AT DARK BROWN.

Please write on the back page if you need more room.

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# City of Mississauga Minutes



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(Approved October 11, 2016)

## Planning and Development Committee

### Date

2016/09/19

### Time

7:00 PM

### Location

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

### Members Present

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

### Members Absent

### Find it online

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

**Staff Present**

Mr. Ed Sajecki, Commissioner, Planning & Building  
 Ms. Lesley Pavan, Director, Development & Design Division  
 Mr. Andrew Whittemore, Director, Policy Planning Division  
 Ms. Angela Dietrich, Manager, City Wide Planning, Policy Planning Division  
 Mr. Ray Poitras, Manager, Development South  
 Mr. Hugh Lynch, Acting Manager, Development North  
 Mr. Michal Minkowski, Legal Services  
 Mr. Steve Barrett, Manager, Transportation & Asset Management  
 Mr. Lincoln Kan, Manager, Development Engineering, Transportation & Infrastructure  
 Planning Division  
 Mr. Eric Lucic, Team Leader, Parks & Forestry Division  
 Ms. Karen Crouse, Project Leader, Policy Planning Division  
 Mr. Paul Stewart, Policy Planner  
 Ms. Karin Phuong, Policy Planner  
 Ms. Sharleen Bayovo, Policy Planner  
 Ms. Ashlee Rivet, Development Planner  
 Ms. Mumtaz Alikhan, Legislative Coordinator  
 Ms. Carmela Radice, Legislative Coordinator



1. CALL TO ORDER □ 7:01 pm
2. DECLARATION OF CONFLICT OF INTEREST □ Nil.
3. MINUTES OF PREVIOUS MEETING □ September 6, 2016

**APPROVED** (Councillor R. Starr)

4. MATTERS TO BE CONSIDERED

4.1. Lakeview Waterfront - Draft Major Node Character Area Policies  
File: CD.03.LAK

Paul Stewart, Policy Planner, gave an overview of the Lakeview Waterfront □ Draft Major Node Character Area Policies.

Councillor Tovey spoke in favour of the proposed Policies stating they are the most forward thinking in the Province and are paving the way towards sustainable development. He noted that the City needs to explore financial tools available to it to enable Mississauga to create more innovation opportunities within the concept.

Mayor Crombie complimented Councillor Tovey on his efforts and said this is one of the largest piece of waterfront property which will provide a leading edge new community. In response to the Mayor's question regarding timelines from the Province with respect to releasing the Ontario Power Generating lands for sale, Ed Sajecki, Commissioner of Planning and Building, advised that the next step in the process is an environmental assessment which is expected to be completed by the Spring of 2017.

The following person made an oral submission:

Glen Broll, Glen Schnarr & Associates Inc., spoke on behalf of a consortium of land owners in the area □ Diamond Corporation, Northern Realty and Elias Brothers Construction Limited □ representing 20 acres of the under-utilized employment lands, and noted his clients' appreciation for moving forward with the proposed policies. He said it is important that enough time is spent with land owners and requested a session prior to the scheduled open house, cited earlier by Mr. Stewart, specifically for the land owners. Mr. Andrew Whittemore, Director, Policy Division, advised Mr. Broll to contact his office to arrange such a session with the stakeholders.

Councillor Tovey moved the following motion, which was voted on and carried:

**PDC-0069-2016**

1. That a public meeting be held to consider proposed amendments to Mississauga Official Plan contained in the report titled □ Lakeview Waterfront □ Proposed Major

Node Character Area Policies dated August 30, 2016 from the Commissioner of Planning and Building.

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

File: CD.03.LAK

**APPROVED** (Councillor J. Tovey)

4.2. Provincial Bill 73: Smart Growth for Our Communities Act, 2015 - Status, Implications and Actions  
File: LA.07-PRO

Councillor Tovey spoke to Council's March 27, 2013 Resolution 0048-2013 requesting the Province of Ontario to make amendments to the *Planning Act* which have not been addressed in Bill 73.

Councillors Tovey and Iannicca spoke to the lack of meaningful legislative reforms to the Ontario Municipal Board (OMB) as had been promised by the Province to make it accountable to municipalities.

In response to Councillor Tovey's request that the City Solicitor attend the Growth Management Committee at the Region of Peel in order to create a consensus on meaningful OMB reform as soon as possible, Mr. Michal Minkowski, Legal Counsel, advised that the City Solicitor will participate in any area that contributes to the role of the City's decision making process. He further noted that the Province will be issuing a consultation paper in the Fall of this year to stimulate further discussions with the goal of legislative reforms around the OMB.

Mayor Crombie advised that she will be taking part in an affordable housing summit in Toronto on September 30, 2016 which will be attended by Mayors from across Canada.

Councillor Saito moved the following motion, which was voted on and carried:

**PDC-0070-2016**

That the report titled "Provincial Bill 73: *Smart Growth for Our Communities Act, 2015*" Status, Implications and Actions dated August 30, 2016, from the Commissioner of Planning and Building, be received for information, and that the recommended actions in the report be endorsed.

File: LA.07-PRO

**APPROVED** (Councillor P. Saito)

4.3. Horizontal Multiple Dwellings - Urban Design Guidelines  
File: CD.06.HOR

Ashlee Rivet, Development Planner gave an overview of the Horizontal Multiple Dwellings □ Urban Design Guidelines.

Committee Members commented as follows:

- Ensure that affordability remains a key focus;
- Ensure appropriate urban design guidelines address grading, heights, amenities and placement of utilities;
- Consider two storey multi-use buildings like those in Paris;
- Negotiate different heights and different amenities for the community.

Councillor McFadden moved the following motion, which was voted on and carried:

**PDC-0071-2016**

1. That the report titled "Horizontal Multiple Dwellings □ Urban Design Guidelines (All Wards)", dated August 30, 2016, from the Commissioner of Planning and Building, be received for information.
2. That urban design guidelines for horizontal multiple dwellings be prepared by staff to be brought forward to a future Planning and Development Committee Meeting for Council endorsement.
3. That staff review the current zoning terminology and **RM8** and **RM9** zone regulations for horizontal multiple dwellings and determine if amendments to the by-law are required.

File: CD.06.HOR

**APPROVED** (Councillor S. McFadden)

5. ADJOURNMENT - 8:26 pm (Councillor R. Starr )

City of Mississauga  
**Minutes**



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(Approved January 16, 2017)

## **Planning and Development Committee**

**Date**

2016/12/05

**Time**

6:30 PM

**Location**

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

**Members Present**

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

**Members Absent****Find it online**

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

**Staff Present**

Mr. Ed Sajecki, Commissioner, Planning & Building  
 Ms. Lesley Pavan, Director, Development & Design Division  
 Mr. Andrew Whittemore, Director, Policy Planning Division  
 Ms. Angela Dietrich, Manager, City Wide Planning, Policy Planning Division  
 Mr. Chris Rouse, Acting Manager, Development North  
 Mr. Ray Poitras, Manager, Development South  
 Ms. Marcia Taggart, Legal Services  
 Ms. Marianne Cassin, Manager, Development Central  
 Mr. Steve Barrett, Manager, Transportation & Asset Management  
 Mr. Lincoln Kan, Manager, Development Engineering, Transportation & Infrastructure Planning Division  
 Mr. Mark Howard, Team Leader, Parks & Forestry Division  
 Mr. Darren Bryan, Sign Unit Supervisor, Building Division  
 Mr. Jonathan Famme, Development Planner  
 Ms. Lisa Christie, Zoning By-law Planner  
 Ms. Karen Crouse, Project Manager  
 Ms. Aiden Stanley, Development Planner  
 Ms. Ashlee Rivet, Development Planner  
 Mr. Timothy Lee, Development Planner  
 Mr. David Breveglieri, Development Planner  
 Ms. Mumtaz Alikhan, Legislative Coordinator  
 Ms. Carmela Radice, Legislative Coordinator

1. CALL TO ORDER □ 6:30 pm.
2. DECLARATION OF CONFLICT OF INTEREST □ Nil.
3. MINUTES OF PREVIOUS MEETING

Approval of Minutes of Meeting held on November 14, 2016  
**APPROVED** (Councillor R. Starr)

4. MATTERS TO BE CONSIDERED

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

Steve Wolowich, Senior Director of Real Estate, Outfront Media Canada, spoke to the advantages of digital signs. He noted that a 5% time allocation for community messaging on the sign will be provided to the City at no cost. In addition, the size of the sign has been reduced and the height conforms to the City's by-law. Councillor Ras said that she has had several discussions with the Applicant and is pleased with the allocation of 5% to the City, the fact that the sign will be shut down from midnight to 6am and reminded Mr. Wolowich to ensure that the landowner cleans up the area around the proposed sign. She further stated that the sign will not impact residents and expressed support for the Application.

Councillor Ras moved the following amended motion, which was voted on and carried:

**RECOMMENDATION**

PDC-0084-2016

That the following Sign Variances **be granted**:

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

To permit the following:

One (1) billboard sign with:

- (i) an electronic changing copy sign face.
- (ii) an overall height of 12.19m (40.0 ft).
- (iii) a sign face area of 64.23m<sup>2</sup> (691.39 ft<sup>2</sup>).

- (b) That the deputation from OUTFRONT Media, be received.  
File: BL.03-SIG (2016)

**APPROVED** (Councillor K. Ras)

- 4.2. Reinstatement of "H" Holding Symbol  
100 City Centre Drive, Northeast of City Centre Drive and Duke of York Boulevard  
Owner: OMERS Realty Management Corporation and Square One Property Corporation  
File: HOZ 13/004 W4

Councillor Kovac expressed support for the reinstatement of the □H□Holding Symbol.

Councillor Kovac moved the following motion, which was voted on and carried:

**RECOMMENDATION**

PDC-0085-2016

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

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

File: HOZ 13/004 W4

**APPROVED** (Councillor J. Kovac)

- 4.3. RECOMMENDATION REPORT (ALL WARDS except W9)  
Proposal to rezone and redesignate 21 City owned properties, one property owned by Credit Valley Conservation and one privately owned property - File: CD.21.CON

Councillor Iannicca moved the following motion, which was voted on and carried:

**RECOMMENDATION**

PDC-0086-2016

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

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

File: CD.21.CON

**ADOPTED** (Councillor N. Iannicca)

4.4. PUBLIC MEETING - Draft Lakeview Waterfront Major Node Character Area Policies  
File: CD.03.LAK

Karen Crouse, Project Leader, Policy and Planning Division, reviewed the proposed policies.

Councillor Tovey noted that the City needs to have its Official Plan Policies completed to be in a readiness position when the Province places the former Lakeview Generating Plant lands up for sale. He said that the City is committed to working with the land owners during the process.

The following made oral submissions:

Glen Broll, Glen Schnarr & Associates Inc., spoke in favour of the draft policies that give the landowners an opportunity to see the vision. He expressed appreciation for the opportunity provided to the land owners group comprising 75 acres of the 245 acre area to be involved in the process and requested that they be allowed to continue to work with staff to help shape the Official Plan Policies. Councillor Tovey reiterated the City's commitment to work collaboratively with land owners.

Peter Patsalos and Louise Blumstein, representing Stratos Technologies Inc., read a letter from Mary Flynn-Guglietti, McMillan, their solicitors dated December 2, 2016, citing concerns related to how the vision is to be implemented. The letter noted that the extension of Ogden Avenue will directly run through their property located at 1024 Rangeview Road which will render the rest of it undevelopable, creating a negative impact on some landowners whilst others will be winners. They requested that the Official Plan Policies should not proceed in isolation of a solution to ensure equity and fairness amongst landowners.

Ed Sajecki, Commissioner of Planning and Building, responded that the comments will be taken under advisement, so that the Official Plan Policies can be developed responsibly.

Bert Rebelo, Oasis Catering Ltd., noted that his concern that after 24 years it will not be fair to lose his family business.

Donald Barber, resident, expressed concern with the environmental impact on Cawthra Bush with the proposed increase of 20,000 people to the area. Ms. Crouse responded that Cawthra Bush is outside of the area of influence, hence it has not been included in the environmental studies. Mr. Barber further stated that with a proposed development of this size, there will be an impact on the surrounding community's lives and health and the environment needs to be considered before the City proceeds with its plans.

Councillor Tovey commented that the plan is to build the world's most environmentally sustainable community prudently, taking growth at a medium density to preserve and protect the waterfront.

Madam Mayor agreed that the City wishes for an accessible waterfront for everyone and



to ensure neighbourhoods are protected.

Councillor Tovey moved the following motion which was voted on and carried:

**RECOMMENDATION**

PDC-0087-2016

1. That the submissions made at the public meeting held on December 5, 2016, to consider the report Lakeview Waterfront Proposed Major Node Character Area Policies Public Meeting dated November 15, 2016, be received, and
2. That staff report back to Planning and Development Committee on the submissions made, outlining any modifications to the original proposed amendments, if necessary.
3. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.

File: CD.03.LAK

**RECEIVED** (Councillor J. Tovey)

- 4.5. PUBLIC MEETING INFORMATION REPORT WARD 3  
Applications to permit 38 three storey stacked townhomes, a public walkway and the completion of a cul-de-sac, 3111 and 3123 Cawthra Road, East side of Cawthra Road, north of Dundas Street East  
Owner: Maple Valley Development Corporation  
Files: OZ 16/001 W3 and T-M16001 W3

Jim Levac, Associate, Glen Schnarr & Associates Inc., gave an overview of the applications on behalf of Maple Valley Development Corporation.

The following person made an oral submission:

Adam Grossi, KLM Planning Partners Inc., spoke on behalf of Sky Cawthra Development Inc.'s property located at 3105 Cawthra Road, directly south of the proposed development. He noted his client's concern with the single connection point that is being provided to their lands rendering their site landlocked and undevelopable. He advised that discussions are underway with City staff and the Applicant to come up with a workable solution. Mr. Gross noted that his client is also preparing an application to be submitted in due course.

The following residents made oral submissions citing concerns that two detached dwellings are acceptable, not the proposed 4 townhomes fronting Ericson Road; the grading of the dwellings at the end of the proposed Ericson Road cul-de-sac would result in Ericson Road becoming a river during heavy rainfall; the retaining wall is built from boulders and if part of it is removed, the rest will collapse adding additional expense to the impacted property owner; the proposed cul-de-sac would result in a secluded Ericson Road becoming wide open to drivers taking a shortcut to Cawthra

Road; oppose the walkway along the north side of the property to allow access to Cawthra Road from Ericson Road; stormwater flowing east from this development will not be tolerated; safety of children from traffic if Ericson Road is extended:

Jack Clark;  
Bernie Griling(?);  
Ms. Bing

John Andriano, resident, acknowledged staff efforts in facilitating and spearheading communications with the parties concerned.

Councillor Iannicca said he agreed with the residents that the proposed walkway would be trouble. He commented that a cul-de-sac and two detached lots make sense.

Councillor Fonseca reminded residents that tonight's meeting is a preliminary information gathering meeting and assured residents that there will be no road that connects Cawthra Road to Ericson Road. She thanked the Applicant for an option of or two single detached homes instead of the option of townhomes along the end of Ericson Road. Staff confirmed that studies with respect to concerns of grading, storm water, the retaining wall and noise issues will form part of the recommendation report. and the applicant have met and the cooperation and at the time there will be another public meeting. In response to Councillor Fonseca's concern about the widening of Cawthra Road, Steve Barrett, Manager, Transportation & Asset Management, and Shawn Carrick, Transportation Supervisor, Region of Peel, responded that it is to dedicate a road right of way and not a physical widening. Councillor Fonseca expressed concern with the proposed location and width of the walkway raising safety issues.

In response to Councillor Iannicca's questions as to whether the Applicant would be willing to agree to the drainage issue, agree to the completion of the cul-de-sac, and two detached lots instead of a walkway, Mr. Levac said that the rule is that drainage has to be accommodated within the property, the completion of the cul-de-sac would improve the situation and the Applicant would not have a problem with the two detached lots and no walkway.

Councillor Fonseca moved the following motion which was voted on and carried:

### **RECOMMENDATION**

PDC-0088-2016

1. That the report dated November 15, 2016, from the Commissioner of Planning and Building regarding the applications by Maple Valley Development Corporation to permit 38 three storey stacked townhomes, 4 three storey street townhomes, a public walkway and the completion of a public road (cul-de-sac) under Files OZ 16/001 W3 and T-M16001 W3, 3111 and 3123 Cawthra Road, be received for information.
2. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.

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

**RECEIVED** (Councillor C. Fonseca)

- 4.6. PUBLIC MEETING INFORMATION REPORT (WARD 1)  
Applications to permit 154 horizontal multiple dwellings on a private condominium road,  
1174 - 1206 Cawthra Road, West side of Cawthra Road, south of Atwater Avenue  
Owner: Queenscorp (Cawthra South) Inc.  
File: OZ 16/002 W1

Mark Bozzo, Queenscorp Group, gave an overview of the Applications.

In response to Councillor Tovey, Mr. Bozzo said the site is self-sustaining. He said it is a new and evolutionary housing format.

Councillor Starr requested Mr. Bozzo to send details of similar built form to Council to which he agreed.

The following persons made oral submissions citing objections with the increased density; what safeguards are in place to ensure that the population does not skyrocket dramatically for rental profit; environmental impacts are not stated with respect to Cawthra Bush given the proposed intensification of Cawthra Road and needs to be taken seriously; the proposed development looks more like an institution; the proposal is overly dense with 154 units proposed in an area where there were 5 homes; offers no benefits to the community except problems with drainage and traffic especially with lack of public transit; there is no green space or sidewalks; it is not a good development and is not in keeping with the character of the existing area; notification should have been to residents at least 400 metres from this massive proposal; the height of Block 7 will result in shadowing for the neighbouring residents directly abutting it:

Don Barber;  
 Ilda Fereia;  
 Gabe Larouche;  
 Janet Lynch

Councillor Saito commented that when considering the Province's growth plan, this proposal is nothing compared to what is coming and she would willingly trade for it. She suggested residents contact their Members of Provincial Parliament because it is the Province's growth plan that is forcing intensification.

With respect to garbage, Mr. Bozzo advised that there will be no garbage on the surface but that it will be managed underground until collection time.

Councillor Fonseca noted that that flooding is an issue in the area issue and needs to be addressed during the site plan process.

In response to Ms. Lynch's question regarding a linkage south from the subject property

to hers connecting the site sandwiched between both properties, Mr. Bozzo advised that there is no plan to create a linkage. He said if such a connection were to occur, approval from 51% of the residents would be needed to undertake the financial obligations. Ron Bozniak, owner of the property immediately north of Ms. Lynch's under discussion advised that the agreement states that any property to the north would be connected internally to the south, and it is hoped that current left lane which drivers from the south use to make illegal left turns to Cawthra Road would be stopped.

Councillor Tovey moved the following motion which was voted on and carried:

### **RECOMMENDATION**

PDC-0089-2016

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

**RECEIVED** (Councillor J. Tovey)

#### 4.7. Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol

Tim Lee, Development Planner, gave an overview of the proposed amendments.

The Committee raised the following issues:

- It is difficult to mitigate the size and appearance of private antennas and negatively impacts neighbours;
- expand the notification radius for the public to more than 120 metres because the tower affects the broader community and not just those in the 120 metre zone;
- little faith that the Federal Government will encourage and accept the new protocols;

Mr. Lee responded that the City's protocols must be harmonized with the federal government's rules and standards. He advised that any existing applications in the process will not be affected by the proposed amendments. He said that the minimum notification is three times the tower height or 120 metres, whichever is the greater, but will take the expansion of the notification radius beyond 120 metres under advisement.

The following made oral submissions:

Mike Wilde noted that he has submitted a detailed letter to the City and said there is a disconnect between the City and the federal government. He said that the current document does not reflect the roles and bands that amateur radio operators are licensed for and he spoke to the processing fee. Mr. Wilde said that amateur radio rules should

be treated differently from the cell phone towers. He said that he has been waiting to receive an answer with respect to his application from staff for well over the 120 day response time. Mr. Lee responded that the City is considering lowering the fees in 2017 and with respect to having amateur radio towers, the process is the same, whether for a cell tower or amateur radio. Staff will set up a meeting with Mr. Wilde to discuss options.

Stephen D'Agostino, Thomson Rogers Lawyers, spoke on behalf of Bell, Rogers Telecommunications and TELUS. He requested a pause in the process to allow for a more fulsome discussion to occur and come up with better language. He spoke to four areas that could be improved which include designating a municipal official to extend the length of the concurrence period if there is no change in planning circumstances; the changes proposed to the Consultation Conclusion Letter do not indicate whether or not the City "concurs" with the proposal resulting in misinterpretation by Federal authorities or the public; replace the phrase "site specific sensitivities" with "site specific land use sensitivities" as well as other concerns outlined in their letter dated December 2, 2016.

Beverley Bleackley, resident, asked if other municipalities in the province are in agreement and if the federal government is willing to work with residents and the telecommunications providers to find solutions for the mutual benefit of everyone. She said with ongoing technological innovations, it should be possible for providers to implement modes of transmitting cell signals without resorting to installing towers of any size in residential areas. She hoped that residents and resident groups will be included in consultations moving forward.

Mr. Lee advised that in 2012 a comparison of protocols of other municipalities were reviewed. With respect to the issue of concurrence, this was amended in 2012 as it gave the impression that the City was the approval authority when it is more of a commenting agency.

Councillor Mahoney moved the following motion which was voted on and carried:

#### **RECOMMENDATION**

PDC-0090-2016

1. That the Corporate Report dated November 15, 2016 from the Commissioner of Planning and Building titled "Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol" be received for information.
2. That the proposed revised "Telecommunication Antenna/Tower Siting Protocol" attached as Appendix 2 to the Corporate Report dated November 15, 2016 from the Commissioner of Planning and Building titled "Proposed Amendments to the Telecommunication Antenna/Tower Siting Protocol" be adopted to replace the "Telecommunication Tower/Antenna Facilities Protocol" adopted by Council on May 8, 2013.
3. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.
4. That the following written submissions be received:

- (a) Letter dated November 29, 2016 from Mike Wilde, Amateur Radio Operator;
- (b) Email dated December 1, 2016 from Nicola and Herman Lourenco, Residents;
- (c) Letter dated December 2, 2016 from Frank and Jana David;
- (d) Letter dated December 2, 2016 from Stephen D'Agostino, Thomson Rogers Lawyers.

File: EC.19.TEL

**ADOPTED** (Councillor M. Mahoney)

4.8. **RECOMMENDATION REPORT (WARD1)**

Applications to permit 24 townhouses on a private condominium road  
1629, 1635 and 1639 Blanefield Road, southeast corner of South Service Road and  
Blanefield Road  
Owner: Tupelo Investments Limited  
File: OZ 15/009 W1

David Breveglieri, Development Planner, reviewed the Recommendation Report.

The following made oral submissions in opposition of the rezoning of the site to medium density citing that the modifications to the concept plan are not significant enough; the proposed townhomes are very narrow and not in keeping with the neighbourhood; traffic and related concerns have not been addressed, there should be no private condominium road; increased density; the environmental impact on Cawthra Bush; tree protection; flooding; impact on privacy for the neighbours; fencing by-laws; parking is a major issue; the intersection at Blanefield Road and South Service Road making a left hand turn is very dangerous already without 24 more homes coming out onto Blanefield Road; when the QEW is backed up, it is difficult to get onto South Service Road; parking on Blanefield Road is already a major concern; this development is not fair:

Tony Martini (submitted a survey of 97 residents);  
 Don Barber;  
 Andrea Merchant;  
 Sharon Crosley

In response to Councillor Tovey, Mr. Breveglieri advised that the concerns with fencing, planting and privacy will be addressed through the site plan process, and there will be additional requirements for stormwater mitigation.

Councillor Tovey moved the following report which was voted on and carried:

**RECOMMENDATION**

PDC-0091-2016

1. That the applications under File OZ 15/009 W1, 1629, 1635 and 1639 Blanefield Road, to amend Mississauga Official Plan to **Residential Medium Density** and to change the zoning to **RM6-Exception** to permit 24 townhouses, with 16 fronting onto a private condominium road and the remaining 8 fronting onto Blanefield

Road, be approved subject to the conditions referenced in the staff report.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
  3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
  4. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.
- File OZ 15/009 W1

**APPROVED** (Councillor J. Tovey)

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

Marcia Taggart, Legal Counsel, provided an overview of the Consultation Submission.

Members of the Committee commented as follows:

- It is critical that development applications requesting densities in areas other than those identified within the Official Plan of a municipality should have no right of appeal at the Ontario Municipal Board and that Council decision will be final;
- The Province should have elected Members of Provincial Parliament to sit on the Ontario Municipal Board (OMB) for accountability and transparency;
- The mediation process is currently conducted behind closed doors and the OMB makes in camera decisions without providing an opportunity for community consultation making a total mockery of the public process.
- The OMB does serve a purpose but needs refinement.

Councillor Tovey moved the following motion which was voted on and approved:

**RECOMMENDATION**

PDC-0092-2016

1. That the Report titled □Ontario Municipal Board (OMB) Review: Consultation Submission to the Ministry of Municipal Affairs (MAH)□be approved by Council for submission to the Ministry of Municipal Affairs (MAH) for consideration during the Ontario Municipal Board (OMB) Review.
2. That Council endorse the following key recommendations for changes to the Provincial land use planning and appeal system:
  - a) If a municipality has an in-effect official plan that has been reviewed and updated in accordance with Provincially established timeframes, there should be no right of appeal to a Council's refusal of an application to amend the official plan;

- b) There should be no appeal to official plan amendments that have been brought forward to conform to Provincial policy or legislation or an upper-tiered municipal plan;
- c) A statutory amendment should be implemented in order to establish "reasonableness" as the standard of review to define and limit the Board's appellate jurisdiction, in the place of the current practice of hearings de novo or hearing all evidence fresh, whether presented to Council or not;
- d) The mediation stream should be strengthened and more emphasis placed on pre-screening appeals to allow for early dispute resolution.

File: LA.07.OMB

**APPROVED** (Councillor J. Tovey)

5. ADJOURNMENT - (Mayor B. Crombie )





May 31, 2018

Ms. Karen Crouse, Manager  
City Planning Strategies Division  
Planning and Building Department  
City of Mississauga  
300 City Centre Drive, 7th Floor  
Mississauga, ON L5B 3C1

## Public Works

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peelregion.ca

**Re: Regional Comments and Exemption from Regional Approval  
Proposed Local Official Plan Amendment - Lakeview Waterfront  
City file: CD.03.LAK**

Dear Ms. Crouse,

Thank you for providing Regional staff with the opportunity to review and comment on the proposed Local Official Plan Amendment for the Lakeview Waterfront Major Node.

The proposed amendment would convert the subject lands from employment and utility uses into a complete community with a range and mix of housing, employment opportunities, linkage to the waterfront park system, a cultural hub with retail and community amenities. The proposed lands would contribute to realizing the Region's 2031 population and employment forecasts by accommodating a projected total of 15,000-22,000 people and 7000-9000 jobs with a density between 200-300 residents and jobs per hectare.

Region of Peel staff have worked closely with City of Mississauga staff through this process and is supportive of the proposed policies. The proposed amendment appropriately addresses Peel's and Mississauga's objectives for the development of complete communities, providing for a range and mix of housing and employment opportunities all while ensuring protection of the natural environment and highlighting the natural waterfront features.

The subject lands are located adjacent to Peel's G.E. Booth Wastewater Treatment facility and Lakeview Water Treatment facility. These facilities are key to the operation, delivery and treatment of the water and wastewater system within Peel. Through the development of the subject lands, the Region of Peel will work with the City and property owners to ensure compatibility of the proposed neighbouring uses, as such the implementation of warning clauses through all development applications and an extensive communication and education with the individuals living, working and playing in this new community will be established.

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The Region of Peel has conducted a Servicing Capacity Analysis for the proposed amendments based on the forecasted people and jobs. The full report is provided as an appendix to this letter. A summary of the analysis is provided below:

- Water will be supplied to the development via the existing 600 mm sub-transmission main on Lakeshore Road. Water service to the buildings fronting Lakeshore Road will be provided off the existing 600 mm local distribution main on Lakeshore Road. A secondary connection may be required to ensure security of supply. There is an existing 400 mm local distribution main crossing the site south of Rangeview Road that supplies a dedicated water supply to the G.E. Booth Wastewater Treatment Facility. This watermain shall remain dedicated and shall not be used to supply water to the Lakeview area. Based on the final land use design, the watermain may conflict with the proposed road network and may need to be relocated along a future road right of way so long as it remains a dedicated feed to the plant.
- For wastewater service and infrastructure, the subject lands cannot be entirely serviced by gravity and will require a new local wastewater pumping station (WWPS) within the subject lands. The preferred site for the WWPS is on the east side of the development. This site is preferred for many reasons, including its proximity to the wastewater treatment facility and the opportunity to address odours through an integrated odour control strategy.
- Any additional flow added to the Rangeview Road sanitary sewer will trigger conveyance upgrades downstream to the Beach Street WWPS, and does not align with the Region's long-term wastewater servicing strategy. The existing 250 mm local sanitary sewer on Rangeview Road will continue to convey flow from east to west and may require upsizing based on the final design. A new local collection sewer on East Avenue will be required to redirect flows that currently go to the Beach Street WWPS to the Beechwood WWPS. The size of the proposed WWPS will be confirmed at the detailed design stage. Based on the size of the potential drainage area, a 300 mm sanitary forcemain is considered sufficient.
- Additionally, wastewater from the buildings fronting Lakeshore Road will drain to the existing 300mm and 250mm local collection sewers on Lakeshore Road. There is a potential need for these sewers to be upsized, pending the final detailed design. The proposed local sanitary sewers within the development will range between 250 mm and 300 mm in diameter, and will be located along the future road right of way network. There will be one local trunk sewer collection sewer ranging between 375 mm and 450 mm used to convey wastewater from the local sanitary sewer network to the proposed new wastewater pumping station. The preliminary servicing strategy will show this local trunk sewer along the proposed Street 'D'.

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Regional staff advise that while proposed policy 13.4.10.1.5 permits alternative waste collection infrastructure (e.g. vacuum pipes, chutes, disposal points) in all land use designations, such alternative waste collection methods or infrastructure are not provided by or planned for by the Region of Peel. Regional staff will support any alternative waste collection method that is established by the individual property owner as long as the final collection area for waste, recyclable and bulky items is in line with the most current Waste Collection Standards Manual.

Through the development of these proposed policies, Regional staff confirmed that the draft Official Plan Amendment satisfies Region Official Plan policy 5.6.2.8 to convert lands from employment areas to non-employment uses. As part of that exercise, City staff provided Regional staff with an update of its city-wide analysis of employment lands based on Mississauga and Peel Municipal Comprehensive Review policies in 2016. The city-wide analyses concluded that employment conversions were recommended for the Lakeview Area in its entirety, among others. This documentation was completed and sent to the Region in March 2017 and the Region confirmed this information was satisfactory in June 2017.

Regional staff continue to strongly support the recommended conversion including the community vision and policy framework that provides for an Innovation Corridor that will better align with current employment objectives. However, the 2017 Growth Plan policies require that all amendments that have not been approved or come into effect on or before July 1, 2017 are subject to the new Growth Plan policies, including those for employment conversions undertaken as part of a Municipal Comprehensive Review (MCR). The new definition of an MCR requires initiation by Upper or Single Tier Municipalities and Provincial approval. Regional staff had included the proposed Lakeview employment conversion in our Draft Growth Management ROPA released for public consultation in late 2017, however, that process has been delayed due to Provincial initiatives including cancellation of the GTA West EA and the release of draft MCR guidance documents as outlined in our April 26, 2017 Reports to Council (<http://www.peelregion.ca/council/agendas/2018/2018-04-26-revised-rc-agenda.pdf>).

The current in effect Regional Official Plan policy 5.6.2.6 on protection of employment lands identifies the Lakeview Employment Area in Mississauga's Official Plan with a Business Employment designation, among other designations, as areas to protect. This policy however does not include the Utility designation as a land use that triggers employment conversion policies, and as such amending the Utility designation as identified in this proposed amendment would not trigger an employment conversion and a Regionally initiated Municipal Comprehensive Review process.

Region staff have reviewed the City's proposed policy approach and agree to the identification of the lands on Schedule 10 Land Use Designations as being subject to "employment conversion through the Region of Peel's Municipal Comprehensive Review", and the inclusion of a policy stating "The Area identified on Schedule 10 Land Use Designations as being subject to employment conversion through the Region of Peel's Municipal Comprehensive Review will not permit non-employment uses until



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confirmation of approval of employment conversion is received from the Region of Peel.”

Based on this proposed policy approach for the lands designated Business Employment, Regional staff exempt the entire amendment from Regional approval in accordance with By-law 1-2000.

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4362, or by email at: [christina.marzo@peelregion.ca](mailto:christina.marzo@peelregion.ca)

Yours truly,

Christina Marzo, MCIP, RPP  
Manager  
Development Services, Public Works

## Conformity with Growth Plan 2017

The following table has been prepared to demonstrate conformity with the Growth Plan for the Greater Golden Horseshoe (2017). The “Statement of Intent” section represents staff summary of the general direction of the commentary and policies. Growth Plan policies have been summarized and condensed by staff in order to identify the key relevant ideas. Numbers shown in brackets refer to the Growth Plan policy numbers. Only policies considered relevant to the Lakeview Waterfront OPA have been included.

The “Conformity” column provides staff explanation on how the proposed policies conform to the Growth Plan. Numbers in brackets represent policy or policy section headings in the Lakeview Waterfront OPA. As Mississauga Official Plan contains policies that are applicable to the Lakeview Waterfront area, the analysis may refer to policies from Mississauga Official Plan.

| <b>Conformity Analysis</b>   |   |
|--|---|
| <b>Growth Plan for the Greater Golden Horseshoe</b>  | <b>Lakeview Waterfront OPA Conformity</b>   |
| <b>1.1 The Greater Golden Horseshoe</b>  |   |
| General Statement of Intent:<br>The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipate growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment | The Lakeview Waterfront OPA will accommodate growth within the existing urban area, helping to reduce sprawl. The policies provide a planning framework to addresses issues associated with accommodating growth.   |
| <b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>  |   |
| General Statement of Intent:<br>The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.   | The Vision for the Lakeview Waterfront OPA is to be a model green, sustainable and creative community on the waterfront. It will be planned as a mixed use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities, and employment opportunities (Section 13.4.3 Vision). |
| <b>1.2.1 Guiding Principles</b>  |   |
| General Statement of Intent for this Section:<br>The policies of this Plan are based on the following principles:<br>a. Complete communities   | The Lakeview Waterfront OPA policies, include but are not limited to:<br>a. Providing for a mix of land uses in a vibrant pedestrian oriented   |

| Growth Plan for the Greater Golden Horseshoe   | Lakeview Waterfront OPA Conformity   |
|--|--|
| <ul style="list-style-type: none"> <li>b. Prioritize intensification</li> <li>c. Provide flexibility to capitalize on new employment opportunities</li> <li>d. Support a range and mix of housing options</li> <li>e. Integrate land use planning and investment in infrastructure</li> <li>f. Provide different approaches to manage growth that recognize diversity of communities</li> <li>g. Protect natural heritage, hydrologic, landforms</li> <li>h. Conserve and promote cultural heritage</li> <li>i. Integrate climate change considerations</li> </ul> | <p>environment (13.4.6 Complete Communities);</p> <ul style="list-style-type: none"> <li>b. Identifying the area as a major node which is intended to accommodate intensification with a gross density of between 200 and 300 residents plus jobs (13.4.4 Direct Growth);</li> <li>c. Accommodating employment along Lakeshore Road and within the Innovation Corridor. In addition there is recognition that strategies and incentives may be pursued to encourage and support employment (13.4.9 Strong Economy)</li> <li>d. Providing for a range of residential built forms including townhouses, mid-rise and taller buildings (13.4.8.3) as well as requiring that affordable housing will be provided in accordance with the City's Housing Strategy (13.4.6.1)</li> <li>e. Requiring development master plans to identify the location and amount of space dedicated to community infrastructure (13.4.8.2.1 j)</li> <li>f. Dividing the Lakeview Waterfront area into precincts that reflect location, planned character and density (13.4.8.3 Precincts)</li> <li>g. Ensuring through future study the protection of the Lake Ontario Shoreline and Serson Creek (13.4.11.9).</li> <li>h. Ensuring high quality public art and streetscape and cultural infrastructure and spaces that reinforce where appropriate the history of the site (13.4.6.5) and providing a Cultural Waterfront Precinct intended to include cultural uses (13.4.8.3 Precincts - Cultural Waterfront)</li> <li>i. Requiring a Financial / Sustainability Strategy that address how infrastructure, new buildings and public and private realm can be designed to achieve a model sustainable community and help address climate change (13.4.5.1.5)</li> </ul> |
| <b>1.2.2 Legislative Authority</b>   |  |
| <p><b>General Statement of Intent:</b><br/>All decisions made on or after July 1, 2017 will conform with this Plan</p>   | <p>As illustrated through this table, the Lakeview Waterfront OPA conforms to the Growth Plan</p>  |

| Growth Plan for the Greater Golden Horseshoe  |  | Lakeview Waterfront OPA Conformity   |
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| 1.2.3 How to Read this Plan   |  |  |
| General Statement of Intent for this Section:<br>Outlines the relationship between the Growth Plan and other planning documents, and how to read the plan   |  | The Lakeview Waterfront OPA has been reviewed in respect to the Growth Plan and other applicable Provincial planning documents.  |
| 2. Where and How to Grow  |  |  |
| 2.1 Context   |  |  |
| General Statement of Intent:<br>This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.   |  | The Lakeview Waterfront is being planned as a complete community and identified as a major node which is an area for intensification that provides for a mix of housing and employment uses at densities and heights less than the Downtown (i.e. Urban Growth Centre), but greater than anywhere else in the City (13.4.4 of the OPA and Section 5.3 City Structure of Mississauga Official Plan). Transit is planned through the site and supporting policies to incorporate an active transportation network. |
| 2.2 Policies For Where and How To Grow  |  |  |
| 2.2.1 Managing Growth   |  |  |
| General Statement of Intent for this Section:<br>Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.   |  | The Lakeview Waterfront OPA has been prepared in consultation with the Region of Peel and they are supportive of the OPA policies. Issues pertaining to the requirement for a municipal comprehensive review have been addressed in a policy which prohibits non-employment use until the Province approves the Region’s review.   |
| Relevant Policies:<br>a. Population and employment forecasts for the Region of Peel as identified in Schedule 3 will be used to plan for growth (2.2.1.1)<br><br>b. Growth should be primarily directed to settlement areas that:<br>i. Are within the built boundary and have planned municipal water and wastewater systems and support |  | <br>a. The Lakeview Waterfront planned unit count of 10,500 units has been recognized and incorporated in the Region’s population and employment growth allocation forecasts (Table 1 – Distribution Of Housing And Unit Targets By Precinct).<br><br>b. The Lakeview Waterfront is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a  |

| Growth Plan for the Greater Golden Horseshoe  | Lakeview Waterfront OPA Conformity  |
|---|---|
| <p>complete communities (2.2.1.2 a i, ii, iii)</p> <ul style="list-style-type: none"> <li>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv),</li> <li>iii. that is generally away from hazardous lands (2.2.1.2. e)</li> </ul> <p>c. Integrated planning to manage forecasted growth will:</p> <ul style="list-style-type: none"> <li>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</li> <li>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</li> <li>iii. Support the environment (2.2.1.3.d)</li> <li>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</li> </ul> <p>d. The Growth Plan will support the achievement of complete communities that</p> <ul style="list-style-type: none"> <li>i. Features a diverse mix of land uses</li> <li>ii. Improves social equity</li> <li>iii. Provides mix of housing options</li> <li>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</li> <li>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</li> <li>vi. Mitigates climate change</li> <li>vii. Integrates green infrastructure</li> </ul> | <p>range of land uses to support a complete community.</p> <p>The Lakeview Waterfront is planned as a Major Node which is identified as an intensification area. The lands have potential access to future higher order transit along Lakeshore Road and enhanced transit being brought into the site along Lakefront Promenade/Street 'G', Street 'D', and Hydro Road/Street 'J'. Public facilities such as cultural, recreational, educational uses are envisioned and directed to appropriate locations in the area and further refined through preparation of Development Master Plans and Plans of Subdivision (13.4.4 Direct Growth).</p> <p>Hazard lands have been included in the Greenlands designation which is intended for natural areas where development is restricted (11.2.3.1 of Mississauga Official Plan).</p> <p>c. The Lakeview Waterfront OPA ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for enhanced transit and transportation demand management are not made as well as requiring a Financial/Sustainability Strategy that will address mechanisms to implement new sustainable infrastructure (13.4.4.3 and 13.4.5.1.5)</p> <p>The area provides a compact built form that is predominately mid-rise in height (13.4.4 and 13.4.8) that will optimize infrastructure and achieve the vision for the area. The Greenlands land use designation and hazard land overlay (Schedule 10 of Mississauga Official Plan) will protect the environment and the requirement for a Financial/Sustainability Strategy will ensure appropriate sustainable measures are incorporated into future developments (13.4.5.1.5).</p> <p>The proposed policies appropriately manage growth. The Region worked closely with the City and is supportive of the proposed</p> |



| Growth Plan for the Greater Golden Horseshoe | Lakeview Waterfront OPA Conformity   |
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|  | <p>policies and associated growth allocation. Municipal comprehensive reviews prepared by the City in 2005 and 2015 determined a change in land use could be considered for lands designated Business Employment within the Lakeview Waterfront OPA subject to the preparation of a detailed land use plan.</p> <p>The land use plan has been completed and is implemented through the Lakeview Waterfront OPA; however, a new municipal comprehensive review, as required by the Growth Plan 2017, has not yet been approved by Province. As such, a policy has been included that states that the portion of the Lakeview Waterfront OPA subject to employment conversion policies will not be permitted to be developed for non-employment uses until Provincial approval is granted (13.4.11.5). Further discussion of employment land conversion can be found later in this table.</p> <p>d. The Lakeview Waterfront OPA supports the achievement of complete communities.</p> <p>A range of land use designations will ensure a diverse mix of land uses including: Residential, Public Open Space, Greenlands, Business Employment, Institutional, and Mixed Use (Schedule 10 of Mississauga Official Plan). Public Service facilities such as cultural or educational uses are permitted in a number of designations (e.g. mixed use) and in some cases (e.g. schools) will be determined through the development application process (13.4.6.2).</p> <p>The overall quality of life for residents has been considered in that the area provides opportunities for physical fitness, leisure and social interaction in order to promote healthy and active lifestyles (13.4.6 Complete Communities).</p> <p>A diverse range of housing options has been provided including</p> |

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|  | <p>townhouses, mid-rise (5-8 storeys), taller buildings (9-15 storeys) and greater heights in the Waterway District Area(13.4.8.3 Precincts). Affordable housing has been identified as an eligible community benefit under Section 37 of the <i>Planning Act</i> (13.4.11.21). In addition, it will be required in accordance with the City's housing strategy (13.4.6.1). The strategy can be accessed at: <a href="http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf">http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf</a></p> <p>Convenient access to a range of transportation options are provided including: enhanced transit that is to be evaluated through the Area Wide Transportation Study (13.4.7.1.2), streets will be designed to incorporate active transportation (13.4.7.1.5), applications are to demonstrate how the proposal will contribute to a permeable community for active transportation (13.4.7.2.1). The City is currently exploring higher order transit along Lakeshore Road East.</p> <p>Public service facilities (e.g. cultural, recreational, educational, etc.) are permitted in a number of land use designations throughout the area; and intended to concentrate in the eastern portion of the Cultural Waterfront precinct. This area is identified as a mixed use focal point (13.4.8.3.20 c) for a variety of commercial, cultural, institution and recreational activities.</p> <p>Public open space is accessible throughout the community. Guiding principles for the OPA included the provision of a continuous waterfront park system, and ensuring accessible public space with a public realm of different size and function (13.4.3.1 .1 and 13.4.3.1.2). As illustrated on Schedule 10, the area has been planned with open space located along the waterfront connecting to adjacent parks to the east and west(Streets 'C', 'D', and 'E'), as well as providing a strong central element with parkland located along a north south roadway (Street 'I') running from Lakeshore Road East to the waterfront parks. Publicly accessible private open spaces may</p> |

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|   | <p>also be incorporated into development (13.4.6.8)</p> <p>The City supports urban agriculture practices (Mississauga Official Plan 7.7). In addition, access to affordable food options including urban agriculture may be examined in the required Financial/Sustainability Strategy (13.4.5.1.5).</p> <p>Ensuring a high quality compact built form, attractive and vibrant public realm through urban design standards will be achieved through the requirement of development master plans and associated built form guidelines. These documents are required for each precinct and will provide direction on matters such as distribution of height and density, design criteria to reduce any “wall effect” from development, streetscape and upgraded boulevard treatments (13.4.8.2)</p> <p>Mitigating climate change and providing green infrastructure will be addressed through the requirement for a Financial/Sustainability Strategy (13.4.5.1.5) as well as requiring development to include sustainable measures (13.4.5.1.1 and 13.4.5.1.2). The OPA also requires that proposed connections through the community should accommodate where appropriate stormwater best management practices and the use of low impact development techniques (13.4.7.2.3). Mississauga Official Plan also contains policies pertaining to low impact development that are applicable to the Lakeview Waterfront area (Mississauga Official Plan 6.4.2)</p> |
| <b>2.2.2 Delineated Built-up Areas</b>  |   |
| <p>Statement of Intent:</p> <p>The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).</p> | <p>The Lakeview Waterfront OPA lands are located within the delineated built-up area and will assist in achieving intensification targets.</p>  |
| <p>Relevant Policies:</p>   |   |

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| <p>The majority of the policies in this section are not relevant as they pertain to intensification requirements within the upper-tier municipality and the use of municipal comprehensive review to establish minimum intensification targets.</p> <p>This section does include a relevant policy that states municipalities will develop a strategy to achieve the minimum intensification target throughout delineated built-up areas (2.2.2.4) which will</p> <ul style="list-style-type: none"> <li>a. Achieve desired urban structure</li> <li>b. Identify appropriate type, scale and transition</li> <li>c. Identify strategic growth areas</li> <li>d. Support complete communities</li> <li>e. Prioritize investment in infrastructure to support intensification</li> <li>f. Implement through Official Plan, zoning, and other supporting documents.</li> </ul> | <p>The Lakeview Waterfront OPA policies represent a strategy for accommodating intensification as described below:</p> <ul style="list-style-type: none"> <li>a. The Mississauga Official Plan has a City structure and urban hierarchy. The Lakeview Waterfront OPA lands have been identified as a Major Node, which provides for a mix of uses and densities that are less than the downtown but greater than elsewhere in the City (Mississauga Official Plan 5.3 City Structure). The Lakeview Waterfront policies support the City structure in terms of the mix of uses and densities (13.4.4 Direct Growth).</li> <li>b. Required Development Master Plans and build form guidelines provide direction to help ensure the appropriate type and scale of development (Section 13.4.8.2). The OPA includes additional policies requiring appropriate transition to adjacent neighbourhoods, and between private development and public open space (13.4.8.1 a, e, g). In addition, planning for the Lakeview Waterfront area (i.e. Inspiration Lakeview) determined that a range of building heights and densities should be accommodated in the area. The OPA provides a guide to how housing units are distributed across the site by scale of built form, including 19 percent townhouses, 50 percent mid-rise up to 8 storeys and 31 percent taller buildings up to 15 storeys. Buildings exceeding 15 storeys will be located in the Waterway District Area (13.4.8.3 Table 1).</li> <li>c. The Lakeview Waterfront OPA recognizes the area as a key focus for development and strategic growth by identifying the area as a Major Node intended to be an area of intensification (13.4.4 Direct Growth)</li> <li>d. The Lakeview Waterfront OPA contains a range of land uses on Schedule 10 and associated policies provide for a mixed use community containing a range of residential building types, employment, institutional, mixed use, open space. The OPA includes policies regarding Complete Communities (13.4.6) which supplement current policies on Complete Communities in the Mississauga Official</li> </ul> |

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|   | <p>Plan (Mississauga Official Plan Section 7 Complete Communities).</p> <ul style="list-style-type: none"> <li>e. Prioritizing investment in sustainable infrastructure will be reviewed in-part through the Financial/Sustainability Strategy (13.4.5.1.5).</li> <li>f. The Lakeview Waterfront OPA implements the City's approach to appropriate intensification in Mississauga.</li> </ul>  |
| <b>2.2.3 Urban Growth Centres</b>   |  |
| <p>General Statement of Intent for this Section:<br/>Urban Growth Centres are focal areas for accommodating growth and providing transit, range of uses, and investment</p> <p>Relevant Policies: None</p>  | <p>The Lakeview Waterfront OPA is not within Mississauga's identified Urban Growth Centre.</p>   |
| <b>2.2.4 Transit Corridors and Station Areas</b>  |  |
| <p>General Statement of Intent for this Section:<br/>Given Provincial investment in higher order transit municipalities are to plan for appropriate intensification for "major transit station areas on priority transit corridors" as identified on Schedule 5 of the Growth Plan (2.2.4.1)</p> <p>Relevant Policies: None</p> | <p>The Lakeview Waterfront OPA does not contain any existing or planned major transit station areas on priority transit corridors. The Growth Plan policies do not apply.</p> <p>The Lakeview Waterfront OPA area, however, is planned to be transit supportive with a planned density of 200 - 300 residents and jobs per hectare (13.4.4 Direct Growth), which exceeds Growth Plan requirements for major transit station areas for a minimum of 160 residents and jobs per hectare. In addition, taller buildings (9-15 storeys) may be considered in proximity to transit station areas on Lakeshore Road and along the future enhanced transit route.</p> |
| <b>2.2.5 Employment</b>   |  |
| <p>General Statement of Intent for this Section:<br/>It is important to ensure an adequate supply of employment land.</p>   | <p>Existing land use designations that will be changed by the Lakeview Waterfront OPA include:</p> <ul style="list-style-type: none"> <li>(1) Utility – former land occupied by the Lakeview Generating Station. These lands are not designated for "business or economic activities" and are <u>not considered to be employment land</u> and can therefore be redesignated to other uses.</li> <li>(2) Business Employment – currently permits a range of business and</li> </ul>   |

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|   | <p>economic activities and the area with this designation is considered to be employment land. Redesignation to non-employment uses are subject to Growth Plan conversion policies.</p> <p>A portion of the lands within the OPA will retain the Business Employment designation and have been identified as an Innovation Corridor.</p> <p>The Lakeview Waterfront OPA ensures an adequate supply of employment land is provided as discussed in the table. With the approval of the Lakeview Waterfront OPA and approval by the Province of the associated municipal comprehensive review (that will remove these lands from the employment area as designated in the Regional Official Plan), the area will no longer be considered an employment area as defined by the Growth Plan.</p> <p>As an interim measure, until Provincial approval is obtained, the OPA includes a policy requiring Provincial approval of the Municipal Comprehensive Review before non-employment uses can be developed (13.4.11.5).</p> |
| <p>Relevant Policies:</p> <p>Economic Competitiveness will be promoted by:</p> <ul style="list-style-type: none"> <li>a. Making more efficient use of underutilized employment lands. Major office and major institutional development will be directed to strategic growth areas. Retail and Office uses will be directed to locations that support active transportation and transit. Retail sector will be supported by compact built form and integration of uses. Surface parking will be minimized. (2.2.5.1, 2.2.5.2, 2.2.5.3, 2.2.5.4, 2.2.5.12)</li> <li>b. The redesignation of lands to a non-employment uses within an employment areas is considered a conversion</li> </ul> | <ul style="list-style-type: none"> <li>a. The Lakeview Waterfront area includes an “Innovation Corridor” intended to be a high-tech green campus (13.4.8.3) that can accommodate office and institutional uses. An Economic Development Business Case Study is currently underway (13.4.11.9) which will ensure more efficient use of these lands. The intent of this study is to capitalize on opportunities and synergies associated with being part of a sustainable community, and leveraging future investments in culture and institutional uses (potential post-secondary institution).</li> </ul> <p>In addition, the Lakeview Waterfront can be considered a strategic growth area (i.e. redevelopment of a brownfield site) with access to existing and planned frequent transit, as well as active transportation (13.4.7.1). The area will contain a compact built form in addition to</p>   |

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| <p>(Policies 2.2.5.6, 2.2.5.9, 2.2.5.10) and may be permitted only through a municipal comprehensive review where it is demonstrated that:</p> <ul style="list-style-type: none"> <li>i. There is a need for conversion</li> <li>ii. The lands are not required for the employment uses for which they are designated and sufficient employment lands will remain to accommodate forecast growth</li> <li>iii. The proposed uses would not adversely affect the overall viability of the employment area or achievement of intensification targets</li> <li>iv. There are existing or planned infrastructure and public service facilities to accommodate use.</li> </ul> | <p>providing the opportunity to accommodate major office and institutional uses and mixed uses, which permits retail and service uses (Schedule 10) and minimizes surface parking (13.4.7.3.1)</p> <p>b. Lands within the Lakeview Waterfront that are currently designated Business Employment (approximately 35 ha of a total 99 ha site) are subject to the municipal comprehensive review requirements in the Growth Plan.</p> <p>With respect to these currently designated Business Employment lands, Mississauga has completed two municipal comprehensive reviews of employment lands, the first in 2005 and the second in 2015. In both reviews these lands were identified as an area where a change could be considered subject to determining appropriate future land uses. The Lakeview Waterfront OPA satisfies the requirement of determining future land uses. In addition it should be noted that:</p> <ul style="list-style-type: none"> <li>i. There is a need for the conversion in order to spur reinvestment in the area and achieve the vision for a model, green, sustainable and creative community on the waterfront. These lands have been comprehensively planned in conjunction with the former utility in order to properly manage the environmental, economic and social benefits arising from its location of Lake Ontario.</li> <li>ii. Previous municipal comprehensive reviews have confirmed the lands are not required for the employment purposes that they are designated for, and the municipality will maintain sufficient land base to accommodate forecasted growth (see link):<br/> <a href="http://www7.mississauga.ca/documents/pb/policy/2015/PDC_June_22_2015_MCR_Employment_Lands_.pdf">http://www7.mississauga.ca/documents/pb/policy/2015/PDC_June_22_2015_MCR_Employment_Lands_.pdf</a></li> </ul> <p>In addition, the area employs approximately 1500 people (2017) whereas the Master Plan indicated there is the opportunity to accommodate between 7,000 and 9,000 jobs as</p> |

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|  | <p>part of a mixed use community with institutional, cultural, residential, and recreational uses. The opportunity exists to accommodate more employment as part of a successful community.</p> <p>iii. As the entire Lakeview Employment Area is being planned as a Major Node, it is anticipated that existing employment uses will ultimately be redeveloped with compatible uses. Although the majority of the employment uses in the area are intended to be redeveloped, the OPA allows existing uses to continue until such time as they relocate (policy 13.4.10.1.1).</p> <p>To address the interim condition, the OPA states that Provincial government restrictions regarding buffering of new residential uses will apply to the redevelopment of lands in proximity to existing industry and the wastewater treatment plant (13.4.11.13). In addition a land use compatibility assessment is required to be undertaken for new residential and other sensitive land uses at the time of a development application (13.4.11.14). The City also has the ability to require as part of a complete application a number of studies, including: acoustical, vibration and air quality (Mississauga Official Plan 19.4.5). These studies will confirm impacts to existing operations are acceptable along with any necessary mitigation measures.</p> <p>iv. The Lakeview Waterfront is located adjacent to the Region of Peel's Water Treatment Facility and the Region of Peel Wastewater Treatment Facility. The Region of Peel has identified water, wastewater and stormwater infrastructure necessary to accommodate proposed development. In addition, public service facilities can be accommodated in a number of land use designations, and as the area develops providers of public service facilities will have more detailed</p> |



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|   | <p>information to evaluate future needs.</p> <p>Although all research supports conversion of the Business Employment lands, the formal approval process stipulated in the new Growth Plan (2017) requires the Region of Peel to undertake a comprehensive review before employment lands can be converted. As such the OPA identifies the area on Schedule 10 Land Use Designations which is subject to Provincial approval of the Region's Municipal Comprehensive Review. A policy has been included stating that these lands will not be permitted to be developed for non-employment uses until Provincial approval is granted (13.4.11.5).</p> <p>Lands designated Utility that were previously used for a power plant are not employment lands and do not require a municipal comprehensive review to be undertaken by the Region and approved by the Province in order to redesignate them to non-employment uses.</p> |
| <b>2.2.6 Housing</b>  |   |
| <p><b>General Statement of Intent:</b><br/>A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.</p>   | <p>Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: <a href="http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf">http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf</a></p>   |
| <p><b>Relevant Policies:</b></p> <ul style="list-style-type: none"> <li>a. The Region is responsible for preparing a housing strategy (2.2.6.1)</li> <li>b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2)</li> <li>c. Municipalities will consider the use of available tools to address a mix of unit sizes to accommodate a diverse</li> </ul> | <ul style="list-style-type: none"> <li>a. The Region of Peel and the City of Mississauga are working together to address housing issues.</li> <li>b. A diverse range of housing options has been provided including townhouses, mid-rise (5-8 storeys), taller buildings (9-15 storeys) and greater heights in the Waterway District Area (13.4.8.3 Precincts).</li> <li>c. Affordable housing has been identified as an eligible community benefit under Section 37 of the Planning Act (13.4.11.21). In addition, affordable housing will be required in accordance with the City's housing strategy (13.4.6.1).</li> </ul>   |

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| range of household sizes and incomes (2.2.6.3)  |  |
| <b>2.2.7 Designated Greenfield Areas</b>  |  |
| <p>General Statement of Intent:<br/>Designated greenfield areas will be more compact, supportive of active transportation and transit.</p> <p>Relevant Policies: None</p>   | <p>The Lakeview Waterfront OPA is not within a Greenfield Area.</p> <p>Growth Plan Policies are not applicable.</p>  |
| <b>2.2.8 Settlement Area Boundary Expansions</b>  |  |
| <p>General Statement of Intent:<br/><br/>Settlement area boundaries may only occur through a municipal comprehensive review</p> <p>Relevant Policies: None</p>  | <p>The Lakeview Waterfront OPA does not require a settlement area boundary expansion</p> <p>Growth Plan policies are not applicable.</p>   |
| <b>2.2.9 Rural Areas</b>  |  |
| <p>General Statement of Intent:<br/>Rural areas require appropriate planning</p> <p>Relevant Policies: None</p>   | <p>The Lakeview Waterfront OPA is not located in a rural area</p> <p>Growth Plan policies are not applicable.</p>  |
| <b>3. Infrastructure to Support Growth</b>  |  |
| <b>3.1 Context</b>  |  |
| <p>General Statement of Intent:<br/>An integrated approach to land use planning, infrastructure investment and environmental protection should be used when addressing transportation, water, and climate change, and public service facilities issues.</p> | <p>The Lakeview Waterfront OPA and its precursor the Inspiration Lakeview Master Plan were prepared in an integrated manner with input from agencies (Credit Valley Conservation Authority, School Boards), City Departments (Community Services and Transportation and Works) and the public. The OPA also includes policies that ensure integrated planning continues in subsequent steps of the planning process (13.4.11), including:</p> <ul style="list-style-type: none"> <li>• Preparation of area wide studies</li> <li>• Preparation of development master plans and supporting documentation</li> <li>• Endorsement of development master plans by Council</li> </ul> |

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|   | <ul style="list-style-type: none"> <li>• Submission of development applications and studies</li> </ul>  |
| <b>3.2.1 Integrated Planning</b>  |   |
| <p>Statement of Intent</p> <p>Managing growth should include an integrated approach to address development issues.</p>  | <p>The Lakeview Waterfront OPA incorporated input from a range of stakeholders (including infrastructure providers) and includes policies that ensure an integrated approach is used in subsequent steps of the planning process.</p>   |
| <p>Relevant Policies</p> <ul style="list-style-type: none"> <li>a. Infrastructure planning, land use planning and infrastructure investment will be co-ordinated (3.2.1.1)</li> <li>b. Planning for new infrastructure will occur in an integrated manner (3.2.1.2) that             <ul style="list-style-type: none"> <li>i. Leverages investment</li> <li>ii. Provides sufficient infrastructure in strategic growth areas</li> <li>iii. Identify lifecycle costs</li> <li>iv. Considers impact of climate change</li> </ul> </li> <li>c. Infrastructure investment will facilitate intensification(3.2.1.3)</li> <li>d. Municipalities will assess infrastructure risks caused by impacts of climate change(3.2.1.4)</li> </ul> | <ul style="list-style-type: none"> <li>a. Infrastructure providers were circulated and comments incorporated into the policies. Infrastructure pertaining to items such as school sites, sewage and water systems will be addressed at more detailed planning stages (e.g. Development Master Plan, Plans of Subdivisions) when necessary information is available to properly assess requirements and appropriateness of design to address issues such as climate change. The City will work in collaboration with school boards to determine the need for educational facilities through the development application process (13.4.6.2)</li> <li>b. The Lakeview Waterfront OPA is planned at a density of between 200 to 300 persons plus jobs per hectare, which exceeds the densities identified in the growth plan and given this level of density appropriately leverages investment in infrastructure.</li> </ul> <p>Development may be phased to ensure growth is managed responsibly and new infrastructure is in place (13.4.4.2), including provision of enhanced transit and transportation demand management measures (13.4.4.3)</p> <p>The Financial/Sustainability strategy requirement will assist in determining how infrastructure can be designed to achieve a model sustainable community as well as costs and mechanisms to</p> |

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|  | <p>implement the features (13.4.5.1.5, 13.4.11.6).</p> <ul style="list-style-type: none"> <li>c. The lands subject to the Lakeview Waterfront OPA promote redevelopment of brownfield sites with higher density development (13.4.4)</li> <li>d. The use of district energy systems and renewable energy sources have been identified as items to be considered to achieve a sustainable complete community (13.4.5.1.1) which will be further reviewed in the Financial/Sustainability Strategy. The location of innovative stormwater management techniques will be determined through master servicing plans and identified in development master plans (13.4.5.2.2).</li> </ul>   |
| <b>3.2.2 Transportation</b>  |   |
| <p>Statement of Intent</p> <p>Transportation system planning will be coordinated with land use planning, and transportation investment, and will address issues such as connectivity, complete streets, transportation demand management.</p>  | <p>As a fully realized community, transit and active transportation are intended to be viable alternatives to vehicle use and will help shape and support the future development of the Lakeview Waterfront area (13.4.7)</p>   |
| <p>Relevant Policies</p> <ul style="list-style-type: none"> <li>a. Transportation system planning, land use planning and transportation investment will be co-ordinated (3.2.2.1)</li> <li>b. The system will be planned (3.2.2.2)to: <ul style="list-style-type: none"> <li>i. Provide connectivity</li> <li>ii. Balance choices</li> <li>iii. Encourage environmental appropriate travel and offer multi-modal access to land uses</li> </ul> </li> <li>c. A complete streets approach will be adopted (3.2.2.3)</li> <li>d. Transportation Demand Management will be implemented (3.2.2.4)</li> </ul> | <ul style="list-style-type: none"> <li>a. The Lakeview Waterfront OPA has been prepared in consultation with Transportation and Works to help ensure policies are supportive of a coordinated approach to land use planning and transportation planning.</li> <li>b. The Lakeview Waterfront transportation system is planned to: <ul style="list-style-type: none"> <li>i. Have roads that will be designed to provide connectivity (13.4.7.1.4). Development Master Plans and development applications will demonstrate how the proposal will contribute to a permeable and connected community (13.4.7.2)</li> <li>ii. Have a fine-grain network of roads and connections that will support active transportation (13.4.7.1.1).</li> </ul> </li> </ul> |

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|  | <ul style="list-style-type: none"> <li>iii. Provides a range of land uses including residential, mixed use, open space, culture, institutional, employment, that can be accessed using active transportation and transit (Schedule 10, Schedule 6)</li> <li>c. Streets will be designed to incorporate active transportation (13.4.7.1.5)</li> <li>d. Development applications will be accompanied by strategies (13.4.7.1.8) such as:               <ul style="list-style-type: none"> <li>i. Reduced parking standards</li> <li>ii. Transportation demand management</li> <li>iii. Transit oriented development and design</li> <li>iv. Pedestrian/cycling connections</li> <li>v. Access management plan</li> </ul> </li> </ul>   |
| 3.2.3 Moving People  |  |
| <p>General Statement Of Intent:<br/>Public transit will be the first priority for infrastructure planning and investment.</p> <p>Relevant Policies: None</p> | <p>This section of the Growth Plan is not considered directly relevant as the proposed policies:</p> <ul style="list-style-type: none"> <li>• do not involve recommending investment at this time</li> <li>• do not involve planning for infrastructure beyond the limits of the major node boundary (i.e. investment and planning for infrastructure need to be undertaken on a system-wide basis)</li> <li>• do not include any of the specific priorities identified in Schedule 5 of the Growth Plan</li> <li>• public transit is available along Lakeshore Road and in close proximity to the Lakeview Waterfront. The City is studying Lakeshore Road to assess higher order transit alternatives.</li> </ul> <p>The Lakeview Waterfront OPA does include policies that ensure the community is developed in a manner (e.g. density of 300 persons plus jobs) that is supportive of transit, and active transportation (13.4.7.1.1) that can be integrated into a larger network.</p> <p>Bringing enhanced transit into the site (i.e. provision of a range of transit</p> |

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|   | <p>services and infrastructure based on demand) is considered fundamental to implementing the Vision and Guiding Principles. An assessment of the preferred transit solution will be subject to an area wide transportation study (13.4.7.1.2)</p> <p>Growth Plan policies are not applicable.</p>   |
| <b>3.2.4 Moving Goods</b>   |  |
| <p>General Statement Of Intent:<br/>Facilitating efficient goods movement is a priority.</p> <p>Relevant Policies: None directly</p>                        | <p>Growth Plan policies are not applicable.</p>  |
| <b>3.2.5 Infrastructure Corridors</b>   |  |
| <p>General Statement Of Intent:<br/>Planning for development will support planned corridors for infrastructure.</p> <p>Relevant Policies: None directly</p> | <p>The Lakeview Waterfront does not include any lands that have been identified in the Growth Plan as being part of a corridor as identified on Schedule 5 (i.e. the priority transit corridors, existing higher order transit, committed GO Transit extensions, future high-speed rail corridor ).</p> <p>Lakeshore Road East, however, is identified for higher order transit in the Mississauga Official Plan and the Regional Transportation Master Plan. The City, through the Lakeshore Connecting Communities study, is currently evaluating higher order transit options and will in the future assess enhanced transit within the Lakeview Waterfront Area.</p> <p>The Lakeview Waterfront OPA area appropriately addresses the potential for higher order transit as it has been planned to be transit supportive with a planned density of 200 - 300 residents and jobs per hectare (13.4.4 Direct Growth), which exceeds Growth Plan requirements for major transit station areas for a minimum of 160 residents and jobs per hectare. In addition, taller buildings (9-15 storeys) may be considered in proximity to transit station areas on Lakeshore Road and along the future enhanced transit route.</p> |
| <b>3.2.6 Water and Wastewater Systems</b>   |  |

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| <p>General Statement Of Intent:<br/>There is a need to ensure water / wastewater infrastructure is appropriately planned</p>   | <p>The provision of water and wastewater is the responsibility of the Region of Peel, who have reviewed and support the Lakeview Waterfront OPA.</p> <p>The Lakeview Waterfront OPA lands are situated in between the Region's Water Treatment Plant (adjacent to the west) and the Region's Wastewater Treatment Plant (adjacent to the east)</p>   |
| <p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. municipalities should generate sufficient revenue to recover costs of municipal water and wastewater (3.2.6.1)</li> <li>b. municipal water and wastewater will be supported by strategies for energy and water conservation (3.2.6.2 a), support minimum intensification (3.2.6.2 b), include a comprehensive water or wastewater master plan (3.2.6.2c), and have been considered in the context of applicable legislation ( 3.2.6.2e)</li> </ul> | <ul style="list-style-type: none"> <li>a. The Region of Peel water and wastewater infrastructure can be extended / upgraded to service the site. The Region has indicated that some upgrades will be required to accommodate proposed growth. It is anticipated that through the approval process relevant costs will be recovered (i.e. development charges).</li> <li>b. Strategies for energy conservation and water demand management will be reviewed through the Financial/Sustainability Strategy that is required (13.4.5.1.5 and 13.4.11.6). The area has been planned at a density of 200 – 300 persons plus jobs which exceed intensification requirements. Growth allocations have been provided to the Region and incorporated into their Master Plans. The Region has not identified any issues with respect to the provision of water and wastewater into the area as it pertains to applicable legislation or strategies.</li> </ul> |
| <b>3.2.7 Stormwater Management</b>   |  |
| <p>General Statement Of Intent:<br/>Appropriate stormwater management can help increase the resilience of communities</p>  | <p>The Credit Valley Conservation Authority, provides guidance on stormwater management issue. No concerns have been raised with the Lakeview Waterfront policies.</p>   |
| <p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. Large-scale development will be supported by a stormwater management plan (3.2.7.2)</li> </ul>   | <p>Innovative stormwater management techniques may be integrated with open space and pedestrian walkways that will contribute to the overall network of open spaces. The location and design of these open spaces/spines will be determined through a master servicing plan and identified in development master plans (13.4.5.2.2)</p>  |
| <b>3.2.8 Public Service Facilities</b>   |  |

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| <p>General Statement Of Intent:</p> <p>Investment in public service facilities (e.g. schools, libraries), should be planned to accommodate changing needs, maximize existing infrastructure and support complete communities, and co-locating services in community hubs and prioritizing strategic growth areas.</p>  | <p>Through the preparation of the Lakeview Waterfront OPA, the need and location of public service facilities have been addressed. Detailed plans will be established through subsequent steps of the planning process (e.g. specific requirements for type of parks or community facilities will be refined through plans of subdivision, etc.).</p>   |
| <p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. Planning for public service facilities will be co-ordinated (3.2.8.1)</li> <li>b. Public service facilities will be co-located in community hubs (3.2.8.2)</li> <li>c. Preference for new public service facilities should be to sites easily accessible by active transportation and transit (3.2.8.6)</li> </ul> | <ul style="list-style-type: none"> <li>a. Agencies and departments responsible for public service facilities have been consulted and comments incorporated into the Lakeview Waterfront OPA policies. Development master plans will confirm the location and amount of space dedicated to community infrastructure, and cultural facilities (13.4.8.2.1 j)</li> <li>b. Public service facilities may be co-located within a mixed use focal point on the eastern portion of the Cultural Waterfront precinct that provided an active and vibrant area primarily for commercial, cultural, institutional and recreational facilities.</li> <li>c. Public service facilities will be easily accessible given policies that require a fine grain road network and assessment of connectivity (13.4.7.2), provision of enhanced transit and accommodation of active transportation that will be confirmed by a Transportation Study (13.4.7.2)</li> </ul> |
| 4 Protecting What Is Valuable  |   |
| <p>General Statement of Intent</p> <p>4.1 Context</p> <p>The natural heritage features, vibrant agricultural land base, cultural heritage resources, ecological integrity must be protected.</p>   | <p>The Lakeview Waterfront area is a brownfield site and has undergone significant development in the past impacting the various features and resources. The area is part of an urbanized watershed, where industrial uses are being replaced with a mix of land uses. The OPA policies protect resources and features as well as promote their enhancement through the development process.</p> <p>In addition, Mississauga Official Plan, includes a number of policies in the Value the Environment (Section 6.0) that are applicable to the area including</p>  |



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|   | but not limited to: flood plains, Lake Ontario Shoreline, water conservation, stormwater and drainage   |
| <b>4.2.1 Water Resource System</b>  |   |
| <p>Statement of Intent:<br/>The water resource system requires protection.</p> <p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. Municipalities and conservation authorities will ensure watershed planning is undertaken to address quality and quantity of water within the watershed (4.2.1.1)</li> <li>b. Water resource systems will be identified (4.2.1.2)</li> <li>c. Allocation of growth will be informed by watershed planning (4.2.1.3)</li> <li>d. Municipalities will consider the Great Lakes Strategy and coastal or waterfront planning initiatives (4.2.1.4)</li> </ul> | <p>The Lakeview Waterfront policies include policies and study requirements to ensure water system is protected</p> <ul style="list-style-type: none"> <li>a. The Credit Valley Conservation Authority participated in the review of the OPA policies and has no concerns. A master servicing plan will ensure water quality and quantity are appropriately addressed in line with watershed planning (13.4.5.2.2).</li> <li>b. The water resource system includes the Lake Ontario Shoreline. The OPA policies require special studies be completed pertaining to Active and Urban Shoreline and Coastal studies (13.4.11.9 a b).</li> <li>c. Redevelopment of the Lakeview Waterfront area has been incorporated into the Region's growth allocations and the Conservation Authority has reviewed the policies.</li> <li>d. Lakeview Waterfront is being planned to be a model sustainable community on the waterfront (13.4.3). A Financial/Sustainability Strategy and master servicing plan will ensure relevant policies and waterfront initiatives are properly incorporated in the detailed planning for the area.</li> </ul> |
| <b>4.2.2 Natural Heritage System</b><br><b>4.2.3 Key Hydrologic Features (outside settlement areas)</b><br><b>4.2.4 Lands Adjacent to Key Hydrologic and Key Natural Heritage Features</b><br><b>4.2.6 Agricultural System</b><br><b>4.2.8 Mineral Aggregate Resources</b>  |   |
| <p>Statement of Intent:<br/>The Natural Heritage System, key Hydrologic Features and adjacent lands require appropriate protection</p> <p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. The Natural Heritage System mapping will exclude lands</li> </ul>  | <p>The Lakeview Waterfront OPA is within a settlement area boundary that was in effect as of July 1, 2017 and the Natural Heritage System, Key Hydrologic Features, Lands Adjacent To Key Hydrologic and Key Natural Heritage Features, Agricultural System policies are not applicable.</p>  |

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| within settlement area boundaries that were approved and in effect as of July 1, 2017 (4.2.2.1)   | There are no mineral aggregate resources within the Lakeview Waterfront OPA and Growth Plan policies are not applicable.   |
| 4.2.5 Public Open Space   |  |
| <p>Statement of Intent:<br/>A system of publicly accessible open space is encouraged.</p> <p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. Municipalities are encouraged to have a public open space system including shoreline areas where public access is clearly demarcated, there is a co-ordinate approach to trail planning, and is based on good stewardship (4.2.5.1)</li> <li>b. Municipalities are encourage to establish an open space system that may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks (4.2.5.2).</li> </ul> | <p>The Lakeview Waterfront OPA includes policies that address open space, including:</p> <ul style="list-style-type: none"> <li>a. An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails and natural hazards. As identified on Schedule 10 the lands adjacent to the waterfront are designated Public Open Space and Greenlands.</li> <li>b. The Financial/Sustainability Strategy will address opportunities and implementation issues associated with urban agriculture (13.4.11.6)</li> </ul>   |
| 4.2.7 Cultural Heritage Resources   |  |
| <p>Statement of Intent:<br/>Cultural Heritage Resources can contribute to a sense of identity, support tourism, and attract investment</p> <p>Relevant Policies Include:</p> <ul style="list-style-type: none"> <li>a. Cultural Heritage resources will be conserved (4.2.7.1)</li> <li>b. Municipalities will work with stakeholders (4.2.7.2)</li> <li>c. Municipalities are encouraged to prepare archaeological management plans and cultural plans (4.2.7.3).</li> </ul>   | <p>The Vision for the Lakeview Waterfront area includes a creative community on the waterfront with vibrant public realm including cultural and recreational amenities. As more detailed planning is undertaken, opportunities to reflect heritage and create new cultural resources can be explored.</p> <ul style="list-style-type: none"> <li>a. Currently no cultural heritage resources have been identified. Through the development process archaeological studies are required.</li> <li>b. The City consulted with stakeholders in preparing the Inspiration Lakeview Master Plan and Lakeview Waterfront OPA.</li> </ul> |

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|  | <p>The history and culture of the area may also be reflected in public art (e.g. policy 13.4.3.1 7 includes the Guiding Principle “Remember: commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area’s history”).</p> <p>Opportunities to further work with stakeholders including Aboriginal communities will be explored (e.g. incorporating heritage in the design of public art) will be explored in subsequent steps of the planning process.</p> <p>Mississauga Official Plan indicates that the City will develop a consultation protocol with members of Aboriginal communities on planning matters that affect their interest (3.1.12). The city is currently developing a protocol for relationship building with First Nations.</p> <p>c. As required the City may consider developing archaeological and cultural plans.</p> |
| 4.2.9 A Culture Of Conservation  |  |
| <p>Statement of Intent:<br/>Municipalities can play an important role in encouraging conservation through the development of policies and strategies</p> <p>Relevant policies include:</p> <ol style="list-style-type: none"> <li>Municipalities will development and implement policy and strategies to address water conservation, energy conservation, air quality, integrated waste management (4.2.9.1)</li> <li>Municipalities should develop excess soil reuse strategies and best practices (4.2.9.2 and 4.2.9.3)</li> </ol> | <p>The Lakeview Waterfront OPA includes policies that support conservation, including:</p> <ol style="list-style-type: none"> <li>Development will be designed to include sustainable measures such as: orienting buildings to be solar ready, using renewable energy sources, managing stormwater runn-off through innovative methods in keeping with best management practices (13.4.5.1.1)</li> </ol> <p>Development will incorporate sustainable measures in their design and will strive to meet LEED or other custom green development standards (13.4.5.1.2)</p> <p>Strategies for creating a model sustainable community (e.g. energy conservation and water demand management) will be reviewed</p>   |

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|  | <p>through the Financial/Sustainability Strategy that is required (13.4.5.1.5 and 13.4.11.6).</p> <p>b. The Lakeview Waterfront area is located adjacent to the Lakeview Waterfront Connection that will create a new naturalized waterfront area and provides an opportunity to accommodate any excess soil. This issue will be further examined in subsequent stages of the planning process.</p>   |
| 4.2.10 Climate Change  |   |
| <p>Statement of Intent:<br/>Municipalities can play an important role in reducing greenhouse gas emissions and supporting adaptation to the changing climate.</p> <p>Relevant Policies<br/>Municipalities will develop policies and strategies to identify actions that will reduce greenhouse gas emissions and address climate change (4.2.10.1 and 4.2.10.2).</p> | <p>The Lakeview Waterfront OPA includes a range of policies to help address climate change by planning a sustainable community. Further the Region and City have other initiatives and studies to help support climate change and greenhouse gas emission reductions, see link for an example:<br/><a href="http://www.mississauga.ca/portal/residents/greenhouse-gas-emissions">http://www.mississauga.ca/portal/residents/greenhouse-gas-emissions</a></p> <p>Development of the Lakeview Waterfront area will amongst other things:</p> <ul style="list-style-type: none"> <li>• help promote a complete community (13.4.6 Complete Communities)</li> <li>• exceed transit supportive densities (13.4.4 Direct Growth)</li> <li>• incorporate active transportation (13.4.7 Multi-Modal City)</li> <li>• incorporate stormwater best management practices and protect water quantity and quality (13.4.5 Value the Environment)</li> <li>• promote a culture of conservation through a Financial/Sustainability Strategy (13.4.11 Implementation)</li> </ul> |
| 5 Implementation   |   |
| <p>Statement of Intent:<br/>Comprehensive municipal implementation is required to implement the Growth Plan. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p>   | <p>Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.</p>   |

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| <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p> |                                    |

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## Consistency with Provincial Policy Statement 2014

The following table has been prepared to demonstrate consistency with the Provincial Policy Statement 2014 (PPS). For each relevant section of the PPS, a General Statement of Intent has been provided which contains a staff summary of the general direction of the commentary and policies. PPS policies have then been summarized and condensed by staff in order to identify the key relevant ideas. Only policies considered relevant to the Lakeview Waterfront OPA have been included.

The “Consistency” column provides staff explanation how the proposed policies are consistent with the PPS. Numbers in brackets represent policy or policy section headings in the Lakeview Waterfront OPA. As Mississauga Official Plan contains policies that are applicable to the Lakeview Waterfront Area, the analysis may refer to policies from Mississauga Official Plan.

| Consistency Analysis  |   |
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| Provincial Policy Statement (PPS)   | Lakeview Waterfront OPA Consistency   |
| <b>1.0 Buildings Strong Healthy Communities</b>   |   |
| <p><b>General Statement of Intent:</b><br/>Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.</p> | <p>The Lakeview Waterfront OPA policies implement a Vision and Guiding Principles (13.4.3 and 13.4.3.1) that are consistent with the PPS, as the vision is for a model green, sustainable and creative community on the waterfront. It will be planned as a mixed use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities and employment opportunities. Guiding principles include:</p> <ul style="list-style-type: none"> <li>• Link: connect the city and the water</li> <li>• Open: provide accessible public spaces for all</li> <li>• Green: promote a green sustainable innovative model community</li> <li>• Vibrant: create a mixed use community, affordable and welcoming</li> <li>• Connect: provide for multiple ways to get around</li> <li>• Destination: create a special place to draw visitors and enjoy culture</li> <li>• Remember: commemorate history</li> <li>• Viable: balance public and private investment to be economically sustainable</li> </ul> |

| Provincial Policy Statement (PPS)  | Lakeview Waterfront OPA Consistency   |
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| 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns   |   |
| <p>1.1.1 Healthy, liveable and safe communities are sustained by:</p> <ul style="list-style-type: none"> <li>a) Promoting efficient development and land use patterns</li> <li>b) Accommodating an appropriate range and mix of residential, employment, institutional, recreational, park and open space, and other uses to meet long term needs</li> <li>c) Avoiding land use patterns which may cause environmental or public health and safety concerns</li> <li>e) Promoting development patterns that minimize land consumption and servicing costs</li> <li>h) Promoting land use patterns that consider the impacts of a changing climate</li> </ul> | <ul style="list-style-type: none"> <li>a) The Lakeview Waterfront OPA promotes efficient development as it allows for vacant underutilized land along the waterfront (formerly developed with a power plant) and an aging employment area that lacks characteristics necessary to fully achieve an efficient land use pattern (e.g. visibility, proximity to major highways) to be redeveloped as a vibrant mixed use community.</li> </ul> <p>In addition the OPA includes policies regarding Planning and Financing Tools, as well as a required Financial/Sustainability Strategy that are intended to help ensure a financially sustainable community is developed (13.4.11 Implementation).</p> <ul style="list-style-type: none"> <li>b) The Lakeview Waterfront OPA provides for a mixed use community that includes a wide range and mix of uses including residential, employment, institutional, recreational, park and open space. The distribution of land uses reflect: <ul style="list-style-type: none"> <li>• opportunities (e.g. Lakeshore Road provides visibility for commercial uses, shoreline allows for expansion of waterfront trail),</li> <li>• constraints (e.g. Wastewater Treatment Plan limits proximity of sensitive land uses),</li> <li>• public and stakeholder input (e.g. desire for a mixed-use cultural hub and predominately mid-rise community), and</li> <li>• planning analysis (e.g. residential density should be transit supportive and consistent with City urban hierarchy of a major node)</li> </ul> </li> </ul> <p>In addition, with respect to housing, Mississauga Official Plan has a policy that permits second units within detached dwellings, semi-detached dwellings and townhouses dwellings where appropriate (Mississauga Official Plan 11.2.5.8). This policy is implemented through Zoning (Zoning By-law 225-2007 Subsection 4.1.20). This City also has an Affordable Housing strategy that is being</p> |

| Provincial Policy Statement (PPS) | Lakeview Waterfront OPA Consistency   |
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|                                   | <p>implemented.</p> <ul style="list-style-type: none"> <li>c) The Lakeview Waterfront OPA designates hazard lands “Greenlands” in order to address environmental and safety concerns. Policies have been included which identify potential issues associated with remediation of potential environmental contamination and proximity to the wastewater treatment plant (13.4.11 Contamination and Land Use Compatibility). In addition, the Wastewater Treatment Plant is buffered from Residential Uses by Business Employment uses and will require a land use compatibility study at the time of a development application to confirm compatibility and identify what mitigation measures, if any, are required (13.4.11.14).</li> <li>e) The Lakeview Waterfront area is planned as a Major Node which is intended to accommodate a compact urban form with a gross density of between 200 and 300 persons plus jobs. Land consumption may be further reduced through alternate road design standards (13.4.7.1.11), reduced parking standards (13.4.7.3) and incorporating schools with other permitted uses in the same building to create a compact urban form (13.4.10.1.4)</li> <li>h) Mitigating climate change is addressed through the requirement for a Financial/Sustainability Strategy (13.4.5.1.5) and requiring development to include sustainable measures (13.4.5.1.1 and 13.4.5.1.2). The OPA also requires, where appropriate that stormwater best management practices and the use of low impact development techniques (13.4.7.2.3) be incorporated into active transportation connections (e.g. multi-use paths, pedestrian mews).</li> </ul> <p>Mississauga Official Plan also contains policies pertaining to low impact development that are applicable to the Lakeview Waterfront area (Mississauga Official Plan 6.4.2 Stormwater and Drainage)</p> |



| Provincial Policy Statement (PPS)  | Lakeview Waterfront OPA Consistency  |
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| <p>1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to accommodate projected needs for a time horizon up to 20 years</p>   | <p>The Lakeview Waterfront OPA targeted population and employment forecasts have been incorporated into the City's long range growth forecasts which demonstrate the City has sufficient lands capable of accommodating development necessary to achieve growth forecasts over a 20 year time horizon.</p>   |
| <p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <ul style="list-style-type: none"> <li>a) Densities and a mix of land uses which: <ul style="list-style-type: none"> <li>1. efficiently use land and resources</li> <li>2. are appropriate for and efficiently use infrastructure and public service facilities</li> <li>3. minimize negative impacts to air quality and climate change and promote energy efficiency</li> <li>4. support active transportation</li> <li>5. are transit supportive</li> </ul> </li> <li>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</li> </ul> | <p>The Lakeview Waterfront lands are within the Mississauga's settlement area.</p> <ul style="list-style-type: none"> <li>a) The planned land use pattern will: <ul style="list-style-type: none"> <li>1. Efficiently use land and resources as the lands are planned to be compact with a predominately mid-rise built form at a density of between 200 to 300 persons plus jobs per hectare (13.4.4, 13.4.8). Underground parking is encouraged for all sites and required for residential development exceeding four storeys.</li> <li>2. Efficiently uses infrastructure as the area is surrounded by existing neighbourhoods and associated community infrastructure that offer the potential to be better utilized (e.g. some school sites have been closed due to declining enrolment and with new development may help support existing schools). In addition, the OPA identifies the area as a Major Node which is intended to be a prominent centre for the surrounding area, where the location of community infrastructure is encouraged (Mississauga Official Plan 5.3.2). As such there is the opportunity to find efficiency by co-locating any new community uses together.</li> <li>3. Air quality, climate change and energy efficiency are addressed through requirements that development be designed to include sustainable measures such as: orienting buildings to be solar ready, using renewable energy sources, managing stormwater run-off through innovative methods in keeping with best management practices (13.4.5.1.1). Development will strive to meet LEED or other custom green development standards</li> </ul> </li> </ul> |

| Provincial Policy Statement (PPS) | Lakeview Waterfront OPA Consistency  |
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|                                   | <p>(13.4.5.1.2). Strategies for creating a model sustainable community (e.g. energy conservation and water demand management) will be reviewed through the Financial/Sustainability Strategy that is required (13.4.5.1.5 and 13.4.11.8).</p> <p>4. Support active transportation as it is intended to be a viable alternatives to vehicle use and will help shape and support the future development of the Lakeview Waterfront area (13.4.7). The area will have a fine-grain network of roads and connections that will support active transportation (13.4.7.1.1). Streets will be designed to incorporate active transportation (13.4.7.1.5) and applications are to demonstrate how the proposal will contribute to a permeable community for active transportation (13.4.7.2.1). Active transportation connections will be confirmed through the Lakeview Waterfront Transportation Study (13.4.7.2.2).</p> <p>In addition, policies encourage a mix of land uses which provide opportunities to combine a range of uses within one building or area in support of active transportation. For example the Cultural Waterfront precinct is intended to be a mixed-use focal point for commercial, cultural and institutional and recreational uses (13.4.8.3.20 c).</p> <p>5. Support transit as the area is planned at a density between 200 to 300 persons plus jobs per hectare (13.4.4) which exceed transit supportive densities in the Growth Plan. The majority of the area is within a 5 minute walk to potential higher order or enhanced transit stops. Criteria for taller building heights (13.4.8.3.8) identify key locations where taller buildings may be considered including: proximity to Major Transit Stations, and along the future enhanced transit route. Development applications are required through traffic impact studies to</p> |

| Provincial Policy Statement (PPS)  | Lakeview Waterfront OPA Consistency  |
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|  | <p>address Transportation Demand Management and transit oriented development design (13.4.7.1.8).</p> <p>b) The Lakeview Waterfront is identified as a Major Node (13.4.4) which is an element in the City's urban structure that is intended for intensification and provides a range of uses (as identified on Schedule 10 Land Uses of the Official Plan) and allows for appropriate redevelopment of the area). As described in policy section 13.4.4, the Major Node among other things is intended to:</p> <ul style="list-style-type: none"> <li>• Be an area of intensification including a mix of uses;</li> <li>• Provide opportunities to draw people to the area to take advantage of unique uses such as cultural space, waterfront activities;</li> <li>• Achieve a targeted grow density of between 200 and 300 residents plus jobs;</li> <li>• Provide a range of building typologies predominately of a mid-rise height;</li> </ul> |
| <p>1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, and infrastructure, in accordance with policies in Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety</p> | <p>The Lakeview Waterfront OPA identifies the lands as a Major Node which is an area appropriate for intensification (Mississauga Official Plan 5.3.2.3). The OPA will allow for the redevelopment of a brownfield area that can utilize surrounding infrastructure (e.g. existing ambulance facilities), potentially utilize some existing infrastructure (connect to existing watermain). In addition, any community infrastructure located in the Lakeview Waterfront area could serve surrounding neighbourhoods.</p> <p>Policies in both the OPA and Mississauga Official Plan ensure intensification is in accordance with the wise management of resource and protecting health and safety (e.g. protect natural, cultural and archaeological resources as well as directing development away from hazards).</p>  |
| <p>1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.</p>  | <p>The Lakeview Waterfront OPA requires Development Master Plans and associated built form guidelines to be prepared to ensure an appropriate compact form (13.4.8.2.1). The OPA includes appropriate land use</p>   |

| Provincial Policy Statement (PPS)   | Lakeview Waterfront OPA Consistency   |
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|   | designations to mitigate risks to public health and safety as well as policies including requirements for future studies to address issues such as contamination, land use compatibility, coastal studies (13.4.11). Mississauga Official Plan also includes policies that require development applications to provide supporting documentation such as slope stability studies (Mississauga Official Plan 19.4.5).   |
| 1.1.3.5 Planning authorities shall implement minimum targets for intensification based on local conditions.   | As the City of Mississauga is fully urbanized (with the exception of a small amount of land along the western border), all development represents intensification.  |
| 1.1.3.6 New development taking place in designated growth areas shall have a compact form, mix of uses and densities that allow for the efficient use of land.  | The Lakeview Waterfront OPA provides for a compact urban form with a mix of uses and densities that will be refined through Development Master Plans (13.4.4 Direct Growth, 13.4.8 Desirable Urban Form) that allow for the efficient use of land.  |
| 1.1.3.7 Planning authorities shall establish phasing policies to ensure orderly progression of development and timely provision of infrastructure.  | <p>The Lakeview Waterfront OPA includes policies that state:</p> <ul style="list-style-type: none"> <li>• Development may be phased to ensure that growth is managed responsibly and new planned infrastructure is in place (13.4.4.2)</li> <li>• If satisfactory arrangements for the implementation of enhanced transit and transportation demand management measures are not made, development may be phased (13.4.4.3).</li> </ul> <p>Mississauga Official Plan also includes a policy stating that development proposals may be phased to coincide with the provision of services and infrastructure (5.1.9)</p> |
| <p>1.2 Coordination</p> <p>A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipalities and with other orders of government, agencies and boards</p> | The Lakeview Waterfront OPA included coordinated consultation with the Region of Peel, Agencies, City Departments and the public and include an integrated approach to addressing issues. Implementation of the OPA policies require additional detailed studies and Development Master Plans (13.4.11), which will further refine the comprehensive approach to planning for this area by incorporating findings from required supporting studies (e.g. height(s) study, coastal study, etc.).   |

| Provincial Policy Statement (PPS)   | Lakeview Waterfront OPA Consistency  |
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| <p>1.2.6 Land Use Compatibility</p> <p>Major facilities and sensitive land uses should be planned to ensure they are appropriately designed and buffered</p>  | <p>The Region of Peel has been consulted regarding the proximity of sensitive land use to their wastewater treatment plant and they support the Lakeview Waterfront OPA. Business Employment uses separate the wastewater treatment plant and residential uses. The OPA includes policies regarding Land Use Compatibility, including:</p> <ul style="list-style-type: none"> <li>• Provincial Government restrictions regarding the buffering of new residential uses will apply to redevelopment of lands in proximity to existing industries and wastewater treatment plant (13.4.11.13)</li> <li>• Land use compatibility assessments are to be undertaken at the time of a development application, in order to confirm compatibility and identify mitigation measures. The responsibility for mitigation will fall on new residential and other sensitive uses (13.4.11.14).</li> </ul>  |
| <p>1.3.1 Planning authorities shall promote economic development by providing a mix and range of uses, maintain a range and choice of suitable sites, encouraging compact mixed use development, ensuring necessary infrastructure is in place.</p> | <p>The Lakeview Waterfront OPA includes Section 13.4.9 Strong Economy which outlines the City's approach to employment uses, includes:</p> <ul style="list-style-type: none"> <li>• Providing employment opportunities in mixed use development along Lakeshore Road and the Cultural Waterfront precinct (13.4.9.1 a and b)</li> <li>• The Innovation Corridor precinct is intended to be a high-tech green campus that accommodates office, business employment institutional and research and development activities (13.4.8.3). The amount of space and any required incentives to attract major employers will be determined through a feasibility study (13.4.9.2)</li> <li>• The City will work with the Province to attract post-secondary institutional uses (13.4.9.3)</li> <li>• Strategies to encourage and support employment uses may be pursued including Community Improvement Plans, Bonus Zoning and other incentives (13.4.9.5).</li> </ul> |
| <p>1.3.2 Employment Areas</p> <p>1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas</p> <p>1.3.2.2 Planning authorities may permit conversion of lands within employment areas to non-employment uses</p>           | <p>The Lakeview Waterfront OPA ensures appropriate employment opportunities are available through the Innovation Corridor and Mixed Use designation (13.4.9)</p> <p>Lands within the Lakeview Waterfront that are currently designated Business</p>  |

| Provincial Policy Statement (PPS)   | Lakeview Waterfront OPA Consistency   |
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| <p>through a comprehensive review</p>   | <p>Employment (approximately 35 ha of a total 99 ha site) are subject to the municipal comprehensive review requirements in the Growth Plan, and the lands east of Serson Creek will retain their Business Employment designation as they are part of the Innovation Corridor.</p> <p>Mississauga has completed two municipal comprehensive reviews of employment lands, the first in 2005 and the second in 2015. In both reviews these lands were identified as an area where a change could be considered subject to determining appropriate future land uses. The Planning for future land uses has been completed through the Lakeview Waterfront OPA process.</p> <p>Although all research supports conversion of the Business Employment lands, according to the new Growth Plan (2017), the Region now has the responsibility (previously it was City responsibility) for undertaking municipal comprehensive reviews and the Province has the responsibility of approving these documents. As recommended by the Region, the OPA identifies the area on Schedule 10 Land Use Designations which is subject to Provincial approval of the Region's Comprehensive Review. A policy has been included stating that these lands will not be permitted to be developed for non-employment uses until Provincial approval is granted (13.4.11.5).</p> <p>Lands designated Utility that were previously used for a power plant are not employment lands and do not require a municipal comprehensive review. These lands can be designated for non-employment uses.</p> |
| <p>1.4 Housing</p> <p>1.4.1 Planning Authorities shall accommodate projected requirements of current and future residents by maintaining sufficient land available</p> <p>1.4.2 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable</p> | <p>Development of the Lakeview Waterfront OPA has been incorporated into the City's growth forecasts which can be accommodated through intensification and infill.</p> <p>A diverse range of housing options has been provided including townhouses, mid-rise (5-8 storeys), taller buildings (9-15 storeys) and greater heights in</p>   |

| Provincial Policy Statement (PPS)   | Lakeview Waterfront OPA Consistency   |
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|   | the Waterway District Area(13.4.8.3.19). Affordable housing has been identified as an eligible community benefit under Section 37 of the Planning Act (13.4.11.21). Affordable housing will be required in accordance with the City's housing strategy (13.4.6.1).  |
| <p>1.5 Public Space, Recreation, Parks, Trails, and Open Space</p> <p>1.5.1 Healthy active communities should be promoted by facilitating active transportation, providing opportunities for recreation, and access to shorelines</p>   | The Lakeview Waterfront OPA includes policies regarding active transportation (13.4.7.2.2), an interconnected network of open spaces will provide linkages, both within and to surrounding areas (13.4.5.2)and the OPA includes as a key guiding principle “Link” – connect the City and the water (13.4.3.1)   |
| <p>1.6 Infrastructure and Public Service Facilities</p> <p>1.6.2 Green infrastructure should be promoted to complement infrastructure</p> <p>1.6.5 Public service facilities should be co-located in community hubs with access to transportation and active transportation</p>   | <p>The Lakeview Waterfront OPA requires development to include some sustainable measures such as: stormwater best management practises, planning trees, installing green roofs or white roofs. A Financial/Sustainable Strategy will be required to address how infrastructure can be designed to achieve a model sustainable community. (13.4.5.1.1 and 13.4.5.1.5)</p> <p>The Cultural Waterfront precinct will include a mixed use focal point on the eastern portion of the precinct that provides an active and vibrant area primarily for commercial, cultural, institutional and recreational activities (13.4.8.3.20 c). This area is easily accessible by the fine grain road network and proximity to enhanced transit.</p> <p>Mississauga Official Plan indicates that in Major Nodes investment in community infrastructure will be encouraged (5.3.2.9).</p> |
| <p>1.6.6 Sewage Water and Stormwater</p> <p>1.6.6.1 Planning for sewage and water services shall promote the efficient use and optimization and promote water conservation and water use efficiency</p> <p>1.6.6.7 Planning for stormwater shall prevent increases in contaminant loads, minimize changes in water balance,</p> | <p>Water and sewage are the responsibility of the Region of Peel who support the amendment. Further, policy 13.4.5.1.2 states that development will incorporate sustainable design measures and strive to meet LEED or other custom design standard which could include water conservation measures.</p> <p>The Lakeview Waterfront area will be designed to include sustainable</p>  |

| Provincial Policy Statement (PPS)   | Lakeview Waterfront OPA Consistency   |
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| not increase risk to human health, maximize pervious surfaces, and promote stormwater best practices  | measures including managing run-off through innovative methods in keeping with stormwater best management practices (13.4.5.1.1). The location and design will be determined through a master servicing plan and identified in development master plans (13.4.5.2.2).   |
| <p>1.6.7 Transportation Systems</p> <p>1.6.7.1 The system should be appropriate to address projected needs</p> <p>1.6.7.2 Transportation demand management strategies should be used where feasible</p> <p>1.6.7.3 Connectivity within and among multimodal transportation systems should be maintained and improved</p> <p>1.6.7.4 Land use pattern, density and mix of uses should minimize vehicular trips and support transit and active transportation</p> <p>1.6.7.5 Transportation and land use considerations shall be integrated</p> | <p>An area-wide transportation study is required to confirm required infrastructure (13.4.7.1.2) including how enhanced transit can be accommodated in the site.</p> <p>Development applications will be accompanied by traffic impact studies that will include strategies for limiting impacts on the network (e.g. use of Transportation Demand Management measures) (13.4.7.1.8)</p> <p>Development Master Plans and development applications will demonstrate how proposals will contribute to the creation of a permeable and connected community (13.4.7.2.1)</p> <p>The Lakeview Waterfront Area has been planned at a density of between 200 and 300 persons plus jobs per hectare, which is transit supportive (13.4.4).</p> <p>Transportation is an integral part of planning the community. A guiding principle in planning the community is “Connect” provide multiple ways to get around – walk, cycle, transit and vehicles (13.4.3.1)</p> |
| <p>1.6.8 Transportation and Infrastructure Corridors</p> <p>1.6.8.1 Authorities shall protect corridors and rights-of-way for infrastructure</p>  | The Lakeview Waterfront OPA indicates that the City may acquire and protect for a public transit right-of-way for an enhanced transit route (13.4.7.1.6)  |
| 1.6.9 Airports Rail and Marine Facilities   | Not Applicable. There are no functioning airport, rail or marine facilities.  |
| <p>1.6.10 Waste Management</p> <p>1.6.10.1 Planning Authorities should consider implications of development on waste generation, management and diversion</p>   | <p>The Region of Peel is responsible for waste management.</p> <p>The required Financial/Sustainability Plan, will address sustainability measures and applicable mechanisms to implement which could examine ways to encourage waste reduction (13.4.11.6).</p>  |



| Provincial Policy Statement (PPS)  | Lakeview Waterfront OPA Consistency   |
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|  | Alternative waste collection infrastructure (e.g. vacuum pipes) are permitted in all land use designations, except on lands designated Greenlands or Public or Private Open Space (13.4.10.1.5)   |
| <p>1.6.11 Energy Supply</p> <p>1.6.11.1 Planning authorities should provide opportunities for development of energy supply</p> <p>1.6.11.2 Planning authorities should promote renewable energy systems</p>  | <p>The City is not responsible for energy production.</p> <p>The required Financial/Sustainability Plan, will address sustainability measures and applicable mechanisms to implement (13.4.11.6), including district energy and renewable energy (13.4.5.1.1)</p>   |
| <p>1.7 Long-Term Economic Prosperity will be supported by</p> <ul style="list-style-type: none"> <li>a) Promoting opportunities for economic development</li> <li>b) Optimizing long-term availability and use of land</li> <li>d) Encouraging a sense of place</li> <li>e) Promoting the redevelopment of brownfield sites</li> <li>f) Providing a multi-modal transportation system</li> <li>g) Providing opportunities for sustainable tourism</li> <li>i) Promoting energy conservation</li> <li>j) Minimizing negative impacts on climate change</li> </ul> | <p>The Lakeview Waterfront OPA:</p> <ul style="list-style-type: none"> <li>a) Promotes economic development through the preparation of an Economic Development Business case study for the Innovation Corridor that will examine among other things, the use of incentives to attract employers (13.4.9.2)</li> <li>b) Optimizes the use of land by revitalizing a vacant former power plant and aging industrial area with a new mixed-use community planned at a transit-supportive density</li> <li>d) Encourages a sense of place through policies that identify the planned character of various precincts within the area (13.4.4). In addition as a guiding principle “Destination: create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression” (13.4.3.1)</li> <li>e) Promotes brownfield redevelopment as land use designations will permit a mixed use community on lands currently vacant or developed with older industrial buildings.</li> <li>f) Designs a community that encourages a multi-modal transportation system with an emphasis on transit and active transportation (13.4.7)</li> <li>g) Includes a Cultural Waterfront Precinct along the Lake Ontario shoreline that accommodates water themed open spaces, cultural activities, mixed uses (13.4.8.3.20)</li> <li>i) Promotes energy conservation by requiring a Financial/Sustainability Strategy (13.4.5.1.5) and requiring development strive to meet LEED or other custom green development standard (13.4.5.1.2)</li> </ul> |

| Provincial Policy Statement (PPS)   | Lakeview Waterfront OPA Consistency  |
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|   | <p>j) Minimize climate change through a compact built form that is predominately mid-rise in scale, with some ground related as well as taller buildings (13.4.8). Policies to create a sustainable community that is transit supportive, will also assist in minimizing impacts on climate change (13.4.5. and 13.4.7).</p>   |
| <p>1.8 Energy Conservation, Air Quality and Climate Change<br/>Planning authorities shall support energy conservation , improved air quality and address climate change through land use and development patterns, through:</p> <ul style="list-style-type: none"> <li>a) Compact form and a structure of nodes and corridors</li> <li>b) Promote active transportation and transit</li> <li>c) Focus major employment, commercial land uses on sites well served by transit</li> <li>e) Improve the mix of employment and housing</li> <li>f) Promote design orientation that maximizes energy efficiency and use of renewal energy</li> <li>g) Maximize vegetation</li> </ul> | <p>The Lakeview Waterfront OPA</p> <ul style="list-style-type: none"> <li>a) Provides a compact built form that is predominately mid-rise in scale, with some ground related as well as taller buildings (13.4.8) and is identified as a Major Node (13.4.4).</li> <li>b) Designs a community that encourages a multi-modal transportation system with an emphasis on transit and active transportation (13.4.7)</li> <li>c) Locates mixed-use (requiring commercial at grade), and business employment uses along Lakeshore Road which provides good access to transit.</li> <li>e) Has a targeted population to employment ratio of 2:1 (13.4.4)</li> <li>f) Identifies sustainable measures to be considered and incorporated into the review of development applications and supporting studies such as, orienting buildings to be “solar ready” and using renewable energy sources such as solar or geothermal energy (13.4.5.1.1)</li> <li>g) Identifies planting trees as a sustainable measure that will be incorporated into the review of development applications (13.4.5.1.1)</li> </ul> |
| <b>2.0 Wise Use and Management of Resources</b>   |  |
| <p><b>General Statement of Intent:</b> Prosperity is dependent on conserving and protecting our resources</p> <p>Summary of Relevant Policies:</p> <p>2.1 Natural features and systems are to be protected, maintained restored or improved. Development and site alteration is restricted from significant environmental areas.</p> <p>2.2 Water quality and quantity shall be protected, improved or</p>  | <p>The Credit Valley Conservation Authority did not identify any concerns with the OPA. Should any issues be identified through development applications, the City can require additional studies such as an Arborist’s Report or Environmental Impact Study to address issues of concern (Mississauga Official Plan 19.4.5).</p> <p>The Credit Valley Conservation Authority and City of Mississauga provide input on issues pertaining to managing stormwater quality and quantity, did not identify any concerns with the OPA. In addition, innovative stormwater</p>   |

| Provincial Policy Statement (PPS)  | Lakeview Waterfront OPA Consistency  |
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| <p>restored.</p> <p>2.6 Cultural Heritage and Archaeology resources shall be conserved</p> <p>The following Policy Section are not relevant as none are located within the Lakeview Waterfront area:</p> <ul style="list-style-type: none"> <li>• 2.3 Agriculture</li> <li>• 2.4 Minerals and Petroleum</li> <li>• 2.5 Mineral Aggregate Resources</li> </ul>  | <p>best management practices , including low impact techniques will be reviewed through a master servicing plan (13.4.5.2.2)</p> <p>The Lakeview Waterfront area does not contain any significant cultural heritage landscapes. The City may require an archaeological assessment be undertaken (Mississauga Official Plan 7.4.5.1) as part of a development application.</p>  |
| 3.0 Protecting Public Health and Safety  |  |
| <p><b>General Statement of Intent:</b> Prosperity is dependent on reducing potential for public cost or risk to residents from natural or human made hazards</p> <p>Summary of Relevant Policies:</p> <p>3.1 Development shall generally be directed to areas outside of hazard lands and hazardous sites.</p> <p>3.2 Sites with contaminants shall be remediated as necessary prior to any activity on the site</p> | <p>Hazard lands along the Lake Ontario Shoreline and Serson Creek are designated Greenlands which restricts development to protect people and property from damage and to protect the Natural Heritage System (Schedule 10 and Mississauga Official Plan 11.2.3.1)</p> <p>The OPA includes a policy stating that the City in consultation with Credit Valley Conservation will investigate the extent to which the lands along the shoreline can be developed into a vibrant destination space at the water's edge (13.4.6.9)</p> <p>Given current and historic uses, there is potential for contamination in the Lakeview Waterfront area, which is addressed as follows:</p> <ul style="list-style-type: none"> <li>• the OPA includes policies that identify this issue, including: <ul style="list-style-type: none"> <li>• new land uses may require one or more Records of Site Condition prior to site development in accordance with the Environmental Protection Act (13.4.5.1.4)</li> <li>• Development applications may be required to assess contamination (13.4.11.10)</li> <li>• Where contamination is confirmed a remedial action plan will be required (13.4.11.11)</li> <li>• Environmental Site Assessments will be required</li> </ul> </li> </ul> |

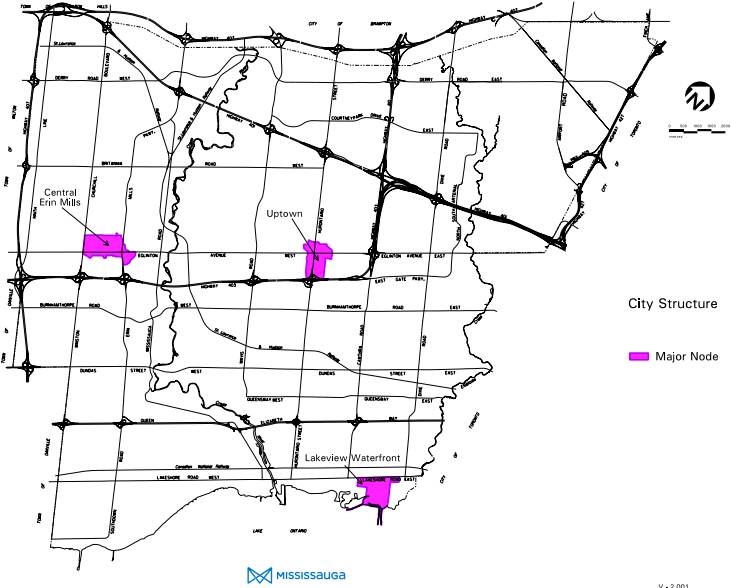
| Provincial Policy Statement (PPS)  | Lakeview Waterfront OPA Consistency   |
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|  | <p>(13.4.11.12)</p> <ul style="list-style-type: none"> <li>Mississauga Official Plan includes additional policies including: <ul style="list-style-type: none"> <li>Recommendations contained within a remedial action plan will be implemented by way of conditions to development approval (Mississauga Official Plan 6.7.1.d)</li> <li>If a contaminated site cannot be remediated to the land use designation shown on Schedule 10 the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered (Mississauga Official Plan 6.7.2)</li> <li>As part of a complete application submission (Mississauga Official Plan 19.4.5) the City may request: <ul style="list-style-type: none"> <li>an Environmental Site Screening Questionnaire and Declaration</li> <li>Site Remediation Studies , including Phase I Environmental Site Assessment, Phase II Environmental Site Assessment, Remedial Work Plan, Site Clean-up report</li> </ul> </li> </ul> </li> </ul> |
| 4.0 Implementation and Interpretation  |   |
| <p><b>General Statement of Intent:</b><br/>Provides direction on how the Provincial Policy Statement is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement</p> <p>4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement</p> | <p>As outlined in this table, the Lakeview Waterfront OPA policies are consistent with all relevant policies of the Provincial Policy Statement.</p> <p>The Lakeview Waterfront OPA builds upon and refines the policies in the Mississauga Official Plan</p>   |

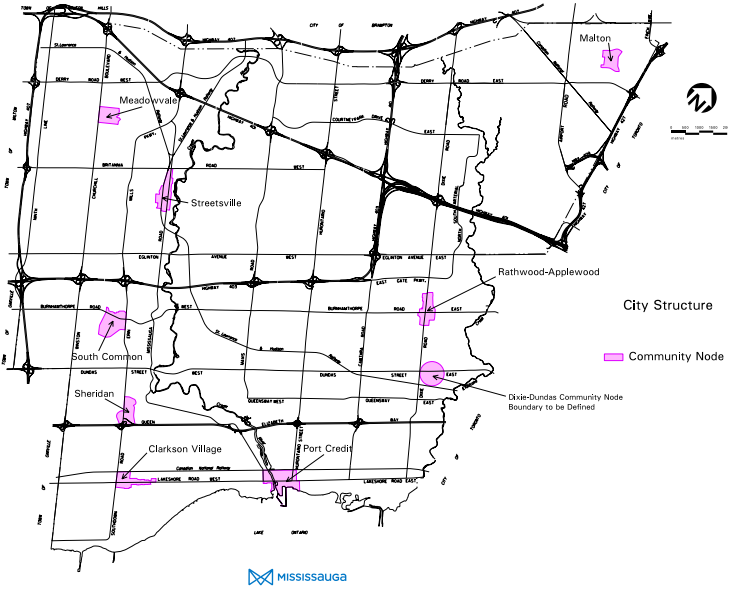
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## Modifications to Mississauga Official Plan

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

|   |   | a. Clarkson Village;<br>b. Dixie-Dundas;<br><del>c. Lakeview;</del><br>d. Malton;<br>e. Meadowvale;<br>f. Port Credit;<br>g. Rathwood/Applewood;<br>h. Sheridan;<br>i. South Common; and<br>j. Streetsville.   |   |              |                |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
|---|---|--|---|--------------|----------------|----|--------------|-------------|--------------------------|------------------------------------|------------------|---|-------------|----------------|--------------------------------|------------|------------|------------|-------------|----------------|--------------------------------|---------------------------|------------------|------------|-------------|----------------|
| 8. Create a Multi-Modal City                      |   |  |   |              |                |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
| Table 8-2: Road Classification – Major Collectors | An enhanced transit route (Lakefront Promenade, Streets ‘D’, ‘G’, and ‘J’) is planned for the Lakeview Waterfront area and the revised Table 8-2 Road Classification – Major Collectors identifies the roads and right-of-way widths. | That Table 8-2: Road Classification – Major Collectors be amended as follows: <table><tr><th>Character Area</th><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W Range</th></tr><tr><td>Waterfront Major Node</td><td>Lakefront Promenade/<br/>Street ‘G’</td><td>Lakeshore Rd. E.</td><td>Street ‘D’</td><td>Mississauga</td><td>26 m -<br/>35 m</td></tr><tr><td>Lakeview Waterfront Major Node</td><td>Street ‘D’</td><td>Street ‘G’</td><td>Street ‘J’</td><td>Mississauga</td><td>26 m -<br/>35 m</td></tr><tr><td>Lakeview Waterfront Major Node</td><td>Hydro Road/<br/>Street ‘J’</td><td>Lakeshore Rd. E.</td><td>Street ‘D’</td><td>Mississauga</td><td>26 m -<br/>35 m</td></tr></table> | Character Area                            | Street       | From           | To | Jurisdiction | R-O-W Range | Waterfront Major Node    | Lakefront Promenade/<br>Street ‘G’ | Lakeshore Rd. E. | Street ‘D’                                | Mississauga | 26 m -<br>35 m | Lakeview Waterfront Major Node | Street ‘D’ | Street ‘G’ | Street ‘J’ | Mississauga | 26 m -<br>35 m | Lakeview Waterfront Major Node | Hydro Road/<br>Street ‘J’ | Lakeshore Rd. E. | Street ‘D’ | Mississauga | 26 m -<br>35 m |
| Character Area                                    | Street  | From   | To  | Jurisdiction | R-O-W Range    |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
| Waterfront Major Node                             | Lakefront Promenade/<br>Street ‘G’  | Lakeshore Rd. E.   | Street ‘D’                                | Mississauga  | 26 m -<br>35 m |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
| Lakeview Waterfront Major Node                    | Street ‘D’  | Street ‘G’   | Street ‘J’                                | Mississauga  | 26 m -<br>35 m |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
| Lakeview Waterfront Major Node                    | Hydro Road/<br>Street ‘J’   | Lakeshore Rd. E.   | Street ‘D’                                | Mississauga  | 26 m -<br>35 m |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
| Table 8-3: Road Classification – Minor Collectors | An enhanced transit route is proposed along the Major Collector roads and includes Lakefront Promenade.<br><br>As such, Lakefront Promenade should be deleted from Table 8-3 as Minor Collector.                                      | That Table 8-3: Road Classification – Minor Collectors be amended as follows: <table><tr><th>Character Area</th><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W Range</th></tr><tr><td>Lakeview Employment Area</td><td>Lakefront Promenade</td><td>Lakeshore Rd. E.</td><td>Approximately 87-m south of Rangeview Rd.</td><td>Mississauga</td><td>30 m</td></tr></table>  | Character Area                            | Street       | From           | To | Jurisdiction | R-O-W Range | Lakeview Employment Area | Lakefront Promenade                | Lakeshore Rd. E. | Approximately 87-m south of Rangeview Rd. | Mississauga | 30 m           |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
| Character Area                                    | Street  | From   | To  | Jurisdiction | R-O-W Range    |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
| Lakeview Employment Area                          | Lakefront Promenade   | Lakeshore Rd. E.   | Approximately 87-m south of Rangeview Rd. | Mississauga  | 30 m           |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
| 13. Major Nodes                                   |   |  |   |              |                |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |
| 13.1 Introduction                                 | See comment for 5.3.2 Major Nodes.  | That 13.1 Introduction, be amended as follows:<br><br>There are <del>two</del> <b>three</b> Major Node Character Areas in Mississauga: <ul style="list-style-type: none"><li>• Central Erin Mills; <del>and</del></li><li>• <b>Uptown</b>; and</li><li>• <b>Lakeview Waterfront</b>.</li></ul>   |   |              |                |    |              |             |                          |                                    |                  |   |             |                |                                |            |            |            |             |                |                                |                           |                  |            |             |                |

|   |   |   |
|---|---|---|
| <p>13.1 Introduction, Map 13-1 City Structure – Major Nodes</p> | <p>Map 13-1 City Structure – Major Nodes identified two Major Nodes.</p> <p>The revised map identifies a new Major Node in Mississauga – the Lakeview Waterfront Major Node.</p>  | <p>That Section 13.1, Map 13-1 City Structure – Major Nodes be replaced with the following:</p>  <p>Map 13-1 City Structure – Major Nodes. The map shows the City Structure and Major Nodes in Mississauga. The Major Nodes are highlighted in pink. The map includes labels for Central Erin Mills, Uptown, and Lakeview Waterfront. A legend indicates 'City Structure' and 'Major Node'.</p> |
| <p>13.1.3 Mixed Use</p>   | <p>The “Mixed Use” designation in the Lakeview Waterfront Major Node does not permit Major Office.</p>  | <p>That policy 13.1.3.1 be amended as follows:</p> <p>Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted in the Central Erin Mills and Uptown Major Node Character Areas:</p> <p>a. Major office.</p>   |
| <p>13.4 Lakeview Waterfront</p>                                 | <p>Section 13 Major Node contains Character Area policies specific to those areas where the general policies of MOP may be further modified.</p> <p>A new section, 13.4 Lakeview Waterfront contains the new Character Area policies that provides detailed policies which elaborate on, or provide exception to the policies or schedules.</p> | <p>That Section 13.4 Lakeview Waterfront is added, as shown on Appendix 8.</p>  |

| 14. Community Nodes  |  |   |
|--|--|---|
| 14.1 Introduction  | See comment for 5.3.2 Major Nodes.   | <p>That the 14.1 Introduction, be amended as follows:</p> <p>There are <del>ten</del> <b>nine</b> Community Node Character Areas in Mississauga:</p> <ul style="list-style-type: none"> <li>● Clarkson Village;</li> <li>● Dixie-Dundas;</li> <li>● <del>Lakeview</del>;</li> <li>● Malton;</li> <li>● Meadowvale;</li> <li>● Port Credit;</li> <li>● Rathwood-Applewood;</li> <li>● Sheridan;</li> <li>● South Common; and</li> <li>● Streetsville.</li> </ul> |
| 14.1 Introduction, Map 14-1 City Structure – Community Nodes | <p>See comment for 5.3.2 Major Nodes.</p> <p>Map 14-1 should be revised to delete the Lakeview Community Node.</p>         | <p>That the Section 14.1, Map 14-1 City Structure – Community Node be replaced with the following:</p>   |
| 14.4 Lakeview  | <p>See comment for 5.3.2 Major Nodes.</p> <p>References and policies to the Lakeview Community Node should be deleted.</p> | <p>That Section 14.4 Lakeview be deleted, including Map 14-4 Lakeview Community Node Character Area.</p>  |

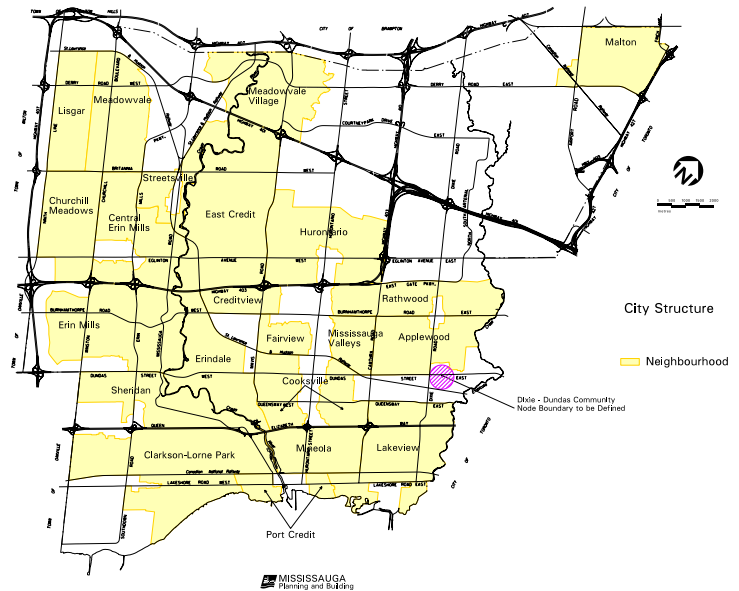


## 16. Neighbourhoods

### 16.1 Introduction, Map 16-1 City Structure – Neighbourhoods

The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods. Map 16-1 City Structure - Neighbourhoods should be revised to add the G.E. Booth (Lakeview) Wastewater Treatment Facility and the area known as the Arsenal Lands as a Neighbourhood Character Area.

That the Section 16.1 Introduction, Map 16-1 City Structure – Neighbourhoods be replaced with the following:

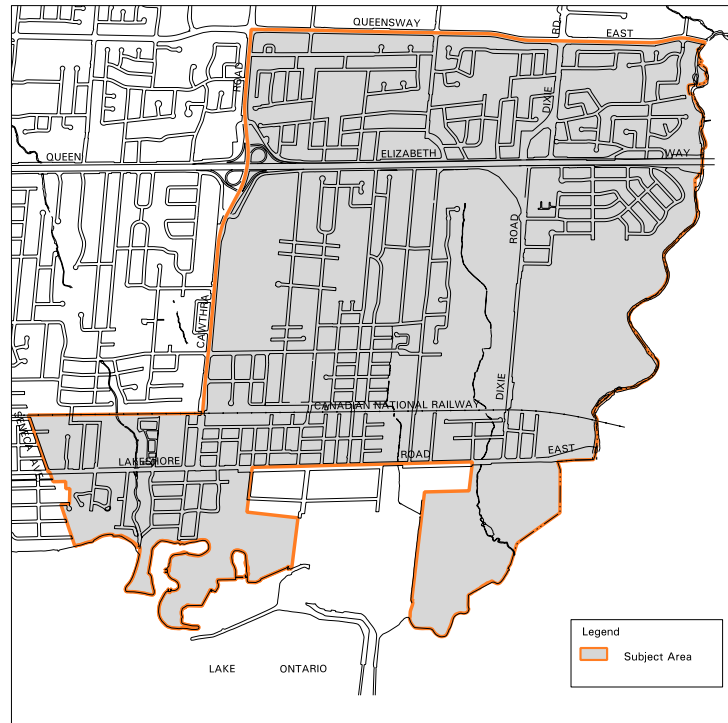


### 16.13 Lakeview

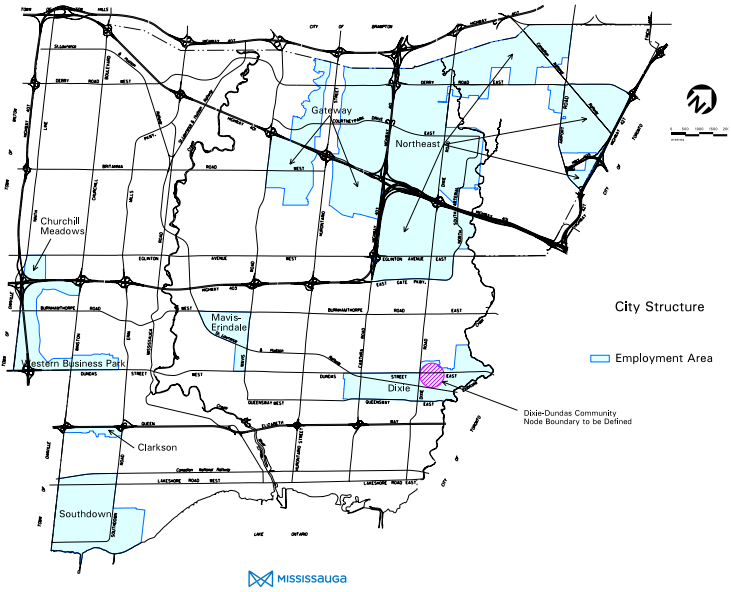
The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods.

As such, Map 16-13 Lakeview Neighbourhood Character Area is revised to add the G.E. Booth (Lakeview) Wastewater Treatment Facility and the area known as the Arsenal Lands as a Neighbourhood Character Area, and to delete reference to the Lakeview Community Node boundary to be determined.

That the Section 16.13 Lakeview, Map 16-13 Lakeview Neighbourhood Character Area be replaced with the following:



## 17. Employment Areas

|  |   |  |
|--|---|--|
| <p>17.1 Introduction</p>   | <p>Phase One of the Municipal Comprehensive Review of Employment Lands (2015) recommended the Lakeview Employment Area as a Potential Conversion Area and can be considered for conversion to non-employment uses.</p> <p>The Lakeview Employment Area is being amended to a Major Node and Neighbourhoods.</p> <p>As such, the Lakeview Employment Area will be deleted.</p> | <p>That the 17.1 Introduction, be amended as follows:</p> <p>There are <del>nine</del> <b>eight</b> Employment Area Character Areas in Mississauga:</p> <ul style="list-style-type: none"> <li>● Churchill Meadows;</li> <li>● Clarkson;</li> <li>● Dixie;</li> <li>● Gateway;</li> <li>● <del>Lakeview</del>;</li> <li>● Mavis-Erindale;</li> <li>● Northeast;</li> <li>● Southdown; and</li> <li>● Western Business Park.</li> </ul> |
| <p>17.1 Introduction, Map 17-1 City Structure – Employment Areas</p> | <p>Map 17-1 City Structure – Employment Areas is revised to delete the Lakeview Employment Area and reference to the Lakeview Community Node boundary.</p>  | <p>That the Section 17.1 Introduction, Map 17-1 City Structure – Employment Areas be replaced with the following:</p>    |

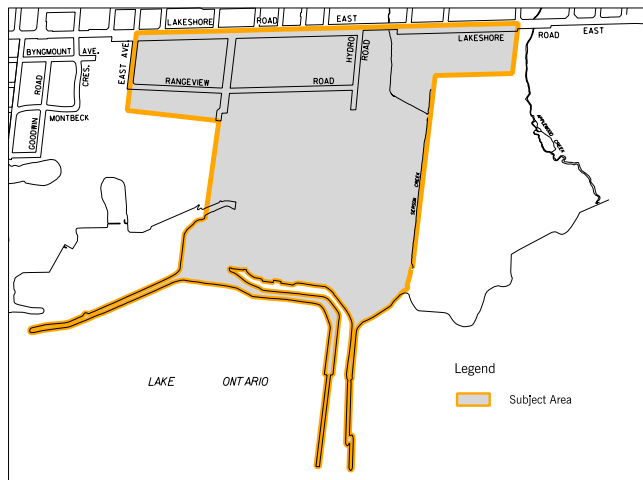
|   |   |   |
|---|---|---|
| 17.1.9 Industrial                         | See comment for 17.1 Introduction.  | That policy 17.1.9 Industrial, be amended as follows:<br><br>The Industrial designation will not be permitted in the following Character Areas:<br><ul style="list-style-type: none"> <li>● Churchill Meadows; and</li> <li>● Clarkson; and</li> <li>● Lakeview.</li> </ul> |
| 17.6 Lakeview                             | See comment for 17.1 Introduction.<br><br>References and policies to the Lakeview Employment Area should be deleted.  | That Section 17.6 Lakeview be deleted, including Map17-6 Lakeview Employment Area.  |
| <b>Schedules</b>                          |   |   |
| Schedule 1 Urban System                   | Removal of the Lakeview Employment City Structure element.<br><br>Revision to the City Structure element to reflect a Major Node for the Lakeview Waterfront, and Neighbourhood for the G.E. Booth Wastewater Treatment Facility and Arsenal Lands. | That Schedule 1 be amended, as shown in Appendix 8.   |
| Schedule 1a Urban System – Green System   | Identify additional areas as being part of the Green System to include lands that will be designated “Public Open Space.”   | That Schedule 1a be amended, as shown in Appendix 8.  |
| Schedule 1b Urban System – City Structure | Revision of the “Employment Area” City Structure element in Lakeview to “Major Node” for the Lakeview Waterfront; and “Neighbourhood” for the lands identified as the Arsenal Woodlands and   | That Schedule 1b be amended, as shown in Appendix 8.  |

|                                      |  |   |
|--------------------------------------|--|---|
|                                      | Lakefront Utility in the Lakeview Local Area Plan.   |   |
| Schedule 2 Intensification Areas     | Removal of the Lakeview Community Node boundary “to be determined” and the addition of a new Major Node - the Lakeview Waterfront Major Node.  | That Schedule 2 be amended, as shown in Appendix 8. |
| Schedule 4 Parks and Open Spaces     | Identify additional areas as being part of the “Public Open Space” areas.  | That Schedule 4 be amended, as shown in Appendix 8. |
| Schedule 5 Long Term Road Network    | Identify additional Major Collector roads in the long term road network along Lakefront Promenade, Hydro Road, and Streets ‘D’ (portion of), ‘G’, and ‘J’ (portion of).<br><br>Identify additional Minor Collector roads to the long term road network along Streets ‘D’ (portion of), ‘F’, ‘H’, ‘I’, ‘J’ (portion of), and ‘K’. | That Schedule 5 be amended, as shown in Appendix 8. |
| Schedule 6 Long Term Transit Network | Identify an Enhanced Transit Corridor route through the Lakeview Waterfront area – along Lakefront Promenade, Hydro Road, and Streets ‘D’ (portion of), ‘G’, and ‘J’ (portion of).   | That Schedule 6 be amended, as shown in Appendix 8. |

|  |  |  |
|--|--|--|
| Schedule 8<br>Designated Right-of-Way Widths | <p>Identify designated right-of-way widths between 26 m and 35 m for the enhanced transit route located along future Major Collector roads - Lakefront Promenade, Hydro Road, and Streets 'D' (portion of), 'G', and 'J' (portion of).</p> <p>Identify designated right-way widths between 20 m and 26 m for Minor Collector roads - Streets 'D' (portion of), 'F', 'H', 'I', 'J', and 'K'.</p>          | That Schedule 8 be amended, as shown in Appendix 8.  |
| Schedule 9<br>Character Areas                | <p>Revision of the "Employment Area" City Structure element in Lakeview to "Major Node" for the Lakeview Waterfront; and "Neighbourhood" for the lands identified as the Arsenal Woodlands and Lakefront Utility in the Lakeview Local Area Plan.</p> <p>Removal of the Lakeview Community Node boundary to be determined and the addition of a new Major Node - the Lakeview Waterfront Major Node.</p> | That Schedule 9 be amended, as shown in Appendix 8.  |
| Schedule 10 Land Use Designations            | Recommended amendments to lands designated Business Employment and Utility to land uses that reflect the policy framework and planning that will meet the vision for the Lakeview Waterfront lands (residential, mixed   | That Schedule 10 be amended, as shown in Appendix 8. |

|                                 |   |   |
|---------------------------------|---|---|
|                                 | use, greenlands, open space, institutional, business employment).   |   |
| <b>Lakeview Local Area Plan</b> |   |   |
| Local Area Plans - Lakeview     | <p>The Lakeview Local Area Plan recognized and referenced the Inspiration Lakeview study.</p> <p>As part of the next phase of that study, character area policies for a new Major Node - the Lakeview Waterfront Major Node is being introduced and will no longer be part of the Lakeview Local Area Plan subject area.</p> <p>As such, the Lakeview Local Area Plan should be amended to delete references to Inspiration Lakeview.</p> | That the Lakeview Local Area Plan be amended, as shown in Appendix 9. |

## 13.4 Lakeview Waterfront



Map 13-4.1: Lakeview Waterfront Major Node Character Area

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

### 13.4.1 Inspiration Lakeview Master Plan

The Lakeview Waterfront policies are based on the Inspiration Lakeview Master Plan ("Master Plan"), dated June 2014, which was first inspired by a citizen driven project known as the "Lakeview Legacy." Creating the Master Plan was a collaborative process with community and stakeholder input including representation from the Province of Ontario and Ontario Power Generation (OPG) through a series of consultation events beginning in 2010. The outcome of the process culminated in a collective community vision and a Master Plan document that visualizes the transformation of the Lakeview Waterfront area from an industrial area into a new mixed use waterfront community.

### 13.4.2 Historical and Current Context

The Lakeview lands are an important part of Mississauga's history. Prior to nineteenth century settlement by the Europeans, the area was home to indigenous peoples for thousands of years. The last indigenous peoples to occupy and live off the lands were the Mississauga of the Anishinabek Nation. Over the past two hundred years, the site has been transformed from rural pastoral lands to an aerodrome, rifle range, wartime barracks, small arms manufacturing facility and postwar temporary housing, to its forty-year lifespan as the OPG coal-burning Lakeview Generating Station and current light industrial uses.

Lands surrounding the Lakeview Waterfront include:

- to the east - the G.E. Booth Wastewater Treatment Facility (WWTF);
- to the west - the Lakeview Water Treatment Facility (LWTF) and residential neighbourhood;
- to the north - residential neighbourhood and mixed uses along the frontage of Lakeshore Road East; and
- along the waterfront - parkland (Douglas Kennedy Park, Lakefront Promenade, and A.E. Crooks Parks).

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

The existing road network consists of the following east-west road connections: Lakeshore Road East and Rangeview Road. The north-south road connections are: East Avenue, Lakefront Promenade, and Hydro Road.

Given current and historic uses, there is a potential for contamination in some areas of the Lakeview Waterfront lands. All future development

applications will address any contamination issues and appropriate mitigation.

### 13.4.3 Vision

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

#### 13.4.3.1 Guiding Principles

The Vision is based on the following Guiding Principles:

1. Link: connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;
2. Open: open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological community landscape. Create green, public open spaces with enhanced **streetscapes**;
3. Green: promote a green sustainable innovative model community that may include integrated, water features that provide aesthetic, pedestrian connections and stormwater functions in both the public and private realm (e.g. water themed open spaces, walkways, and stormwater spines). Explore opportunities for innovative **waste**/recycling collection (e.g. vacuum collection) and energy production systems that promote conservation;
4. Vibrant: create a mixed use community, affordable and welcoming to all, including cultural uses, housing, retail, office and community amenities. Provide a range of building typologies with an emphasis on mid-rise development, orient buildings for optimal exposure, microclimate and maximize at grade light. Enable improved health and well-being through provision of affordable and accessible public transportation and housing;
5. Connect: provide multiple ways to get around - walk, cycle, transit and vehicles. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;
6. Destination: create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural and creative industries;
7. Remember: commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area's history; and
8. Viable: balance public and private investment to be economically sustainable. Explore opportunities for flexible and creative approaches to infrastructure planning. Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use.

Provide for a sustainable economic centre that will attract people. Promote a smart community including the use of innovative technology (e.g. fibre optic network), green industry that incorporates research and development type jobs, and a post-secondary institutional campus.





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

### 13.4.4 Direct Growth

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

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

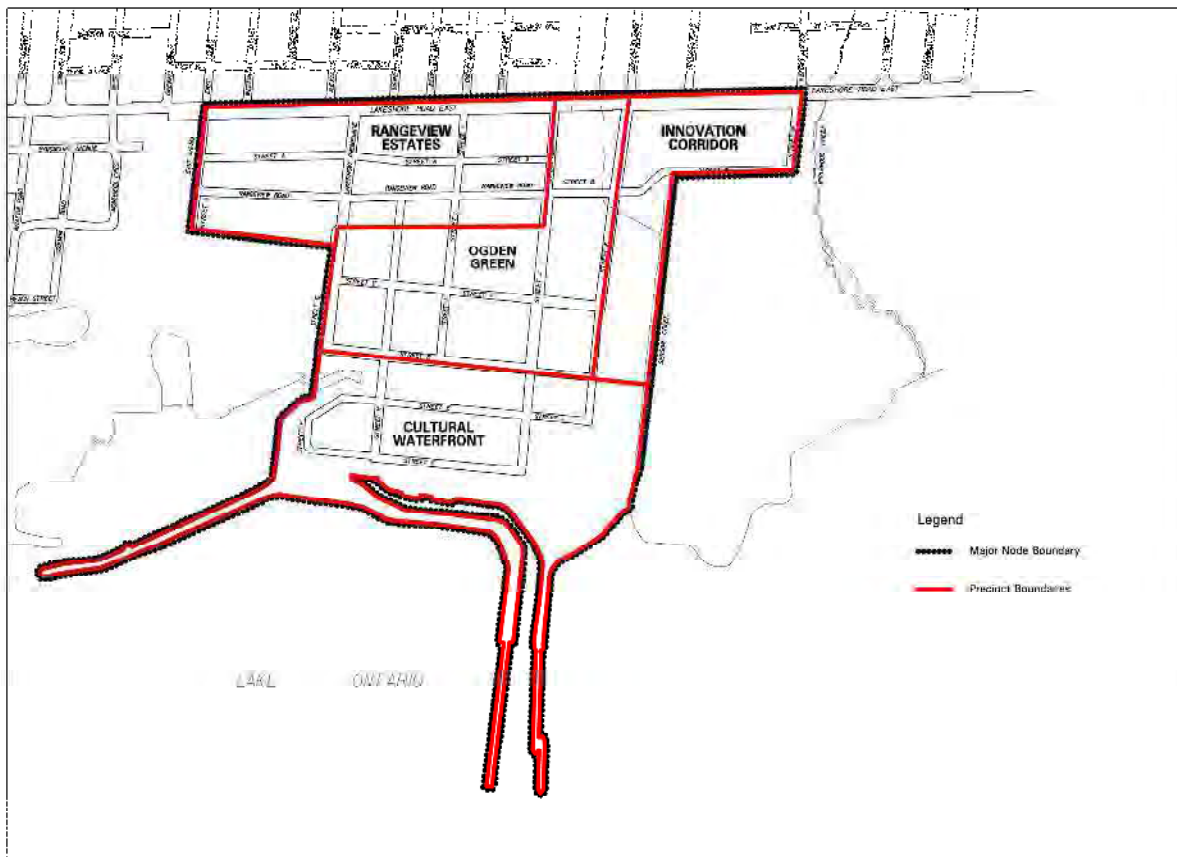
The area is divided into precincts in order to reflect differences in the planned function and character and consists of: Rangeview Estates; Ogden Green; the Innovation Corridor; and the Cultural Waterfront; as shown on Map 13-4.2: Lakeview Waterfront Major Node Character Area Precincts.

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

- be an area of intensification including a mix of uses such as housing, retail, office, culture, institutional, and recreational uses;
- provide opportunities to draw people from a broader area to take advantage of unique uses

such as cultural space, innovative employment and institutional uses and waterfront activities along the waterfront;

- achieve a targeted gross density between 200 and 300 residents plus jobs combined per hectare; and strive to reach a population to employment ratio of 2:1 across the entire Major Node;
- provide a range of building typologies predominately of a mid-rise in height;
- provide a pedestrian oriented environment and promote **active transportation** and ensure transit is convenient;
- provide a variety of housing choices including affordable, assisted and special needs; and
- strive to be a sustainable community and incorporate green development standards such as Leadership in Energy and Environmental Design (LEED) or other custom green development standards.



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

|                                  | <b>2017</b>        | <b>Planned Target<sup>1</sup></b> |
|----------------------------------|--------------------|-----------------------------------|
| Land Area <sup>2</sup> (ha)      | 99 ha              | 99 ha                             |
| Population                       | 0                  | 15,000 -22,000 <sup>3</sup>       |
| Employment                       | 1,500 <sup>4</sup> | 7,000 – 9,000 <sup>5</sup>        |
| Population Plus Jobs per hectare | 15                 | 200 – 300 residents and jobs      |
| Population to Employment Ratio   | 0:1                | 2:1                               |

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

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

<sup>3</sup>Population target is from the Inspiration Lakeview Master Plan (2014) and adjusted to account for a maximum unit capacity of 10,500.

<sup>4</sup>2017 Employment figures from City of Mississauga, Mississauga Employment Survey (2017)

<sup>5</sup>Employment target is from the Inspiration Lakeview Master Plan (2014)

Figure 2: LAKEVIEW WATERFRONT MAJOR NODE, STATISTICS AND TARGETS SUMMARY

Approximately 99 hectares in size, the area employs 1,500 people (2017). At full build out, the targeted population and number of jobs is approximately 15,000 to 22,000 people and 7,000 to 9,000 jobs to achieve a 2:1 population to employment ratio.

13.4.4.1 Development master plans will confirm the planned population and employment targets and housing unit distribution by built form that respects the overall vision for the area.

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

13.4.4.3 If satisfactory arrangements for the implementation of enhanced transit and transportation demand management (TDM) measures are not made, development may be phased.

### 13.4.5 Value the Environment

The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices for buildings and neighbourhoods.

Some of the innovative and sustainable elements may exceed typical development standards, and will require stakeholder collaboration, potential coordination across multiple properties (e.g. district energy, integrated stormwater management throughout public realm), and innovative financing arrangements.

Given current and historic uses the extent of remediation, including the removal of subsurface infrastructure as required, remains unknown. Remediation will be addressed through the development review process.

#### 13.4.5.1 Living Green

13.4.5.1.1 To achieve a sustainable community, development will be designed to include sustainable measures such as:

- orienting buildings to be “solar ready” to take advantage of passive heating and cooling;
- connecting to district energy systems, where available;
- using **renewable energy** sources such as solar or geothermal energy or deep water source cooling;
- managing run-off through innovative methods in keeping with **stormwater best management practices**;
- naturalizing landscapes with native, non-invasive species;
- planting trees;
- installing green roofs or white roofs;
- supporting urban agriculture;
- preventing and reducing pollution; and
- mitigating the impact of development on sensitive land uses.



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

13.4.5.1.2 Development will incorporate sustainable measures in their design and will strive to meet LEED or other custom green development standards for all buildings.

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

13.4.5.1.4 New land uses may require one or more Records of Site Condition prior to site development, in accordance with Part XV.1 (Records of Site Condition) of the *Environmental Protection Act*.

13.4.5.1.5 A Financial/Sustainability Strategy will be required to address how infrastructure, new buildings and public and private realm can be designed to achieve a model sustainable community. The strategy will address the necessary mechanisms to implement these features.

#### 13.4.5.2 Green System

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

The current Serson Creek and the Lake Ontario shoreline flood and erosion hazard limits need to be confirmed through future study and/or review of development applications.

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

13.4.5.2.2 Innovative ***stormwater best management practices***, including low impact development techniques, may be integrated with open spaces and pedestrian walkways that will contribute to the overall network of open spaces. The location and design of these open spaces/spines will be determined through a master servicing plan and identified in development master plans.

### 13.4.6 Complete Communities

Lakeview Waterfront is planned as a sustainable new community with public access to the waterfront. The area is anticipated to draw people from within and beyond Mississauga.

A mixed use focal point is planned for the southeast quadrant of the community, where cultural commercial, office, institutional, and recreational open spaces converge. The area is envisioned as a vibrant, pedestrian oriented space with outdoor cafes, unique retail, attractive street furniture and sitting areas. The area may accommodate special events and uses, waterfront attractions, and art and culture incubator space.

Street 'I' (extension of Ogden Avenue) and the adjacent linear public open spaces represent an important north-south green corridor. This central area is where a public realm of different sizes and functions work together to provide a distinctive landscape that is safe, attractive and inviting with direct access and views to the waterfront. The area provides opportunities for physical fitness, leisure, and social interaction in order to promote healthy and active lifestyles. Adjacent land uses and built form will support this key element of the community.

Lakefront Promenade, Hydro Road/Street 'J', and Street 'K' (extension of Haig Boulevard) are important corridors that provide access from Lakeshore Road East to the waterfront and will incorporate enhanced streetscape.

Activities that benefit from being near the shoreline, parks and the Waterfront Trail are also envisioned for the area.

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

13.4.6.2 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

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

13.4.6.4 The Cultural Waterfront Precinct will be the preferred location for cultural uses with the potential for a museum, artist supportive housing and galleries, festival and creative urban spaces, and artist studios. Buildings providing flexible floor plates that are amenable to a variety of cultural uses and ground level incubator space, including **makerspace** will be encouraged.

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

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

13.4.6.7 Public parks will front onto a public road to maximize street frontage and accessibility.

13.4.6.8 Publicly accessible private open spaces may be incorporated into developments provided that:

- the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and
- the private open space interfaces with existing and/or proposed development in a legible and cohesive manner.

13.4.6.9 The City, in consultation with Credit Valley Conservation (CVC), will investigate the extent to

which the lands along the shoreline can be developed for a vibrant destination space at the water's edge.

### 13.4.7 Multi-Modal City

The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and **active transportation**, to reduce traffic delays, congestion, energy consumption and pollution. The community will have a highly connected network of streets and routes for **active transportation** to support walking and cycling.

As the area develops and site specific applications are submitted, the City will monitor implementation of the multi-modal network to ensure transit and **active transportation** are incorporated and the overall network functions efficiently. As development in the Lakeview Waterfront community progresses, increased traffic delays may be experienced if the complementary improvements and/or investments to the overall network are not made.

The City will continue to work with partners from other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions. The area's proximity to existing and expanded all day two-way GO Rail transit service, proposed **higher order transit** along Lakeshore Road East and future enhanced transit into the site will provide increased levels of service in the future.

Future enhanced transit is the provision of a range of transit services and infrastructure based on demand.

As a fully realized community, transit and **active transportation** are intended to be viable alternatives to vehicular use and will help shape and support the future development of the Lakeview Waterfront area.

The existing and future conceptual road network is shown on Schedule 5: Long Term Road Network. A



future **higher order transit corridor** along Lakeshore Road East and a future enhanced transit route extending into the site is identified on Schedule 6: Long Term Transit Network. The Lakeshore Road Transportation Master Plan will examine transportation issues on the **corridor** including a review of **higher order transit** needs and any necessary improvements to the transportation system for all modes of travel. Future local roads have been conceptually identified.

Bringing enhanced transit into the site is considered fundamental to implementing the Vision and Guiding Principles for Lakeview Waterfront. An assessment of the preferred transit solution, including its alignment and overall road network, will be subject to further study.

### 13.4.7.1 Road, Transit and Active Transportation Network

13.4.7.1.1 The Lakeview Waterfront area will be developed with a fine-grain network of roads and connections that will support **active transportation** and create a well connected and healthy community.

13.4.7.1.2 An area-wide transportation study for the Lakeview Waterfront is required that will examine among other things: future enhanced transit including its alignment and design; multi-modal splits between transit, **active transportation** and vehicle use; TDM; additional roads; and potential traffic infiltration impacts on adjacent neighbourhoods. This study will build upon the work completed for the Lakeshore Road Transportation Master Plan and will make recommendations on infrastructure and density,

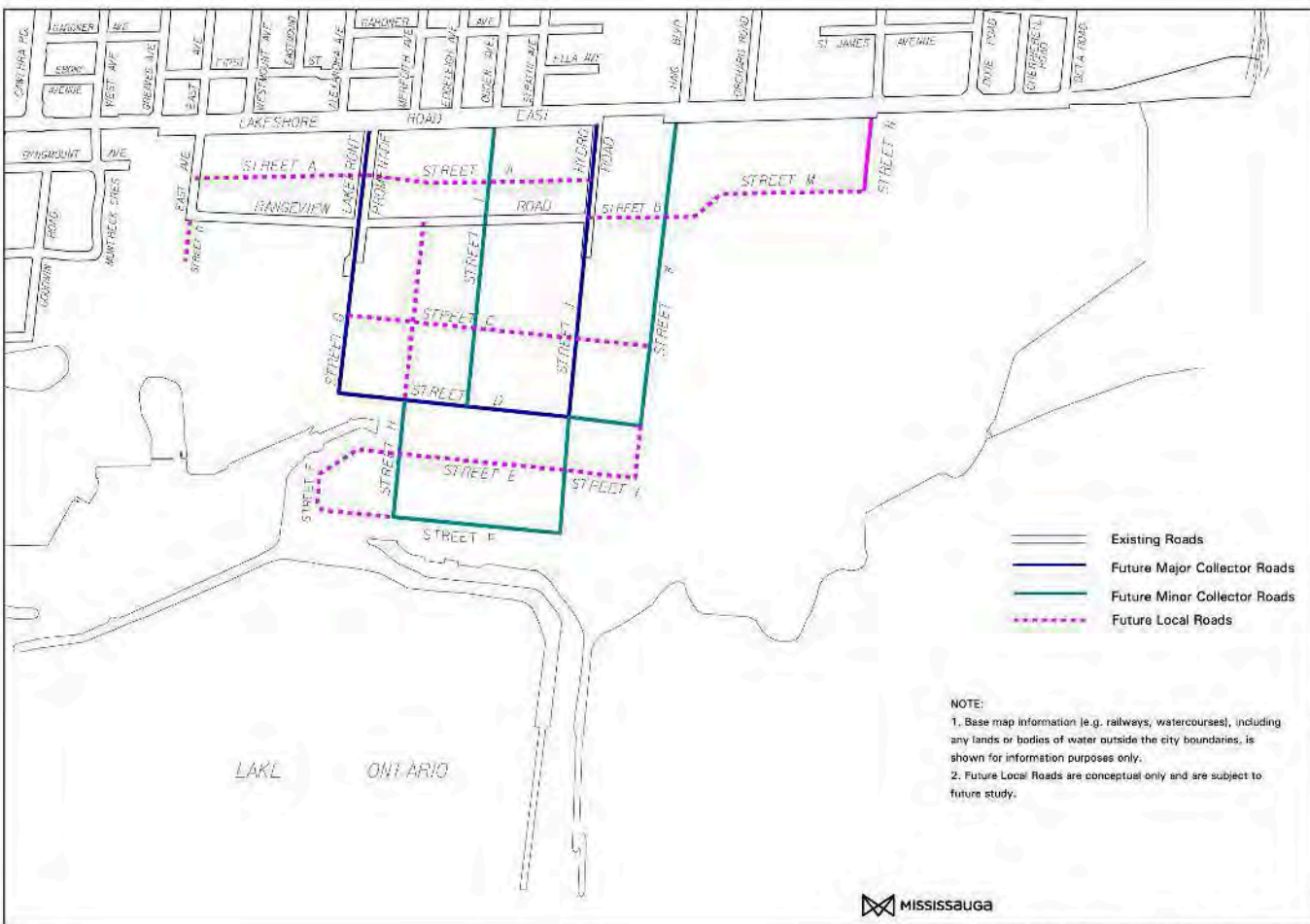


Figure 4: Lakeview Waterfront Major Node Character Area Future Roads

modal splits, and any required phasing of development.

13.4.7.1.3 Development master plans and development applications will demonstrate how the findings of the area-wide transportation study have been incorporated into site specific development proposal.

13.4.7.1.4 Roads will be designed to provide connectivity within and between precincts in the Lakeview Waterfront area and ensure that adequate road right-of-way widths are maintained for municipal servicing, utilities, and a desirable public realm.

13.4.7.1.5 Streets will be designed to incorporate **active transportation** and provide views to the waterfront. Lakefront Promenade, Street 'I', Hydro Road/Street 'J' and Street 'K' will be designed with enhanced streetscapes that may include among other things, wide sidewalks, street trees, planting, furniture.

13.4.7.1.6 The City may acquire and protect for a public transit right-of-way for an enhanced transit route (Schedule 6: Long Term Transit Network) where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

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

13.4.7.1.8 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. reduced parking standards;
- b. transportation demand management;
- c. **transit oriented development** and design;

- d. pedestrian/cycling connections; and
- e. access management plan.

13.4.7.1.9 The final detailed alignment of the road network will be incorporated into development master plans and reflected in plan(s) of subdivision.

13.4.7.1.10 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City. Private roads may be considered subject to the following:

- a. public easements will be required;
- b. required right-of-way widths will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.7.1.11 The City may consider alternative road design standards to achieve community design objectives.

13.4.7.1.12 The City may expropriate for roads if necessary, with the costs recovered through landowner cost sharing agreements.

### 13.4.7.2 Connectivity

13.4.7.2.1 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a permeable and connected community for **active transportation** (for pedestrians and cyclists) in order to promote healthy communities. Connectivity may be provided in a number of ways, including but not limited to the following:

- small block sizes;
- fine-grain road patterns;
- multi-use paths;
- pedestrian mews;
- frequent intersections; and

- development framing parkland or privately owned publicly accessible open spaces.

13.4.7.2.2 **Active transportation** connections will be confirmed through the Lakeview Waterfront Transportation Study and development master plan(s).

13.4.7.2.3 Public easements will be required where connections are proposed on private lands. Where appropriate, connections should also accommodate innovative **stormwater best management practices** including low impact development techniques.



Figure 5: An example of a pedestrian mew.

### 13.4.7.3 Parking

13.4.7.3.1 Parking will be provided as follows:

- on-street parking will be provided as appropriate and integrated into the **streetscape** design, balancing the needs of all modes of transportation and the public realm that share the right-of-way;
- underground parking will be encouraged on all sites, however, a limited amount of surface parking may be considered on a site by site basis;
- underground and/or integrated above grade structured parking will be required for residential

development exceeding four storeys and all mixed use developments;

d. surface parking may be considered for:

- townhouse dwellings;
- low rise apartment dwellings not exceeding four storeys;
- cultural, recreational and institutional uses; and
- Innovation Corridor Precinct.

e. freestanding and above grade structured parking will incorporate elevated design elements (e.g., façade wraps, integrated into buildings). Structures will be compatible with the surrounding area and will be encouraged to incorporate active uses at ground level in order to reduce negative impacts on the public realm; and

13.4.7.3.2 Reduced and/or maximum parking standards may be considered throughout the area, in conjunction with the provision of mixed use developments, enhanced transit and **active transportation** facilities. The extent of the reduction may be considered through a parking utilization study.

### 13.4.8 Desirable Urban Form

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

- have a built form that is predominantly mid-rise in scale;
- provide opportunities for ground related housing (e.g. all types of townhouses);
- permit limited taller buildings that must “earn the sky” through design excellence and protection of skyviews and address sun and wind;



- ensure design excellence that incorporates sustainable design (e.g. LEED or custom green development standards); and
- a connected and well designed open space system that provides opportunities for public gathering and passive outdoor recreation.

### 13.4.8.1 General Policies

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

- a gradual transition to existing adjacent residential neighbourhoods;
- reinforce a pedestrian scale along Lakeshore Road East;
- protect and enhance view corridors along Lakefront Promenade/Street 'G', the linear park along Street 'I', Hydro Road/Street 'J', and Street 'K'.
- greatest heights and densities will be located at the southwestern edge of the community subject to a detailed height study as identified on Map 13-4.3 Waterway District Area, and include select, architecturally significant buildings;
- buildings located in the Waterway District Area will provide an appropriate transition in height to adjacent development in surrounding areas;
- provide a pedestrian scale with appropriate step backs that includes a transition towards adjacent parks and the waterfront;
- provide appropriate transition between private development and public open space;
- ensure permeability and views towards the waterfront; and
- ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.



Map 13-4.3 Waterway District Area

### 13.4.8.2 Development Master Plans

For the purposes of these policies a development master plan is a non-statutory policy document prepared to City Council's satisfaction that further articulates the policies of this Plan at a precinct level. It outlines development principles and guidelines at a more detailed level than the Lakeview Waterfront policies and Mississauga Official Plan. The development master plan provides a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

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

- distribution of height and density that ensures the envisioned range and mix of built form typologies are provided including townhouses, mid-rise, and taller buildings (as shown on Table 1: Distribution of Housing and Unit Targets by Precinct);

- b. design criteria including appropriate setbacks, stepbacks, height, massing and location of buildings. These measures are intended to:
  - reduce any “wall effect;”
  - define gateway locations and street edges;
  - provide skyviews and sunlight; and
  - ensure a pedestrian friendly environment;
- c. adequate spatial separation between taller buildings (over 8 storeys) to address overcrowding of skyline and the potential loss of light and skyviews, protection of view corridors, privacy, and overlook of occupants;
- d. use of public and private open spaces to accommodate innovative **stormwater best management practices**, including low impact development techniques, reinforce view corridors, enhance the aesthetic quality of the area, increase the tree canopy, and enhanced connections (i.e. connections to the adjoining street network);
- e. how proposed developments incorporate green development standards and sustainable infrastructure and implement the directions/recommendations of the Financial/Sustainability Strategy;
- f. final alignment of future roads with identified right-of-way widths;
- g. **streetscape** and upgraded boulevard treatments that provide appropriate setbacks to reflect planned function, minimize vehicular access points, create an attractive public and private realm and provide opportunities for tree planting;
- h. provision of public access and protection of views to Lake Ontario;
- i. provision of public art in locations that enhance the built environment and enrich the culture and history of the community;
- j. the location and amount of space dedicated to, community infrastructure, and cultural facilities including creative industry incubator space; and
- k. interface of development between precincts; and
- l. phasing of development within and between precincts including the use of one or more plans of subdivision to ensure the provision of adequate services.

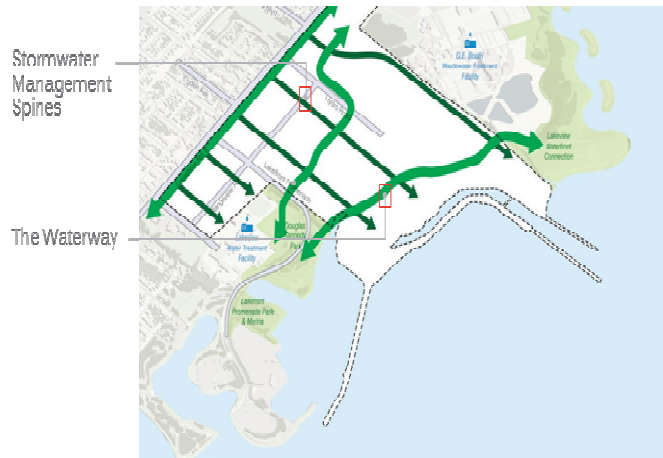


Figure 6: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public and private realm while providing an important water collection function.

#### 13.4.8.3 Precincts

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

13.4.8.3.1 Permitted building heights will range as follows:

- townhouses (all types) ranging from 2 to 4 storeys;
- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings from 5 to 8 storeys; and
- taller buildings from 9 to 15 storeys.

13.4.8.3.2 Notwithstanding policy 13.4.8.3.1, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates and Ogden Green Precincts, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts,

13.4.8.3.3 Notwithstanding policy 13.4.8.3.1, a limited number of buildings up to a maximum height of 25 storeys will be permitted in the Waterway District Area (Map 13-4.3). Buildings greater than 25 storeys in height may be considered and will require a Height Study.

13.4.8.3.4 A Height Study will address among other things:

- appropriate height;
- floor plate size;
- number and location of buildings;
- appropriate separation distance including siting to preserve view corridors;
- transition to adjacent development; and

- variations in height to create visual interest.

13.4.8.3.5 Podiums of tall buildings should provide appropriate transition to adjoining low to mid rise buildings

13.4.8.3.6 Table 1: Distribution of Housing and Unit Targets by Precinct provides a guide to how housing units by type and precinct are to be distributed across the Lakeview Waterfront area. Development master plans will be consistent with Table 1.

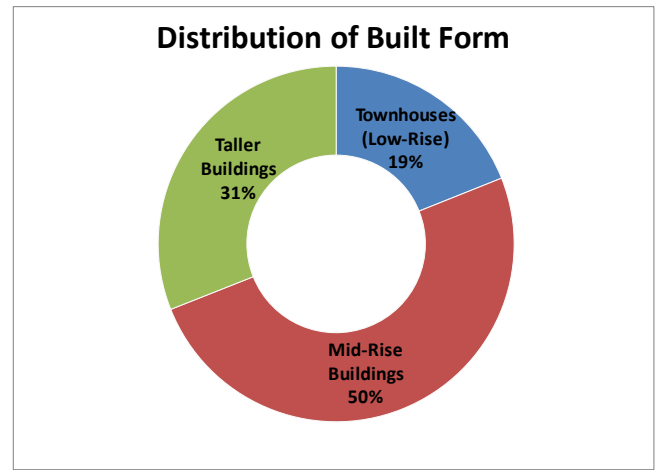


Figure 7: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Table 1)

**Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS BY PRECINCT**

| Precinct                                      | Total Residential Units | Built Form                          |                            |                                     |                           |   |                                  |
|---|-------------------------|-------------------------------------|----------------------------|-------------------------------------|---------------------------|---|----------------------------------|
|   |                         | Townhouses (All Types) <sup>1</sup> |                            | Mid-Rise Buildings (5 to 8 storeys) |                           | Taller Buildings (9 to 15 storeys) <sup>2</sup> |                                  |
|   |                         | Number of Units                     | % of Townhouses (Precinct) | Number of Units                     | % of Mid-Rises (Precinct) | Number of Units                                 | % of Taller Buildings (Precinct) |
| Rangeview Estates                             | 3,700                   | 925                                 | 25%                        | 1,850                               | 50%                       | 925   | 25%                              |
| Ogden Green, Cultural Waterfront              | 6,800                   | 1,020                               | 15%                        | 3,400                               | 50%                       | 2,380   | 35%                              |
| Innovation Corridor                           | -                       | -                                   | -                          | -                                   | -                         | -   | -                                |
| <b>Total – Lakeview Waterfront Major Node</b> | <b>10,500</b>           | <b>1,945</b>                        | <b>19%</b>                 | <b>5,250</b>                        | <b>50%</b>                | <b>3,305</b>                                    | <b>31%</b>                       |

<sup>1</sup> Townhouses (all types) and low-rise apartments up to 4 storeys.

<sup>2</sup> A limited number of taller buildings from 16 to 25 storeys may be considered in Rangeview Estates and Ogden Green Precincts subject to a Height Study.

<sup>3</sup> A limited number of taller buildings above 25 storeys may be considered in the Waterway District Area subject to a Height Study.

13.4.8.3.7 To increase the amount of public and private amenity space, heights in excess of the limits identified in Table 1 and the policies of this plan may be considered subject to demonstration of the following:

- the total maximum units will not exceed 10,500 and will be distributed within each precinct as per Table 1;
- taller buildings will be combined with mid-rise and/or low-rise buildings on the same block and will generally be built at the same time; and
- an urban design control document and agreement that is registered on title may be required and will include among other things, phasing, height and distribution of buildings.

Lakeview Waterfront is divided into the following precincts: Rangeview Estates, Ogden Green, Cultural Waterfront and Innovation Corridor Precincts (Map 13-4.2).

### Criteria for Taller Building Heights

13.4.8.3.8 Development master plans will identify key locations where taller buildings (9 – 15 storeys), may be considered, including the following:

- in proximity to a **Major Transit Station Area** on Lakeshore Road East taller buildings will be located beyond a mid-rise building;

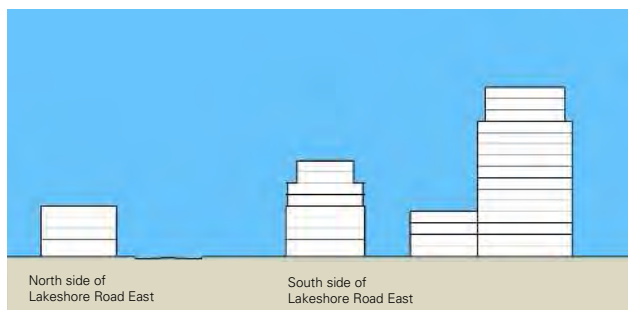


Figure 8: Development in the Lakeview Waterfront along Lakeshore Road East with an 8 storey building and a 15 storey building behind.

- at Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East; and
- along the future enhanced transit route.

### Rangeview Estates Precinct

The Rangeview Estates Precinct will primarily be a residential neighbourhood with a mix of townhouses and mid-rise buildings. Taller buildings may be considered based on the criteria for taller building heights. Commercial uses will be directed to Lakeshore Road East.

13.4.8.3.9 Mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and along Street 'I' (extension of Ogden Avenue).

13.4.8.3.10 Commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road.

13.4.8.3.11 Notwithstanding policy 13.4.8.3.9 free-standing commercial buildings may be less than 5 storeys.

### Ogden Green Precinct

The Ogden Green Precinct is centrally located in Lakeview Waterfront community. Linear parks along Street 'I' and Street 'C' provide connections to the waterfront and surrounding uses. Mid-rise and taller buildings will be directed to the future enhanced transit route and along Street 'I'.

13.4.8.3.12 Low-rise apartments and all types of townhouses will be permitted throughout the precinct.

13.4.8.3.13 Mid-rise buildings and taller buildings will be permitted along the future enhanced transit route and along Street 'I'.

### Innovation Corridor Precinct

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

13.4.8.3.14 Mid-rise buildings will be encouraged and consideration may be given to permitting a limited number of buildings at lower heights (e.g. small scale fabricating or workshops in single storey buildings), and facilities that support recreational watercraft.

### Cultural Waterfront Precinct

The Cultural Waterfront Precinct is located along the Lake Ontario shoreline. This precinct provides direct public access to the waterfront. A broad mix of uses including residential, commercial, institutional, open space, community and cultural uses will create a vibrant character. A mixed use focal point of a pedestrian scale is envisioned with generous public realm including attractive street furniture, patios and public art.

13.4.8.3.15 Notwithstanding policy 13.4.8.3.1 a building heights will be limited to a maximum of 8 storeys will be permitted with the exception of the Waterway District Area where additional heights may be considered subject to a Height Study.

13.4.8.3.16 Buildings fronting Street 'F' will have appropriate setbacks and stepbacks to transition to the waterfront.

13.4.8.3.17 Mid-rise buildings will frame the central east-west park.

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

13.4.8.3.19 Notwithstanding policy 13.4.8.3.1, lands west of the future Street 'H' and north of the future Street 'F' may permit heights between 15 storeys and 25 storeys. Buildings greater than 25 storeys

may be considered, subject to the completion of a Height Study. This study will confirm development parameters for taller, significant buildings to ensure a higher design rigour (Map 13-4.3: Waterway District Area).

13.4.8.3.20 The precinct will include:

- a. a series of water themed open spaces intended to accommodate a range of uses (e.g., pedestrian streets, outdoor cafes, skating rinks, splash pads and programmable spaces);
- b. buildings with flexible floor plates that are suitable for a variety of cultural activities such as, but not limited to museums, art galleries, studios, markets and incubator space to promote cultural and creative industries; and
- c. a mixed use focal point on the eastern portion of the precinct that provides an active and vibrant area primarily for commercial, cultural, institutional (e.g. post-secondary campus) and recreational activities.

13.4.8.3.21 Institutional buildings (e.g., post-secondary institutional campus) will be innovatively designed to take advantage of its location along Lake Ontario.



Figure 9: The Lakeview Waterfront can provide an active and vibrant waterfront and opportunities for cultural activities such as Vancouver's Granville Island.



### 13.4.9 Strong Economy

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

It is recognized that existing businesses may remain in the area until such time as redevelopment occurs. Although existing businesses may relocate, a range of employment uses is essential to achieving the vision for the area. New employment uses are planned for the area and the primary location for these jobs will be in the Innovation Corridor Precinct.

13.4.9.1 Commercial space providing employment opportunities as well as serving residents and people attracted to destination uses in the area, will be directed to the following locations:

- a. Lakeshore Road East between Lakefront Promenade and Street 'K'; and
- b. Cultural Waterfront Precinct.

13.4.9.2 The Innovation Corridor Precinct is intended to be the location of the greatest number of office and light industrial jobs. The amount of space and any required incentives to attract major employers will be determined through the Inspiration Lakeview Innovation Corridor Feasibility Study.

13.4.9.3 The City will work with the Province to attract post-secondary institutional uses to the Lakeview Waterfront area.

13.4.9.4 A study that will identify opportunities to incorporate cultural infrastructure and creative spaces into the community may be undertaken.

13.4.9.5 Strategies to encourage and support employment uses may be pursued including Community Improvement Plans, Bonus Zoning and other incentives.

### 13.4.10 Land Use Designations

#### 13.4.10.1 General

13.4.10.1.1 Notwithstanding the policies of this Plan, business employment uses will be permitted as they existed on the day these policies come into effect.

13.4.10.1.2 Notwithstanding the land use designation policies, remediation of any contaminated lands will have to be addressed to ensure that it is suitable for the intended uses.

13.4.10.1.3 Precincts are planned to be developed for a range of land uses. Development master plans will identify the appropriate mix of residential and employment uses and have regard for the planned function and character envisioned for each of the precincts and Table 1: Distribution of Housing and Unit Target by Precinct.

13.4.10.1.4 Schools will be combined with another permitted use in the same building to create compact urban form.

13.4.10.1.5 Alternative **waste** collection infrastructure (e.g. vacuum pipes, chutes, disposal points) will be permitted in all land use designations, except on lands designated Greenlands or Public or Private Open Space. A central **waste** collection terminal associated with an alternative **waste** collection system will only be permitted in the Business Employment and Institutional land use designations.

#### 13.4.10.2 Residential Medium Density

13.4.10.2.1 Notwithstanding the Residential Medium Density policies of this Plan, apartment dwellings of a low, mid-rise and taller built form will be permitted.

13.4.10.2.2 For lands fronting Lakeshore Road East, Street 'F' or Street 'I', commercial uses will be permitted on the ground level of buildings.

### 13.4.10.3 Mixed Use

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

- a. commercial uses will be required on the ground level of buildings fronting Lakeshore Road East and Street 'J';
- b. single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'J'; and
- c. creative industry incubator spaces and cultural infrastructure facilities will be permitted in the Cultural Waterfront Precinct. These spaces may be located in stand-alone buildings or in conjunction with other uses.

### 13.4.10.4 Institutional

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

- a. major and **secondary office**;
- b. research and development;
- c. marine related uses including boat storage and repair;
- d. cultural uses; and
- e. commercial parking facility.

### 13.4.10.5 Business Employment

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

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

- a. major office;
- b. institutional use excluding any associated residential dwellings; and
- c. marine related uses including boat storage and repair.

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

- a. adult entertainment establishment;
- b. animal boarding establishment which may include outdoor facilities;
- c. body rub establishment;
- d. cardlock fuel dispensing facility;
- e. Motor Vehicle Commercial;
- f. motor vehicle body repair facilities;
- g. transportation facilities;
- h. trucking facilities; and
- i. **waste processing stations or waste transfer stations** and composting facilities (not associated with an alternative waste collection system).

### 13.4.11 Implementation

An innovative approach will be required to implement the vision and guiding principles for Lakeview Waterfront.

The development approvals process is generally described as follows:

- preparation of area wide studies;
- preparation of development master plan(s) including supporting documentation and public consultation to the satisfaction of the City;
- endorsement of development master plan(s) by City Council; and
- submission of development application(s) and studies (including any contribution to cost sharing agreement for studies).

13.4.11.1 Development applications will be considered premature until the area wide studies,

have been completed and development master plan(s) have been endorsed.

13.4.11.2 Notwithstanding policy 13.4.11.1, development applications may be submitted in conjunction with development master plans and area wide studies. Should modifications be required to development master plans, applicants must acknowledge that development applications may need to be revised prior to Council approval.

13.4.11.3. The preparation of development master plans will include a public consultation component to the City's satisfaction.

13.4.11.4 That to ensure the proper and orderly development of lands, consolidation or assembly of lands may be required.

13.4.11.5 The area identified on Schedule 10 Land Use Designations as being subject to employment conversion through the Region of Peel's Municipal Comprehensive Review will not permit non-employment uses until confirmation of approval of employment conversion is received from the Region of Peel.

### Lakeview Waterfront Studies

A number of studies are required to be completed prior to development as well as those typically required for a complete development application.

### Area Wide Studies

13.4.11.6 Area wide studies including but not limited to the following will be completed prior to City Council's endorsement of development master plan(s):

- a. Transportation Study (e.g. road network and capacity analysis, **active transportation** connections and enhanced transit assessment); and
- b. Financial/Sustainability Strategy (e.g. mechanisms to achieve sustainable best practices).

### Development Master Plan Studies

13.4.11.7 Development master plan(s) will be required to provide supporting documentation, analysis and studies that demonstrate how the Desirable Urban Form policies for this area have been satisfied.

13.4.11.8 A sustainability plan will be prepared as part of the planning for each precinct area to ensure that development is consistent with the vision of creating a model green, sustainable and creative community and address the findings of the Financial/Sustainability Strategy. The plan will address issues, including but not limited to, the use of green development standards and sustainable measures and applicable mechanisms to implement such as area specific levies, alternate parking standards, and bonus zoning.

13.4.11.9 Additional studies may be required to be completed but will not be limited to:

- a. Active and Urban Shoreline Study;
- b. Coastal Studies;
- c. Cultural Incubator Study.
- d. Economic Development Business Case Study (Innovation Corridor and Cultural Waterfront Precincts);
- e. Height Study(s);
- f. Land Use Compatibility Assessment(s);
- g. Post-Secondary Institution Business Case Study; and
- h. Serson Creek Study.

### Contamination and Land Use Compatibility

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

13.4.11.10 Development applications may be required to undertake a study to assess



contamination in the area in accordance with Provincial Government regulations and standards and City policies.

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

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

13.4.11.13 Provincial Government restrictions regarding the buffering of new residential uses will apply to the redevelopment of lands in proximity to existing industries and the wastewater treatment plant.

13.4.11.14 Land use compatibility assessments are to be undertaken for new residential and other sensitive land uses at the time of a development application. This is necessary in order to determine whether such uses are compatible with remaining employment uses, and to identify what mitigation measures, if any, are required in order to ensure the operational viability of these remaining businesses. In these circumstances, the onus of responsibility for mitigation will fall on new residential and other sensitive uses.

### Planning and Financing Tools

13.4.11.15 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with

development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

13.4.11.16 The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the *Development Charges Act, 1998*, as amended.

13.4.11.17 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the final alignment of public roads, the location and size of development lots and blocks, and parkland. Development may be phased as necessary. Land consolidation will be encouraged.

13.4.11.18 In exchange for increased height above 15 storeys or density permissions above the targets established in Table 1: Distribution of Housing and Unit Targets by Precinct, a community benefits contribution pursuant to Section 37 of the Planning Act will be required.

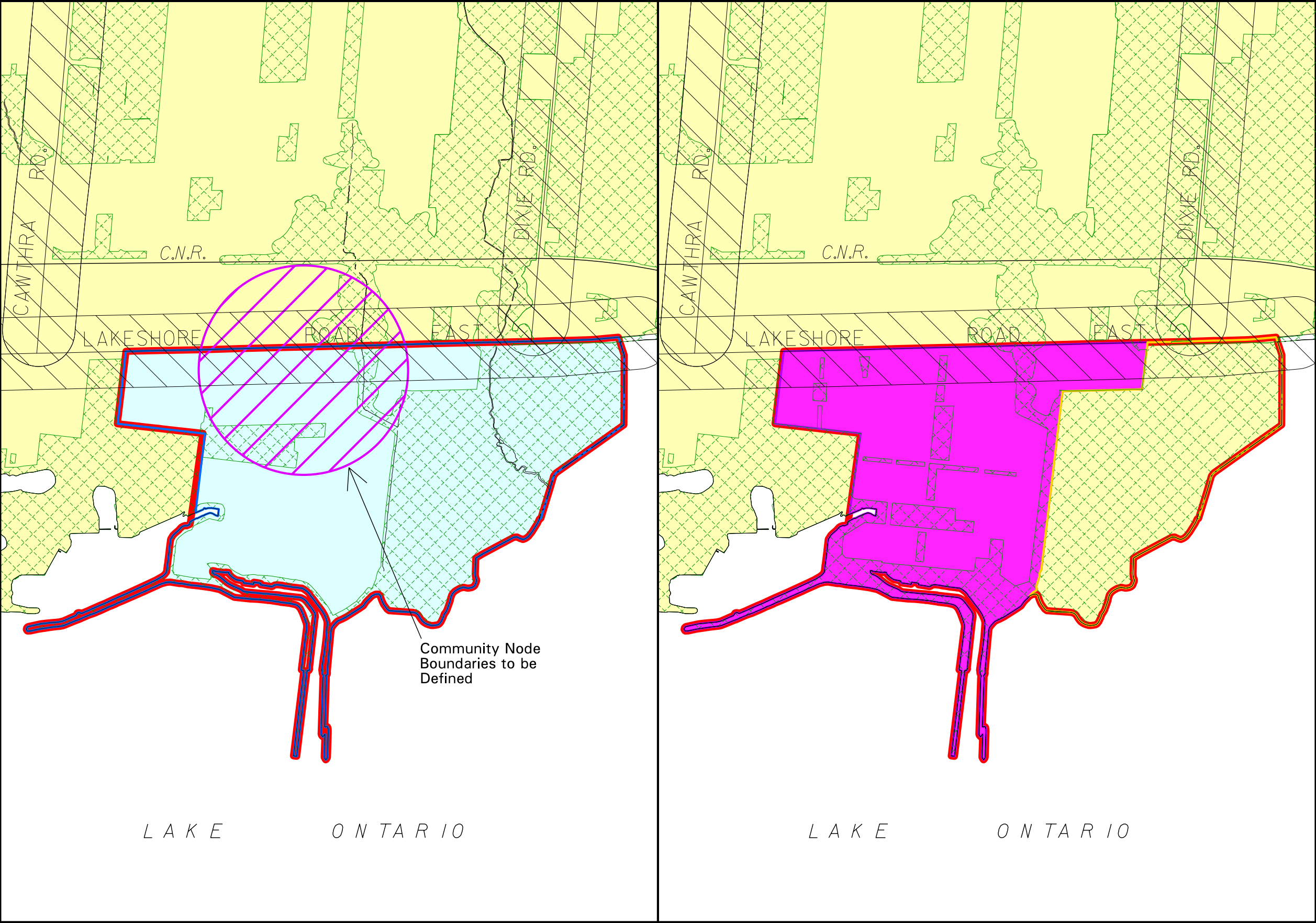
13.4.11.19 Notwithstanding 13.4.11.18 in the Waterway District Area, in exchange for increased height above 25 storeys, a community benefits contribution pursuant to Section 37 of the Planning Act will be required.

13.4.11.20 Notwithstanding policy 13.4.11.18, Section 37 will not be applicable for lands designated Business Employment and Institutional within the Innovation Corridor and Cultural Waterfront Precinct, respectively.

13.4.11.21 Eligible community benefits may include, but are not limited to:

- sustainable measures above and beyond those typically provided through development charges and parkland dedication contributions;
- community facility/infrastructure;

- affordable housing; and
- public art.




EXISTING

AMENDED


LEGEND:


Green System

 Green System


City Structure


 Downtown

 Major Node

 Community Node


 Neighbourhood


 Corporate Centre

 Employment Area

 Special Purpose Area

Corridors

 Corridor

 Intensification Corridor

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



AREA OF AMENDMENT:

1. City Structure Element to Major Node and Neighbourhood
2. Removal of circle and text denoting the Lakeview Community Node boundary to be defined
3. Revision to the Green System identifying Public Open Space and Greenlands as part of the Green System

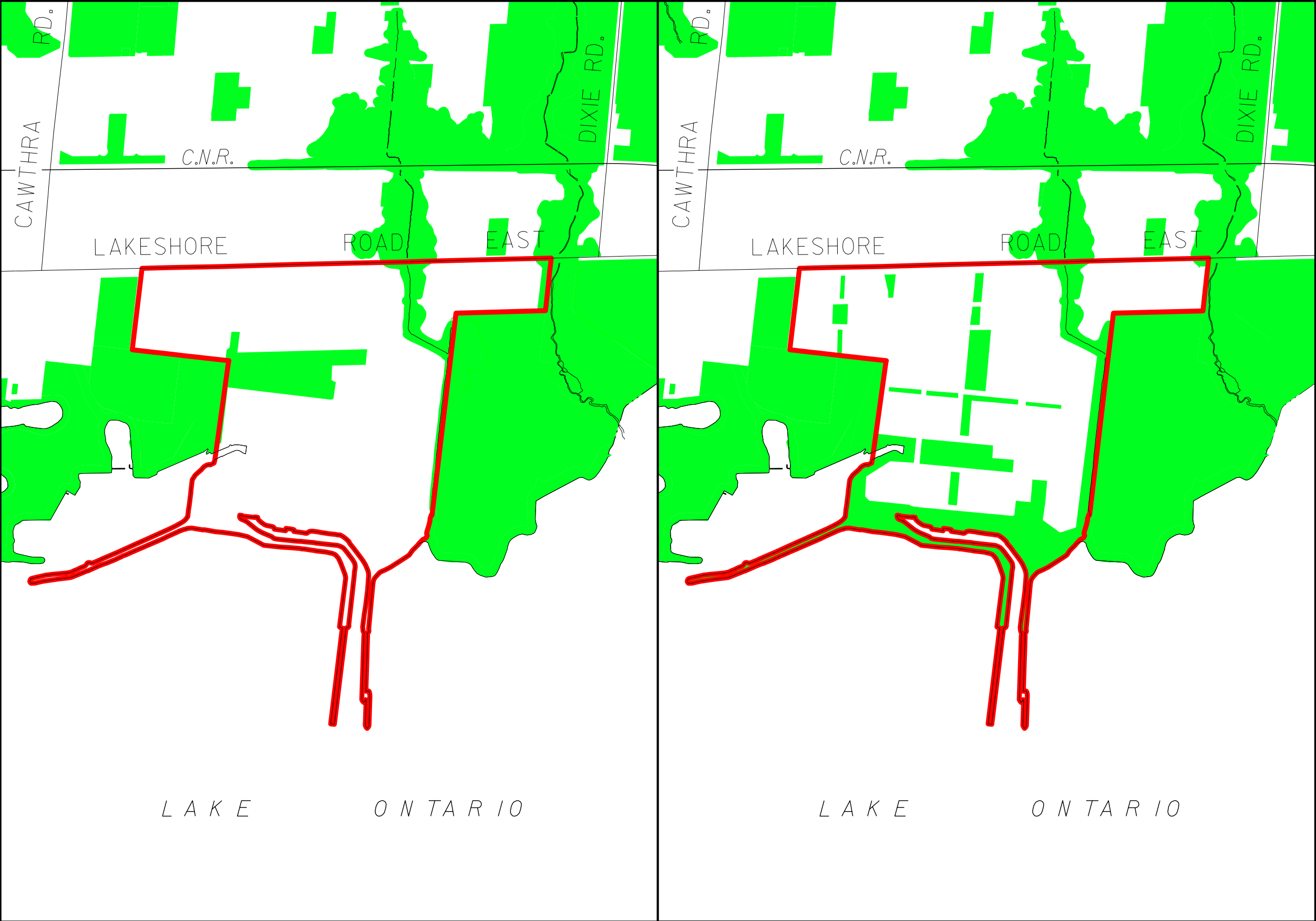
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MAP 'A'

Part of  
Schedule 1 Urban System  
of Mississauga Official Plan






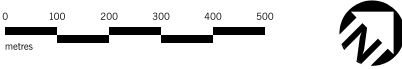
LEGEND:

 Green System

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

 AREA OF AMENDMENT:  
Revision to the Green System identifying Public Open Space and Greenlands as part of the Green System

DRAFT



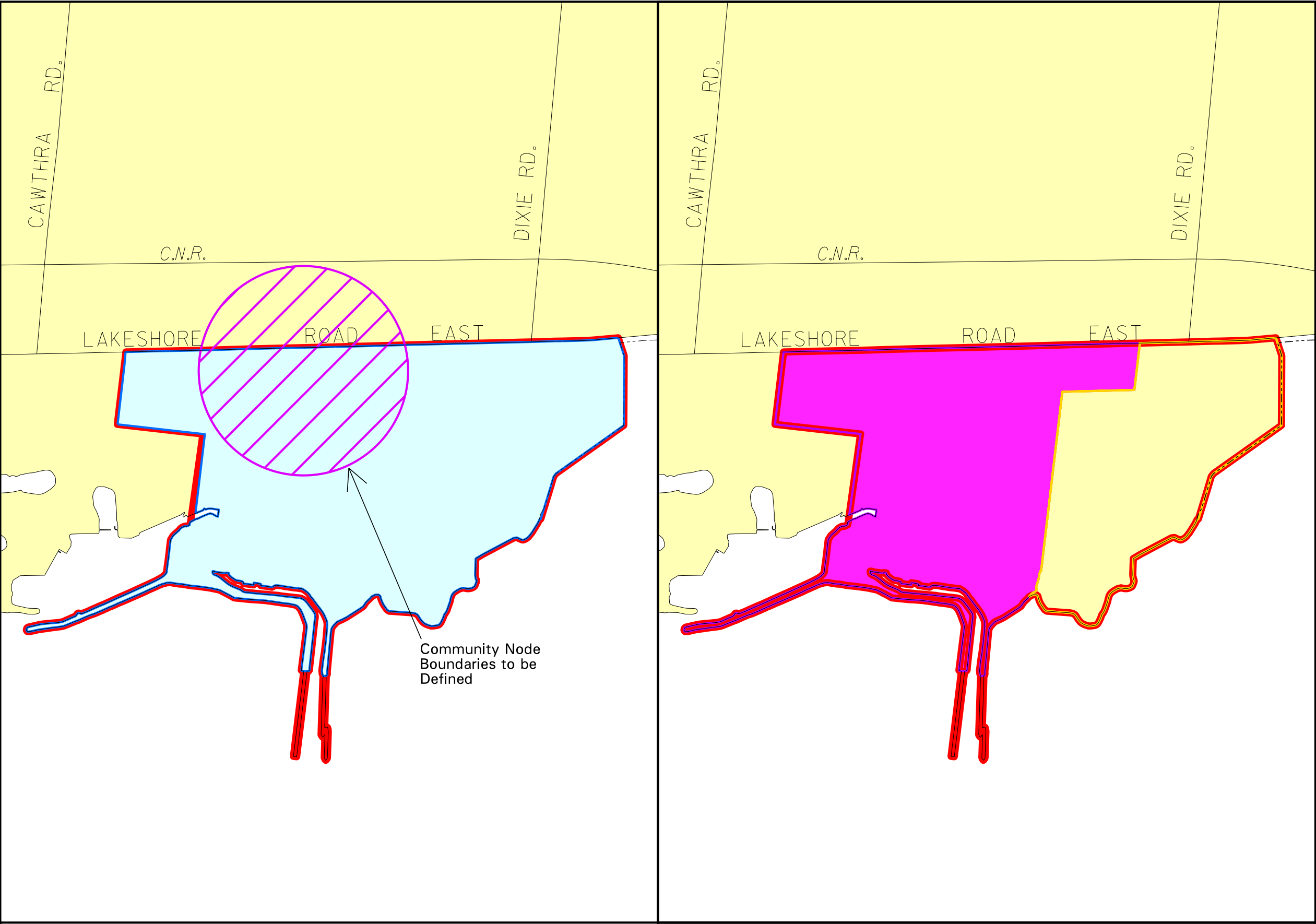
MAP 'B'  
Part of Schedule 1a  
Urban System - Green System  
of Mississauga Official Plan



V - 11.002

EXISTING

AMENDED



EXISTING

AMENDED

LEGEND:

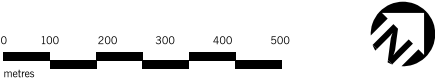
Elements

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

DRAFT

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

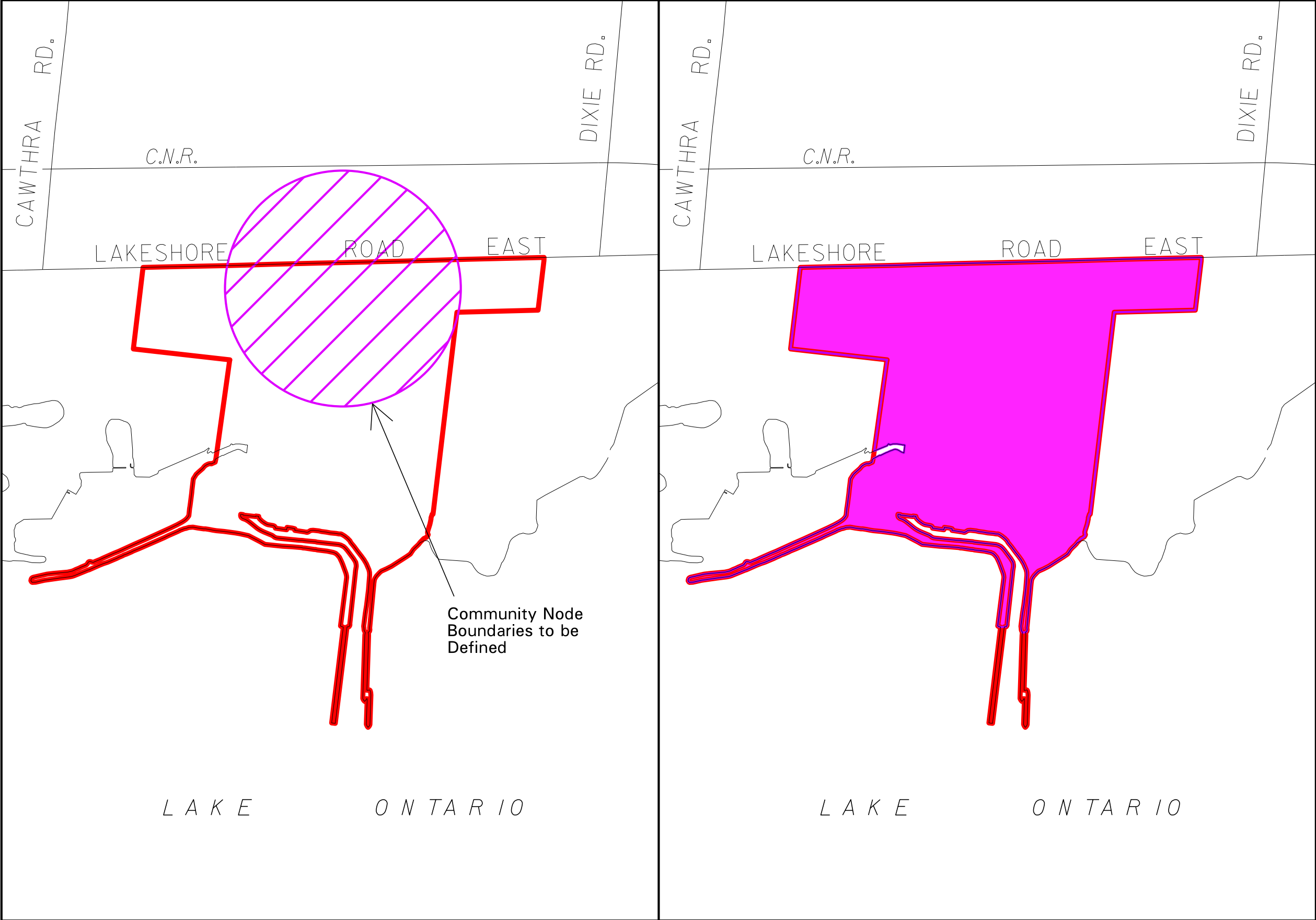
- AREA OF AMENDMENT:
- 1. City Structure Element to Major Node and Neighbourhood
  - 2. Removal of circle and text denoting the Lakeview Community Node boundary to be defined



MAP 'C'  
Part of Schedule 1b  
Urban System - City Structure  
of Mississauga Official Plan



V - 5.003



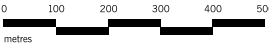
LEGEND:

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

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

- AREA OF AMENDMENT:
1. City Structure Element to Major Node
  2. Removal of circle and text denoting the Lakeview Community Node boundary to be defined

DRAFT



MAP 'D'

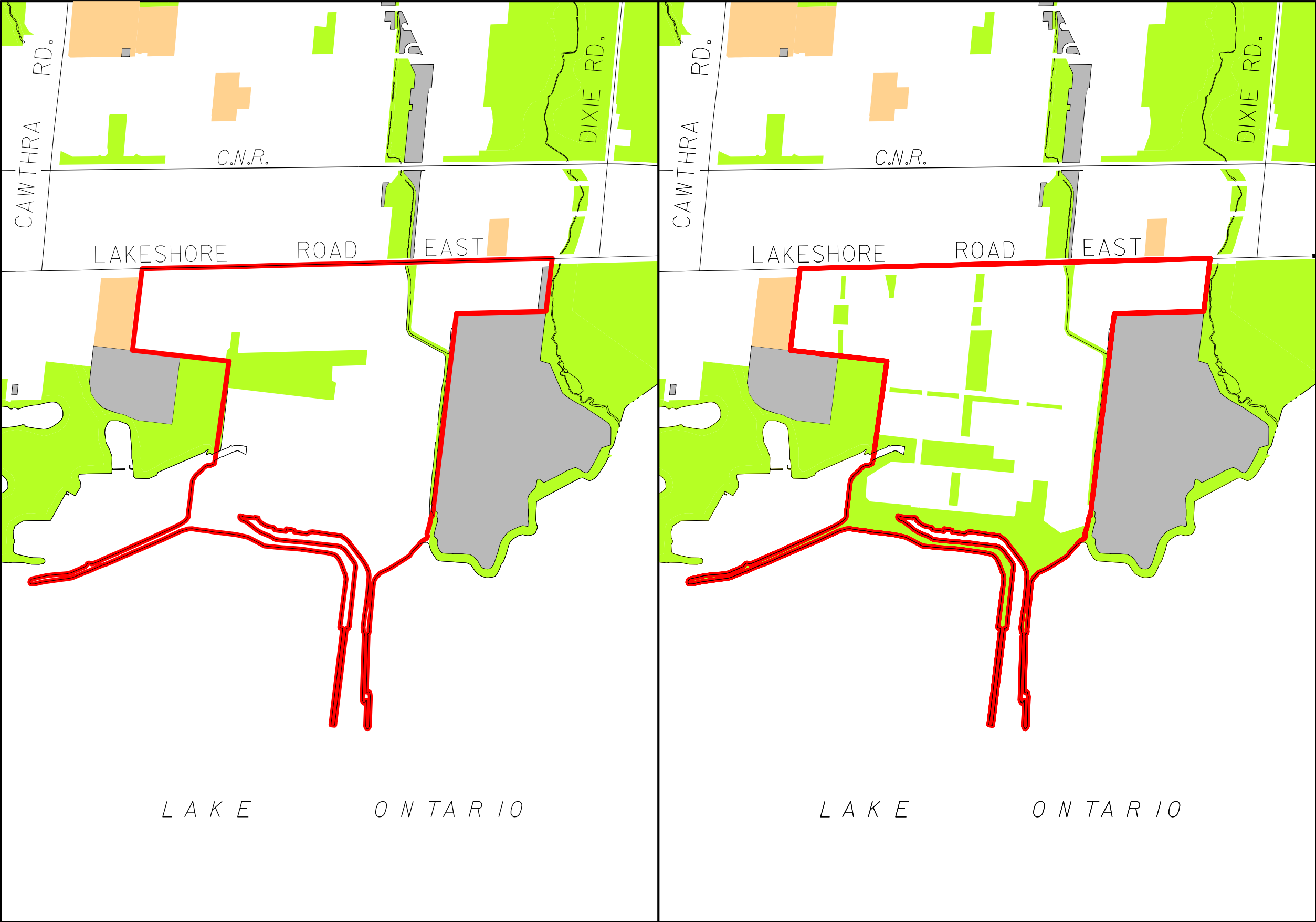
Part of Schedule 2  
Intensification Areas  
of Mississauga Official Plan



EXISTING

AMENDED





EXISTING

AMENDED

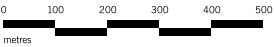
LEGEND:

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities

- Notes:
- 1. The entire Green System is shown on Schedule 1a.
  - 2. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
  - 3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.

AREA OF AMENDMENT:  
Revision of Public Open Space  
and Utility areas

DRAFT

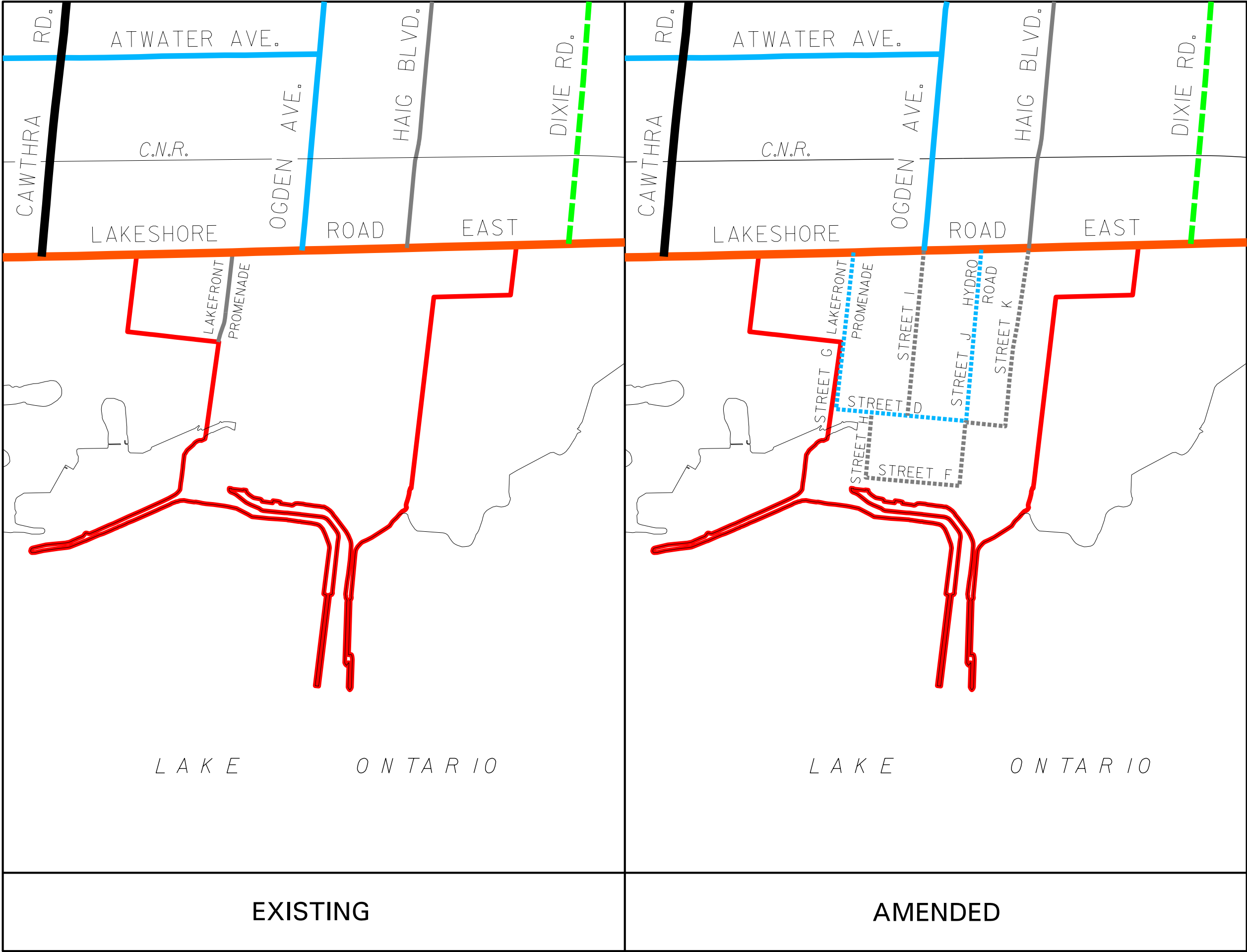


MAP 'E'

Part of Schedule 4  
Parks and Open Spaces  
of Mississauga Official Plan



V - 9.003

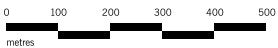


LEGEND

- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added

- Notes:
1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
  2. Roads shown on the map are not all under Mississauga jurisdiction.
  3. All lines shown are conceptual.
  4. Base map information (eg. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

AREA OF AMENDMENT:  
Addition to the long term road network identifying Future Major Collector (Conceptual) and Future Minor Collector roads



MAP 'F'

Part of Schedule 5  
Long Term Road Network  
of Mississauga Official Plan







LEGEND:

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station
- Future Enhanced Transit Route

- Notes:
- Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
  - Roads shown on the map are not all under Mississauga jurisdiction.
  - All lines shown are conceptual.
  - Station locations and alignments for transit routes are shown conceptually.
  - Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

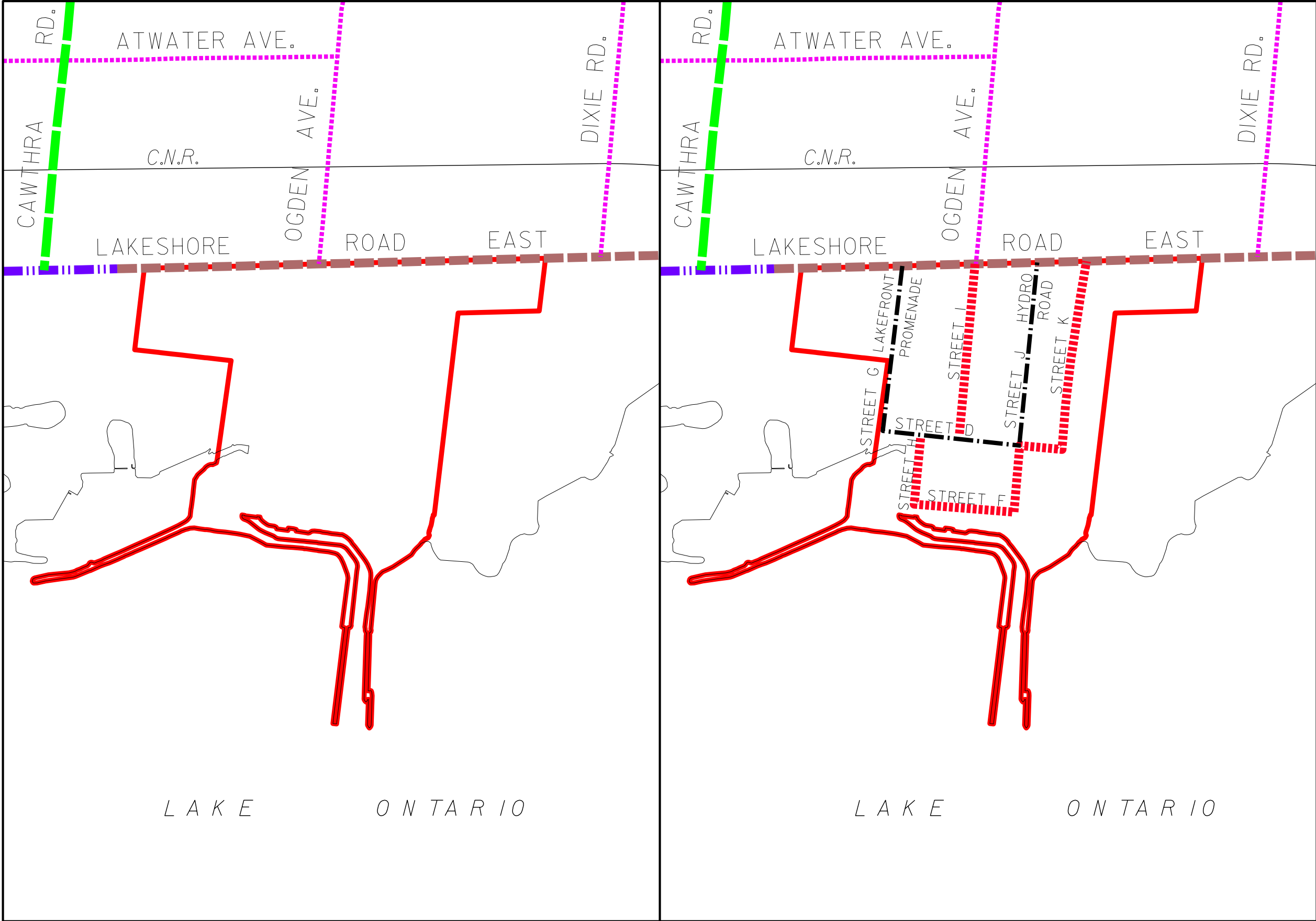
AREA OF AMENDMENT:  
Addition of a Future Enhanced Transit Route

DRAFT



MAP 'G'  
Part of Schedule 6  
Long Term Transit Network  
of Mississauga Official Plan





EXISTING

AMENDED

LEGEND

- 67 m
- 65 m
- 60 m
- 55 m
- 50 m
- 45 m
- 44.5 m
- 43.5 m
- 42 m
- 40 m
- 36 m
- 35 m
- 30 m-50 m
- 30 m
- 27.5 m
- 26 m - 35 m
- 26 m
- 23 m-26 m
- 22 m
- 20 m-26 m
- 20 m

DRAFT

NOTES:

1. These are considered basic rights-of-way. At Intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.

2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Enhanced Transit Routes, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors, Bus Rapid Transit Corridor and Enhanced Transit Route where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.

3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.

4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.

5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.

6. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.

8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.

9. All lines shown are conceptual.

AREA OF AMENDMENT:

Designated Right-of-Way Widths for the Enhanced Transit Route (Future Major Collector Roads) between 26m and 35m and Future Minor Collector Roads between 20m and 26m

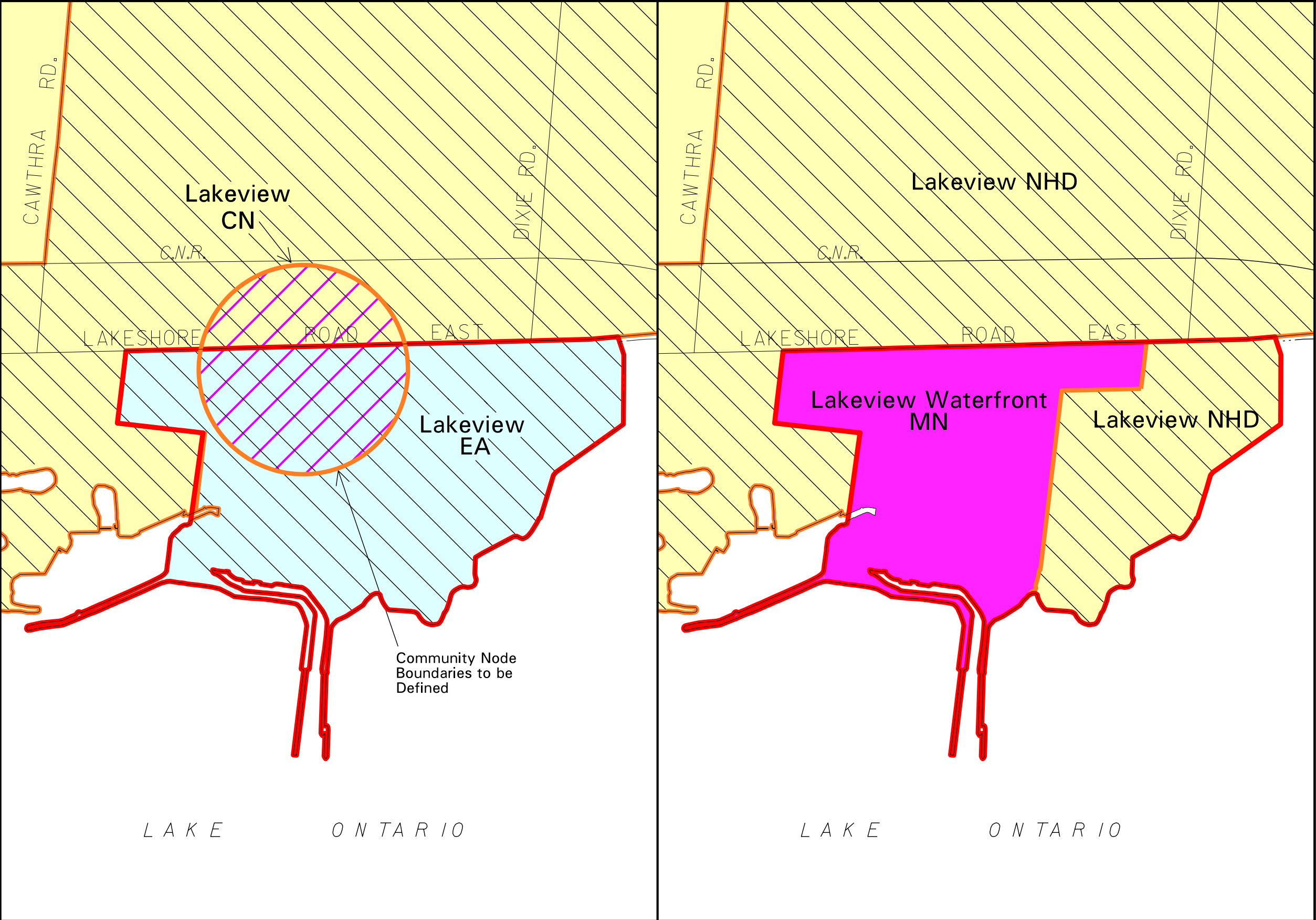


MAP 'H'

Part of Schedule 8

Designated Right-of-Way Widths of Mississauga Official Plan





Character Area

**City Structure**

- Downtown (DT)
- Major Node (MN)
- Community Node (CN)
- Neighbourhood (NHD)
- Corporate Centre (CC)
- Employment Area (EA)
- Special Purpose Area (SPA)

Character Area Subject to Local Area Plan

**Note:**  
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

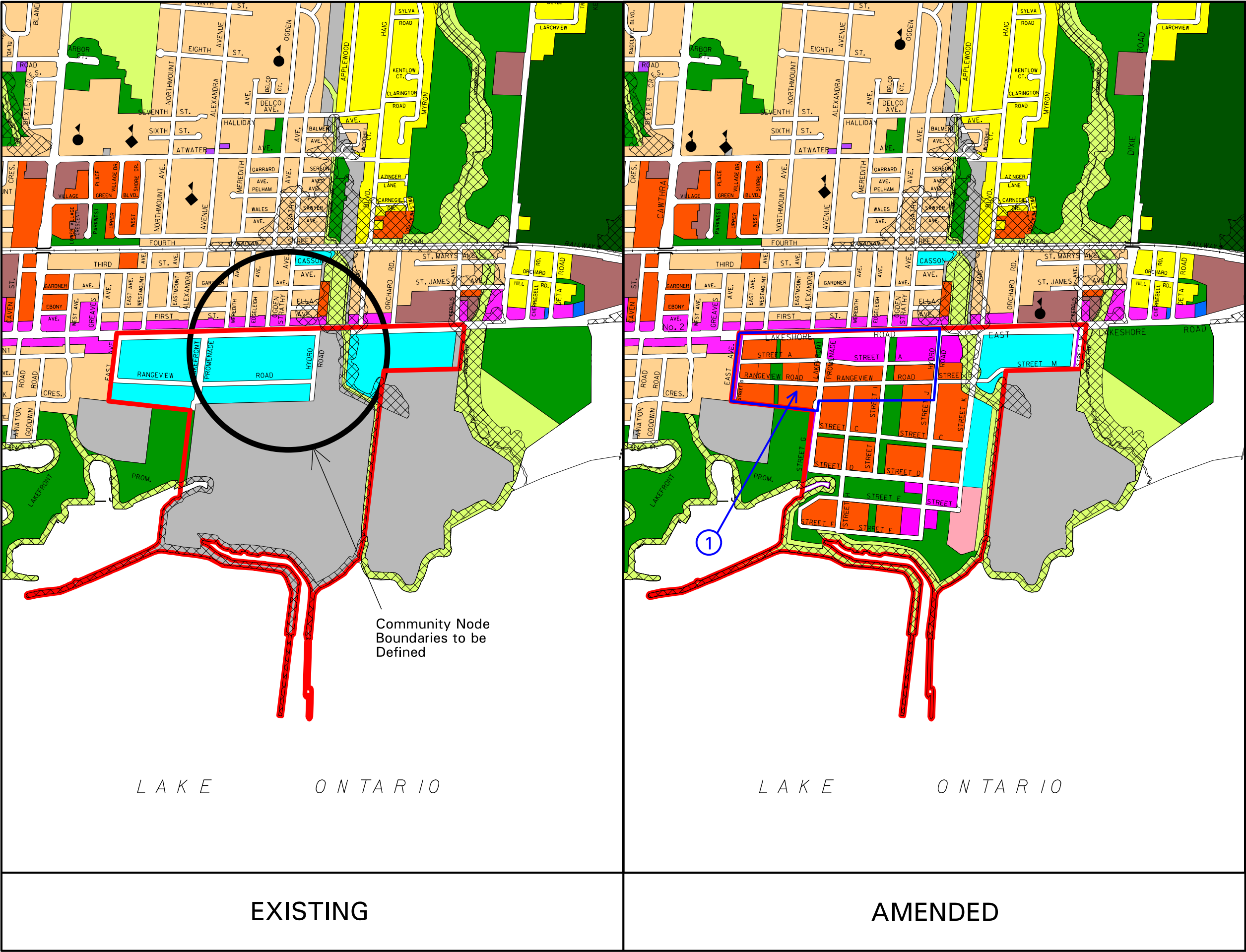
- AREA OF AMENDMENT:**
- 1. City Structure Element to Major Node and Neighbourhood
  - 2. Removal of text denoting Lakeview EA
  - 3. Removal of circle and text denoting the Lakeview Community Node boundary to be defined
  - 4. Removal of the area identified as Character Area Subject to Local Area Plan on the Lakeview Waterfront Major Node

**DRAFT**



**MAP 'I'**  
**Part of Schedule 9**  
**Character Areas**  
**of Mississauga Official Plan**





LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

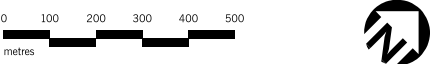
City Structure

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

- 1 Lands subject to employment conversion through the Region of Peel's Municipal Comprehensive Review

- Notes:
- The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
  - Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
  - Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.

AREA OF AMENDMENT:  
Land Use Designations



MAP 'J'

Part of Schedule 10  
Land Use Designations  
of Mississauga Official Plan



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Map 2: Lakeview Local Area Plan Long Term Road and Transit Network

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Appendix I: Lakeview Built Form Standards

Appendix II: Lakeshore Road Transportation Review Study – Executive Summary

## OTHER INFORMATION:

Credits

# LAKEVIEW

## 1.0 How to Read the Lakeview Local Area Plan

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

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

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

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

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

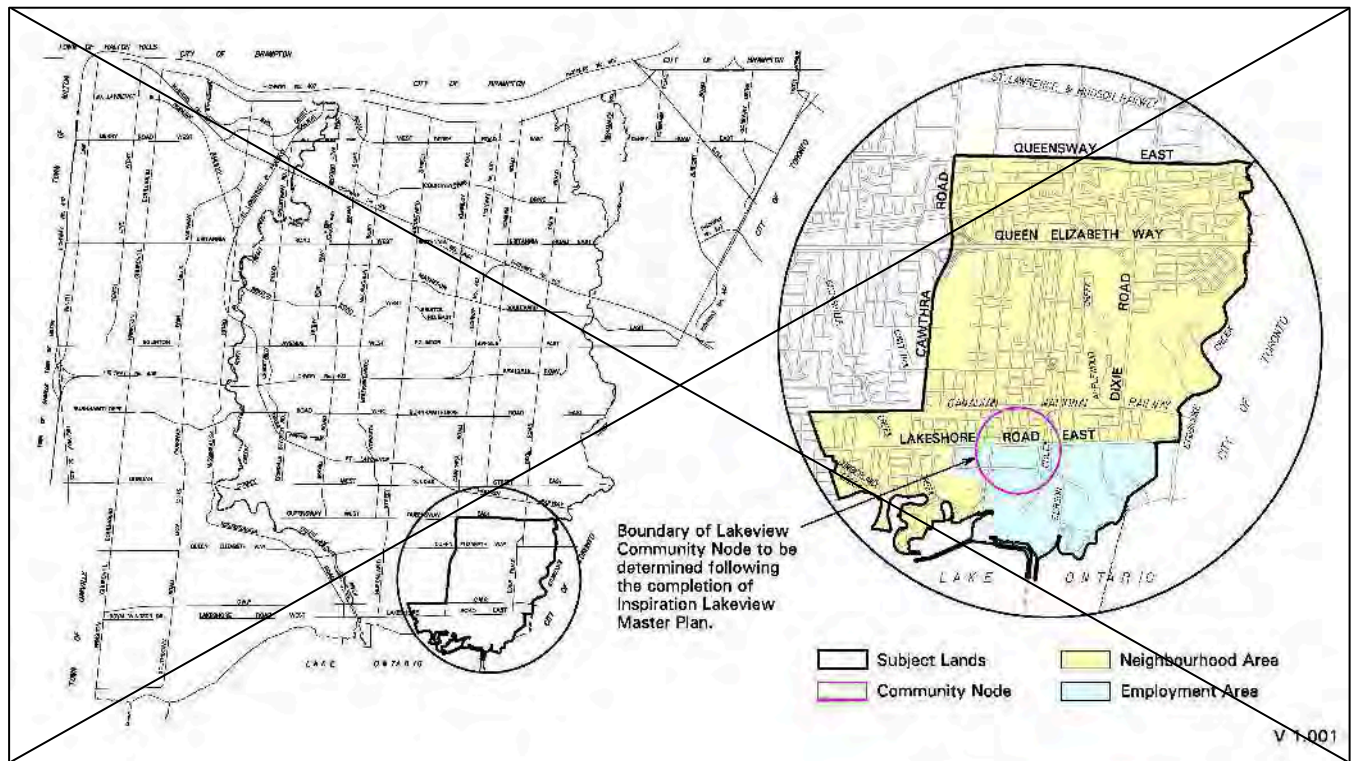


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as Community Node, Neighbourhood Character Area, and Employment Area.

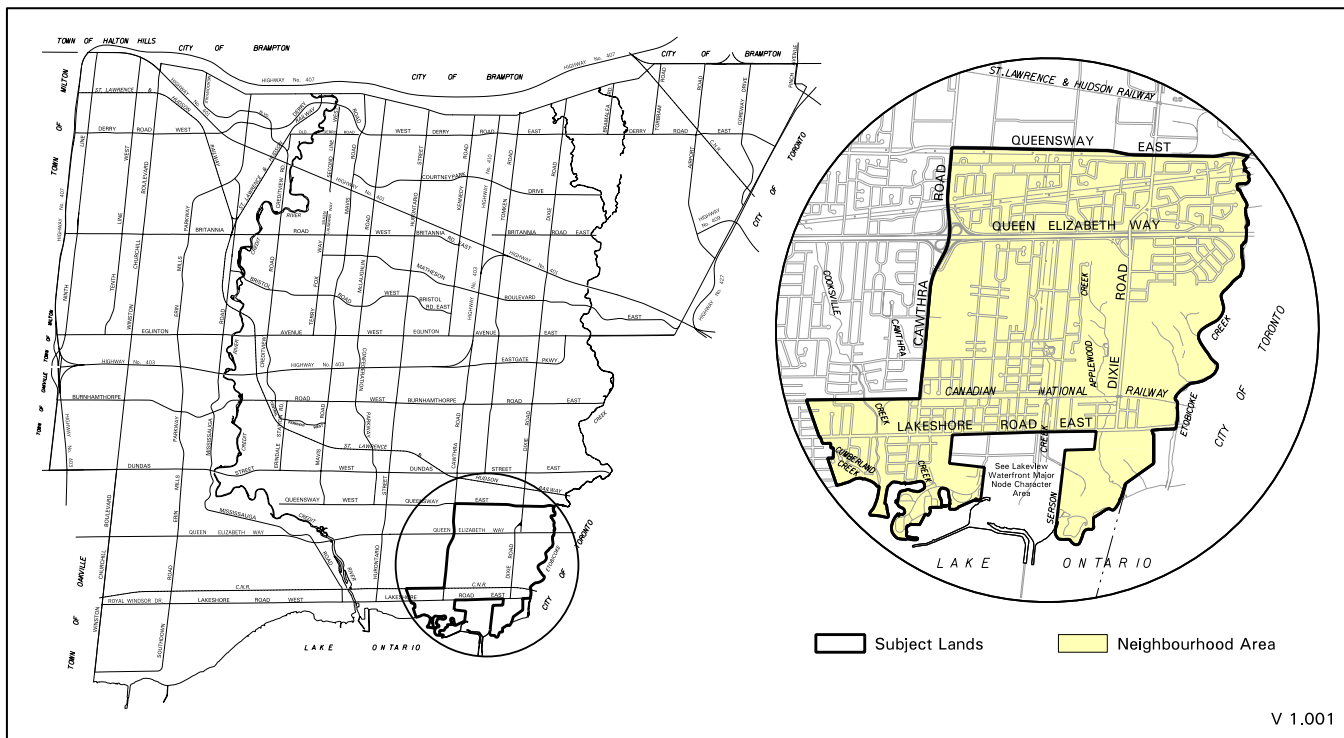


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area.

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

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

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

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

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

## 2.0 Historical Context

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

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

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



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

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

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

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

By 1950, Lakeview had transformed from a rural

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

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

### 3.0 Current Context

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



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

**Figure 3:**  
**LAKEVIEW AREA STATISTICS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 4.0 Collaboration

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

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

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

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

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

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



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

## 5.0 Vision

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

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

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

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

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



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

## 5.1 Guiding Principles

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

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

5.1.2 Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.

5.1.3 Support complete communities ~~in the Community Node~~ through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.

5.1.4 Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.



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

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

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

## 5.2 Community Concept

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

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

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

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

### 5.2.1 Green System

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

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

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

### 5.2.2 ~~Community Node~~

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

### 5.2.2.3 Neighbourhoods

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

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

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

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



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

#### 5.2.4 Employment Area

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

#### 5.2.3.5 Corridors

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

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

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

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

## 6.0 Direct Growth

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

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



## 6.1 Community Node Character Area

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

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

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

## 6.2 Neighbourhood Character Areas

Neighbourhoods are stable areas, primarily residential in nature, and not expected to experience significant change. Where **corridors** traverse through Neighbourhoods, intensification may occur along **corridors** where appropriate.

6.2.1 Intensification will be through modest infilling, redevelopment along the **corridors**, or on commercial sites.

6.2.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.

6.2.3 Intensification will be sensitive to the existing character of the residential areas and the planned context.

6.2.4 Redevelopment of employment uses along the railway tracks will be reviewed in a comprehensive manner and address among other things, transition to the residential areas and to the existing business employment.

### 6.2.3 Lakeshore Road Corridor

The principal document identifies Lakeshore Road East through Lakeview as a **Higher Order Transit Corridor**. This **corridor** will accommodate multi-modal transportation facilities and a mix of commercial, office, residential and cultural uses.



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

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

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

6.3.1 Intensification will occur through infilling or redevelopment.

6.3.2 Intensification will be sensitive to the existing and planned context of the **corridor** and adjacent residential uses.

6.3.3 Intensification will address matters such as:

- a. contribution to a complete community;
- b. contribution to the mainstreet character;
- c. respecting heritage; and
- d. protecting views to the waterfront.

## 7.0 Value the Environment

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

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

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

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



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

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

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

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

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

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



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

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

## 7.1 Green System

7.1.1 Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.

7.1.2 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.

7.1.3 Within the waterfront parks system, the protection, preservation, and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

7.1.4 Through the processing of development applications, lands may be acquired to provide for a continuous Waterfront Trail along the water’s edge.

7.1.5 The development of Park 358 (not yet named) on the Arsenal property and the management of R.K. McMillan Park will include naturalization techniques, where appropriate and connectivity with the future Lakeview Waterfront Connection Project.

## 7.2 Urban Forest

7.2.1 Trees provide important environmental benefits and contribute to the character of the area. The City should seek opportunities for restoring and enhancing canopy cover on public lands, and promoting tree plantings on private lands.

7.2.2 The City may require **streetscape** improvements along **corridors** to expand and

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

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

## 7.3 Living Green

7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.

7.3.2 The City will support initiatives that promote environmental sustainability, integrity and conservation and incorporate sustainable development practices in accordance with the City’s Green Development Strategy and the Water Quality Control Strategy.

## 8.0 Complete Communities

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

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

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



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

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

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

## 8.1 Housing

8.1.1 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on site or within the community.

8.1.2 The ~~Community Node and Lakeshore Corridor~~ **is** are encouraged to develop using a range of housing choices in terms of type, tenure and price.

8.1.3 Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the ~~Community Node and in the Lakeshore Corridor~~.

## 8.2 Cultural Heritage

Lakeview contains a number of important cultural heritage resources including properties identified or recognized on the City's Heritage Register as being

Designated or Listed. The Heritage Register further classifies the sites as a cultural feature or a cultural landscape:

- Cultural features such as the Water Tower on the Arsenal Lands, Bowstring Bridge over the Etobicoke Creek, and Lakefront Promenade provide scenic views and are significant features and landmarks; and
- Cultural landscapes such as the Lakeview Golf Course, Cawthra Estate, and Adamson Estate are associated with the natural environment or are significant historical resources.

8.2.1 Cultural heritage sites are places that have the opportunity to provide attractive **streetscape**. **Streetscape** improvements are encouraged to accentuate the site through landscaping, signage, lighting, benches, public art, interpretive signs, or other means.

8.2.2 The City will explore through a Community Improvement Plan, incentives to protect, preserve, and reuse cultural heritage sites in Lakeview.

8.2.3 Development adjacent to heritage sites will integrate and enhance the character of the cultural heritage resource.

## 8.3 Community and Cultural Infrastructure

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

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

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

## 8.4 Distinct Identity and the Waterfront

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



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



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

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

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

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

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

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



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

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

## 9.0 Multi-Modal City

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

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

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

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

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

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

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

## 9.1 Corridor Protection

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

9.1.1 Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities, and **higher order transit** facilities.

9.1.2 The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

9.1.3 The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or

existing or proposed laneways parallel to Lakeshore Road East.

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

## 9.2 Road Network

9.2.1 During the review of development applications, streets will be designed to provide connectivity through neighbourhoods.

9.2.2 Improvements to the road network and **active transportation** routes that provide connectivity through Lakeview may be identified through a future Transportation Master Plan for the Lakeshore Road **Corridor** or through the development application process. Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following:

- a. Byngmount Avenue, east to Rangeview Road;
- b. Casson Avenue, east to St. Mary's Avenue;
- c. Ebony Avenue, east to First Street;
- d. Ella Avenue, east to St. James Avenue;
- e. First Street, east to Ella Avenue;
- f. Fourth Street, east to Haig Boulevard;
- g. Harcourt Crescent, south to Duchess Drive;
- h. Pelham Avenue, west to Alexandra Avenue, and east to Haig Boulevard;
- i. Seventh Street, east to Halliday Avenue; and
- j. Third Street, east to Casson Avenue.

9.2.4 When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.

9.2.5 Mississauga will work with the Province and the Region to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.

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

- reduced parking standards;
- transportation demand management;
- **transit oriented development**;
- pedestrian/cycling connections; and
- access management plan.

## 9.3 Transit Network

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



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

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

## 9.4 Parking and Transportation Demand Management

9.4.1 For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.

9.4.2 Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees, and other structural materials.

9.4.3 The City will identify appropriate locations for on-street parking in the Lakeshore Corridor and develop an implementation strategy for parking.

9.4.4 Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the **streetscape** design.

9.4.5 Reduced parking requirements and maximum parking standards may be considered within:

- ~~a) the Community Node; and~~
- ~~b) the Lakeshore Corridor.~~

9.4.6 Public parking lots in the Lakeshore Corridor will be maintained and supplemented where appropriate.

9.4.7 The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the **corridor**.

## 10.0 Desirable Urban Form

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

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

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

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

## 10.1 Neighbourhoods

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

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area;
- to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10.1.4.1 Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:

- ensure transition to Lakeshore Road East, adjacent stable residential neighbourhoods, and Cooksville Creek;

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

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

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

## 10.2 Employment

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

### 10.2.1 Arsenal Woodlands Precinct

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

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

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



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



Woodlands Precinct.

### **10.2.2 ~~Ontario Power Generation (OPG) Lands Precinct and Lakeshore Business Park Precinct~~**

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

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

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

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

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

d. ~~provision of public open space along the shoreline, and a continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront; and~~

e. ~~for the lands along Lakeshore Road East, the Lakeshore Corridor Precinct policies in this Area Plan will also apply.~~

### **10.2.3 Lakeshore Corridor**

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

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

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

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

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

~~including among others, Ogden Avenue and Hydro Road.~~

10.23.3 Development will be encouraged to locate parking to the rear of buildings or underground.

10.23.4 Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.

10.23.5 Appropriate transition to adjacent low density residential will be required.

10.23.6 To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:

- a. maintaining an appropriate average lot depth for mainstreet commercial;
- b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;
- c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and
- d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

10.23.7 Development will provide an appropriate **streetscape** treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:

- a. landscaping and planting;
- b. street furnishings;
- c. public art;
- d. quality building materials; and

- e. building design elements and features including articulated rooflines such as parapets and towers.

10.23.8 Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.

10.23.9 The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.

10.23.10 The Intensification Areas policies of the Plan will apply to development within the Core area.

10.23.11 Single use residential buildings are permitted in the Outer Core area, subject to the following:

- a. buildings are set back from the street;
- b. provision of a well landscaped front yard;
- c. an appropriate **streetscape**; and
- d. parking at the rear of the property or underground.

## 10.4 — Community Node

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

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

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

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

### 10.3.5 Built Form Types

10.3.5.1 For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:

- a. new housing within Lakeview should maintain

the existing character of the area; and

- b. development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.

10.3.5.2 Criteria for the development of street townhouses or freehold townhouses will include, among other things:

- a. they fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms; and
- c. they are located on, or in proximity to transit routes.

10.3.5.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:

- a. they can fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms;



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

- c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;
- d. they are located on, or in proximity to transit routes; and
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a **streetscape** that is compatible with adjacent neighbourhoods.

10.35.4 Horizontal multiple dwellings, such as stacked townhouses, may be developed, subject to, among other things:

- a. a minimum lot depth to ensure internal circulation;
- b. area to accommodate appropriate parking, amenity space, landscaping;
- c. utilities can be accommodated internal to the site; and
- d. located on, or in proximity to transit routes.
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a **streetscape** that is compatible with adjacent neighbourhoods.

10.35.5 Criteria for apartment development will include, among other things:

- a. a minimum separation distance to ensure light and permeability;
- b. a maximum floor plate to ensure minimal impact on residential areas; and
- c. transition to adjacent lower built forms.

10.35.6 Criteria for commercial development will include, among other things:

- a. the maximum height of buildings will be four storeys;
- b. transition to existing stable residential areas;

- c. ensure the continuation of a mixed use community;
- d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and
- e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.

10.35.7 The redevelopment of existing industrial sites for industrial uses will address, among other things:

- a. a minimum setback to residential areas ensuring an appropriate buffer area can be accommodated to screen the use;
- b. a minimum landscape area will be required in front of any employment use; and
- c. existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a two storey residential building. Development will include appropriate buffers and ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.

10.35.8 Aesthetic and high quality building materials will be required in developments. The first four storeys will be of durable material such as brick or stone. Concrete blocks or painted concrete blocks are not permitted to be exposed.



## 11.0 Strong Economy

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

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

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

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

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

11.1 Lands designated Business Employment will provide for the continued operation of employment uses. Development on adjacent sites will be compatible to employment uses.

11.2 Opportunities for water recreational uses or waterfront retail commercial activities should be considered in the development of the waterfront.

~~11.3 The location of cultural industries is encouraged in the Community Node.~~

## 12.0 Land Use Designations

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

### 12.1 General

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

### 12.2 Residential Medium Density

12.2.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:

- a. low-rise apartment dwellings.

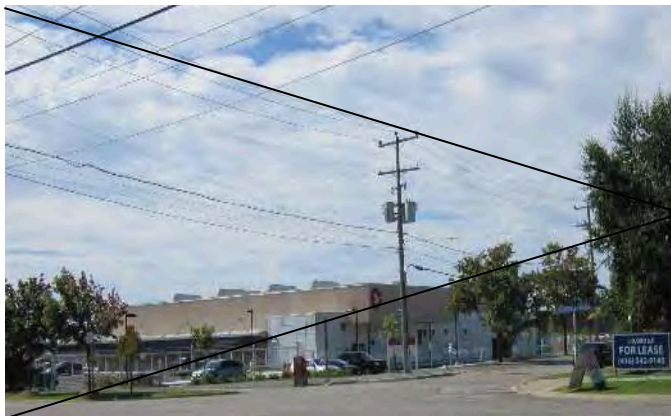


Figure 15: Providing a range of employment opportunities will help attract new businesses that contribute to a healthy employment base.

## 12.3 Mixed Use

12.3.1 Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area:

- a. motor vehicle rental and motor vehicle sales is not permitted; and
- b. commercial uses will be required at grade.

12.3.2 Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:

- a. residential uses may be permitted on the ground floor.

## 12.4 Business Employment

~~12.4.1 Notwithstanding the Business Employment policies of the Plan, the following uses will not be permitted:~~

- ~~a. adult entertainment establishments;~~
- ~~b. animal boarding establishments which may include outdoor facilities;~~
- ~~c. body rub establishments;~~
- ~~d. cardlock fueling dispensing facility;~~
- ~~e. motor vehicle body repair facilities;~~
- ~~f. motor vehicle commercial uses;~~
- ~~g. motor vehicle rental;~~
- ~~h. transportation facilities;~~
- ~~i. trucking terminals; and~~
- ~~j. **waste processing stations or waste transfer stations** and composting facilities.~~

12.4.1.2 Notwithstanding the Business Employment policies of the Plan, the following policy will apply:

- a. permitted uses will operate entirely within enclosed buildings.

## 13.0 Special Site and Exempt

### Site Policies

#### 13.1 Special Site Policies

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

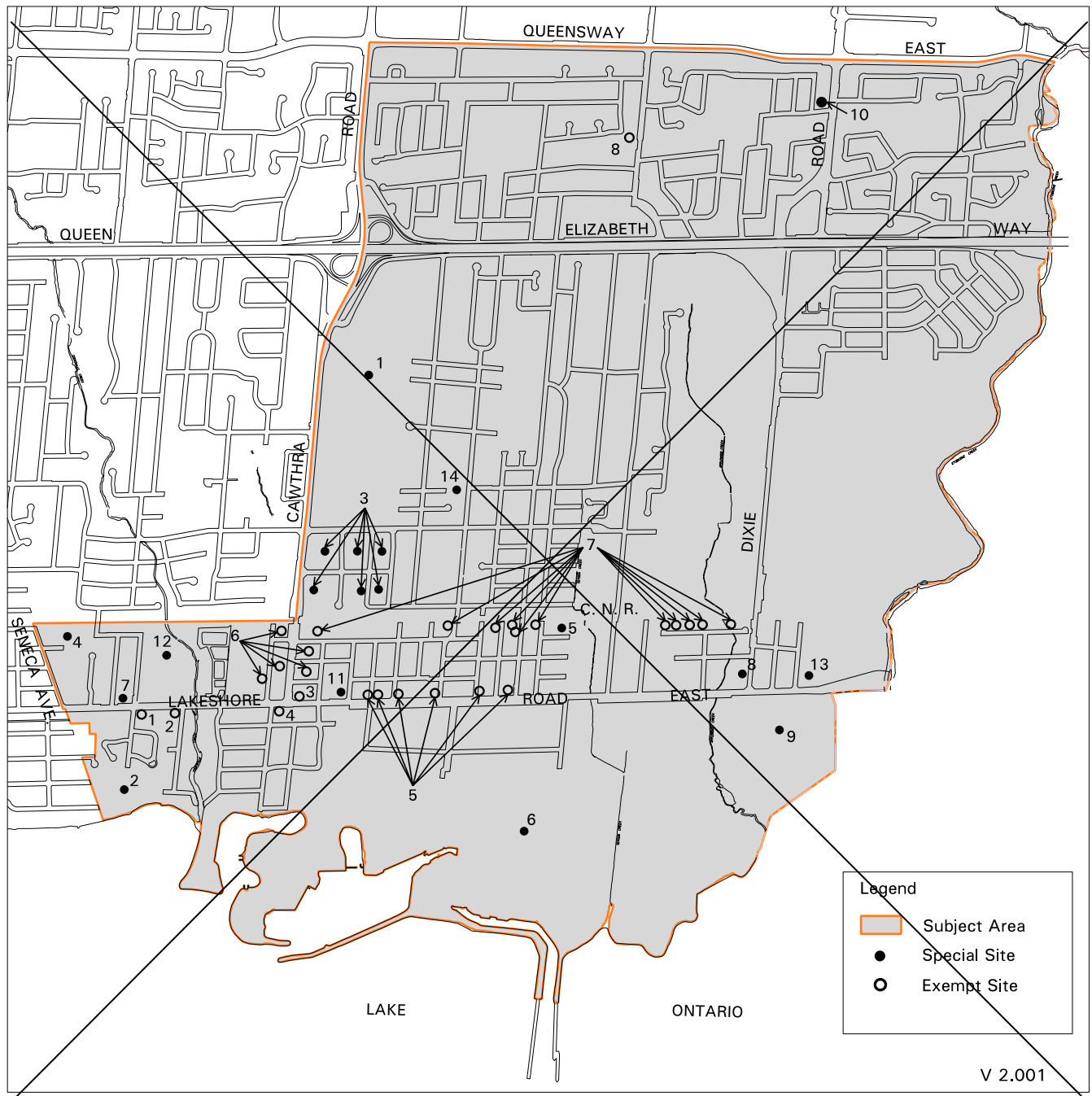


Figure 16: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

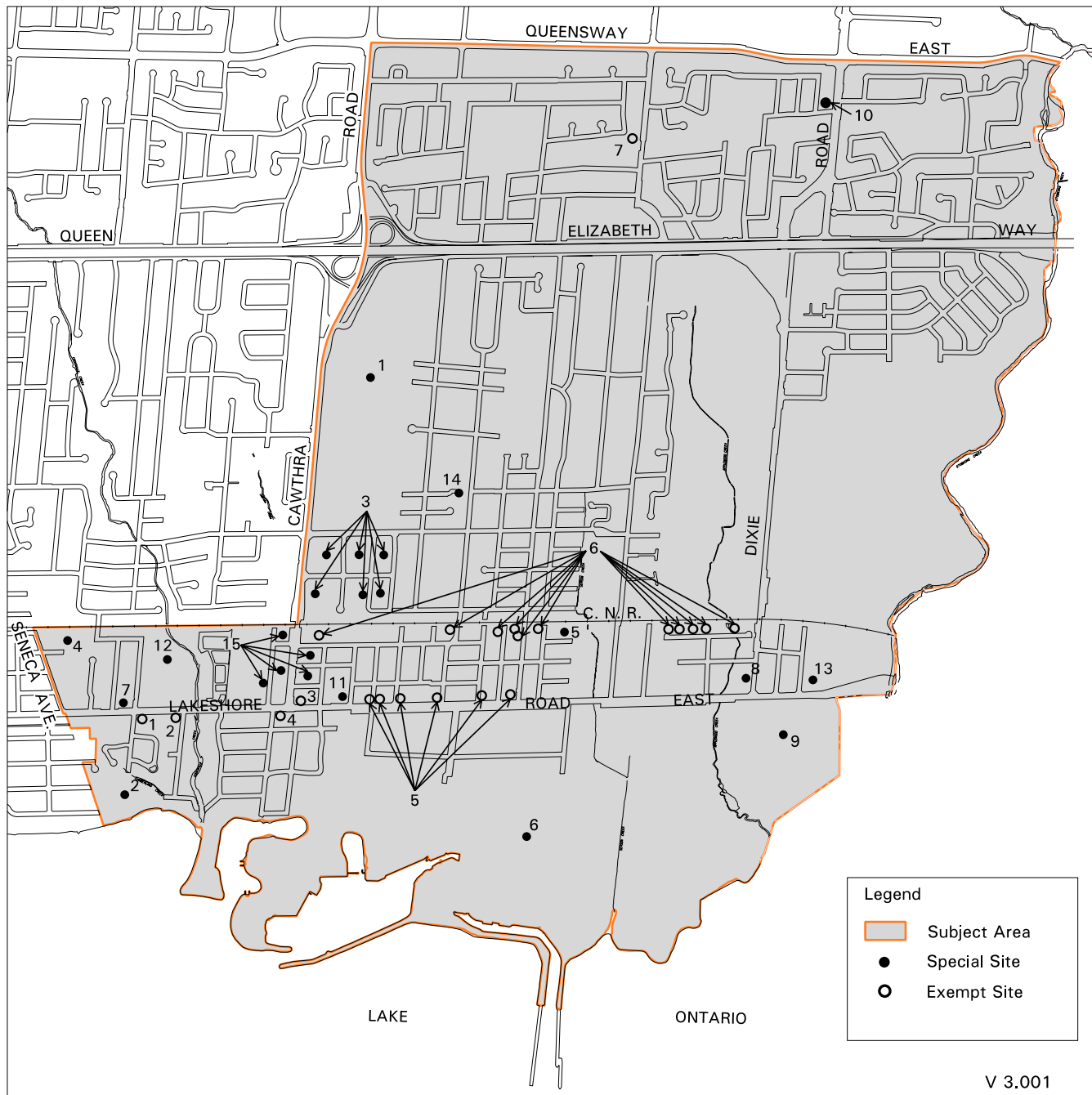
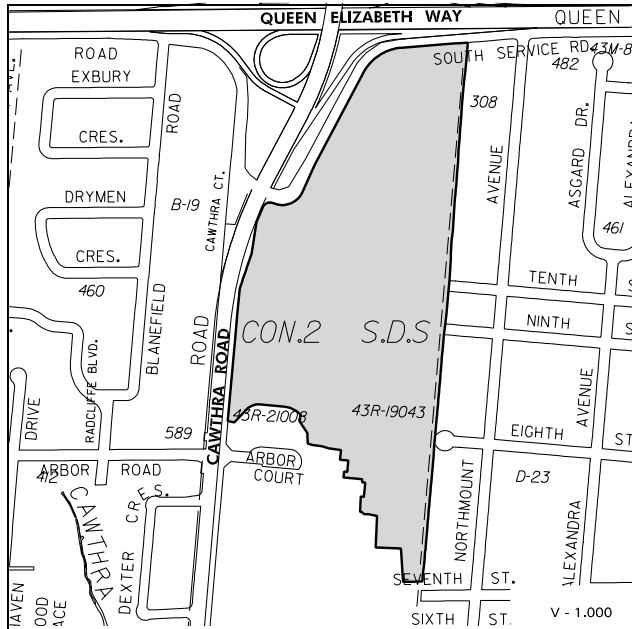


Figure 15: Location of Special Sites and Exempt Sites within the Lakeview Local Area.



### 13.1.1 Site 1



13.1.1.1 The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.

13.1.1.2 The lands are known as the Cawthra Woods and comprise both heritage and natural area features. The Cawthra Estate is located within the Cawthra Woods and includes the Cawthra-Elliot Estate House and formal gardens on the north and south sides of the estate house, the walled garden, and sugar maple forest, all of which form a cultural heritage landscape which is designated under the *Ontario Heritage Act*. The site contains a Provincially **Significant Wetland**, an **Environmentally Significant Area (ESA)** as identified by Credit Valley Conservation, and a Regionally Significant Area of Natural and Scientific Interest (ANSI).

13.1.1.3 Notwithstanding the policies of this Plan, the following additional uses will be permitted in the Cawthra-Elliot Estate House:

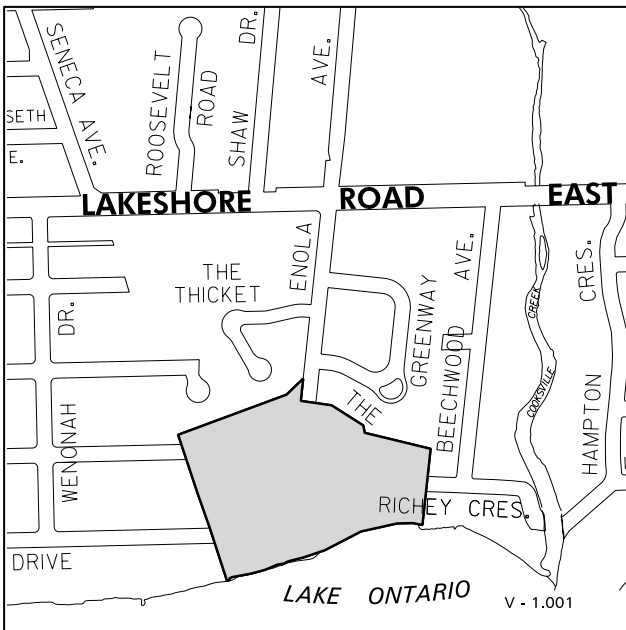
- community or cultural infrastructure, including an academy for the performing arts;
- secondary offices**;
- a conference centre;

- art gallery or studio; and
- commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school.

13.1.1.4 Development of the Cawthra-Elliot Estate House will address the following:

- the environmental policies of this Plan;
- retention of the existing forest in a natural condition in accordance with an approved Cawthra Woods Management and Implementation Plan;
- an approved Parks Master Plan; and
- a heritage permit, including a **Heritage Impact Assessment**, will be required for any alterations.

### 13.1.2 Site 2



13.1.2.1 The lands identified as Special Site 2 known as the Adamson Estate and Derry Property, are located along the shore of Lake Ontario, east of Cumberland Drive and south of Enola Avenue.

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

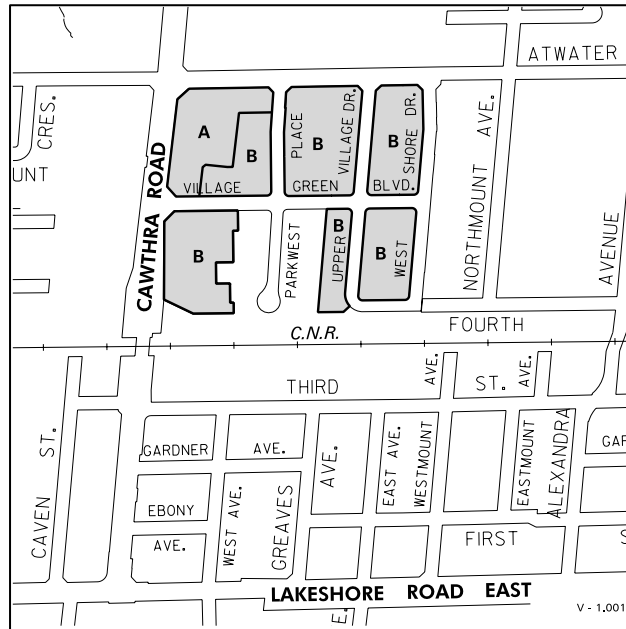
- a. **secondary offices**;
- b. a conference centre; and
- c. community or cultural infrastructure, including an academy for the performing arts.

13.1.2.3 Development of this site will address, among other things, the following:

- a. restoration and preservation of the historically designated main house, gatehouse, barn, Derry House, and pet cemetery;
- b. maintenance of public access along the waterfront as well as the grounds of the estate;
- c. enhancement of recreation opportunities throughout the balance of Lakefront Promenade Park;

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

### 13.1.3 Site 3

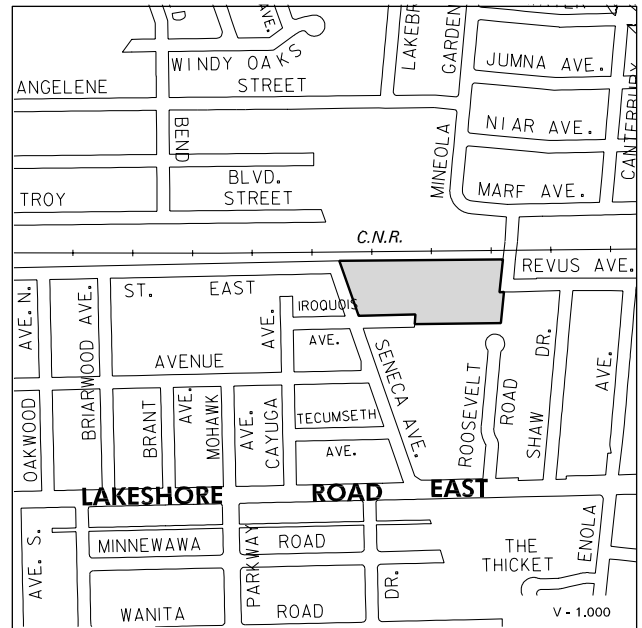


13.1.3.1 The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.

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

- all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements may be permitted on the lands identified as Area A; and
- street townhouses will be permitted on the lands identified as Area B.

### 13.1.4 Site 4



13.1.4.1 The lands identified as Special Site 4 are located west of Revus Avenue, south of the Canadian National Railway tracks.

13.1.4.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:

- banquet hall;
- broadcasting, communication, and utility rights-of-way;
- conference centre;
- entertainment, recreation and sports facilities;
- financial institution;
- outdoor storage;
- overnight accommodation; and
- restaurants.

### 13.1.5 Site 5

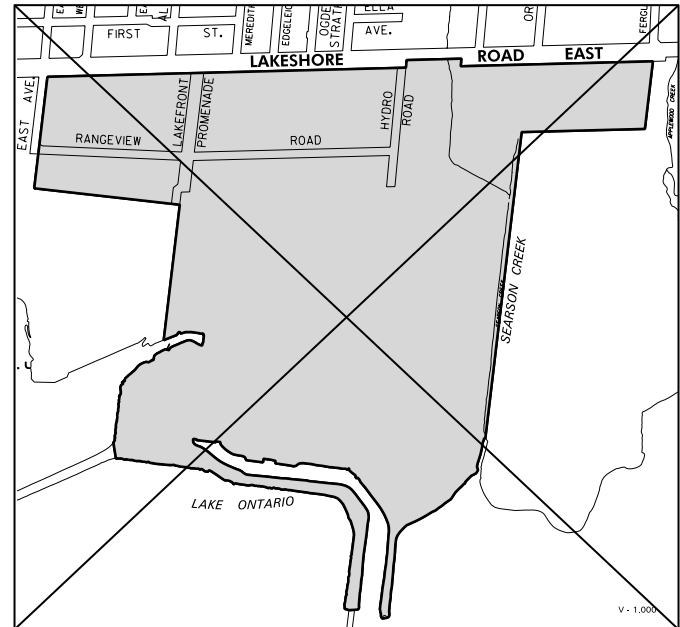


13.1.5.1 The lands identified as Special Site 5 are located along Casson Avenue, west of the utility corridor.

13.1.5.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:

- a. banquet hall;
- b. broadcasting, communication, and utility rights-of-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

### 13.1.6 Site 6



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

~~13.1.6.2 Notwithstanding the policies of this plan, an electric power generating facility will be permitted.~~

~~13.1.6.3 Through the next phase of study for Inspiration Lakeview, a Phase Two municipal comprehensive review will be prepared to address the potential conversion of the lands designated Business Employment.~~

~~13.1.6.4 In addition to the Phase Two municipal comprehensive review, the comprehensive master plan will address land use, built form and transportation to the City's satisfaction. The master plan should also:~~

- ~~a. evaluate existing site conditions;~~
- ~~b. have regard for other City plans, policies, studies and reports such as the Lakeview and Port Credit District Policies Review and Public Engagement Process Directions Report, Employment Land Review Study, Waterfront~~

~~Parks Strategy, Mississauga Culture Master Plan, Public Art Master Plan, and Lakeshore Road Transportation Review Study;~~

- ~~e. examine opportunities for new view corridors extending from Lakeshore Road East to Lake Ontario;~~
- ~~d. include the provision of parklands along the waterfront including the extension of the Waterfront Trail and connectivity to the future Lakeview Waterfront Connection Project;~~
- ~~e. provision of cultural infrastructure and public art;~~
- ~~f. examine opportunities to continue Lakeshore Road East as a mixed use mainstreet;~~
- ~~g. consideration for the development of a Community Node, providing an appropriate population to employment ratio as described in this Area Plan;~~
- ~~h. provision of a range of housing types and affordable housing;~~
- ~~i. develop a road network and transit that appropriately integrates with the surrounding neighbourhoods; and~~
- ~~j. provide protection, enhancement and restoration of the natural environment.~~

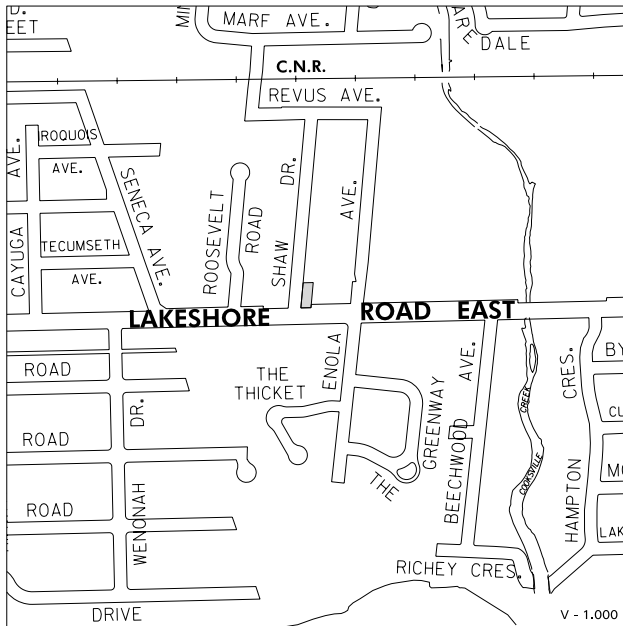
~~g. commemorate history while creating a legacy; and~~

~~h. balance public and private investment to be economically viable and sustainable.~~

~~13.1.6.5 Development of this site will consider the following eight core principles outlined in the *Inspiration Lakeview Vision*:~~

- ~~a. link the City and the water;~~
- ~~b. open the site with a wealth of accessible public spaces;~~
- ~~c. create a green, sustainable, innovative, and model community;~~
- ~~d. create a vibrant community;~~
- ~~e. connect in multiple ways through transit, walking, cycling, and the car;~~
- ~~f. create a destination to draw local, regional, and international visitors;~~

## 13.1.67 Site 67



13.1.67.1 The lands identified as Special Site 67 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

13.1.67.2 The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.

13.1.67.3 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

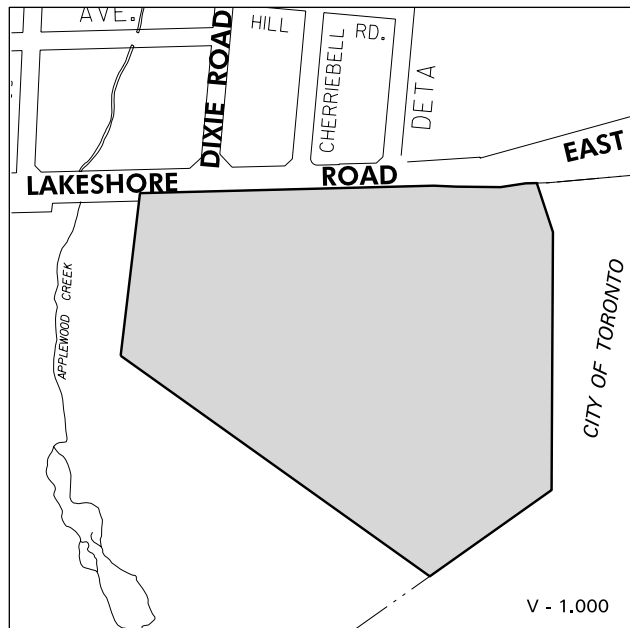
## 13.1.78 Site 78



13.1.78.1 The lands identified as Special Site 78 are located at the northwest corner of Lakeshore Road East and Dixie Road.

13.1.78.2 Notwithstanding the policies of this Plan, townhouse dwellings will be permitted on St. James Avenue to provide appropriate transition to the existing surrounding residential.

## 13.1.89 Site 89



13.1.89.1 The lands identified as Special Site 89 are located east of Applewood Creek and south of Lakeshore Road East.

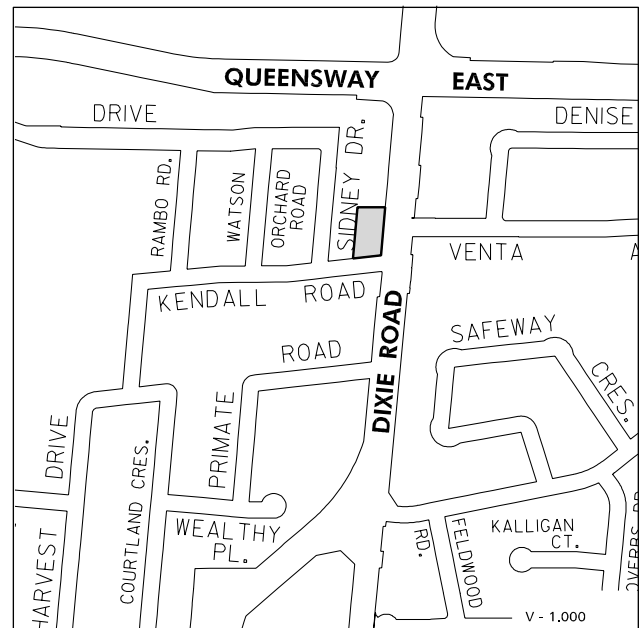
13.1.89.2 The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.

13.1.89.3 A heritage permit, including a **Heritage Impact Assessment**, will be required for any alterations.

13.1.89.4 Notwithstanding the policies of this Plan, the following additional uses will be permitted at 1352 Lakeshore Road East, subject to a master plan and the review of the remediation plan:

- a. commercial schools;
- b. community facilities, including art studios and art galleries;
- c. a conference centre;
- d. restaurants; and
- e. **secondary offices**.

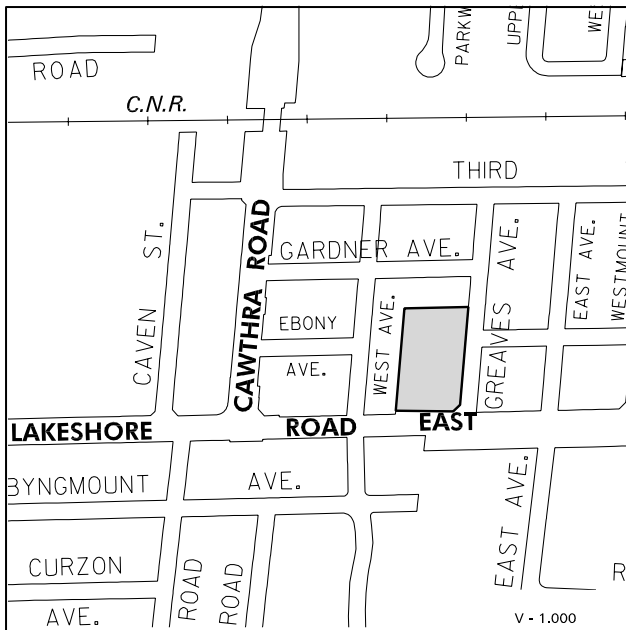
## 13.1.940 Site 940



13.1.940.1 The lands identified as Special Site 940 are located at the northwest corner of Kendall Road and Dixie Road.

13.1.940.2 Notwithstanding the policies of this Plan, an office with a maximum of four medical practitioners will be permitted.

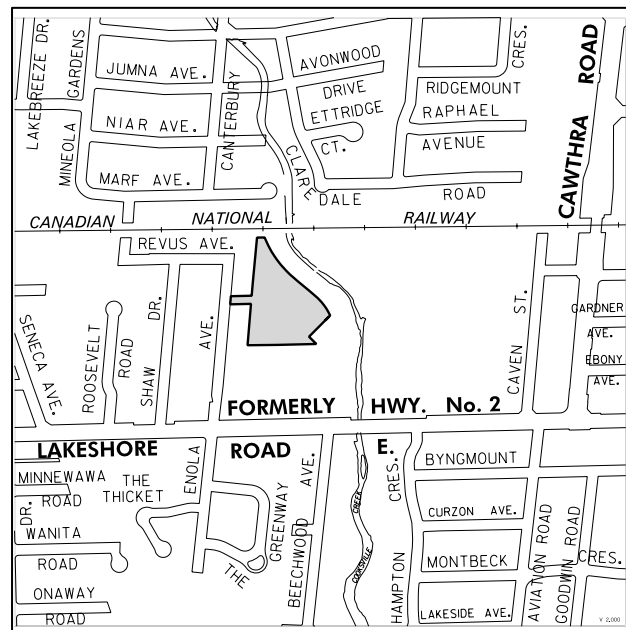
## 13.1.10 44 Site 10 44



13.1.10 44.1 The lands identified as Special Site 10 44 are located at the northwest corner of Lakeshore Road East and Greaves Avenue.

13.1.10 44.2 Notwithstanding the policies of this Plan, the existing townhouses will be permitted.

## 13.1.11 42 Site 11 42

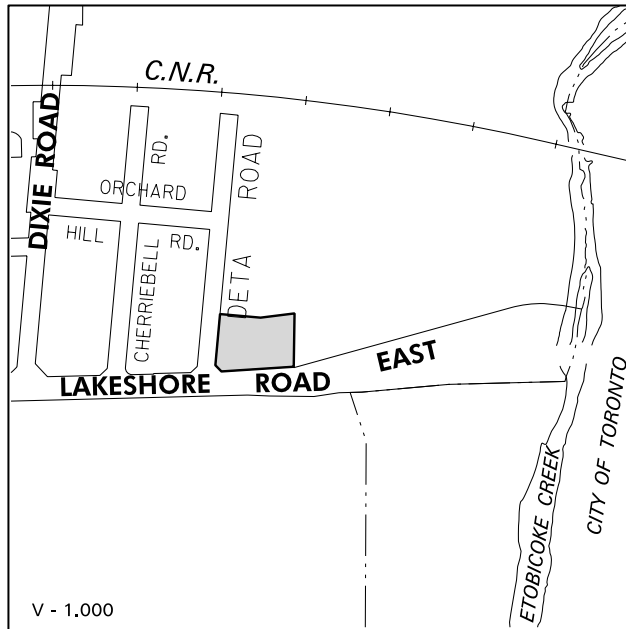


13.1.11 42.1 The lands identified as Special Site 11 42 are located north of Lakeshore Road East, east of Enola Avenue.

13.1.11 42.2 Notwithstanding the policies of this Plan, townhouse and horizontal multiple dwellings will be permitted.



## 13.1.12-13 Site 12-13



13.1.12-13.1 The lands identified as Special Site 12-13 are located at the northeast corner of Lakeshore Road East and Deta Road.

13.1.12-13.2 Notwithstanding the policies of this Plan, the maximum number of horizontal multiple dwelling units permitted will be 47.

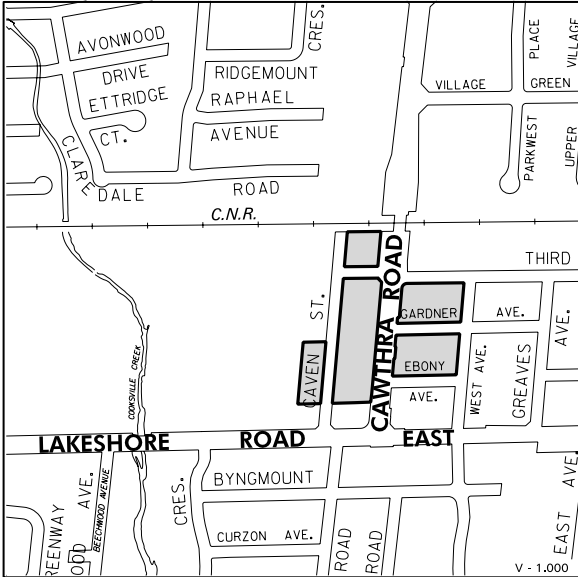
## 13.1.13-14 Site 13-14



13.1.13-14.1 The lands identified as Special Site 13-14 are located on the west side of Alexandra Avenue, east of Seventh Street and north of Atwater Avenue.

13.1.13-14.2 Notwithstanding the policies of this Plan, the minimum frontage and area of new lots may be smaller than the average lot frontage and lot area of residential lots on both sides of the same street within 120 m of the subject property.

### 13.1.15 Site 15



13.1.15.1 The lands identified as Special Site 15 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.

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

- a. detached dwelling;
- b. semi-detached dwelling;
- c. duplex dwelling;
- d. triplex dwelling; and
- e. street townhouses.

## 13.2 Exempt Site Policies

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



**13.2.1 Site 1**

13.2.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Lakeshore Road East and Enola Avenue.

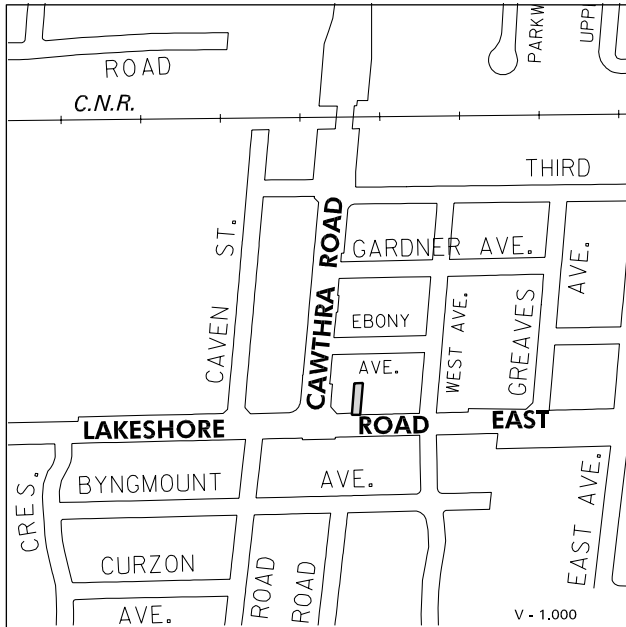
13.2.1.2 Notwithstanding the policies of this Plan, the existing motor vehicle service station will be permitted.

### 13.2.2 Site 2



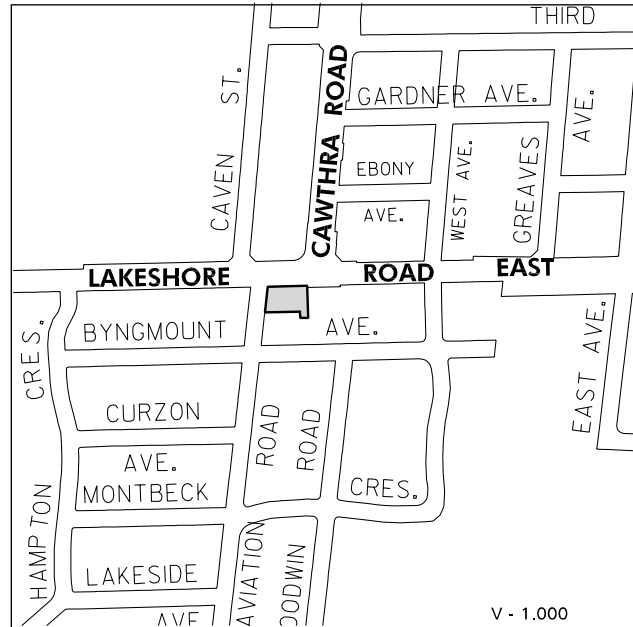
13.2.2.1 The lands identified as Exempt Site 2 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue, and south of Lakeshore Road East and west of Beechwood Avenue.

13.2.2.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garages will be permitted.

**13.2.3 Site 3**

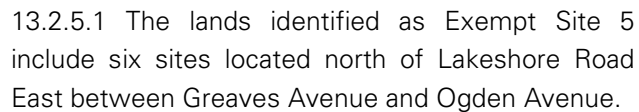
13.2.3.1 The lands identified as Exempt Site 3 are located north of Lakeshore Road East and east of Cawthra Road.

13.2.3.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

**13.2.4 Site 4**

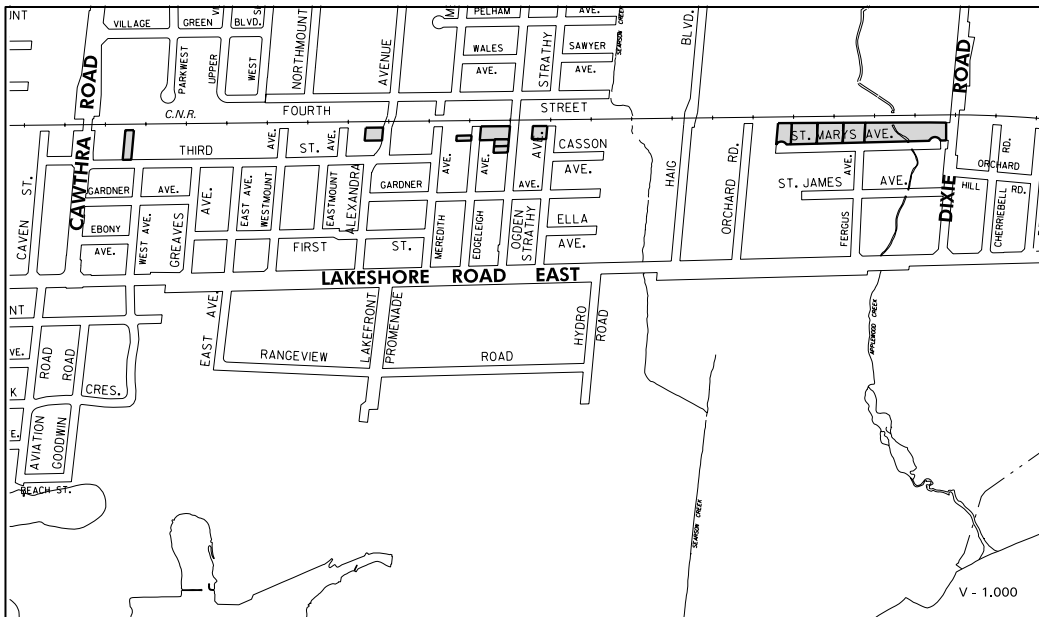
13.2.4.1 The lands identified as Exempt Site 4 are located at the southeast corner of Lakeshore Road East and Aviation Road.

13.2.4.2 Notwithstanding the policies of this Plan, the existing motor vehicle commercial use will be permitted.



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

### 13.2.6 Site 6



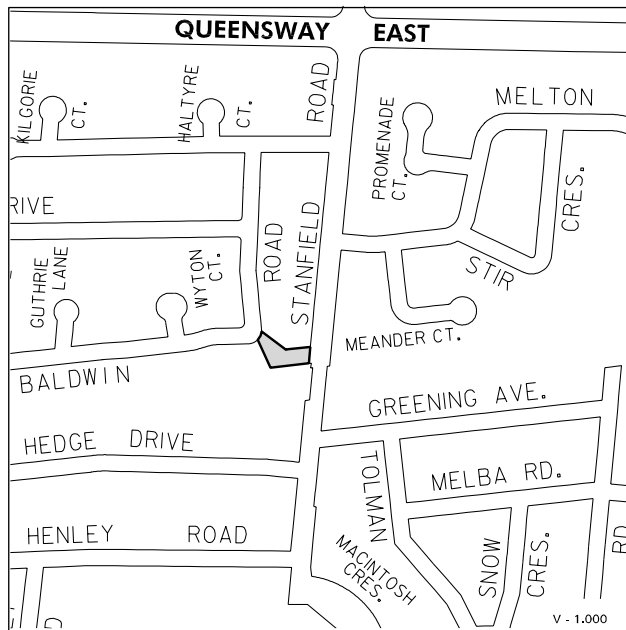
13.2.6.1 The lands identified as Exempt Site 7 are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

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

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

13.2.6.3 Permitted uses will operate within enclosed buildings.

### 13.2.7 Site 7



13.2.7.1 The lands identified as Exempt Site 8 are located on the west side of Stanfield Road, south of Queensway East.

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

- a. the existing hair care and aesthetics services will be permitted;
- b. the existing **secondary office** uses, excluding medical offices, will be permitted;

## 14.0 Implementation

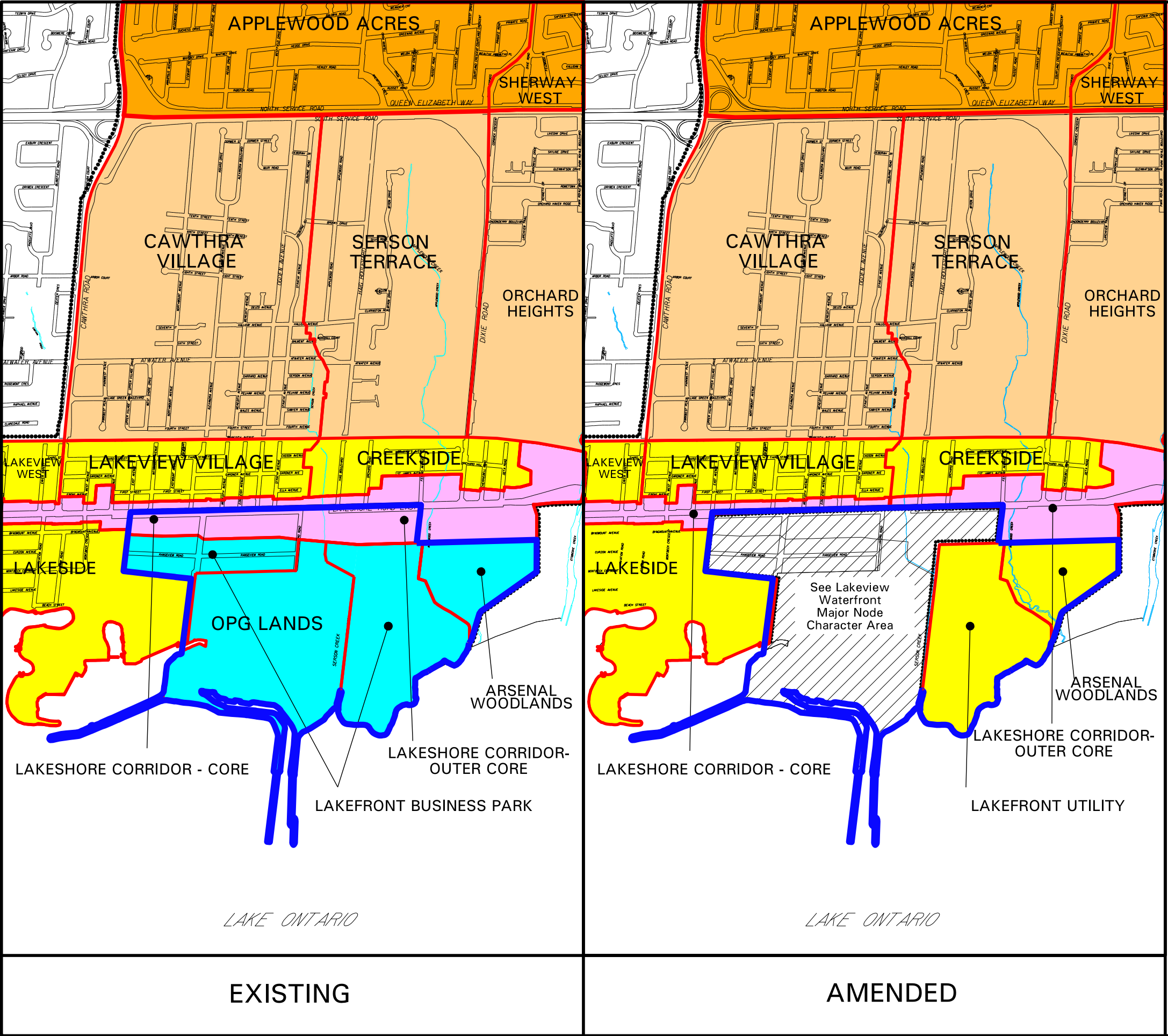
14.1 Mississauga will monitor development in Lakeview, including population density and the population to employment ratio.

14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.

14.3 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan, including a plan to promote Lakeview's mainstreet with **streetscape** improvements and symbolic gateways, and incentives to promote and enhance cultural heritage sites in Lakeview.

~~14.4 Prior to development, master plans for the Ontario Power Generation site and the adjacent Business Employment area will be prepared to the City's satisfaction.~~

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LEGEND:

Precinct Boundaries :

- North Residential Neighbourhood
- Central Residential Neighbourhood
- South Residential Neighbourhood
- Lakeshore Corridor
- Employment

Sub-Area Boundaries

Local Area Plan Boundary

AREA OF AMENDMENT

1. Removal of the Lakeview Waterfront Major Node from the Lakeview Local Area Plan Boundary.
2. Revision of the Employment Precinct, to South Residential Neighbourhood.
3. Rename Lakefront Business Park to Lakefront Utility.

DRAFT



MAP 1

Part of  
Lakeview Local Area Plan  
Precincts and Sub-Areas

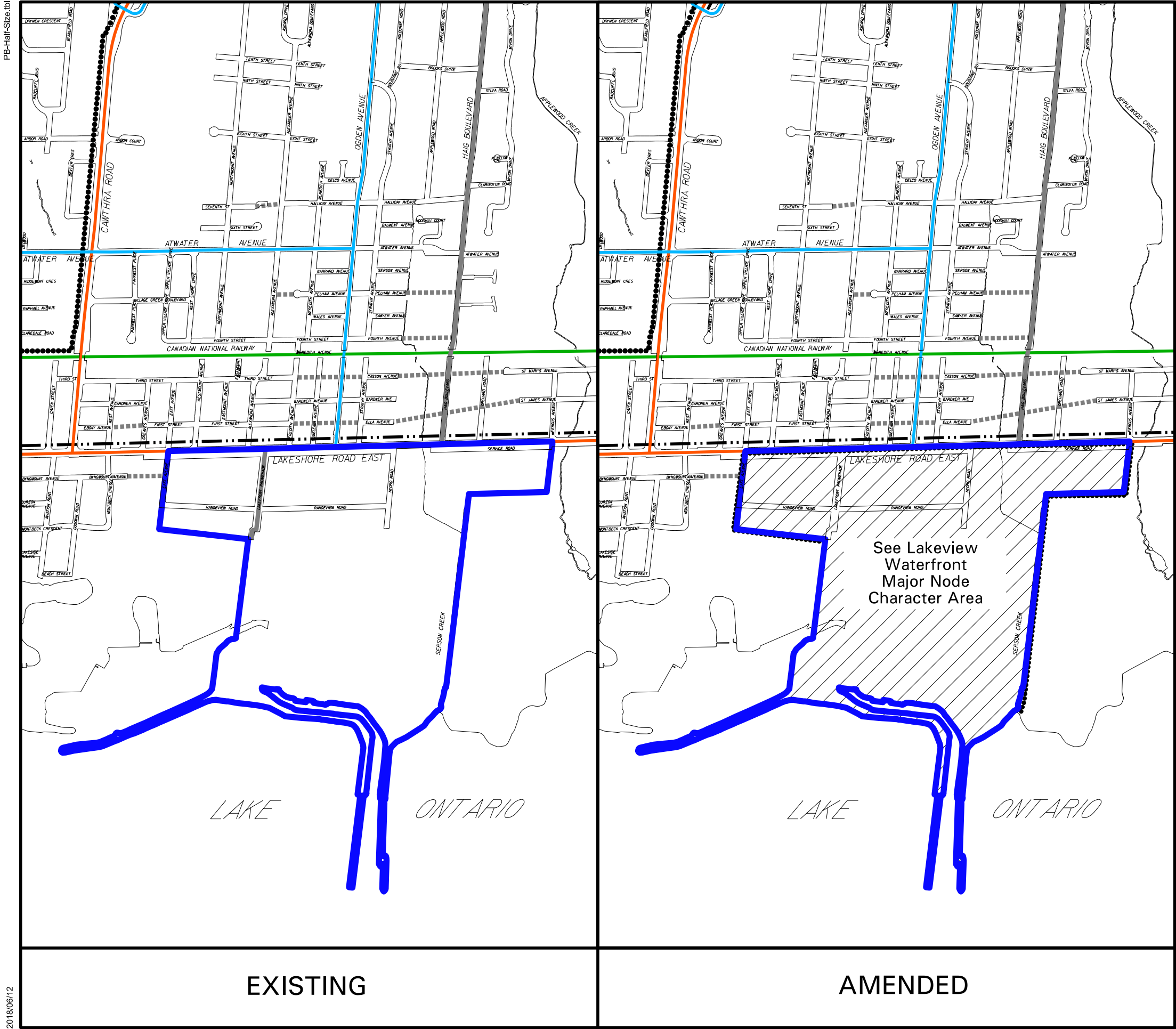


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### LEGEND:

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Future Multi-modal Connection
- Existing Commuter Rail
- Higher Order Transit Corridor

BASE MAP INFORMATION

- Local Road
- Local Area Plan Boundary

Notes:

1. All lines shown are conceptual.
2. Base Map information (railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

**AREA OF AMENDMENT**

Removal of the Lakeview Waterfront Major Node from the Lakeview Local Area Plan boundary.

**DRAFT**

0 150 300 450 600 metres

**MAP 2**

Part of  
Lakeview Local Area Plan  
Long Term Road and Transit Network

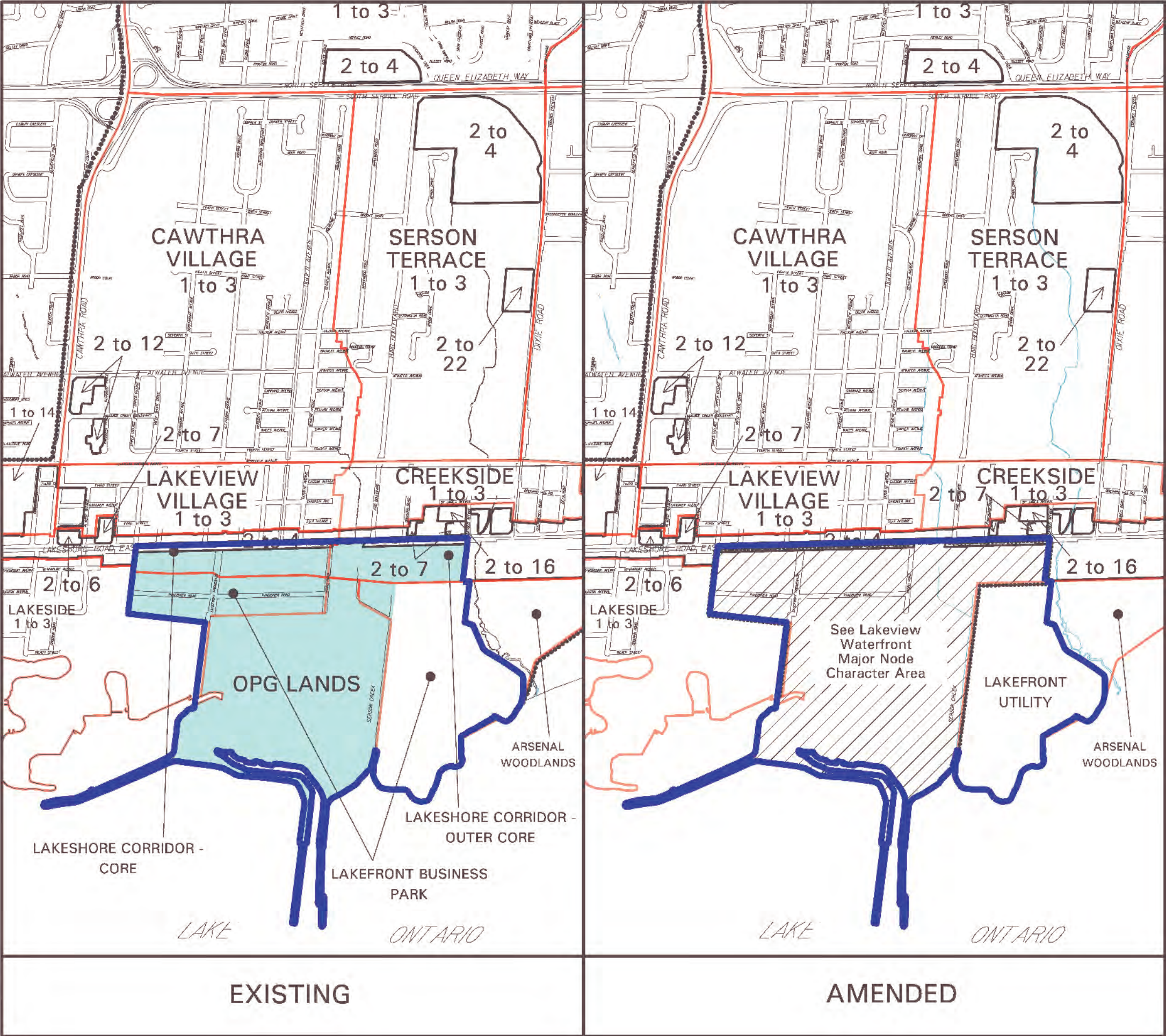
**MISSISSAUGA**

2018/06/12

apasha



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LEGEND:

- Sub-Area Boundary
- To Be Determined
- Local Area Plan Boundary

Note:

- Height limits represent the minimum and maximum number of storeys permitted.

AREA OF AMENDMENT

- Removal of the Lakeview Waterfront Major Node from the Lakeview Local Area Plan boundary.
- Rename Lakefront Business Park to Lakefront Utility.

DRAFT



MAP 3  
Part of  
Lakeview Local Area Plan  
Height Limits



2018/06/12

apasha



City of Mississauga  
**Corporate Report**



Date: June 1, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
 OZ 16/005 W8

Meeting date:  
 2018/06/25

## Subject

### **RECOMMENDATION REPORT (WARD 8)**

**Application to permit 340 horizontal multiple dwellings (back to back stacked townhomes) within 12 four storey residential blocks and 24 horizontal multiple dwellings (stacked townhomes) within a four storey mixed use building containing ground and second floor commercial uses**

**3355 The Collegeway, northeast corner of The Collegeway and Ridgeway Drive**

**Owner: Collegeway Mississauga Holdings Limited**

**File: OZ 16/005 W8**

**Pre Bill 139**

## Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants to attend the Local Planning Appeal Tribunal (LPAT) hearing proceedings which may take place in connection with this application under File OZ 16/005 W8, Collegeway Mississauga Holdings Limited, 3355 The Collegeway, in support of the recommendations outlined in the report dated June 1, 2018 from the Commissioner of Planning and Building, that concludes that the proposed rezoning application is acceptable from a planning standpoint and should be approved subject to the provisions outlined in Appendix 3.

4. That City Council provide the Commissioner of Planning and Building or his designate with the authority to instruct the City Solicitor on modifications to the position deemed necessary during or before the LPAT hearing process, including the authority to instruct and confirm a settlement of the appeal, if any.

## Report Highlights

- Comments were received from the public regarding traffic, location of access points, parking, loss of existing commercial space, proposed number of parking spaces, density, issues with property standards and potential construction impacts
- The applicant has appealed the application to the Local Planning Appeal Tribunal (LPAT). A second pre-hearing conference is scheduled for December 7, 2018
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including a reduction in residential units; increasing the amount of commercial space and overall parking provided for the development; adding a second underground garage exit; and providing upgraded elevations for the end units of the residential blocks facing The Collegeway
- Staff are seeking direction from Council to attend any LPAT proceedings which may take place in connection with the application and in support of the recommendations outlined in this report

## Background

A public meeting was held by the Planning and Development Committee on January 15, 2018 at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0003-2018 was then adopted by Council on January 24, 2018.

1. That the report dated December 15, 2017, from the Commissioner of Planning and Building regarding the application by Collegeway Mississauga Holdings Limited to permit 344 horizontal multiple dwellings (back to back stacked townhomes) within 12 four storey residential blocks and 36 horizontal multiple dwellings (stacked townhomes) within a four storey mixed use building containing ground floor commercial uses, under File OZ 16/005 W8, 3355 The Collegeway, be received for information.
2. That four oral submissions made to the Planning and Development Committee at its meeting held on January 15, 2018, be received.

The application was appealed to the Ontario Municipal Board (now the Local Planning Appeal Tribunal) by the applicant for non-decision on November 14, 2017. Since the

public meeting, an initial pre-hearing conference was held on April 23, 2018. A second pre-hearing conference has been scheduled for December 7, 2018.

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

- A decrease in the overall number of residential units from 380 to 364
- An increase in the amount of commercial space from 1 328.93 m<sup>2</sup> (14,305 ft<sup>2</sup>) on the ground floor of the mixed use building to 2 474.9 m<sup>2</sup> (26,641 ft<sup>2</sup>) on the ground and second floors
- An increase in the total parking provided (commercial, residential and visitor) from 466 to 511 spaces
- The addition of a second exit ramp from the underground garage located near the Ridgeway Drive access point
- Upgraded elevations for the end units of the residential blocks facing The Collegeway
- A change in proposed zoning category from **RM9 – Exception** (Horizontal Multiple Dwellings) to **C4 – Exception** (Mainstreet Commercial)

### COMMUNITY COMMENTS

The issues below were raised by residents at the community meetings held on April 18, 2017 and December 5, 2017, by Ward 8 Councillor Matt Mahoney, in addition to the Public Meeting held at Planning and Development Committee on January 15, 2018.

#### Comment

Concerns were raised regarding the loss of commercial space that currently exists on the subject property and whether it would be possible for the applicant to keep a portion of the commercial plaza open during the construction of the development.

#### Response

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, including the adequacy of engineering services and access/ingress.

In this instance, since the existing infrastructure is adequate to support the proposed redevelopment and Transportation and Works has concluded that the additional traffic from the proposal can be accommodated by the existing road network, staff cannot require the applicant to stage their development in order to keep a portion of the commercial plaza operational during the construction of the development.

#### Comment

Concerns were raised regarding the impacts of the proposed development on the existing traffic patterns.

**Response**

Staff notes that the Traffic Impact Study (TIS) for this development has taken into account the corridor growths on The Collegeway, Colonial Drive and Ridgeway Drive as a result of the widening of Burnhamthorpe Road West. Based on the signal warrant analysis provided in the TIS for the Colonial Drive and The Collegeway intersection and based on an operational review undertaken by City staff, a traffic control signal is not warranted by the proposed development. However, City staff will continue monitoring the intersection operations and identify the required mitigation measures to maintain the level of service of this intersection.

With regard to the intersection of Burnhamthorpe Road West and Ridgeway Drive, staff agrees with the TIS that the additional traffic generated by the proposed development is marginal and can be accommodated with the future widening of Burnhamthorpe Road West. In addition, the on-going Environmental Assessment for the widening of Burnhamthorpe Road West will include a complete safety and operational review and will identify the required infrastructure improvements for this intersection.

**Comment**

Concerns were raised regarding the impacts of the proposed development on the existing traffic patterns and the safety of the proposed access point onto Colonial Drive and the potential for negative impacts on The Collegeway and Colonial Drive intersection.

**Response**

The applicant has amended the proposal to include an additional exit only ramp near the Ridgeway Drive access point to provide an additional exit option for residents leaving the underground garage. The applicant has also provided an updated Traffic Impact Study that includes an analysis on the impacts of The Collegeway and Colonial Drive intersection. Traffic staff has reviewed this data and concludes that the proposed development will not contribute to the local traffic patterns in a manner that would not push the local traffic network into failure.

**Comment**

The proposed amount of parking is insufficient for the proposed development and will negatively affect the parking supply in the immediate vicinity.

**Response**

The applicant has increased the total parking provided (commercial, residential and visitor) from 466 to 511 spaces. This amount still requires a reduction in the required parking rates identified in the Zoning By-law. Parking justification has been provided to justify a proposed parking rate of 1.2 spaces per residential unit and a total of 73 parking spaces attributed to visitor and commercial usage. In review of the justification, which takes into account proxy sites as case studies, staff are accepting of the parking rate. Refer to the Planning Comments section of the report for more details.

**Comment**

The proposed development is too dense for the subject site and will not be compatible with the surrounding context.

**Response**

Comments regarding the appropriateness of the proposed development are included in the Planning Comments section of this report.

**Comment**

Concerns were expressed regarding issues with property standards and potential construction impacts.

**Response**

The applicant will be required to adhere to the City's Property Standards By-law which prescribes the standards of maintenance and occupancy. In addition, the applicant will be subject to the City's Noise Control By-law and will be required to demonstrate compliance with all provincial standards for construction mitigation.

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

Comments updated May 22, 2018 state that in the event this application is approved, prior to the enactment of the Zoning By-law, the applicant will be required to:

- Deliver and execute a Development Agreement in a form satisfactory to the City of Mississauga, Region of Peel or any other appropriate authority. The agreement may deal with matters including, but not limited to engineering matters such as grading, fencing, noise mitigation, utilities relocation and warning clauses
- Provide a final approved version of the Functional Servicing Report
- A Phase I Environmental Site Assessment (ESA), Phase II ESA and Remedial Action Plan have been submitted and are acceptable. The applicant will be required to submit a Final Clean-up Report to confirm the site has been remediated to the appropriate MOECC standards
- Complete and file a Record of Site Condition on the MOECC's Environmental Site Registry and provide all required supporting environmental documents

Site specific details internal to the site will be addressed through the Site Plan review and approval process.

**PLANNING COMMENTS**

**Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe**

The Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and direct the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

### **Consistency with the PPS**

The PPS contains the Province's policies concerning land use planning for Ontario. Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Chapter 5 – Direct Growth and Chapter 9 – Build A Desirable Urban Form of MOP indicate that intensification within Neighbourhoods can be accommodated, provided that the design is appropriate and context sensitive and encourages a pedestrian oriented and compact form of development. In addition, Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support public health and be designed in a manner that is conducive to overall health and safety. As such, MOP is consistent with the PPS.

The current designation of the site is **Mixed Use**, which permits a range of retail, service, office, entertainment/recreation and residential uses, among other uses. As described in the Planning Comments section of the report, the proposal is in general conformity with the designation and the general policies of MOP and is consistent with the PPS.

### **Conformity with the Growth Plan**

The property is located within a delineated Built-Up Area (Section 2.2.2) that is planned to accommodate population and employment growth (Schedule 4 of the Growth Plan). Section 2.2.2.4 b) of the Growth Plan directs municipalities to identify the appropriate type and scale of development and transition of built form.

Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form include policies that guide appropriate and context sensitive intensification in Neighbourhood character areas.



Achievement of design principles and development standards dictates the appropriate intensification that should occur on site. As such, MOP conforms to the Growth Plan as it applies to the designated Non-intensification areas of the City.

As described in the Planning Comments section of the report, the proposal represents a development that provides appropriate transition and maintains the four storey height limit in MOP. As such, the proposal conforms to the Growth Plan.

### Region of Peel Official Plan

The property is located within the Urban System of the Region of Peel Official Plan. The objectives of the Urban System designation require development to be compact and pedestrian oriented, transit supportive and address the more efficient use of underutilized lots.

MOP contains general policies within Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form that recognize that redevelopment within Neighbourhoods should be context appropriate. The applicable policies generally encourage the redevelopment of underutilized lots and require redevelopment to be transit supportive, pedestrian oriented and context sensitive. As such, MOP conforms to the Region of Peel Official Plan.

The proposal represents a redevelopment that meets the **Mixed Use** designation and the general policies mentioned above and as such, the proposal conforms to the Region of Peel Official Plan.

### Zoning

The proposed **C4 – Exception** (Mainstreet Commercial) zone is appropriate to accommodate the proposed 340 horizontal multiple dwellings (back to back stacked townhomes) within 12 four storey residential blocks and 24 horizontal multiple dwellings (stacked townhomes) within a four storey mixed use building containing ground and second floor commercial uses. Appendix 3 contains a summary of the revised proposed site specific zoning provisions for the development.

The subject property is located within the Erin Mills Neighbourhood Character Area, which is identified in Mississauga Official Plan (MOP) as an area that will not be the focus for intensification. However, MOP also indicates that residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. They may be considered where the proposed development is compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The applicable policies go on to further indicate that intensification of commercial sites that results in a significant loss of commercial space will be discouraged. Adherence to the above referenced MOP policies therefore requires that a balance in maintaining an appropriate amount of commercial space be achieved.

### Commercial Space

The proposal requires the demolition of the existing commercial plaza. In support of the proposed Rezoning application, the applicant submitted a Commercial Market Analysis Study that justified the initial proposal of 1 329 m<sup>2</sup> (14,305 ft<sup>2</sup>) of commercial space. In order for staff to understand what amount of commercial space should be retained on site to achieve a balance as described above, a commercial market expert was retained to conduct a peer review of the submitted study. Results from the peer review indicate that a minimum of 2 322.6 m<sup>2</sup> (25,000 ft<sup>2</sup>) of commercial floor space is required to serve the existing community and the proposed development. The peer review also recommends that all the commercial space be located at the ground floor level.

In response to the peer review results, the applicant revised the proposal to replace residential units on the second floor of mixed use building with an additional 1 146 m<sup>2</sup> (12,335 ft<sup>2</sup>) of commercial floor space, resulting in a total commercial floor area of 2 475 m<sup>2</sup> (26,641 ft<sup>2</sup>). While not fully adhering to the peer review direction, this configuration of commercial space on the ground and second floor of the mixed use building is acceptable. The proposal will provide for a more urban built form along the Ridgeway Drive street frontage allowing for a range of retail, service, office and entertainment/recreation uses consistent with the **Mixed Use** designation while still maintaining the desired balance in commercial area.

### Density

The combined Gross Floor Area (GFA) of the proposed back to back and stacked townhomes and mixed use building is 43 017.4 m<sup>2</sup> (463,050.8 ft<sup>2</sup>). This represents a Floor Space Index (FSI) of 1.6. Directly to the north and south of the subject property are two apartment buildings with a FSI of 1.4. In addition, the townhouse complex to the south containing both stacked and street townhomes have a FSI of approximately 1.1.

Taking into account the MOP policies that speak to intensification within Neighbourhoods and Non-Intensification areas, and the need for development to be sensitive to the existing and planned context, the proposed FSI of 1.6 is greater, but not a significant departure from the existing high and medium density development that exist within the immediate area. Therefore, it generally meets applicable built form policies..

### Site Concept and Built Form

The proposed built form fits the existing context, which contains a variety of built form types and comparable densities. The proposed four storey height of the development is also within the prescribed height permission for Neighbourhoods in MOP and is similar to the existing townhomes on the south side of The Collegeway. The proposal also provides an appropriate transition to the detached homes to the east on Colonial Drive. The concept is designed to be compact and pedestrian oriented by providing an interconnected pathway system throughout the site to each of the three frontages. An unencumbered 3.0 m (9.84 ft.) setback to the northerly property line is provided that ensures an adequate landscape buffer is achieved

between the subject site and apartment building to the north, minimizing any overshadowing impacts and maximizing the ability for the planting of vegetation. A total amenity area of 2 416 m<sup>2</sup> (26,005 ft<sup>2</sup>) is provided on site and is acceptable to staff. The site design also generally meets the Region of Peel's waste collection standards and is compliant with the City's Fire Route By-law 1036-81.

While the overall orientation and layout of the blocks provides for the optimal number of residential units on the site, Planning staff continues to face challenges with redevelopment on large sized properties such as this one. It would be preferable to see these large sites broken into smaller development parcels with additional public roads, where feasible, and with a variety of housing types and forms provided along with opportunities for more open space to avoid an overly repetitive and homogenous built form which tends to read as overdevelopment given its "barrack like" appearance. Based on the insights gained from processing a number of applications with this type of built form, staff will be considering future amendments to the Official Plan to address the redevelopment of large sites to ensure a better mix of housing types and how to break up repetitive housing forms.

### **New Back to Back and Stacked Townhouse Zoning Regulations/Urban Design Guidelines**

Staff is currently finalizing proposed zoning regulations and new urban design guidelines for back to back and stacked townhomes. Even though the subject application was made in advance of Council's consideration of the revised regulations and guidelines, staff undertook a review of the proposal against the draft regulations and guidelines as part of the evaluation of the application. While staff cannot compel the applicant to adhere to the proposed zoning regulations and guidelines, the proposal generally adheres to them with respect to items such as building height, building separation, unencumbered landscape buffers, private outdoor spaces and amenity areas.

### **Parking**

The applicant is proposing a parking rate of 1.2 spaces per residential unit and a total of 73 shared parking spaces for visitor and commercial purposes (0.2 parking spaces per residential unit). All residential parking is proposed underground. Access to the underground garage is located through an ingress/egress ramp on the east side of the property. An additional ramp located on the westerly portion of the site is intended only as an exit for the residential parking. The visitor and commercial parking is located at the surface and in conjunction with the proposed mixed use building, with some visitor parking spaces located next to the Colonial Drive access.

Although the proposed parking rates are reduced from what is required under the Zoning By-law, Planning staff is satisfied with the reduction in parking based on the justification provided. Part of the justification provided indicated that the proposed commercial space is intended to serve the local community and therefore, will rely largely on foot traffic.

The applicant has advised that there will likely be two condominium corporations for the commercial and residential uses. They will include a shared facilities agreement to reflect the

shared visitor and commercial parking arrangement. Staff will comment further upon the submission of the required Condominium application.

### **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.

The subject lands are currently zoned **C2** (Neighbourhood Commercial) which permits a range of retail, service, office and entertainment/recreation uses, among other uses. Residential uses are not permitted. The **C2** zone also allows a maximum height of 4 storeys and a maximum Gross Floor Area – Non Residential of 12 000 m<sup>2</sup> (129,167 ft<sup>2</sup>). As the applicant is seeking to permit a redevelopment of the site with a total GFA of 43 017.4 m<sup>2</sup> (463,031 ft<sup>2</sup>) which represents a density increase that exceeds 1 500 m<sup>2</sup> (16,146 ft<sup>2</sup>) over what would otherwise be permitted under the current zoning, and the project is larger than 5 000 m<sup>2</sup> (53,820 ft<sup>2</sup>) in size, it meets the minimum threshold for a Section 37 contribution.

Should the LPAT render a decision on the applicant's appeal that results in an increase in height or density, 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. A site plan application has not been submitted to date for the proposed development.

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

### **Financial Impact**

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

### **Conclusion**

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


The proposed Rezoning is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for 340 horizontal multiple dwellings (back to back stacked townhomes) within 12 four storey residential blocks and 24 horizontal multiple dwellings (stacked townhomes) within a four storey mixed use building containing ground and second floor commercial uses is generally consistent with the overall intent, goals and objectives of the Official Plan and will not destabilize the surrounding residential neighbourhood given the existing densities and built form within the immediate context.
2. The proposed built form is compatible with the surrounding land uses, the existing character of the area and integrates into the surrounding properties.
3. The proposed zoning standards, as identified, are appropriate to accommodate the requested uses.

Should the LPAT approve the subject application, the applicant will be required to execute a Section 37 agreement to the satisfaction of the City.

## Attachments

- Appendix 1: Information Report
- Appendix 2: Revised Concept Plan
- Appendix 3: Revised Summary of Existing and Proposed Zoning Provisions
- Appendix 4: Revised Elevations – End units of residential blocks facing The Collegeway



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

City of Mississauga  
**Corporate Report**



Date: December 15, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 16/005 W8

Meeting date:  
2018/01/15

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 8)**

**Application to permit 344 horizontal multiple dwellings (back to back stacked townhomes) within 12 four storey residential blocks and 36 horizontal multiple dwellings (stacked townhomes) within a four storey mixed use building containing ground floor commercial uses**

**3355 The Collegeway, northeast corner of The Collegeway and Ridgeway Drive**

**Owner: Collegeway Mississauga Holdings Limited**

**File: OZ 16/005 W8**

## Recommendation

That the report dated December 15, 2017, from the Commissioner of Planning and Building regarding the application by Collegeway Mississauga Holdings Limited to permit 344 horizontal multiple dwellings (back to back stacked townhomes) within 12 four storey residential blocks and 36 horizontal multiple dwellings (stacked townhomes) within a four storey mixed use building containing ground floor commercial uses, under File OZ 16/005 W8, 3355 The Collegeway, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires an amendment to the zoning by-law
- The application has been appealed to the Ontario Municipal Board (OMB) by the applicant for failure by City Council to make a decision on the application within the prescribed timeframe
- Community concerns identified to date relate to the loss of existing commercial space, traffic, parking, density and compatibility
- Prior to the next report, matters to be addressed include the appropriateness of the

proposed amendment related to the proposed uses, in particular the amount of commercial space, adequacy of parking provided, built form and site design and the satisfactory resolution of other technical requirements

## Background

The application was deemed complete on June 28, 2016, revised on September 18, 2017, and was appealed to the OMB by the applicant for non-decision on November 14, 2017. Staff provided comments to the applicant on the original and revised submissions. Two community meetings have been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

The following revisions were made to the original proposal:

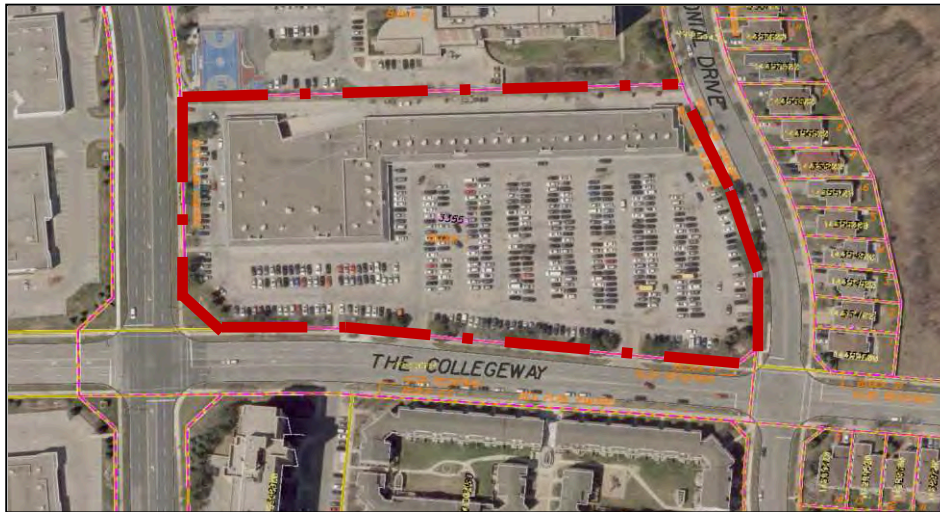
- Increase in commercial space from 1 079.9 m<sup>2</sup> (11,624.0 ft<sup>2</sup>) to 1 328.93 m<sup>2</sup> (14,305.0 ft<sup>2</sup>)
- Increase in residential units from 336 to 380
- Incorporation of the majority of residential parking in an underground parking garage
- Reconfiguration of the amenity space
- Increase in setback to northerly property line

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

| Size and Use    |  |
|-----------------|--|
| Frontages:      | The Collegeway: 218.0 m (715.2 ft.)<br>Colonial Drive: 126.0 m (413.4 ft.)<br>Ridgeway Drive: 91.0 m (298.6 ft.) |
| Gross Lot Area: | 2.66 ha (6.57 ac.)   |
| Existing Uses:  | "The Collegeway Centre",<br>neighbourhood commercial plaza   |

The property is located in the Erin Mills Neighbourhood Character Area, which is a well established residential area with mostly detached homes. Within the immediate vicinity of the property there are three apartment buildings and a townhouse complex, representing the only sites in the neighbourhood with higher residential density. The site currently contains a neighbourhood commercial plaza with uses such as a gym, a small grocery store, a dentist office, restaurants, take-out restaurants and a place of religious assembly. Since the application submission, the applicant has advised staff that lease termination negotiations have occurred with the majority of the plaza tenants which has resulted in most of the units being vacated.



Aerial image  
of subject property

The surrounding land uses are:

- North: Apartment building (Peel Living), YMCA Child Care Centre, Ridgeway Community Courts
- East: Business employment uses
- South: Apartment building and townhouse complex (Peel Living)
- West: Detached homes and Tom Chater Memorial Park

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

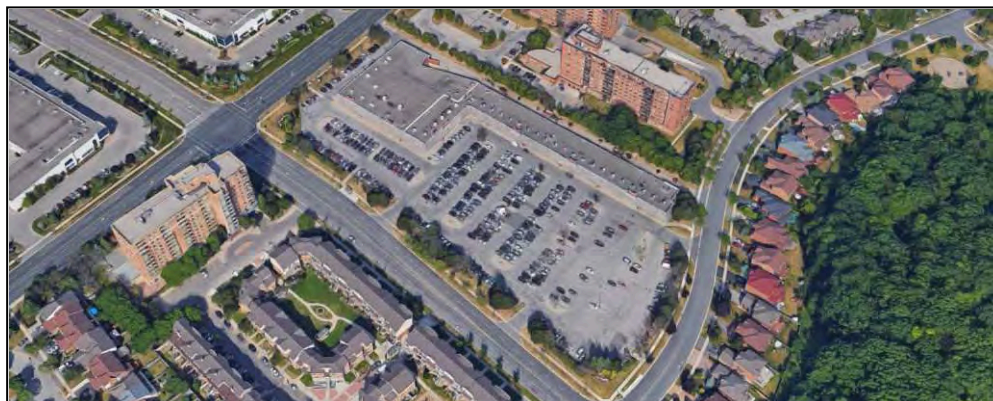
The application is for 380 horizontal multiple dwellings consisting of 344 back to back stacked townhomes within 12 four storey residential blocks and 36 stacked townhomes within a four storey mixed use building with ground floor commercial uses along Ridgeway Drive. The proposed residential blocks will have lower levels partially below grade and the mixed use building will have stacked units above the commercial space, accessed at the rear of the building. Residential parking spaces will be provided in an underground parking garage, with visitor and commercial parking spaces located on the surface of the site. Site access is proposed from Ridgeway Drive and Colonial Drive. The development of the site requires the demolition of the existing commercial plaza, which currently contains 5 467.1 m<sup>2</sup> (58,847.0 ft<sup>2</sup>) of floor space. The proposal provides for 1 328.9 m<sup>2</sup> (14,305.0 ft<sup>2</sup>) of replacement commercial space.

| Development Proposal   |   |
|------------------------|---|
| Application submitted: | Received: June 10, 2016<br>Deemed complete: June 28, 2016<br>Revised submission: September 18, 2017 |



| <b>Development Proposal</b>   |   |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
|-------------------------------|---|----------|--|----------|----------|-----------------|-----|-----|-------------------|----|----|----------------|----|----|-------|-----|-----|
| Developer/<br>Owner:          | Collegeway Mississauga Holdings Limited   |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Applicant:                    | Jim Levac<br>Glen Schnarr & Associates  |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Number of units:              | 380   |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Height:                       | 4 storeys   |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Lot Coverage:                 | 42%   |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Floor Space<br>Index:         | 1.6   |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Landscaped<br>Area:           | 50%   |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Existing Gross<br>Floor Area: | Commercial<br>5 467.1 m <sup>2</sup> (58,847.0 ft <sup>2</sup> )  |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Proposed Gross<br>Floor Area: | Residential:<br>41 897.6 m <sup>2</sup> (450,982.0 ft <sup>2</sup> )<br>Commercial:<br>1 328.93 m <sup>2</sup> (14,305 ft <sup>2</sup> )  |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Road type:                    | Private condominium road  |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Anticipated<br>Population:    | 1,178*<br>*Average household sizes for all units (by type) for<br>the year 2011 (city average) based on the 2013<br>Growth Forecasts for the City of Mississauga.   |          |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Parking:                      | <table> <tr> <th></th><th>Required</th><th>Proposed</th></tr> <tr> <td>resident spaces</td><td>570</td><td>418</td></tr> <tr> <td>commercial spaces</td><td>57</td><td>27</td></tr> <tr> <td>visitor spaces</td><td>95</td><td>21</td></tr> <tr> <td>Total</td><td>722</td><td>466</td></tr> </table> |          |  | Required | Proposed | resident spaces | 570 | 418 | commercial spaces | 57 | 27 | visitor spaces | 95 | 21 | Total | 722 | 466 |
|                               | Required  | Proposed |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| resident spaces               | 570   | 418      |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| commercial spaces             | 57  | 27       |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| visitor spaces                | 95  | 21       |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |
| Total                         | 722   | 466      |  |          |          |                 |     |     |                   |    |    |                |    |    |       |     |     |

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



3D Image of existing  
commercial plaza

Source: Google Maps

## Applicant's renderings



Mixed use building  
elevation (Ridgeway  
Drive frontage)

Stacked and Back to  
Back Townhouses  
building elevation

## LAND USE CONTROLS

The subject lands are located within the Erin Mills Neighbourhood Character Area and are designated **Mixed Use** (see Appendix 5) which permits a mix of retail, personal service, office, entertainment/recreational, commercial and residential uses, among other uses. In the original application submission, the applicant requested an Official Plan Amendment (OPA). However, through the processing of the applications and submission of the revised concept plan, staff have determined that an OPA is not required.

The lands are currently zoned **C2 (Neighbourhood Commercial)** (see Appendix 6) which permits a range of retail, service, office and entertainment/recreation uses, among other uses. A rezoning is proposed from **C2 (Neighbourhood Commercial)** to **RM9 - Exception (Horizontal Multiple Dwellings)** to permit the proposed 344 back to back stacked townhomes and a mixed use building containing 36 stacked townhomes with ground floor retail and commercial uses, in accordance with the proposed zone standards contained in Appendix 8.

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

## WHAT DID THE COMMUNITY SAY

Two community meetings were held by Ward 8 Councillor, Matt Mahoney, on April 18, 2017 and December 5, 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 impact of the proposed development on the existing traffic volume and patterns within the surrounding area and the desire for The Collegeway and Colonial Drive intersection to be signalized
- Major concerns with the proposed site access at Colonial Drive for the residential component of the development, including school bus conflicts and pedestrian safety risks, especially for the elderly, persons with disabilities and children
- Applicant should consider additional or other locations for access points
- Loss of existing commercial space and the displacement of the current businesses
- Adequacy of the provided number of parking spaces for the development, including the commercial, residential and visitor parking and the implication on available parking within the surrounding area
- Concern with the increase from the originally proposed 336 units to 380 units within an area of existing medium and high density development
- A strong desire for an increase in the amount of proposed retail and commercial space in order to better serve the community
- Potential impacts on the Peel Living developments within the surrounding community
- The site should be redesigned to allow for more space between buildings on the site, an increase in setback to the adjacent streets and an increase in amenity space
- Concern with the potential nuisance impacts for the duration of the construction period should the proposal move forward, including on the basketball courts to the north
- The current maintenance of the subject property is not acceptable

Staff have also received numerous written and verbal communications from residents within the surrounding community, which are included in the above list of comments.

## **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:

- Adherence to the applicable policies and principles of Mississauga Official Plan
- Compatibility with the surrounding context with respect to the proposed built form, massing, density and site design
- Will there be enough parking for the residential and commercial uses
- Will there be enough retail space to address the needs of the surrounding community
- Appropriateness of the proposed zoning regulations
- Satisfying technical requirements, including compliance with the City's Fire Route By-law 1036-81 and other studies related to the proposal

**OTHER INFORMATION**

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

- Concept Plan
- Grading Plan
- Servicing Plan
- Noise Study
- Phase 1 Environmental Site Assessment
- Tree Inventory and Tree Preservation Plan
- Traffic Impact Study
- Functional Servicing Report
- Planning Justification Report
- Concept Landscape Plan
- Elevations and Floor Plans
- Sun/Shadow Study
- Commercial Market Analysis Study

Staff have engaged a market analysis consultant to undertake a peer review of the Commercial Market Analysis Study submitted by the applicant. Comments on the review will be included in the Recommendation Report.

**Development Requirements**

There are engineering matters including: grading, servicing, stormwater management, noise attenuation and site remediation 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, Landscape & Underground Parking Plans
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Erin Mills Neighbourhood Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing and Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments

Appendix 10: School Accommodation



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

**Site History**

- December 5, 1989 – Building Permit issued for the construction of the existing commercial plaza
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C2 (Neighbourhood Commercial)**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Erin Mills Neighbourhood Character Area





**LEGEND:**



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING OF 2017



**TITLE:** COLLEGEWAY MISSISSAUGA HOLDINGS LTD.

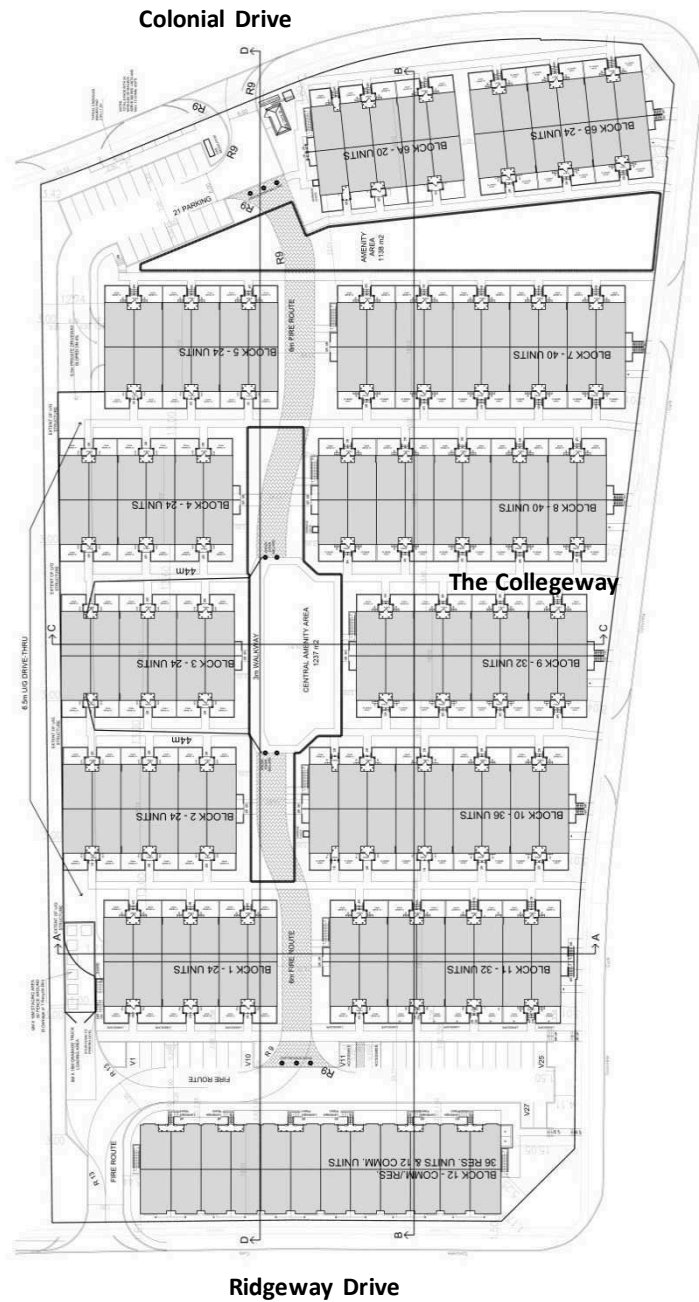
**FILE NO:** OZ 16/ 005 W8



**MISSISSAUGA**

Produced by  
T&W, Geomatics

## Proposed Concept Plan

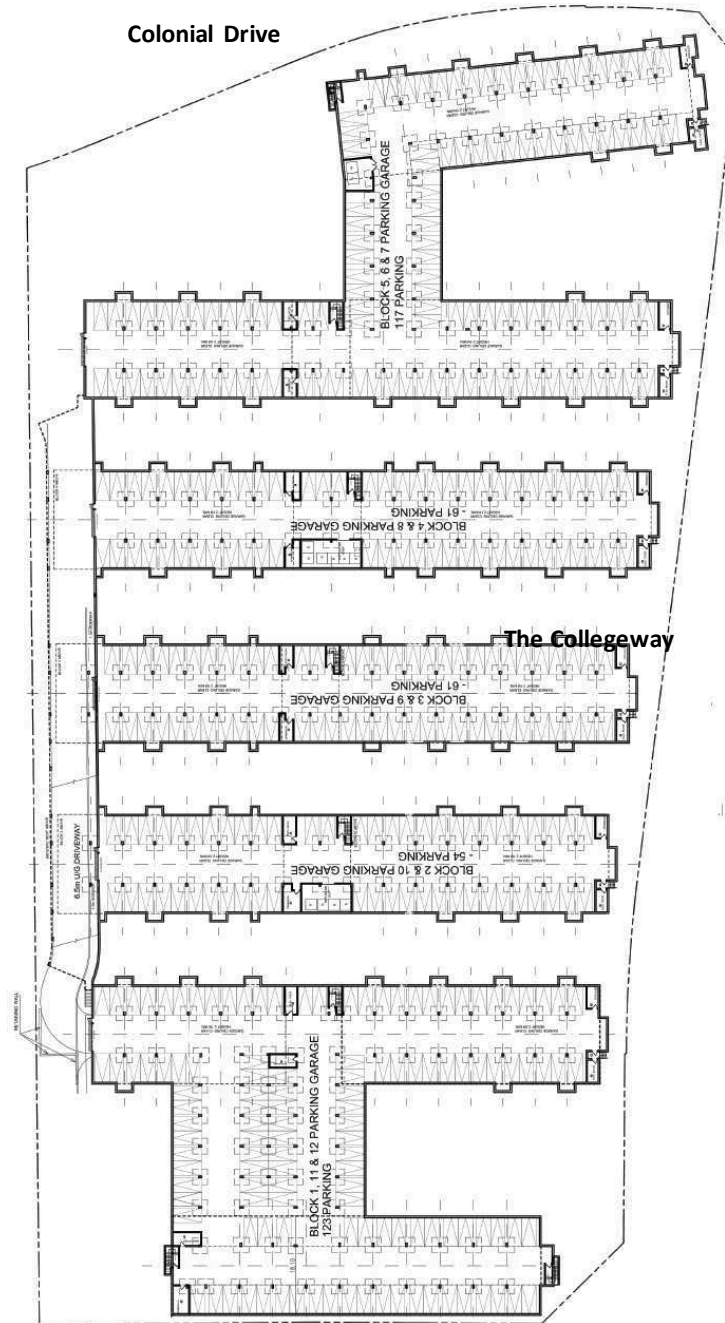




## Proposed Landscape Plan

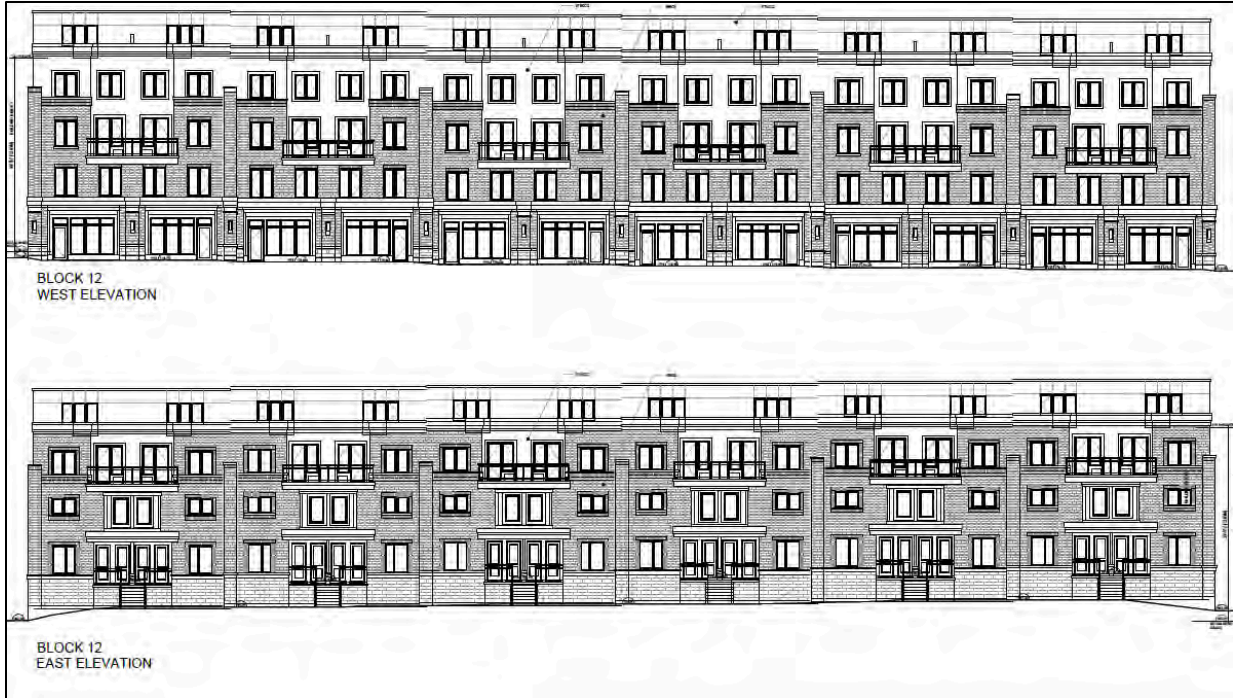


# Proposed Underground Parking Plan



Ridgeway Drive

### Proposed Elevations

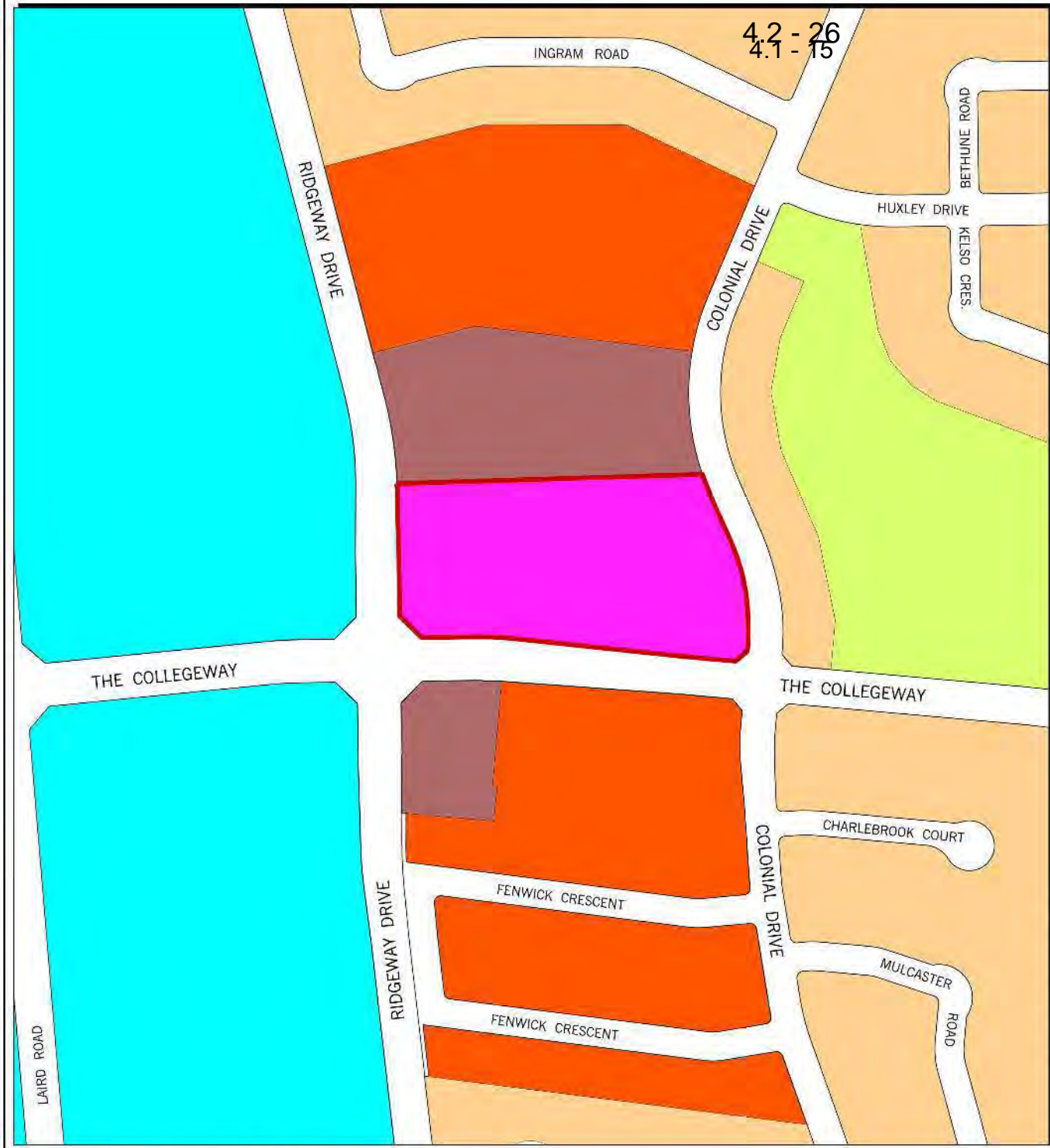


### Mixed Use Building



### Residential Building





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

**LAND USE DESIGNATIONS**

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

**BASE MAP INFORMATION**

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

**City Structure**

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

**SUBJECT LANDS**



**TITLE: COLLEGEWAY MISSISSAUGA HOLDINGS LTD.**

**FILE NO: OZ 16/ 005 W8**



*Produced by  
T&W, Geomatics*



**Collegeway Mississauga Holdings Limited****File: OZ 16/005 W8****Summary of Existing and Relevant Mississauga Official Plan Policies****Existing Official Plan Policies**

**Mixed Use** which permits a range of retail, service, office, entertainment/recreation and residential uses, among other uses.

**Relevant Mississauga Official Plan Policies**

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

|                                  | <b>Specific Policies</b>     | <b>General Intent</b>   |
|----------------------------------|------------------------------|---|
| <b>Section 5 – Direct Growth</b> | Section 5.1.4                | Most of Mississauga’s future growth will be directed to Intensification Areas.  |
|                                  | Section 5.1.7                | Mississauga will protect and conserve the character of stable residential Neighbourhoods.   |
|                                  | Section 5.1.9                | 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. |
|                                  | Section 5.3 – City Structure | Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses;   |

## Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

|   | Specific Policies | General Intent  |
|---|-------------------|---|
| <b>Section 5 – Direct Growth</b>        | Section 5.3.5.1   | Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.  |
|   | Section 5.3.5.2   | Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.   |
|   | Section 5.3.5.3   | Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.   |
|   | Section 5.3.5.4   | Intensification of commercial sites that results in a significant loss of commercial floor space will be discouraged.   |
|   | Section 5.3.5.5   | Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.   |
|   | Section 5.3.5.6   | Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.   |
| <b>Section 7 - Complete Communities</b> | Section 7.1.1     | Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.   |
|   | Section 7.1.2     | The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.   |
|   | Section 7.1.3     | In order to create a complete community and develop a built environment supportive of public health, the City will: <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health.</li> </ul> |
|   | Section 7.1.4     | Mississauga will raise awareness of the link between the built environment and public health.   |

**Collegeway Mississauga Holdings Limited**

**File: OZ 16/005 W8**

|   | <b>Specific Policies</b> | <b>General Intent</b>  |
|---|--------------------------|--|
| <b>Section 9 – Build a Desirable Urban Form</b> | Section 9.1.3            | Infill and redevelopment within Neighbourhoods will respect the existing and planned character.  |
|   | Section 9.2.2.3          | While new development need not mirror existing development, new development in Neighbourhoods will: <ul style="list-style-type: none"> <li>a. respect existing lotting patterns;</li> <li>b. respect the continuity of front, rear and side yard setbacks;</li> <li>c. respect the scale and character of the surrounding area;</li> <li>d. minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. incorporate stormwater best management practices;</li> <li>f. preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> |



## Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

|   | Specific Policies | General Intent  |
|---|-------------------|---|
| <b>Section 11 - General Land Use Designations</b> | Section 11.2.6.1  | In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:<br>a. commercial parking facility;<br>b. conference centre;<br>c. entertainment, recreation and sports facility;<br>d. financial institution;<br>e. funeral establishment;<br>f. motor vehicle rental;<br>g. motor vehicle sales;<br>h. overnight accommodation;<br>i. personal service establishment;<br>j. post-secondary educational facility;<br>k. residential;<br>l. restaurant;<br>m. retail store; and<br>n. secondary office.<br>The following uses are not permitted:<br>a. self-storage facility; and<br>b. detached and semi-detached dwellings. |
|   | Section 11.2.6.2  | Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.   |
|   | Section 11.2.6.3  | Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.  |
|   | Section 11.2.6.4  | Residential uses will be combined on the same lot or same building with another permitted use.  |
|   | Section 11.2.6.5  | Residential uses will be discouraged on the ground floor.   |
|   | Section 11.2.6.6  | Notwithstanding 11.2.6.4 and 11.2.6.5, development applications proposing residential uses that are not combined in the same building with another permitted use may be required to submit a development master plan to the City's satisfaction.  |

Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

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

**C2 (Neighbourhood Commercial)**, which permits a range of retail, service, office and entertainment/recreation uses, among other uses.

**Proposed Zoning By-law Standards**

|  | <b>Base RM9 Zoning By-law Standards</b>                                       | <b>Proposed RM9 - Exception Zoning By-law Standards</b>                   |
|--|---|---|
| Permitted Uses   | Horizontal Multiple Dwellings   | Uses permitted in a C1 zone   |
| 60 m Separation Distance for Take Out Restaurant                   | -   | Requesting exemption  |
| Maximum GFA – Non residential                                      | -   | 1 328.9 m <sup>2</sup> (14,305.0 ft <sup>2</sup> )                        |
| Maximum floor space index  | 0.4 – 0.9   | 1.7   |
| Maximum dwelling height  | Flat roof - 13.0 m (42.7 ft.)<br>Sloped roof – 15.0 m (49.2 ft.)              | Flat roof – 16.5 m (54.1 ft.)   |
| Minimum front yard setback to a residential building               | 7.5 m (24.6 ft.)  | Residential block – 3.0 m (9.84 ft.)                                      |
| Maximum encroachment of a porch into required front and side yards | 1.8 m (5.9 ft.)   | 3.6 m (11.8 ft.)  |
| Parking space requirement per dwelling                             | One- bedroom: 1.1<br>Two-bedroom: 1.5<br>Three-bedroom: 1.75<br>Visitor: 0.25 | All unit types: 1.1<br>Visitor: 0.05                                      |
| Parking spaces to be shared for commercial and visitor             | Shared parking not permitted  | 48 shared parking spaces  |
| Required parking   | Residential – 570 spaces<br>Visitor – 95 spaces<br>Commercial – 57 spaces     | Residential – 418 spaces<br>Visitor – 21 spaces<br>Commercial – 27 spaces |
| Minimum width of a sidewalk  | 2.0 m (6.56 ft.)  | 1.5 m (4.92 ft.)  |
| Minimum width of an internal road                                  | 7.0 m (22.9 ft.)  | 6.5 m (21.3 ft.)  |
| Minimum required amenity area                                      | 2 660 m <sup>2</sup> (28,632 ft <sup>2</sup> )                                | 1 330 m <sup>2</sup> (14,316 ft <sup>2</sup> )                            |

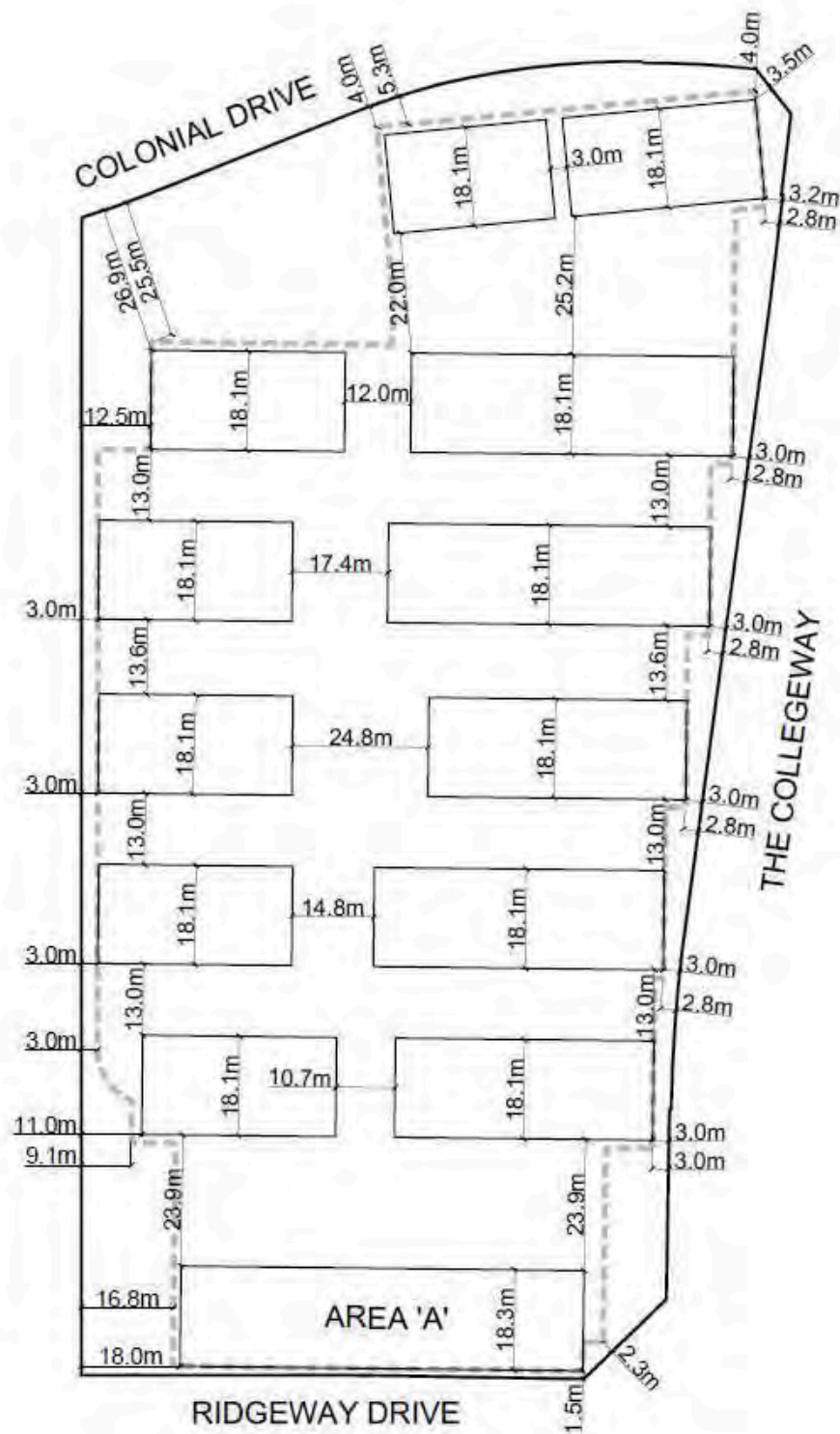
**Collegeway Mississauga Holdings Limited**

**File: OZ 16/005 W8**

|                                 | <b>Base RM9 Zoning By-law Standards</b>  | <b>Proposed RM9 - Exception Zoning By-law Standards</b> |
|---------------------------------|--|---|
| Minimum contiguous amenity area | 50% of total amenity space<br>(1 330 m <sup>2</sup> (14,316 ft <sup>2</sup> )) | 1 237 m <sup>2</sup> (13,314 ft <sup>2</sup> )          |

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further revised.

## Applicant's Proposed Site Exception Schedule



## Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

## Agency Comments

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

| Agency / Comment Date  | Comment  |
|--|--|
| Region of Peel<br>(October 27, 2017)   | <p>Watermain looping to the municipal system will be required for this proposal. Private Servicing Easements may be required prior to Regional servicing approval. Condominium Water Servicing Agreement will be required.</p> <p>The Region of Peel will provide front-end collection of garbage and recyclable materials to residential units only.</p> <p>On-site waste collection will be required through a private waste hauler for all the commercial/retail units.</p> <p>Details have been provided to the applicant regarding the requirements for appropriate waste collection.</p> |
| Dufferin-Peel Catholic District School Board and the Peel District School Board<br>(October 20, 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.   |
| City Community Services Department – Parks and Forestry Division/Park Planning Section<br>(October 11, 2017) | <p>The subject site is located within 60 m (196.9 ft.) of Tom Chater Memorial Park (P-291) which contains 3 lit softball diamonds, a soccer pitch and a play site.</p> <p>A street tree cash contribution will be required for street trees along Ridgeway Drive and The Collegeway.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>  |
| City Community Services Department – Fire and Emergency Services Division<br>(September 25, 2017)            | <p>Emergency response time to the site and watersupply are acceptable.</p> <p>Note: Fire Department access and hydrant coverage is to be conformance with Fire Route By-law 1036-81 and will be assessed through the site plan process. Knock down bollards are not permitted within the limits of a fire route.</p>   |

## Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

| Agency / Comment Date  | Comment  |
|--|--|
| City Transportation and Works Department<br>(October 23, 2017) | <p>The applicant has been requested to provide the following additional details:</p> <ul style="list-style-type: none"> <li>• Confirmation of tenure proposed for this development</li> <li>• Revised engineering drawings to include additional grading, drainage, bike storage and traffic related details, as well as private road standard details</li> <li>• Updated Traffic Impact Study</li> <li>• Updated Noise Report</li> <li>• Letter of Reliance for Phase 1 Environmental Site Assessment</li> <li>• Phase 2 Environmental Site Assessment</li> </ul> <p>The above aspects are to be addressed by the applicant prior to the Recommendation Report proceeding.</p>  |
| Canada Post<br>(October 24, 2017)                              | <p>No objection to the proposed development in principle. However, current mailbox locations should be consolidated and located more centrally to the site.</p>  |
| Other City Departments and External Agencies                   | <p>The following City Departments and external agencies offered no objection to this application provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Alectra</li> <li>• Heritage Planning</li> <li>• Mi-Way Transit</li> <li>• Urban Forestry</li> <li>• Heritage Planning</li> <li>• Economic Development Office</li> </ul> <p>The following City Departments and Agencies were circulated but did not provide comments:</p> <ul style="list-style-type: none"> <li>• Bell Canada</li> <li>• Rogers Cable</li> <li>• Trillium Health Partners</li> <li>• Conseil Scolaire de District Catholique Centre-Sud</li> <li>• Conseil Scolaire Viamonde</li> <li>• Realty Services</li> </ul> |

Collegeway Mississauga Holdings Limited

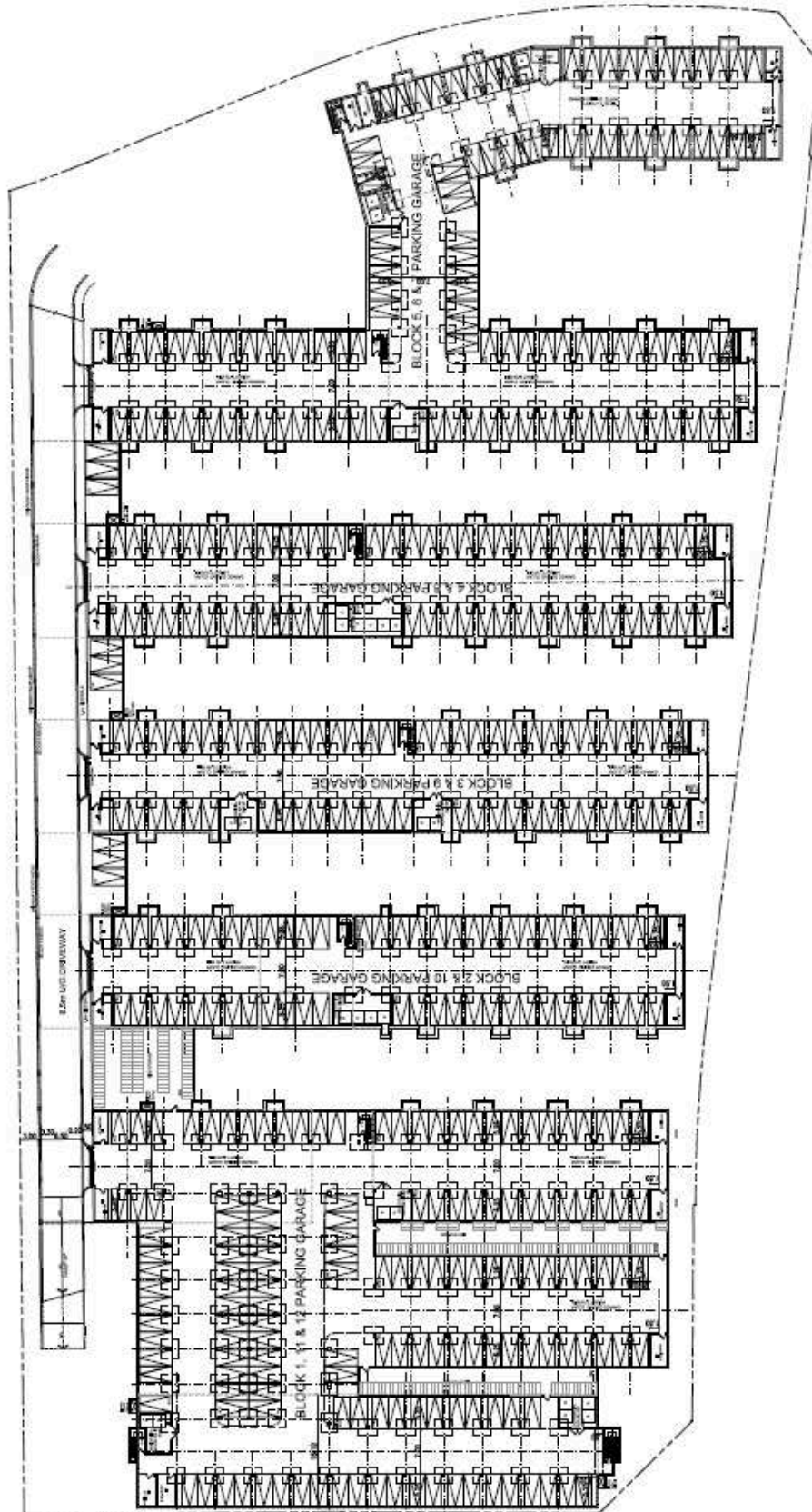
File: OZ 16/005 W8

**School Accommodation**

| The Peel District School Board   | The Dufferin-Peel Catholic District School Board  |
|--|---|
| <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>63 Kindergarten to Grade 5</li> <li>27 Grade 6 to Grade 8</li> <li>30 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Garthwood Park PS <ul style="list-style-type: none"> <li>Enrolment: 370</li> <li>Capacity: 473</li> <li>Portables: 0</li> </ul> </li> <li>Erin Mills MS <ul style="list-style-type: none"> <li>Enrolment: 433</li> <li>Capacity: 536</li> <li>Portables: 0</li> </ul> </li> <li>Clarkson SS <ul style="list-style-type: none"> <li>Enrolment: 810</li> <li>Capacity: 1,392</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>26 Junior Kindergarten to Grade 8</li> <li>22 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Christ The King <ul style="list-style-type: none"> <li>Enrolment: 259</li> <li>Capacity: 450</li> <li>Portables: 0</li> </ul> </li> <li>Loyola Catholic Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1,058</li> <li>Capacity: 1,089</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> |





**Revised Underground Parking Plan**

Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

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

**C2 (Neighbourhood Commercial)**, which permits a range of retail, service, office and entertainment/recreation uses, among other uses.

**Proposed Zoning By-law Standards**

|  | <b>Base RM9 Zoning By-law Standards</b>                          | <b>Base C4 Zoning By-law Standards</b>   | <b>Proposed C4 – Exception Standards</b>       |
|--|--|--|--|
| Permitted Uses   | Horizontal Multiple Dwellings                                    | Various Commercial Uses, Apartment Building  | Commercial Uses, Horizontal Multiple Dwellings |
| 60 m Separation Distance for Take Out Restaurant   | -  | Applicable   | Not Applicable                                 |
| Minimum GFA – Non residential  | -  | -  | 2 475 m <sup>2</sup> (26,641 ft <sup>2</sup> ) |
| Maximum floor space index  | 0.4 – 0.9  | -  | 1.6  |
| Maximum dwelling height  | Flat roof - 13.0 m (42.7 ft.)<br>Sloped roof – 15.0 m (49.2 ft.) | Flat roof – 12.5 m (41.0 ft.) and 3 storeys<br>Sloped roof – 16.0 m (52.5 ft.) and 3 storeys | Flat roof – 16.5 m (54.1 ft.) and 4 storeys    |
| Minimum front yard setback to a residential building                                       | 7.5 m (24.6 ft.)   | -  | 3.0 m (9.84 ft.)                               |
| Maximum porch encroachment into required front and side yard setback                       | 1.8 m (5.9 ft.)  | -  | 3.6 m (11.8 ft.)                               |
| Maximum porch projection attached to a side wall into required front and side yard setback | 1.8 m (5.9 ft.)  | -  | 1.6 m (5.2 ft.)                                |
| Parking space requirement per dwelling   | One- bedroom: 1.1<br>Two-bedroom: 1.5<br>Three-bedroom: 1.75     | -  | All unit types: 1.2                            |
| Parking spaces to be shared for commercial and visitor                                     | N/A  | Various rates  | 73 shared parking spaces                       |

**Collegeway Mississauga Holdings Limited****File: OZ 16/005 W8**

|   | <b>Base RM9 Zoning By-law Standards</b>  | <b>Base C4 Zoning By-law Standards</b> | <b>Proposed C4 – Exception Standards</b>                     |
|---|--|--|--|
| Required parking                                      | Residential – 665 spaces<br>Visitor – 95 spaces<br>Commercial – 57 spaces      | -                                      | Residential – 511 spaces<br>Visitor & Commercial – 73 spaces |
| Minimum number of loading spaces for commercial space | -  | 2                                      | 1  |
| Minimum width of a sidewalk                           | 2.0 m (6.56 ft.)   | -                                      | 1.5 m (4.92 ft.)   |
| Minimum width of an internal road                     | 7.0 m (22.9 ft.)   | -                                      | 6.5 m (21.3 ft.)   |
| Minimum amenity area                                  | 2 660.6 m <sup>2</sup><br>(28,632 ft <sup>2</sup> )                            | -                                      | 2 416 m <sup>2</sup><br>(26,005 ft <sup>2</sup> )            |
| Minimum contiguous amenity area                       | 50% of total amenity space (1 330 m <sup>2</sup><br>[14,316 ft <sup>2</sup> ]) | -                                      | 1 230 m <sup>2</sup> (13,239.6 ft <sup>2</sup> )             |

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further revised.

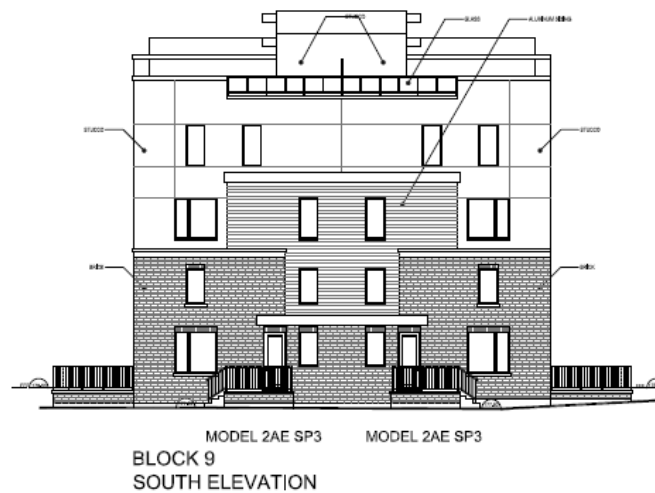
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### Area A – Mixed Use Building

Collegeway Mississauga Holdings Limited

File: OZ 16/005 W8

## Revised Elevations



# City of Mississauga

## Corporate Report



Date: June 1, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, Commissioner of Planning and Building

Originator's file:  
HOZ 17/001 W5

June 25, 2018

### Subject

**REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 5)**  
**Application to remove the "H" Holding Symbol to permit a one storey warehouse building with accessory office space**  
**6825 Maritz Drive, north of Skyway Drive, east side of Maritz Drive**  
**Owner: CB Supplies Ltd.**  
**File: H-OZ 17/001 W5**

### Recommendation

That the report dated May 18, 2018, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 17/001 W5, CB Supplies Ltd., 6825 Maritz Drive, north of Skyway Drive, east side of Maritz Drive, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

### Background

On September 10, 2014, the rezoning application submitted by Derry-Ten Limited, under File OZ 13/002 W5, for the two blocks of land north and south of Skyway Drive, between Hurontario Street and Maritz Drive, was approved. City Council passed Zoning By-law 0242-2014 which zoned the portion of the lands fronting onto Hurontario Street **H-E1-28 (Employment – Exception)** and the remainder of the lands **H-E2-126 (Employment – Exception)**.

Upon removal of the "H" holding symbol the by-law will allow for the development of a warehouse building with accessory office space. The site will be accessed from a shared driveway on the south side of the site.

Council required that the "H" symbol be applied to the zone to allow time for the following items to be completed:

1. The submission of technical plans, studies and reports which include a functional servicing report, transportation study including traffic circulation, goods movement and pedestrian connections, and an archaeological assessment
2. The delivery of an executed development agreement in a form satisfactory to the City and which includes provision for easements for servicing and access for adjacent property owners, and
3. The payment of required securities and fees to the satisfaction of the City and the Region of Peel

On July 21, 2016, provisional consent was granted by the Committee of Adjustment to create the subject property, having an area of approximately 2.2 ha (5.5 ac.), under File 'B' 51/16. As a condition of consent, public easements were registered to permit shared access and driveways with the adjacent lands in order to create an internal road system within the larger block. As the conditions of provisional consent were fulfilled by the required date, the certificate was issued on December 20, 2016.

The new owner of the subject property, CB Supplies Ltd., has submitted an application to remove the "H" holding symbol from their property. The "H" holding symbol will remain on the balance of the larger block. Appendices 1 and 2 identify the lands to which the by-law applies and the underlying zoning, respectively. Appendix 3 shows the proposed site plan. Appendix 4 show the proposed warehouse building elevations.

## Comments

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

Each of the conditions for removing the "H" holding provision has been fulfilled as follows:

1. The City has reviewed the traffic and pedestrian movements, and mutual roadway and pedestrian easements have been included in the development agreement.
2. An archaeological assessment, stage I and II have been reviewed and found to be acceptable by the City and the Ministry of Tourism, Culture and Sport.
3. A draft development agreement has been submitted and reviewed and is at a satisfactory stage. It will be finalized and executed in the coming weeks. The By-law to lift the "H" holding symbol will not be brought forward until the development agreement is executed.
4. All City fees for applications have been paid in accordance with the City's Fees and Charges By-law.

The City is in receipt of a site plan under file SP 17/065 W5 for a warehouse building and accessory office.

## Financial Impact

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

## Conclusion

Given that the conditions to remove the "H" holding symbol have now been largely satisfied, staff support the removal of the "H" holding symbol upon execution of the development agreement.

## Attachments

- Appendix 1: Aerial Photograph
- Appendix 2: Existing Zoning and General Context Map
- Appendix 3: Proposed Site Plan
- Appendix 4: Proposed Elevations



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Andrew Whitemore, Commissioner of Planning and Building

Prepared by: Lorie Sterritt, Development Planner





**LEGEND:**



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017



**TITLE:**

**CB Supplies Ltd.**

**FILE NO:**

**H-OZ 17/ 001 W5**



**MISSISSAUGA**

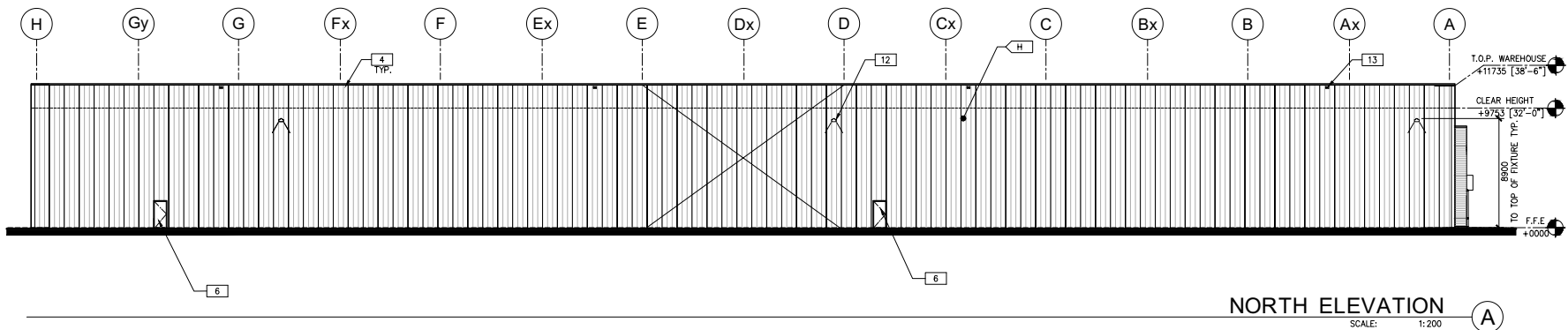
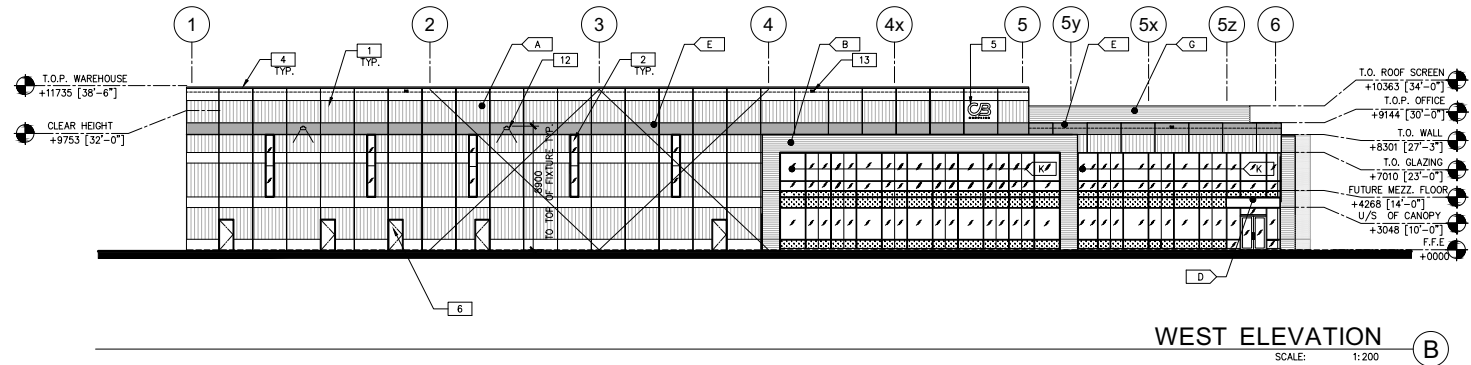
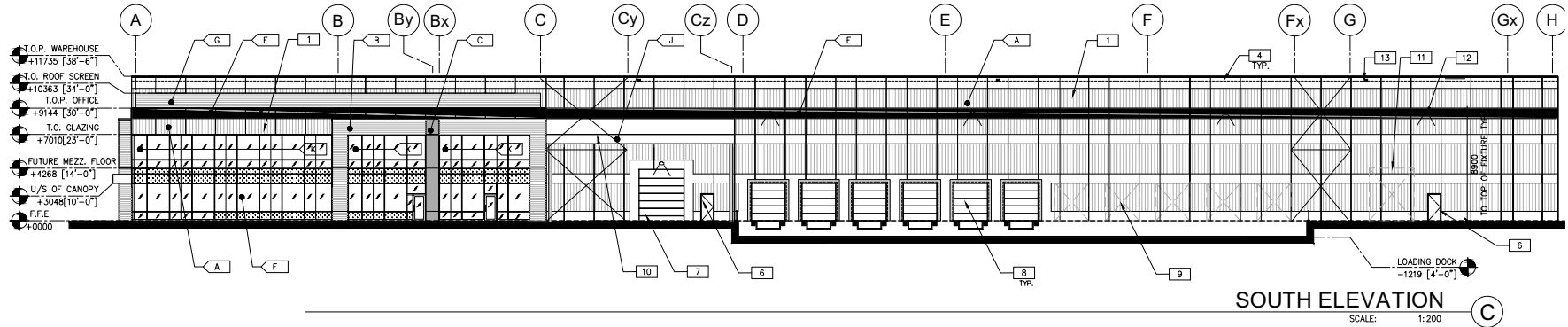
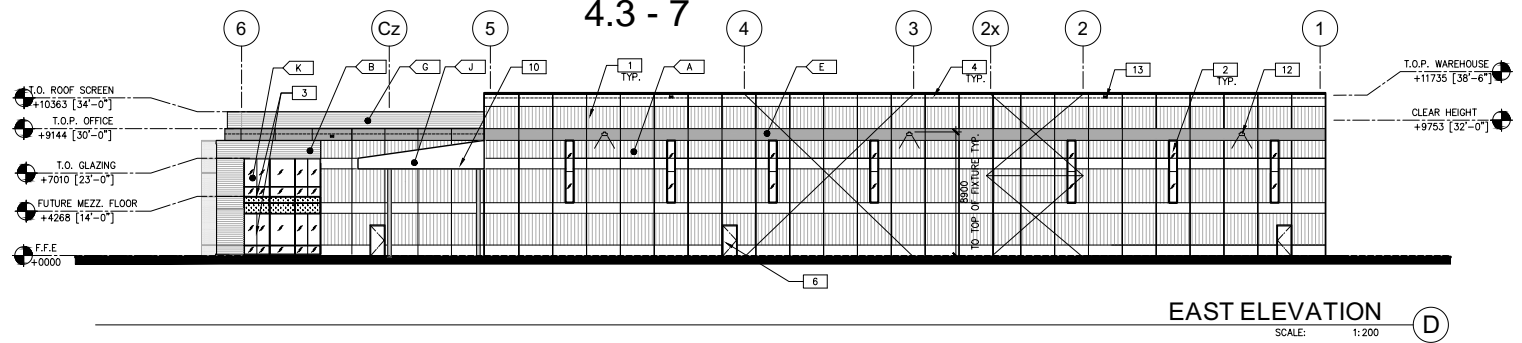
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T&W, Geomatics*







# 4.3 - 7



City of Mississauga  
**Corporate Report**



Date: June 1, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
OZ 16/015 W2

Meeting date:  
June 25, 2018

## Subject

### **RECOMMENDATION REPORT (WARD 2)**

**Application to permit 74 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**

**Bill 139**

## Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the application has been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ 16/015 W2, Haven Property Development Inc., 2200 Bromsgrove Road, to change the zoning to **H-RM9 – Exception** (Horizontal Multiple Dwellings with more than 6 dwelling units with Holding provision) to permit 74 horizontal multiple dwellings (back to back stacked townhomes) on a private condominium road in conformity with the provisions outlined in Appendix 3, be approved subject to the conditions referenced in the staff report dated June 1, 2018 from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. The "H" Holding provision is to be removed from the **H-RM9 – Exception** (Horizontal Multiple Dwellings with more than 6 dwelling units with Holding provision) zoning applicable to the subject lands, by further amendment, upon confirmation from the applicable agencies

and City Departments that matters outlined in the Report dated June 1, 2018, from the Commissioner of Planning and Building, have been satisfactorily addressed.

5. 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.
6. 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 adequacy of parking, traffic, impacts on privacy and availability of sunlight of adjacent units, and environmental contamination
- The applicant has made minor revisions to the proposal to address comments raised by Planning staff, including: reducing the number of units as well as the gross floor area of the development; orienting some units towards Bromsgrove Road; and increasing the size of the amenity area.
- An "H" Holding provision is requested to allow the rezoning of the lands to proceed subject to satisfying specific development requirements of the City and other external agencies
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

## Background

A public meeting was held by the Planning and Development Committee on October 30, 2017, at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-0059 -2017 was then adopted by Council on November 8, 2017.

1. 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.
2. That two oral submissions made to the Planning and Development Committee on October 30, 2017, be received.

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

- A reduction in the number of proposed units from 80 to 74
- A reduction of the development's gross floor area from 5 200 m<sup>2</sup> (55,972 ft<sup>2</sup>) to 5 051 m<sup>2</sup> (54,368 ft<sup>2</sup>) and the proposed Floor Space Index (FSI) from 1.1 to 0.95
- Enlarging the on-site amenity area between proposed building blocks
- Recessing the upper level unit patios to allow for additional light and air penetration for the lower level units
- Reconfiguring the underground parking layout to maximize available parking
- Reconfiguring units within the most northerly block to provide entrances facing Bromsgrove Road

In addition, the applicant proposes that the Zoning By-law incorporate an "H" Holding provision which can be lifted upon clearance of the conditions noted in the "H" Holding provision section of this report.

### COMMUNITY COMMENTS

The issues below were raised by residents at the public meeting and the community meeting held on March 23, 2017 by Ward 2 Councillor Karen Ras.

#### Comment

The number of proposed parking spaces to accommodate the proposed development is insufficient.

#### Response

Since the Public Meeting, the proposal has been revised to reduce the overall unit count and increase the parking rate. The proposal is seeking a slight reduction in parking for 1-bedroom units from 1.1 spaces per unit to 1 space per unit. It meets the parking requirements for 2-bedroom units as well as visitor parking spaces. A total of 89 resident spaces are being provided on site which is a slight reduction from what is required. The 19 visitor parking spaces provided on site meets the required amount.

#### Comment

The impacts on traffic from this development and the approved development to the west will be significant.

#### Response

Comments from the Transportation and Works Department are included in the Updated Agency and City Departments section of this report. A satisfactory Traffic Impact Study was submitted to support the proposed development.

**Comment**

The proposed development will negatively impact the privacy of and availability of sunlight for the existing units to the east.

**Response**

The applicant has submitted a satisfactory sun shadow study which illustrates that shadow effects on the existing townhomes to the east would be minimal in the afternoon hours and not significantly different from the shadow effects from the industrial building which has existed on the property. No rooftop amenity spaces are proposed thereby minimizing overlook conditions and privacy impacts onto adjacent properties.

**Comment**

Are any upgrades required to the water and wastewater infrastructure in the area to accommodate the development?

**Response**

Water and wastewater infrastructure are serviced and administered by the Region of Peel. Comments from the Region of Peel indicate that a satisfactory Functional Serving Report was received and that there is adequate water and wastewater servicing for the proposed development.

**Comment**

Have environmental contamination studies been undertaken for the site?

**Response**

Phase I and II Environmental Site Assessments (ESA) were completed for the site. The proposed residential use of the site is more sensitive than the existing industrial use. A Record of Site Condition has been submitted to the Ministry of the Environment confirming the suitability of the land for residential uses.

**Comment**

The lower level units being overshadowed by upper level balconies will result in undesirable conditions.

**Response**

The proposal has been modified to reduce the depth of upper level balconies to allow additional light for the lower level units.

**Comment**

How will stormwater be managed in lower level units and will flood protection measures be implemented?



**Response**

The underground parking garage is located underneath the lower level units. There are no flooding concerns for those units. The buildings are not located within a floodplain.

**Comment**

The lack of on-site amenity area is a concern.

**Response**

Since the initial submission, the applicant has enlarged the on-site amenity area located between buildings. Although the amount of amenity space provided is less than what is required under the current Zoning By-law regulations, staff are satisfied with the amount of amenity area provided given the size of the property and the availability of other recreational opportunities in the area. Through the Site Plan application, the applicant will work with Planning staff to enhance this space for residents of the development.

**Comment**

The limited storage space for individual units is a concern.

**Response**

Choices relating to unit types and their associated storage space, and individual storage needs, are ones made by potential purchasers. A total of 80 storage lockers are provided in the underground parking level.

**UPDATED AGENCY AND CITY DEPARTMENT COMMENTS****City Transportation and Works Department**

Comments updated May 23, 2018, indicate that prior to the enactment of the Zoning By-law, the applicant will be required to:

- Deliver and execute a Development Agreement in a form satisfactory to the City of Mississauga, Region or any other appropriate authority. The agreement may deal with matters including, but not limited to engineering matters and technical details such as grading, fencing, noise mitigation and additional provisions and warning clauses
- Provide a draft reference plan, easements and associated documents
- Completion and filing of a Record of Site Condition on the MOECC's Environmental Site Registry and provide all required supporting environment documents

It should be noted that final clearances from the Region and Fire will be required with respect to internal access, travel distance and circulation as well as final approval from Metrolinx. Site specific details are to be addressed through the Site Plan review and approval process.

**Metrolinx**

Comments updated May 18, 2018 indicate that in regards to the safety barrier, the proposed ditch configuration will suitably replicate, and likely exceed the function of a standard 2.5 m (8.2 ft.) high earthen berm. The noise study analysis considered rail traffic forecasts and the various site design measures which were identified to address exceedances. Vibration was not found to be an issue. A 1.8 m (6.0 ft.) chain link fence will be provided to discourage rail corridor trespassing. The applicant has provided information relating to the impacts of drainage and stormwater runoff into the rail corridor. This material is still under review. Further modification to the drainage patterns may be assessed through the Site Plan approval process.

**Fire Prevention**

Comments updated February 16, 2018 indicate that the latest updated concept plan is acceptable. Final Fire approval will occur through the Site Plan approval process. Emergency response time to the site and water supply are acceptable.

**PLANNING COMMENTS****Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan)**

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

**Consistency with PPS**

Section 1.1.3.3 of the PPS states that "Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock. Section 1.1.3.4 states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Section 5.3.5.5 of MOP (Neighbourhoods) states that intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development and enhances the existing or planned development.

This policy of the Mississauga Official Plan is consistent with the PPS.

This application is consistent with the high level policies of the PPS.

**Conformity with Growth Plan**

Section 2.2.2.4 b) in the Growth Plan directs Municipalities to "identify the appropriate type and scale of development in intensification areas" and states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas".

The subject property is located in an area designated **Residential High Density** which anticipates the introduction of residential uses in an area which had previously been occupied

by older industrial buildings. The proposed residential development will also be adjacent to residential uses on both the west and east sides.

This Rezoning application conforms to the Growth Plan.

### **Region of Peel Official Plan**

The subject property is located within the Urban System of the Region of Peel's Official Plan. General objectives in 5.3.1 and General Policies in Section 5.3.2 directs development and redevelopment to the Urban System to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

The proposal complements the surrounding community which already contains townhomes and apartments.

The Rezoning application conforms to the Peel Region Official Plan.

### **Official Plan**

The site is designated **Residential High Density** which permits apartment buildings. The property is also subject to Special Site 6 in the Clarkson-Lorne Park Neighbourhood Character Area policies. The policies also allow horizontal multiple dwellings. The applicant's previous proposal required an amendment to the Mississauga Official Plan Policies for the Clarkson-Lorne Park Neighbourhood Character Area to permit a development with an FSI in excess of 1.0. The applicant's revised concept plan reduces the FSI of the development to 0.95. An amendment is no longer required.

The site is within the Major Transit Station Area (MTSA) for the Clarkson GO Station, an Intensification Area in MOP. These areas are intended to accommodate a mix of medium and high density housing, as well as a mix of uses that can maximize existing infrastructure and benefit from the proximity to existing and planned transit.

### **Zoning**

The proposed **H-RM9-Exception** (Horizontal Multiple Dwelling – with more than 6 dwelling units with Holding provision) zone is appropriate to accommodate the proposed 74 horizontal multiple dwelling development.

The exception regulations recognize site specific provisions necessary for the development due to the long and narrow shape of the site.

The site is challenging with respect to the provision of a common on-site amenity area, given its configuration and proximity to the rail corridor. The applicant has reduced the overall footprint of the proposed blocks to provide a centralized common amenity space. Detailed design of this

area will occur through the Site Plan process to ensure its enhancement and functionality for future residents. Bromsgrove Park is located within 200 m (656 ft.) of the site.

The majority of parking is proposed underground and the limited amount of surface parking is located internal to the site, away from Bromsgrove Road. Proposed parking rates for 1 bedroom units are slightly reduced by providing 1 space per unit; whereas, the existing standard is 1.1 spaces per unit. Parking rates for 2 bedroom units and for visitors meet the Zoning By-law requirement. Staff is satisfied with the small reduction given the proximity to the Clarkson GO Station and the availability of transit service in the area.

Staff is currently finalizing proposed zoning regulations and new urban design guidelines for back to back and stacked townhouses. The subject application was made in advance of Council's consideration of the revised regulations and guidelines and as a result staff cannot compel the applicant to adhere to the proposed zoning regulations and design guidelines. The proposal would generally require similar exceptions to the proposed zoning provisions as are needed to the existing zoning.

Appendix 3 contains a summary of the revised proposed site specific zoning provisions.

### **Bonus Zoning**

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

In this instance, the proposal does not meet the minimum size threshold for Section 37 applicability as it is slightly under 5 000 m<sup>2</sup> (53,821 ft<sup>2</sup>). In addition, the existing **D** (Development) zone and **Residential High Density** designation anticipate intensification on the site. As a result, a Section 37 contribution will not be pursued for the proposed development.

### **Site Plan**

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

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

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

Section 19.7 of Mississauga Official Plan (MOP) permits the enactment of an "H" Holding Provision to implement the policies of MOP for staging of development and specific requirements. In light of the outstanding development issues, the applicant proposes that the

Zoning By-law incorporate an "H" Holding Provision until such time as the following matters have been satisfactorily addressed:

- Delivery of an executed Development Agreement
- Written acknowledgement of receipt of the Record of Site Condition (RSC) from the Ministry of Environment and Climate Change and satisfactory arrangements for the filing of the RSC on the Environmental Site Registry
- Delivery of an easement for the conveyance of a public pedestrian access over the internal laneway at the rear of the property to provide pedestrian connections to adjacent sites to the east and west

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.

## Financial Impact

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

## Conclusion

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

The proposed Rezoning is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for back to back stacked townhomes is consistent with the overall intent, goals and objectives of the Official Plan as the site is located in an area planned for residential high density uses and within a Major Transit Station Area (MTSA) for the Clarkson GO Station. It will not destabilize the surrounding neighborhood as the proposed development is compatible with the surrounding land uses based on it being of a similar built form to the existing and approved adjacent uses and its sensitive integration onto the site.
2. The proposed zoning standards, as identified, are appropriate to accommodate the requested use.

Should the application be approved by Council, the zoning by-law will be brought forward to Council at a future date.

## Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan

Appendix 3: Revised Summary of Existing and Proposed Zoning Provisions



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner

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

## Background

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

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

| Size and Use    |                     |
|-----------------|---------------------|
| Frontage:       | 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



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

| 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.

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?

- 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                                     | • Planning Justification Report                       |
| • Topographic Survey                              | • Draft Official Plan Amendment and Zoning By-law     |
| • Site Plan and Statistics                        | • Functional Servicing & Stormwater Management Report |
| • Floor Plans and Elevations                      | • Noise and Vibration Study                           |
| • Sections  | • Traffic Impact Study                                |
| • Landscape Plans and Details                     | • Phase I and II Environmental Site Assessments       |
| • Tree Inventory and Preservation Report and Plan |   |
| • Grading and Servicing Plans                     |   |

- 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



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner







4.4 - 19  
4.2 - 8

**LEGEND:**

 SUBJECT LANDS



DATE OF AERIAL IMAGERY: SPRING 2016

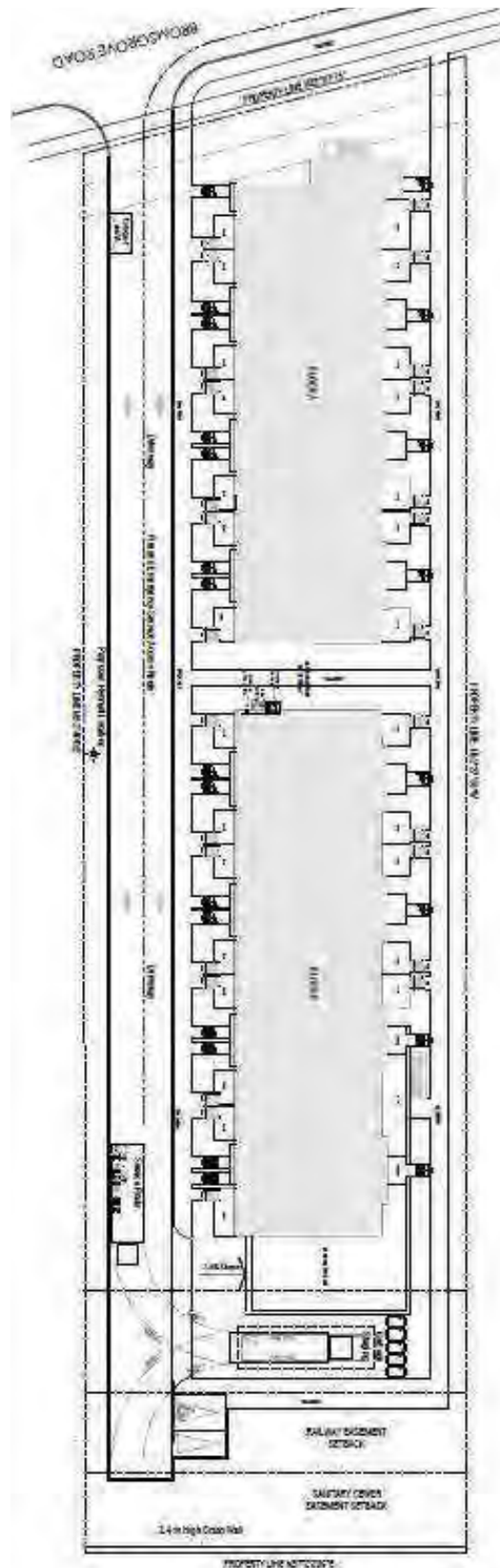
**TITLE:** HAVEN PROPERTY DEVELOPEMENT INC.

**FILE NO:** OZ 16/ 015 W2

Haven Property Development Inc.

File: OZ 16/015 W2

Proposed Concept Plan





Haven Property Development Inc.

File: OZ 16/015 W2

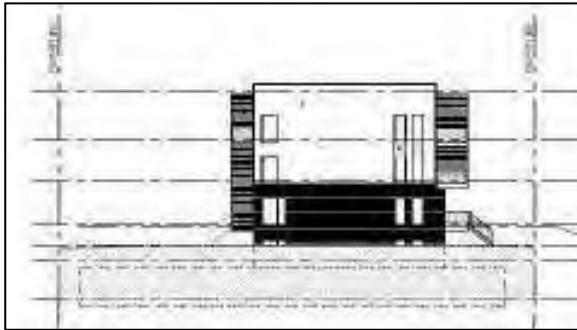
Proposed Elevations



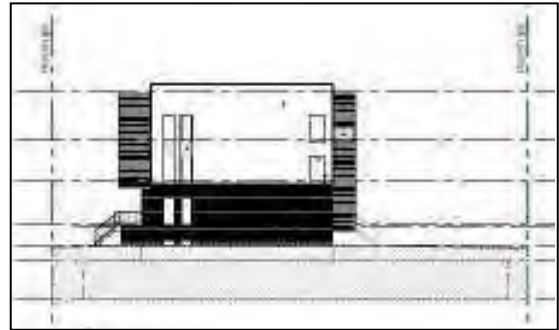
West Elevation



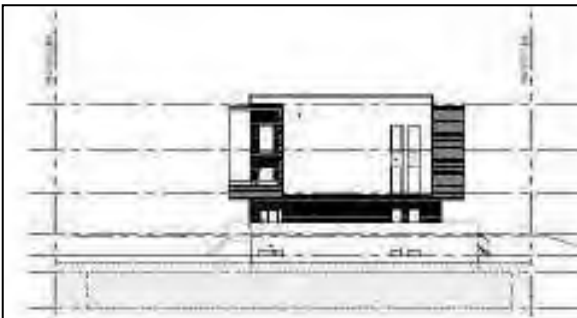
East Elevation



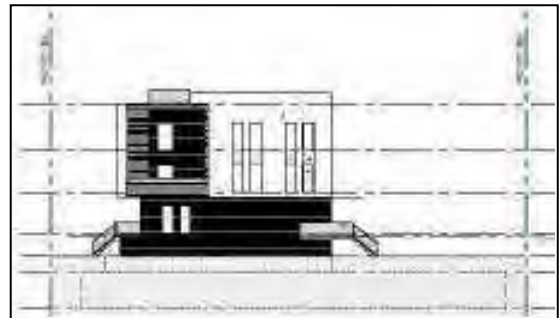
South Elevation – Block A



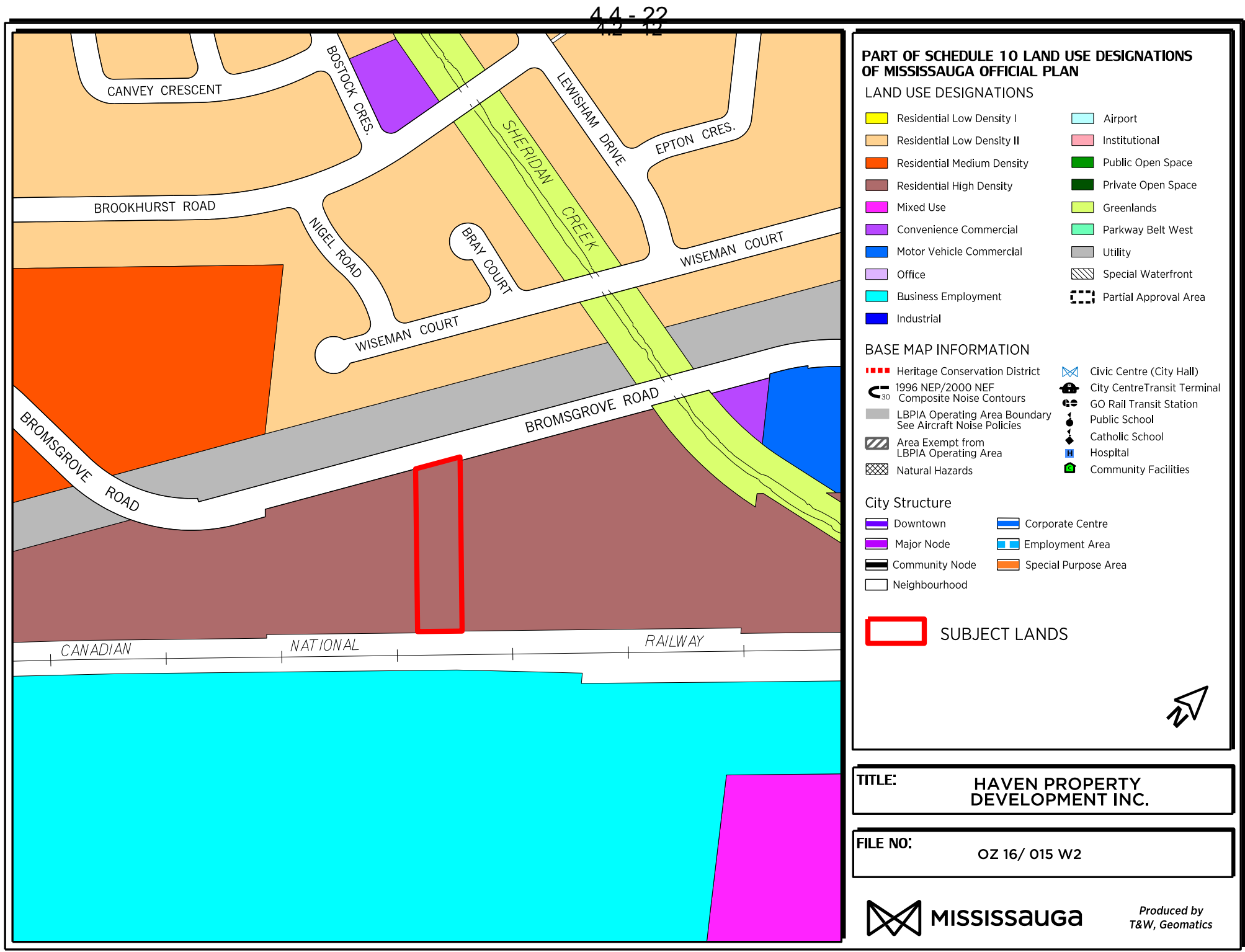
North Elevation – Block B



South 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.

#### Relevant Mississauga Official Plan Policies

|                           | Specific Policies          | General Intent   |
|---------------------------|----------------------------|--|
| Section 5 – Direct Growth | Section 5.3<br>Section 5.5 | <p>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.</p> <p>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.</p> |

Haven Property Development Inc.

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|  | Specific Policies   | General Intent  |
|--|---|---|
| <b>Section 7 – Complete Communities</b>            | 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.  |
| <b>Section 9 – Building a Desirable Urban Form</b> | Section 9.1<br>Section 9.2<br>Section 9.3<br>Section 9.4<br>Section 9.5 | <p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>Urban form will support the creation on an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. Development will contribute to pedestrian oriented streetscapes that have an urban built form that is attractive, compact and transit supportive. Development will be designed to support and incorporate pedestrian and cycling connections.</p> <p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> |
| <b>Section 9 – Building a Desirable Urban Form</b> |   | <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained.</p> <p>Site development should respect and maintain the existing grades on-site.</p>  |

Haven Property Development Inc.

File: OZ 16/015 W2

|                             | Specific Policies            | General Intent  |
|-----------------------------|------------------------------|---|
| Section 16 – Neighbourhoods | Section 16.1<br>Section 16.5 | <p>A maximum building height of four storeys will apply to Neighbourhoods.</p> <p>Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.</p>  |
| Section 19 - Implementation | Section 19.5.1               | <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <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.

**Proposed Zoning Standards**

|  | <b>Base RM9 Zoning By-law Standards</b>           | <b>Proposed RM9-Exception Zoning By-law Standards (based on Site Plan dated July 18, 2017)</b> |
|--|---|--|
| Maximum floor space index  | 0.9   | 1.1  |
| Minimum rear yard  | 7.5 m (24.6 ft.)<br>30 m (98.4 ft.) to CN railway | 22.5 m (73.8 ft.) - to ramp to underground garage<br>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.)  |

Haven Property Development Inc.

File: OZ 16/015 W2

|   | <b>Base RM9 Zoning By-law Standards</b>   | <b>Proposed RM9-Exception Zoning By-law Standards (based on Site Plan dated July 18, 2017)</b> |
|---|---|--|
| 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  | 1.1 per one-bedroom unit<br>1.5 per two-bedroom unit<br>0.25 visitor spaces per unit  | 1 per unit<br>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.



Haven Property Development Inc.

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<br>(September 14, 2017)   | <p>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.</p> <p>Through the associated Site Plan application (SP 17/133 W2) the Region will require:</p> <ul style="list-style-type: none"> <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> <li>• Detailed design, engineering and landscape drawings for review and comment</li> <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<br>(February 15, 2017) and the Peel District School Board (February 21, 2017) | <p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>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.</p>                        |
| City Community Services Department – Parks and Forestry Division/Park Planning Section<br>(September 19, 2017)             | <p>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).</p> <p>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.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>   |
| City Community Services  | Fire has reviewed the revised OPA/rezoning applications from  |

Haven Property Development Inc.

File: OZ 16/015 W2

| Agency / Comment Date   | Comment  |
|---|--|
| <p>Department – Fire and Emergency Services Division<br/>(August 1, 2017)</p> | <p>an emergency response perspective and has no concerns; emergency response time to the site and watersupply available are acceptable.</p> <p>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.</p> <p>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.</p>   |
| <p>City Transportation and Works Department<br/>(September 11, 2017)</p>      | <p>The applicant has been requested to address a number of outstanding items to ensure the proposal is feasible, including the following:</p> <ul style="list-style-type: none"> <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> <p>The above aspects are to be addressed by the applicant prior to a Recommendation Report.</p> |
| <p>Metrolinx<br/>(September 8, 2017)</p>                                      | <p>Metrolinx indicated the following:</p> <ul style="list-style-type: none"> <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>  |

Haven Property Development Inc.

File: OZ 16/015 W2

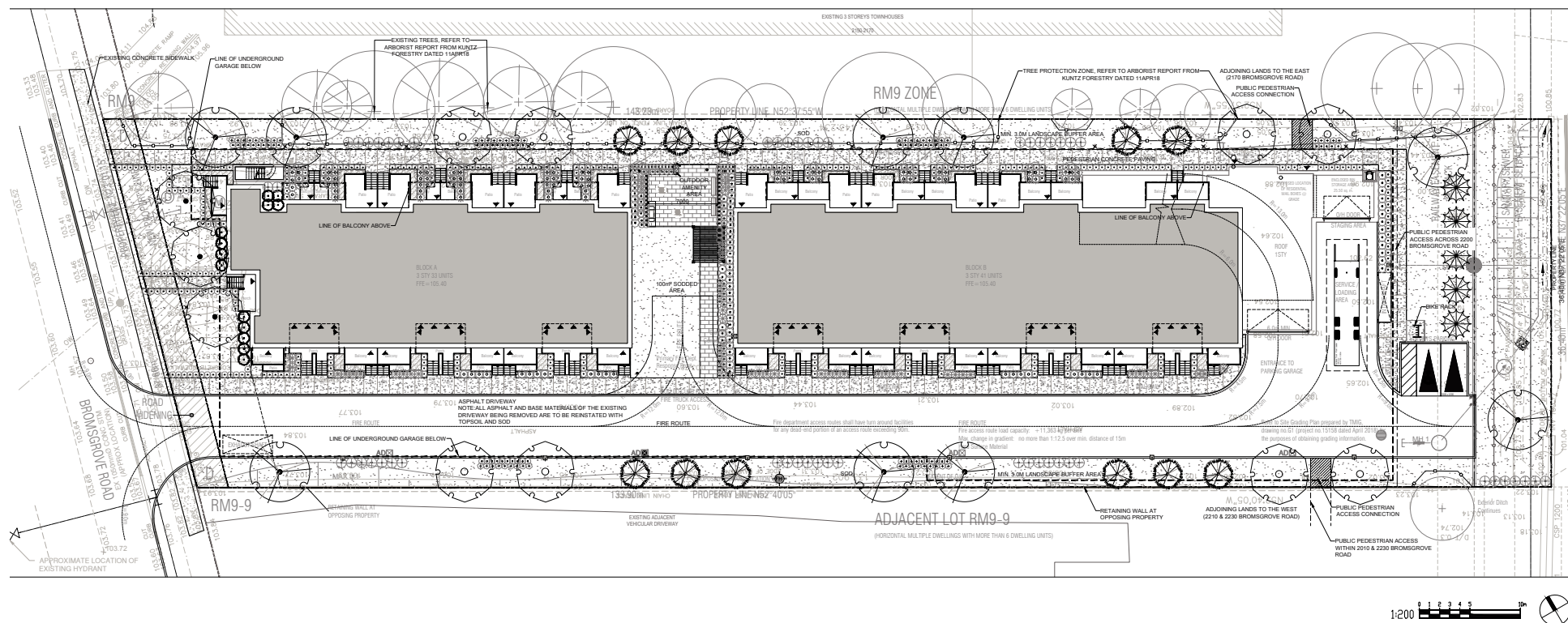
| Agency / Comment Date                        | Comment   |
|--|---|
|  | <ul style="list-style-type: none"><li>• An environmental easement for operational emissions is to be registered on title against the residential dwellings in favour of Metrolinx</li><li>• Standard warning clauses are to be included 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 | <p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"><li>• 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> |
|  | <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"><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>  |

Haven Property Development Inc.

File: OZ 16/015 W2

**School Accommodation**

| The Peel District School Board  | The Dufferin-Peel Catholic District School Board  |
|---|---|
| <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>12 Kindergarten to Grade 8</li> <li>2 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Hillside Public School <ul style="list-style-type: none"> <li>Enrolment: 576</li> <li>Capacity: 623</li> <li>Portables: 0</li> </ul> </li> <li>Clarkson Secondary School <ul style="list-style-type: none"> <li>Enrolment: 827</li> <li>Capacity: 1,392</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> | <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>6 Junior Kindergarten to Grade 8</li> <li>5 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Louis Catholic Elementary School <ul style="list-style-type: none"> <li>Enrolment: 224</li> <li>Capacity: 348</li> <li>Portables: 1</li> </ul> </li> <li>Iona Catholic Secondary School <ul style="list-style-type: none"> <li>Enrolment: 886</li> <li>Capacity: 723</li> <li>Portables: 17</li> </ul> </li> </ul> </li> </ul> |



Haven Property Development Inc.

File: OZ 16/015 W2

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

The site is currently zoned **D** (Development) which only permits uses legally existing. There are no specific development standards associated with a **D (Development)** zone.

**Proposed H-RM9-Exception Zoning Standards**

| <b>Zone Standards</b>  | <b>Base RM9 Zoning By-law Standards</b>   | <b>Proposed H-RM9-Exception Zoning By-law Standards</b>                              |
|--|---|--|
| Maximum floor space index  | 0.9   | 1.0  |
| Minimum front and exterior side yard   | 7.5 m (24.6 ft.)  | 5.0 m (16.4 ft.)   |
| Minimum setback from a horizontal multiple dwelling to a sidewalk                                  | 4.5 m (14.8 ft.)  | 2.0 m (6.6 ft.)  |
| Minimum setback from a porch or deck, inclusive of stairs, to an internal road                     | 2.9 m (9.5 ft.)   | 1.7 m (5.6 ft.)  |
| Minimum setback from a porch or deck, inclusive of stairs, to a sidewalk                           | 2.9 m (9.5 ft.)   | 0.0 m (0.0 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.)  |
| Minimum setback of a parking structure constructed completely below finished grade to any lot line | 3.0 m (9.8 ft.)   | 0.0 m (0.0 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.)   | 1.5 m (4.9 ft.)  |
| 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> ) | 100 m <sup>2</sup> (1,076 ft <sup>2</sup> )  |
| Minimum number of parking spaces   | 1.1 per one-bedroom unit<br>1.5 per two-bedroom unit<br>0.25 visitor spaces per unit  | 1.0 per one-bedroom unit<br>1.5 per two-bedroom unit<br>0.25 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. In addition, the applicant proposes that the Zoning By-law incorporate an "H" Holding provision which can be lifted upon clearance of conditions. See the "H" Holding provision section of this report for the list of proposed conditions.

City of Mississauga

# Corporate Report



|  |   |
|--|---|
| <p>Date: June 1, 2018</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building</p> | <p>Originator's files:<br/>OZ 17/011 W3 &amp;<br/>T-M17003 W3</p> |
|  | <p>Meeting date:<br/>2018/06/25</p>                               |

## Subject

### PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT WARD 3

**Applications to permit 6 three storey townhomes on a private condominium road  
3105 Cawthra Road**

**East side of Cawthra Road, north of Dundas Street East**

**Owner: Sky Cawthra Developments Inc.**

**Files: OZ 17/011 W3 & T-M17003 W3**

**Pre-Bill 139**

## Recommendation

1. That notwithstanding Planning Protocol, the recommendations in this combined information/recommendation report be approved.
2. That the applications under File OZ 17/011 W3 and T-M17003 W3, Sky Cawthra Developments Inc., 3105 Cawthra Road to amend Mississauga Official Plan to **Residential Medium Density** and to change the zoning to **RM6 – Exception** (Townhouse Dwellings on a CEC-Private Road) to permit 6 three storey townhouse units on a private condominium road be refused.
3. That the Planning and Building Department recommended alternative proposal to amend Mississauga Official Plan to **Residential Medium Density** and to change the zoning to **H-RM6-Exception** (Townhouse Dwellings on a CEC-Private Road) be approved.
4. That the development of this site be co-ordinated with the site at 3111 and 3123 Cawthra Road under Files OZ 16/001 W3 and T-M16001 W3 for access.
5. That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.

6. That the "H" Holding Symbol is to be removed from the **H-RM6-Exception** (Townhouse Dwellings on a CEC-Private Road) zone applicable to the subject lands, by further amendment, upon the resolution of all outstanding technical requirements.
7. Notwithstanding subsection 45.1.3 of the Planning Act, subsequent to council or LPAT approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI do not increase.
8. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants to attend any LPAT proceedings on the subject applications under Files OZ 17/0011 W3 and T-M17003 W3, Sky Cawthra Developments Inc., 3105 Cawthra Road in support of the recommendations outlined in the report dated June 1, 2018 from the Commissioner of Planning and Building.
9. That City Council provide the Commissioner of Planning and Building or his designate with the authority to instruct the City Solicitor on modifications to the position deemed necessary during or before the LPAT hearing process, including the authority to instruct and confirm a settlement of the appeal, if any.

## Report Highlights

- The applicant has appealed the applications to LPAT. The pre-hearing and hearing dates have not yet been scheduled
- The applications are recommended for refusal as the site layout and access cannot be approved as proposed and there are a number of unresolved issues
- An alternative proposal by the Planning and Building Department is recommended for approval subject to the resolution of technical issues. The alternative proposal allows for medium density development with appropriate setbacks, is sensitive to the existing and planned character of the surrounding neighbourhood and allows access to Cawthra Road through the adjacent development to the north
- An approval by LPAT should be subject to an "H" holding symbol to address outstanding technical requirements
- Staff are seeking direction from Council to attend any LPAT proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report

## Background

The applications were submitted on July 18, 2017 and circulated for comments. An Ontario Municipal Board (OMB) pre-hearing was held on September 5, 2017 for the adjacent development to the north at 3111 and 3123 Cawthra Road (Files OZ 16/001 W3 and T-M16001 W3). Sky Cawthra Developments Inc. was granted party status and participated in Board-led, without prejudice mediation held on December 5 and 6, 2017. A settlement was not reached.



Originator's files: OZ 17/011 W3 & T-M17003 W3

On March 28, 2018, Sky Cawthra Developments Inc. appealed the subject applications to the OMB (now LPAT) due to the failure by Council to make a decision within the time prescribed by the *Planning Act*. An LPAT pre-hearing conference will be scheduled at a future date.

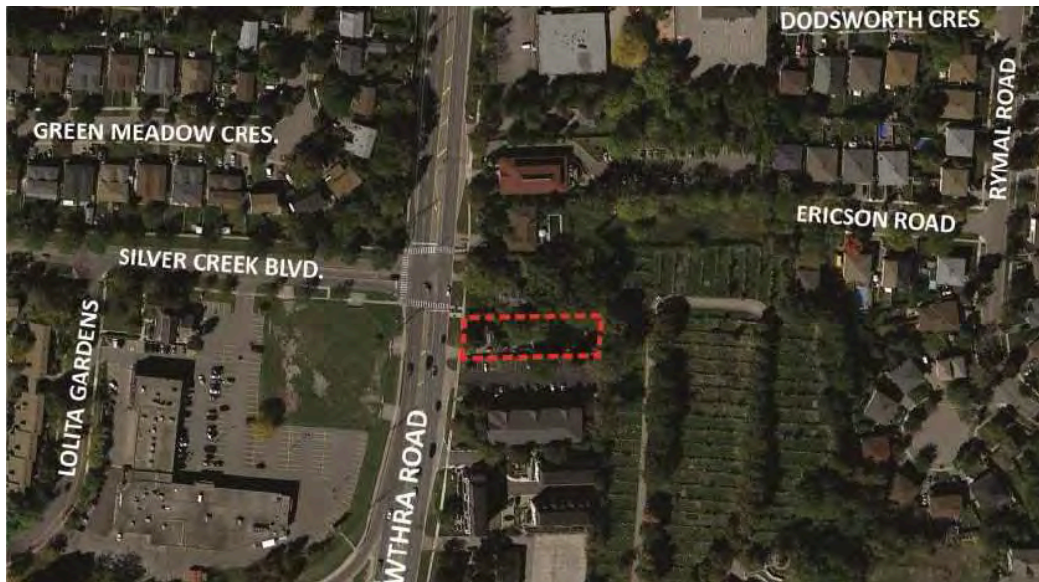
The purpose of this report is to make a recommendation to Planning and Development Committee on the applications and to seek direction with respect to the appeals. This report is a combined public meeting information and recommendation report due to the LPAT appeals.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

| Size and Use    |   |
|-----------------|---|
| Frontages:      | 19.17 m (62.9 ft.) on Cawthra Road                |
| Depth:          | 71.9 m (235.9 ft.)                                |
| Gross Lot Area: | 0.14 ha (0.34 ac.)                                |
| Existing Uses:  | One single detached home and accessory structures |

The property is located in an area that includes a mix of uses, including low and medium density residential uses, places of religious assembly, and various commercial and retail uses. Cawthra Road is a Regional arterial road and is served by the Cawthra bus route which connects to the Downtown and the Port Credit GO Station.



Aerial image of the subject lands

The surrounding land uses are:

North: Low density residential lands. Applications OZ 16/001 W3 & T-M16001 W3 submitted to develop the lands for stacked townhomes.

East: St. John's Dixie Cemetery, single detached homes

South: Three storey apartment building

West: Single and semi-detached homes across Cawthra Road, retail commercial plaza with No Frills Grocery Store

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 6 three storey townhomes contained within two blocks on a private condominium road. The first block of three units is proposed to have rear lane access with units facing Cawthra Road. The second block of three units is proposed to be traditional townhomes, located to the east of the units fronting onto Cawthra Road. Access to the site is proposed through the lands to the north (files OZ 16/001 W3 and T-M16001 W3) to the signalized intersection at Silver Creek Boulevard and Cawthra Road.

| Development Proposal    |   |          |
|-------------------------|---|----------|
| Applications submitted: | Received: July 18, 2017<br>Deemed complete: September 28, 2018                    |          |
| Developer/ Owner:       | Sky Cawthra Developments Inc. / Marisa Mastronardi                                |          |
| Applicant:              | KLM Planning Partners Inc.  |          |
| Number of units:        | 6   |          |
| Height:                 | 3 storeys   |          |
| Floor Space Index:      | 1.2   |          |
| Gross Floor Area:       | 1,649.40 m <sup>2</sup> (17,754 ft <sup>2</sup> )                                 |          |
| Road type:              | Common element condominium private road (CEC)                                     |          |
| Anticipated Population: | 18 *<br>*Average household sizes for all units (by type) based on the 2016 Census |          |
| Parking:                | Required  | Proposed |
| Resident spaces         | 12  | 18       |
| Visitor spaces          | 2   | 2        |
| Total                   | 14  | 20       |

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



Image of existing conditions



Applicant's elevation drawing of the proposed townhomes

### LAND USE CONTROLS

The subject lands are located within the Applewood Neighbourhood Character Area and are designated **Residential Low Density I – Special Site 4** (see Appendix 5) which permits detached, semi-detached and duplex dwellings as well as offices. The applicant is proposing to change the designation to **Residential Medium Density** to permit townhomes.

The lands are currently zoned **R3** (Detached Dwellings) (see Appendix 6). A rezoning is proposed from **R3** (Detached Dwellings) to **RM6 – Exception** (Townhouse Dwellings on a CEC-Private Road) to permit 6 three storey townhouse units on a private condominium road.

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

A draft plan of subdivision is required to permit the creation of a residential block (See Appendix 9).

### **WHAT DID THE COMMUNITY SAY**

No written comments were received by the Planning and Building Department. The applicant and owner attended the community meetings held by Councillor Chris Fonseca as well as at the statutory public meeting for the applications at 3111 and 3123 Cawthra Road to discuss their proposal.

### **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix 10 and school accommodation information is contained in Appendix 11.

### **OTHER INFORMATION**

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

- Tree Preservation Plan
- Archaeological Assessment
- Draft Official Plan Amendment
- Draft Zoning By-law
- Functional Servicing Report
- Planning Justification Report
- Context Plan
- Arborist Report and Plan of Preservation
- Draft Plan of Subdivision
- Building Elevations
- Noise Study
- Phase 1 Environmental Site Assessment
- Concept Plan
- Site Servicing Plan

## **Comments**

### **PLANNING COMMENTS**

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

The *Provincial Policy Statement* (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

#### *Consistency with PPS*

The PPS contains the Province's policies concerning land use planning for Ontario. Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment".

Section 5.3.5.2 of MOP (Neighbourhoods) states that residential intensification within Neighbourhoods will generally occur through infilling and that higher density uses within Neighbourhoods will be directed towards corridors. Section 5.3.5.6 of MOP indicates that intensification within Neighbourhoods can be accommodated, provided that design is appropriate and context sensitive. Chapter 9 – Build a Desirable Urban Form contains a range of policies that encourage appropriate intensification that promotes a diverse mix of uses that are safe and walkable, pedestrian oriented and transit and active transportation supportive.

The applicable MOP policies are consistent with the PPS. The applications for amendments to the existing MOP designation and proposed zoning are consistent with the high level policies of the PPS.

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

The property is located within a delineated Built-Up Area (Section 2.2.2) that is to be planned to accommodate population growth (Schedule 4). Section 2.2.2.4 b) in the Growth Plan directs municipalities to identify the appropriate type and scale of development and transition of built form.

The Growth Plan states that municipalities provide direction for an urban form that will optimize infrastructure along transit and transportation corridors to support the achievement of complete communities through a more compact built form.

Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form of MOP include policies that guide appropriate and context sensitive intensification in Neighbourhood Character Areas. Achievement of design principles and development standards dictate the appropriate intensification that should occur on site.

The policies in MOP are in conformity with the Growth Plan. The applications for amendments to the existing MOP designation and proposed zoning conform to the Growth Plan.

#### **Region of Peel Official Plan**

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian oriented and transit supportive.

MOP contains general policies within Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form that recognize that development within Neighbourhoods should be context appropriate. The applicable policies require redevelopment to be transit supportive, pedestrian oriented and context sensitive.

The policies in MOP conform to the Regional Official Plan. The applications conform to the Regional Official Plan. The proposed development contributes to an urban structure.

### Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Applewood Neighbourhood Character Area. Amendments to the Mississauga Official Plan are required to permit stacked townhomes. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

MOP identifies intensification areas where future growth will be accommodated. The subject lands are located within the Applewood Neighbourhood Character Area. Neighbourhoods are identified as non-intensification areas and are planned to accommodate the lowest densities and heights in the city. Intensification may be considered where the proposed development is compatible in built form and scale to the surrounding development, enhances the existing or planned development and is consistent with the policies of the plan.

Residential intensification should generally occur through infilling and should generally be directed towards corridors. Mississauga Official Plan Section 9.2.2.6 and Region of Peel guidelines require that development on corridors such as Cawthra Road should consolidate access points and encourage shared parking, service areas and driveway entrances. Applicants should provide concept plans that show how the site can be developed with surrounding lands.

While the applicant has provided a concept plan showing the adjacent proposal, the proposed access on the subject lands does not align with the planned access across 3111 and 3123 Cawthra Road. The proposal cannot be approved as shown as it does not have any access to a public road and does not achieve the Regional requirements.

There is a mix of uses in the immediate neighbourhood including places of religious assembly and a daycare to the north, a three storey apartment building to the south and single detached homes to the east. A medium density built form is compatible with the surrounding neighbourhood and is appropriately located on a Corridor. The proposal does not exceed four storeys in height which is appropriate for non-intensification areas such as Neighbourhoods.

Engineering services are available to accommodate the development. However, updated information including a functional servicing report is required to confirm servicing arrangements. The area is served by transit and located on a planned multi-use trail. Miway Route 5 (Cawthra) stops in front of the site. This bus route connects to the Downtown and Port Credit GO Station. The neighbourhood is within walking distance of Dundas Street East which is a future higher order transit corridor. Cedarbrae Park, Hawkins Glen Park and Hill Park are within walking distance of the site. Adequate engineering services, community infrastructure and multi-modal transportation systems are available to support the proposed applications.

#### **PLANNING AND BUILDING DEPARTMENT ALTERNATIVE CONCEPT PLAN**

The Planning and Building Department have reviewed the development proposal in view of the PPS, Growth Plan, Regional Official Plan, MOP, and the zoning by-law. While the form of development is appropriate, the proposed zoning standards and concept plan require revisions in order to develop the site in an appropriate manner and cannot be approved as is. The applicant has not provided a comprehensive resubmission to address the outstanding matters on the applications.

The Planning and Building Department prepared a concept plan based on the new lot size resulting from the regional road right-of-way requirements. The revised layout (Appendix 12) is in accordance with the policies in the official plan and zoning by-law standards. The layout includes the coordination of lands between this site and 3111 and 3123 Cawthra Road (Files OZ 16/001 W3 and T-M16001 W3) to provide one shared access to Cawthra Road. The plan will necessitate mutual access agreements between the two landowners.

The alternative concept plan includes the following revisions to the applicant's proposal:

- Increase in the front yard setback in keeping with the established character along most of Cawthra Road and to accommodate the extent of the Cawthra Road right-of-way expansion required by the Region of Peel
- A private road connection with the proposed development at 3111 and 3123 Cawthra Road to gain access to the signalized intersection at Silver Creek Boulevard and Cawthra Road
- Redesign of parking spaces to reduce paved surface area

The concept plan would result in a development that is compatible in built form and scale to surrounding context as well as the existing and planned character of the neighbourhood. It will provide appropriate intensification and will minimize undue impacts on adjacent properties. The proposed connection with the development at 3111 and 3123 Cawthra Road shows how the site can be developed in conjunction with the adjacent site.

The alternative concept plan prepared by the Planning and Building Department would require an amendment to MOP to **Residential Medium Density** and a rezoning to **H-RM6-Exception** (Townhouse Dwellings).

### **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.

In this instance, community benefits would not be sought given the size of the proposal does not meet the minimum threshold for Section 37 applicability. While community benefits can apply to smaller developments, it is usually applied in cases where there is an assembly of properties for larger infill developments.

### **Site Plan**

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

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

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

Should this application be approved by LPAT, staff will request an "H" Holding Provision which can be lifted upon clearance of conditions.

Section 19.7 of 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, the applicant proposes that the Zoning By-law incorporate an "H" Holding Provision until such time as the following matters have been satisfactorily addressed:

- Establishment of appropriate grading details and submission of a servicing plan
- Land dedication to the Region of Peel for the Cawthra right-of-way widening
- Satisfactory access and interconnection arrangements with the development at 3111 and 3123 Cawthra Road



- Any other outstanding technical issues

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.

### **Plan of Subdivision and Condominium**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to grading, servicing, stormwater management and noise mitigation measures. These will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision and common element condominium. Development will be subject to the completion of services and registration of the subdivision.

The proposed plan of subdivision (Appendix 9) was reviewed by City departments and agencies and is acceptable subject to certain conditions attached as Appendix 13. Additional conditions may be required with the review of additional information or revised plans.

### **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**

Through consultation for abutting lands to the north and Board-led mediation, there has been public input into the proposal. As a result of LPAT appeals, it is necessary to combine the information report and recommendation reports notwithstanding Planning Protocol, to seek direction from Council on these applications.

Since the applications have been submitted to the City, staff has consistently communicated several concerns with the proposal that currently remain outstanding. While the proposed land use is generally acceptable, various design and technical matters have yet to be addressed and prevent staff from supporting the proposed development in its current form. The proposed official plan amendment, rezoning and draft plan of subdivision should not be approved for the following reasons:

1. The proposal is consistent with the PPS and conforms with the Growth Plan and the Region of Peel Official Plan.
2. The proposal, as submitted is does not achieve the policies of MOP and the proposed zoning standards do not meet the intent of the zoning by-law.

3. A relocation of the site interconnection with the development at 3111 and 3123 Cawthra Road and changes to site design will result in an improved layout that provides access to a public road.

The alternative proposal by the Planning and Building Department is in keeping with the goals and objectives of MOP, conforms the Regional Official Plan and Growth Plan and is consistent with the PPS.

Should the LPAT approve the applications, staff will request that an "H" Holding Symbol be attached to the approval to be lifted by Council once a satisfactory official plan amendment and zoning by-law have been successfully completed and all technical matters have been resolved.

## Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

Appendix 3: Applicant's Concept Plan

Appendix 4: Elevations

Appendix 5: Excerpt of Applewood Neighbourhood 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 Regulations

Appendix 9: Draft Plan of Subdivision

Appendix 10: Agency Comments

Appendix 11: School Accommodation

Appendix 12: Planning and Building Alternative Concept Plan

Appendix 13: Conditions of Draft Approval




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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

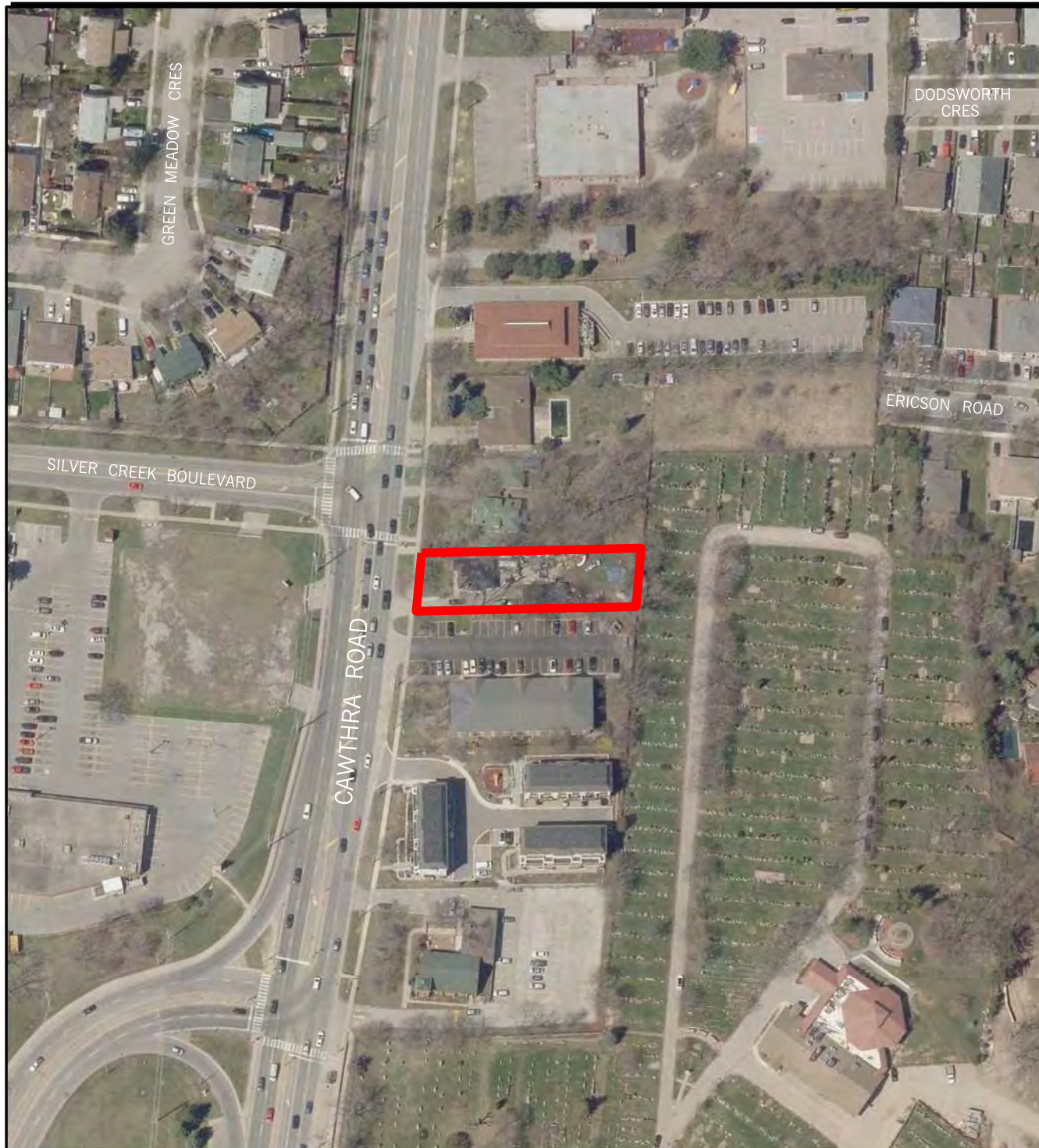
Prepared by: Aiden Stanley, Development Planner

Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3

**Site History**

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



**LEGEND:**

 SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017

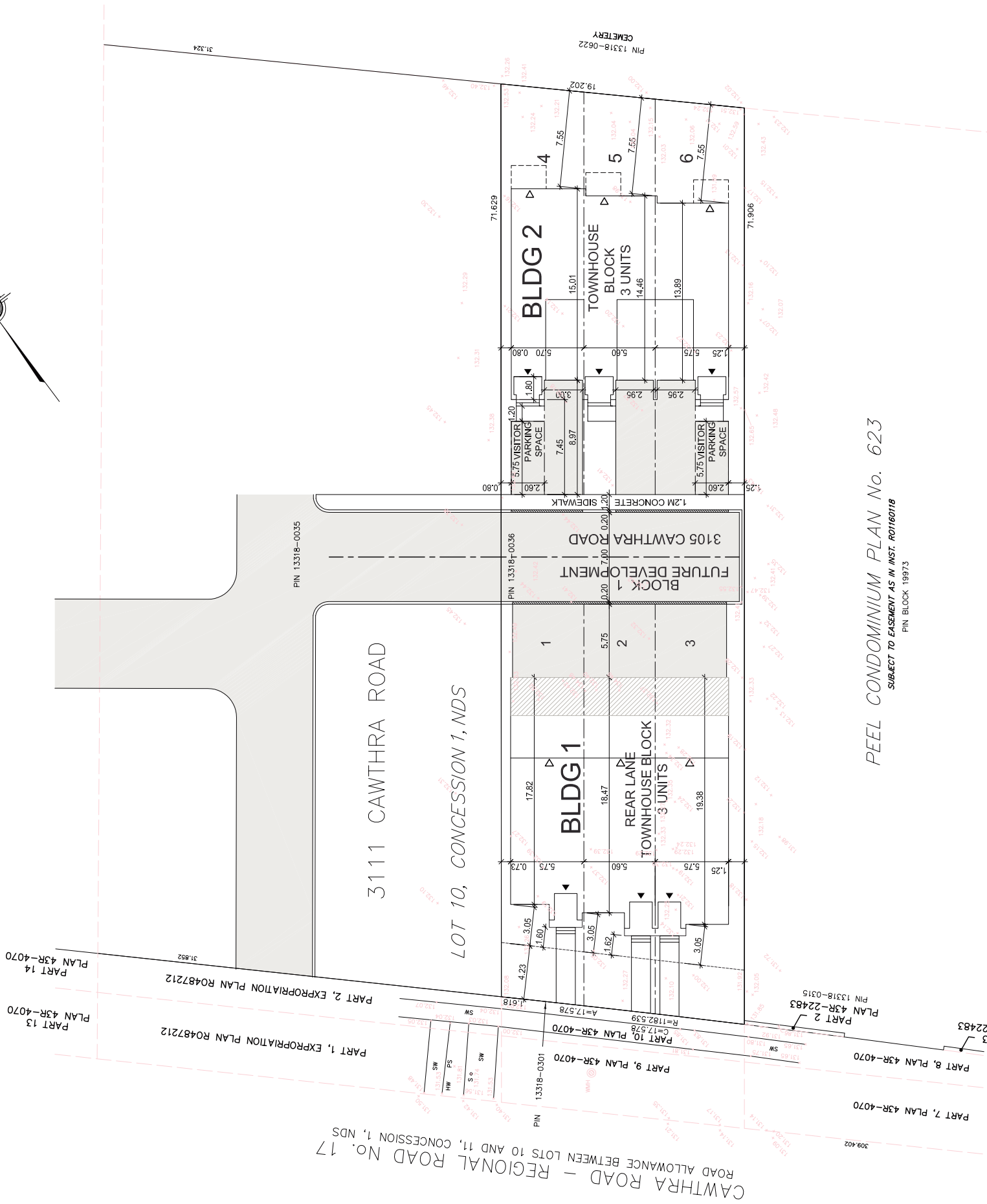
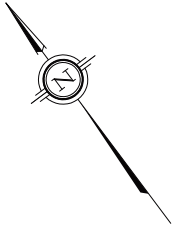


**TITLE:** SKY-CAWTHRA DEVELOPMENTS INC. /  
KLM PLANNING

**FILE NO:** OZ 17/011 W3 &  
TM-M17003 W3



Produced by  
T&W, Geomatics



PEELS CONDOMINIUM PLAN No. 623

SUBJECT TO EASEMENT AS IN INST. R0160118  
PIN BLOCK 19973



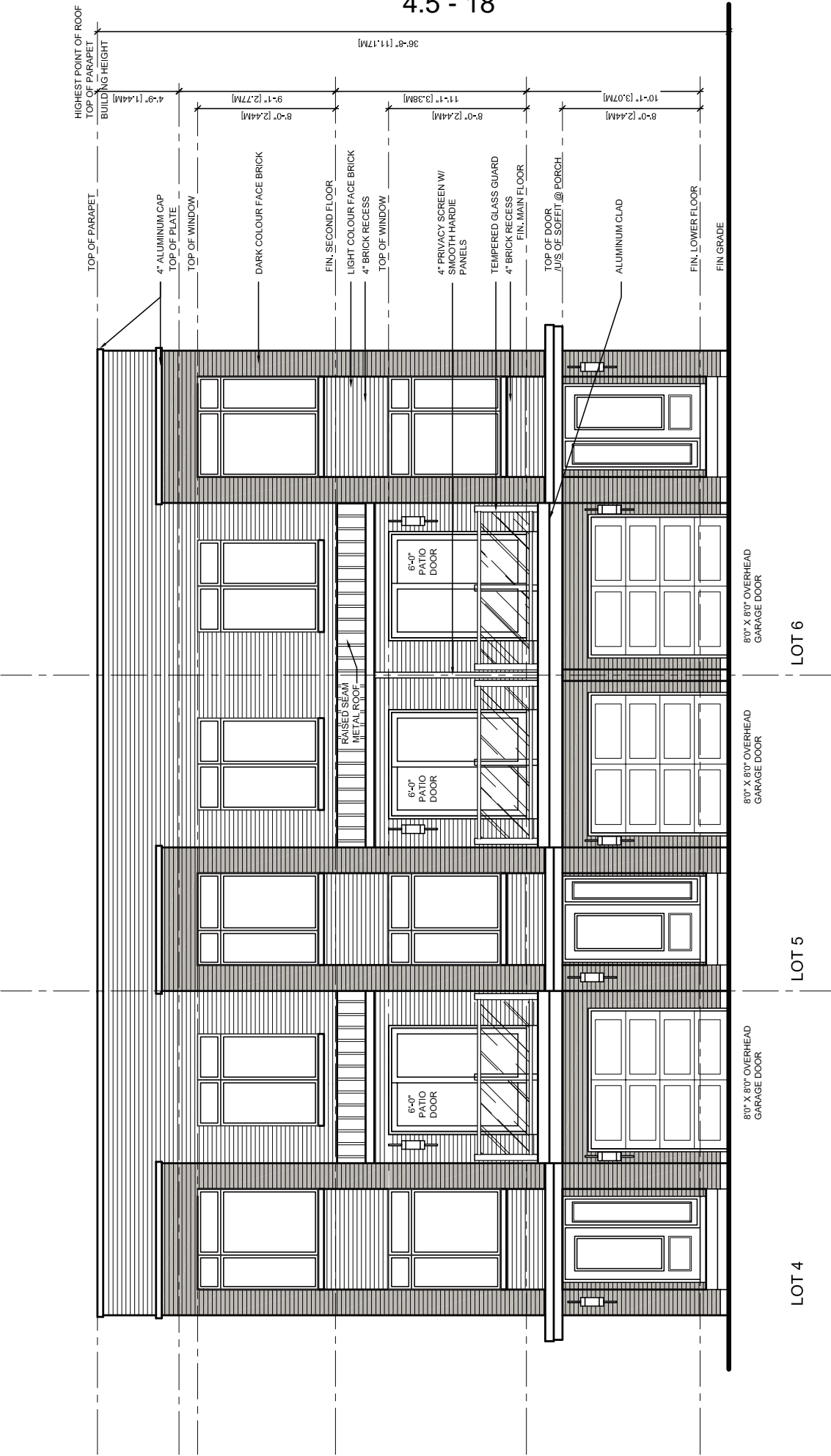
CONCEPTUAL FRONT ELEVATION  
BUILDING 1 - 3 UNITS



CONCEPTUAL REAR ELEVATION  
BUILDING 1 - 3 UNITS



4.5 - 18






















CONCEPTUAL FRONT ELEVATIONS  
BUILDING 2 - 3 UNITS















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

## LAND USE DESIGNATIONS


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

## BASE MAP INFORMATION

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

## City Structure

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

 SUBJECT LANDS



**TITLE:** SKY-CAWTHRA DEVELOPMENTS INC. / KLM PLANNING

**FILE NO:** OZ 17/011 W3 & TM-M17003 W3

 **MISSISSAUGA**

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T&W, Geomatics

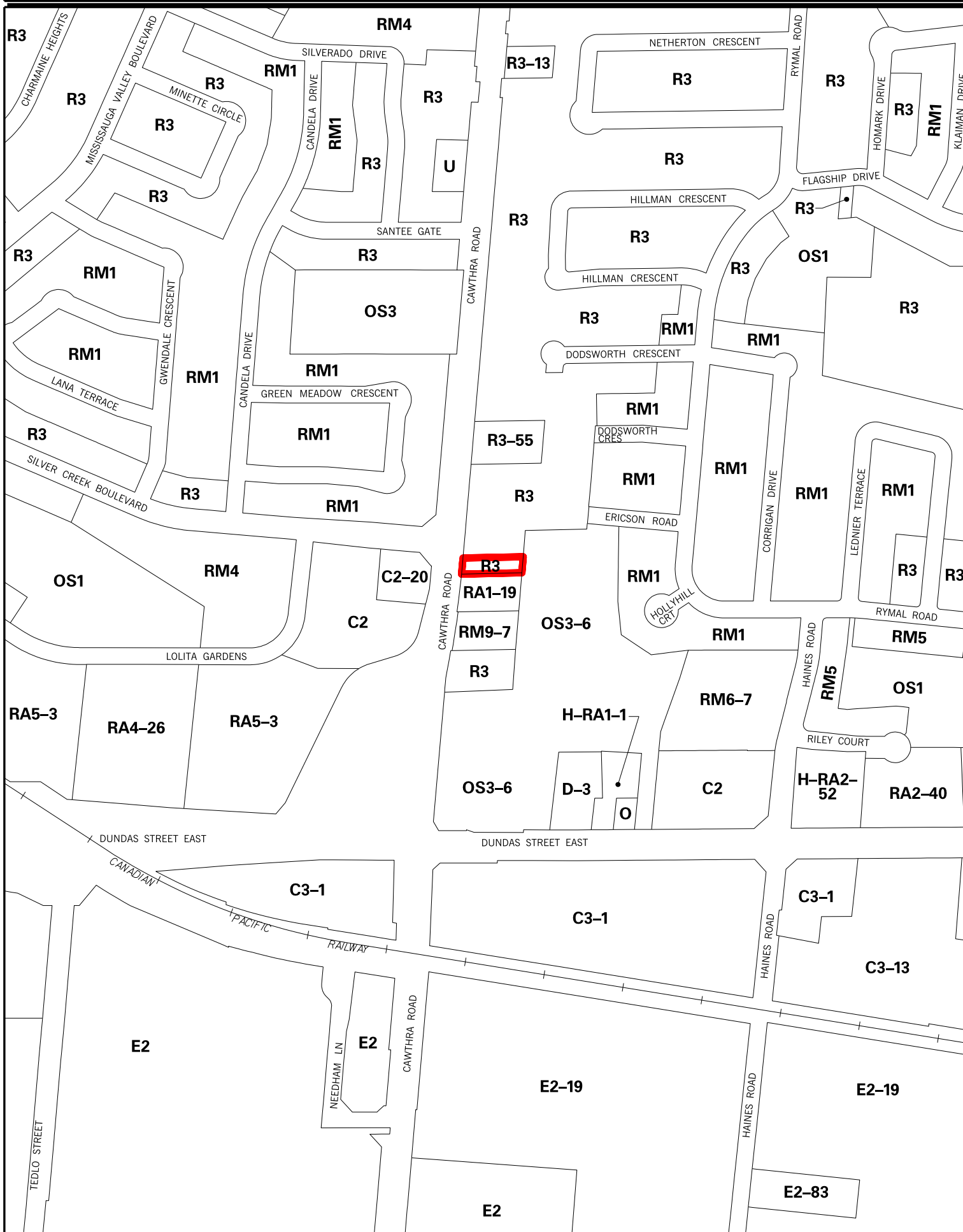
GREEN MEADOW CRES

DODSWORTH CRES

ERICSON ROAD

SILVER CREEK BOULEVARD

CAWTHRA ROAD



**Sky Cawthra Developments Inc.**

**File: OZ/OPA 17/011 W3 & T-M17003 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 Applewood Neighbourhood  
Character Area.

**Residential Low Density I – Special Site 4** which permits detached dwellings, semi-detached dwellings and duplex dwellings as well as accessory offices, home occupations, special needs housing and urban gardening as well as offices. There are additional provisions requiring the submission of a tree survey and the demonstration of tree preservation measures.

**Proposed Official Plan Amendment Provisions**

**Residential Medium Density**

To permit townhouses.

Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3

**Relevant Mississauga Official Plan Policies**

|                                   | <b>Specific Policies</b>  | <b>General Intent</b>  |
|-----------------------------------|---|--|
| <b>Section 5 - City Structure</b> | <p>Sections 5.3, 5.3.5, 5.3.5.2, 5.3.5.3, 5.3.5.5, 5.3.5.6, 5.4</p> | <p>Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights.</p> <p>Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas.</p> <p>Where higher density uses are proposed they should be located along corridors.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Plan.</p> <p>Development should be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.</p> <p>Where higher density uses within Neighbourhoods are directed towards corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> |

Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3

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

Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3

|                             | Specific Policies | General Intent  |
|-----------------------------|-------------------|---|
| Section 19 - Implementation | Section 19.5.1    | <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <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> |

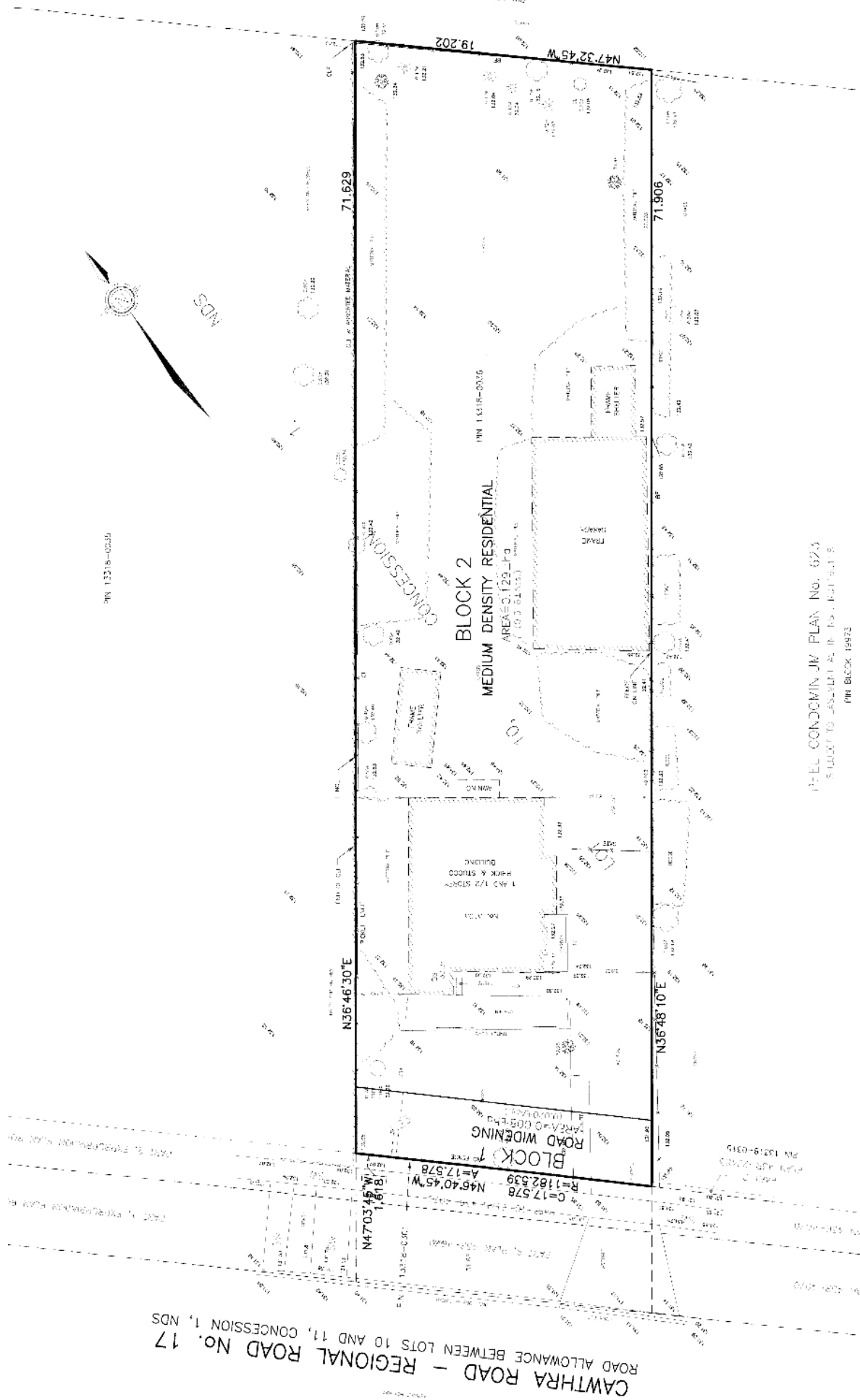
Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3

**Summary of Existing and Proposed Zoning Provisions****Existing Zoning By-law Provisions****R3** (Detached Dwellings – Typical Lots) which permits detached homes.**Proposed Zoning Standards****RM6** (Townhouse dwellings on a CEC – Private Road) permits townhomes on a private condominium road.

| <b>Zone Standards</b>   | <b>Base RM6 Zoning By-law Standards</b> | <b>Proposed RM6 Zoning By-law Standards</b> |
|---|---|---|
| Minimum Front Yard  | 4.5 m (14.8 ft)                         | 3.0 m (9.8 ft)                              |
| Minimum setback from a front garage face to a street, CEC – private road or CEC – sidewalk  | 6.0 m (19.7 ft)                         | 5.7 m (18.7 ft)                             |
| Minimum Interior Side Yard – Unattached side  | 1.5 m (5 ft)                            | 0.73 m (2.4 ft)                             |
| Minimum Rear Yard – Interior lot/CEC – Corner Lot   | 7.5 m (24.6 ft)                         | 5.7 m (18.7 ft)                             |
| Minimum Landscaped Area – Corner Unit   | 25%                                     | 19%   |
| Minimum Landscaped Area – Interior Unit   | 25%                                     | 9%  |
| Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards | 1.5 m (5 ft)                            | 1.8 m (5.9 ft)                              |
| Minimum width of a sidewalk   | 2.0 m (6.6 ft)                          | 1.2 m (3.9 ft)                              |
| Minimum setback of a townhouse dwelling to a CEC – visitor parking space  | 3.3 m (10.8 ft)                         | 1.2 m (3.9 ft)                              |

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.





Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3

**Agency Comments**

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

| Agency / Comment Date   | Comment   |
|---|---|
| Region of Peel<br>(February 14, 2018)                                     | <p>There is a 300 mm (11.8 in) municipal sewer and an existing 400 mm (15.7 in) watermain on Cawthra Rd. External easements and construction may be required.</p> <p>A revised FSR showing proposed sanitary sewer servicing and water servicing plans for the development and provisions for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.</p> <p>No lots or blocks shall have direct access to Cawthra Road.</p> <p>The Developer shall plan for a road widening of Cawthra Road from 22.5 metres (73.8 ft) from the centerline to 23.7 metres (77.8 ft) and a 0.3 metre (1 foot) reserve along the frontage of Cawthra Road except at the approved access location.</p> <p>The Developer shall acknowledge and agree that permanent, mutual access easements must be established with the property directly north (Maple Valley Development Corporation Inc.).</p> <p>Peel will provide curbside collection of garbage, recycling materials, household organics and yard waste subject to the following conditions: Each residential dwelling must be accessible to the waste collection vehicle. There are currently concerns with the access to the road for the townhouses. The internal road layouts should be designed to permit continuous collection without reversing. The set out area along the curb, adjacent to the driveway must be at least 3 square metres (32.3 square feet) per unit in order to provide sufficient space for the placement of two carts, yard waste receptacles and bulky items. The waste set out location is to be as close as possible to the traveled portion of the roadway, directly adjacent to the private property of the unit occupier/owner, directly accessible to the waste collection vehicle and free of obstructions.</p> |
| Dufferin-Peel Catholic District School Board and the Peel District School | In comments, dated November 2, 2017 and October 20, 2017, the Peel District School Board and the Duferin-Peel Catholic District School Board responded that they are satisfied with   |

Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3

| Agency / Comment Date   | Comment   |
|---|---|
| Board<br>(November 2, 2017 &<br>October 20, 2017)   | <p>the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and/or the Dufferin-Peel Catholic District School Board also require 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<br/> (a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."<br/> (b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."</p> |
| City Community Services<br>Department – Parks and<br>Forestry Division/Park<br>Planning Section<br>(May 22, 2018) | Cedarbrea Park (P-076) is approximately 600 m (1968.5 ft) from the proposed residential development, and contains a community play site, a toboggan hill and a woodlot. Prior to the registration of the subdivision, cash contributions for street tree planting along Cawthra Road is required. Furthermore, 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 policies and by-laws.  |
| City Community Services<br>Department – Fire and<br>Emergency Services<br>Division<br>(November 8, 2017)          | Mississauga Bylaw 1036-81 is applicable to this development. This bylaw regulates the location of the fire access route with respect to exposure to, and distance from the structure. Additionally, it limits the unobstructed travel distance for a fire fighter from the edge of the fire route to the main entrance to every dwelling unit. Compliance will be assessed at the time of site plan approval.   |

Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3

| Agency / Comment Date  | Comment  |
|--|--|
| <p>City Transportation and Works Department<br/>May 28, 2018</p> | <p>The following matters are outstanding</p> <ul style="list-style-type: none"> <li>• Details to confirm the proposed development has made satisfactory arrangements with regards to site access requirements</li> <li>• Details to confirm the proposed grading does not adversely impact adjacent properties</li> <li>• Details to confirm the proposed development meets the City of Mississauga, Transportation &amp; Works Condominium Standards</li> <li>• A satisfactory Noise Feasibility Study</li> <li>• A satisfactory Functional Servicing Report and Stormwater Management Report to the Region of Peel and the City of Mississauga</li> <li>• A satisfactory turning movement diagram;</li> <li>• Clarification required with regards to the Environmental Assessment of the property</li> <li>• Submission of a Letter of Reliance for the Phase One Environmental Site Assessment;</li> </ul> <p>As the above noted items requested remain outstanding, this department is not in favour of this application proceeding until the outstanding matters have been satisfactorily resolved.</p> <p>Should the application be approved in principle, the Transportation &amp; Works Department will request an 'H' holding zone be placed on these lands. The outstanding matters noted above, or amended as necessary, and the conditions provided below are to form part of the conditions to lift the H holding symbol and implementation of the By-Law.</p> <ul style="list-style-type: none"> <li>• Provision of any outstanding technical plans, studies and reports to the satisfaction of the City of Mississauga and the Region of Peel; AND</li> <li>• Delivery of an executed Development Agreement including Municipal Infrastructure schedules in a form satisfactory to the City of Mississauga, Region or any other appropriate authority, prior to any development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, easements, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation.</li> </ul> |

Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3

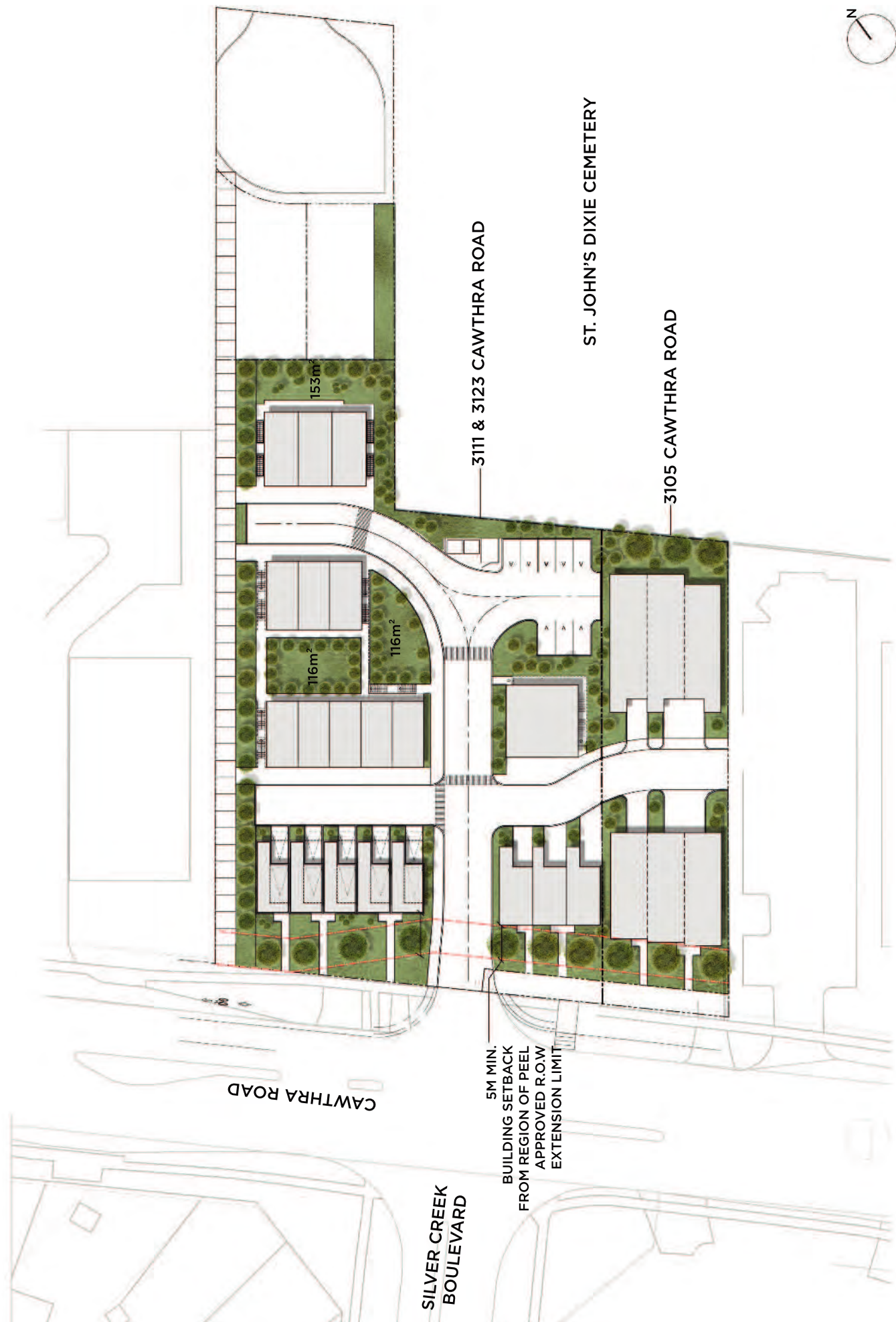
| Agency / Comment Date     | Comment   |
|---------------------------|---|
| Any other Commenting Body | The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:<br>City Economic Development<br>Canada Post Corporation<br>Alectra<br>Hydro One Network<br>Greater Toronto Airport Authority<br>Bell Canada<br>Rogers Cable |

Sky Cawthra Development Inc.

File: OZ 17/011 W3 &amp; T-M17003 W3

**School Accommodation**

| <b>The Peel District School Board</b>   | <b>The Dufferin-Peel Catholic District School Board</b>   |
|---|---|
| <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>1 Kindergarten to Grade 5</li> <li>1 Grade 6 to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Dixie Public School <ul style="list-style-type: none"> <li>Enrolment: 313</li> <li>Capacity: 507</li> <li>Portables: 0</li> </ul> </li> <li>Tomken Road Middle School <ul style="list-style-type: none"> <li>Enrolment: 1053</li> <li>Capacity: 947</li> <li>Portables: 6</li> </ul> </li> <li>Applewood Heights Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1173</li> <li>Capacity: 1284</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> | <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>1 Junior Kindergarten to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St Thomas More <ul style="list-style-type: none"> <li>Enrolment: 600</li> <li>Capacity: 651</li> <li>Portables: 0</li> </ul> </li> <li>Philip Pocock <ul style="list-style-type: none"> <li>Enrolment: 1020</li> <li>Capacity: 1257</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> |



Sky Cawthra Developments Inc.

File: OZ/OPA 17/011 W3 &amp; T-M17003 W3




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**SCHEDULE A  
CITY CONDITIONS OF APPROVAL**

**FILE:** T-M17003 W3

**SUBJECT:** Draft Plan of Subdivision  
3105 Cawthra Road  
Part of Lot 10, Concession 1, North of Dundas Street  
North of Dundas Street East, east side of Cawthra Road  
City of Mississauga  
Sky-Cawthra Developments Inc.

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Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

**NOTE:** City is "The Corporation of the City of Mississauga"  
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated July 26, 2017.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into Servicing, Development and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, signals, road access, grading, fencing, noise mitigation, environmental issues and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES.

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AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR THEIR CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed private street shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 10.0 Prior to final approval or preservicing, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 11.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding educational facilities have been made between the developer/ applicant and the School Boards for this plan.
- 12.0 Prior to preservicing and/or execution of the Servicing Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 13.0 Prior to execution of the Servicing Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 14.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

**THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING**



**REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.**

[http://teamsites.mississauga.ca/sites/18/conditions of approval/t-m17003 w3 - city conditions for supp report.docx](http://teamsites.mississauga.ca/sites/18/conditions%20of%20approval/t-m17003%20w3-city%20conditions%20for%20supp%20report.docx)

City of Mississauga  
**Corporate Report**



Date: 2018/06/01

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

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

Meeting date:  
 2018/06/25

## Subject

### **RECOMMENDATION REPORT WARD 3**

**Applications to permit 38 three storey stacked townhomes on a private condominium road, 4 three storey street townhomes, a public walkway and the completion of a public road (cul-de-sac)**

**3111 and 3123 Cawthra Road, east side of Cawthra Road, north of Dundas Street East**

**Owner: Maple Valley Development Corporation**

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

**Pre-Bill 139**

## Recommendation

1. That the applications under File OZ 16/001 W3 and T-M16001 W3, Maple Valley Development Corporation, 3111 and 3123 Cawthra Road to amend Mississauga Official Plan to **Residential Medium Density – Special Site** and **Residential Low Density II** and to change the zoning to **RM9 – Exception** (Horizontal Multiple Dwellings with more than 6 Dwelling Units) and **RM5 – Exception** (Street Townhouses) to permit 38 three storey stacked townhomes and 4 three storey street townhomes be refused.
2. That the Planning and Building Department recommended alternative proposal to amend Mississauga Official Plan to **Residential Medium Density – Special Site** and to change the zoning to **H-RM9-Exception** (Horizontal Multiple Dwellings with more than 6 Dwelling Units) and to **H-R5-Exception** (Detached Dwellings) be approved.
3. That the development of this site be coordinated with the site at 3105 Cawthra Road Cawthra Road under Files OZ 17/011 W3 and T-M17003 W3 for access.
4. That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.

5. That the "H" Holding Symbol is to be removed from the **H-RM9-Exception** (Horizontal Multiple Dwellings with more than 6 Dwelling Units) and **H-R5-Exception** (Detached Dwellings) zoning applicable to the subject lands, by further amendment, upon the resolution of all outstanding technical requirements.
6. Notwithstanding subsection 45.1.3 of the Planning Act, subsequent to council or LPAT (Local Planning Appeals Tribunal) approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.
7. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants to attend any LPAT proceedings on the subject applications under Files OZ 16/001 W3 and T-M16001 W3, Maple Valley Development Corporation, 3111 and 3123 Cawthra Road in support of the recommendations outlined in the report dated June 1, 2018 from the Commissioner of Planning and Building.
9. That City Council provide the Commissioner of Planning and Building or his designate with the authority to instruct the City Solicitor on modifications to the position deemed necessary during or before the LPAT hearing process, including the authority to instruct and confirm a settlement of the appeal, if any.

## Report Highlights

- The applicant has appealed the applications to LPAT. The pre-hearing and hearing dates have not yet been scheduled
- The applications are recommended for refusal as the site is not able to accommodate the number of units as proposed
- An alternative proposal by the Planning and Building Department is recommended for approval subject to the resolution of technical issues. The alternative proposal allows for medium density development with appropriate setbacks and is sensitive to the existing and planned character of the surrounding neighbourhood
- Staff are seeking direction from Council to attend any LPAT proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report

## Background

A public meeting was held by the Planning and Development Committee on December 12, 2016, at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-0088-2016 was then adopted by Council on December 5, 2016:

1. That the report dated November 15, 2016, from the Commissioner of Planning and Building regarding the applications by Maple Valley Development Corporation to permit 38 three storey stacked townhomes on a private condominium road, 4 three storey street townhomes, a public walkway and the completion of a public road (cul-de-sac) under Files OZ 16/001 W3 and T-M16001 W3, 3111 and 3123 Cawthra Road, be received for information.
2. That the oral submissions made at the Planning and Development Committee Meeting dated December 5, 2016 be received.

Given the amount of time since the public meeting, full notification was provided.

On April 24, 2017, the owner appealed the applications to the OMB (Ontario Municipal Board, now LPAT) due to the failure by Council to make a decision within the time prescribed by the *Planning Act*. An OMB pre-hearing was held on September 5, 2017. Without prejudice mediation was held on December 5 and 6, 2017. A settlement was not reached and a LPAT pre-hearing conference will be scheduled for a future date.

The purpose of this report is to make a recommendation to Planning and Development Committee on the applications and to seek direction with respect to the appeals.

## Comments

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

### COMMUNITY COMMENTS

The issues below were raised by residents at the community meetings held on June 29, 2016 and November 7, 2016, by Ward 3 Councillor Chris Fonseca as well as at the statutory public meeting held December 5, 2016.

#### Comment

The proposed cul-de-sac and four townhomes will negatively impact the residents on Ericson Road.

#### Response

Dead end roads (such as Ericson Road) should be ended with a cul-de-sac in order to meet City standards allowing for vehicles to turn around and efficient snow removal. A portion of the cul-de-sac was dedicated to the City as part of the development application to the north of the site. The approval of this application will allow for the dedication of the remainder of the cul-de-sac and its construction.

The applicant provided additional concept plans for discussion purposes which show single and/or semi-detached homes fronting onto the future cul-de-sac at the end of Ericson Road

instead of townhomes. These concepts were included in the Information Report (Appendix 1). The alternative concept plan prepared by the Planning and Building Department (Appendix 2) shows two lots for single or semi-detached homes.

#### **Comment**

The added traffic demand will be unacceptable on Ericson Road

#### **Response**

A traffic impact study (TIS) was submitted in support of the original proposal. Should this proposal be approved, the Transportation and Works Department does not expect the level of service of the surrounding road network to be significantly impacted given the number of units proposed.

#### **Comment**

The area between Ericson Road and the subject properties is poorly maintained. The proposed walkway connection through the site will negatively impact the residents on Ericson Road and will be unsafe.

#### **Response**

The 3 m (9.8 ft.) walkway will be required to be dedicated to the City and designed to Transportation and Works Department standards including lighting. It will be maintained by the City. The walkway will provide a connection from the residential neighbourhood to Cawthra Road between Dundas Street East and Bloor Street where there are limited existing connections. A public walkway will provide direct connection for pedestrians from the neighbourhood to the bus stop on the east side of Cawthra Road and to the shopping plaza on the west side of Cawthra Road. Some residents spoke in favour of the walkway.

#### **Comment**

The number of parking spaces on site is insufficient and there have been issues with parking in the nearby neighbourhood and around the cemetery site.

#### **Response**

An acceptable parking justification letter is required if a reduced number of parking spaces is proposed. The alternative concept plan prepared by the Planning and Building Department (Appendix 2) proposes parking in accordance with zoning by-law requirements.

### **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

The agency and departmental comments as noted in the Information Report (Appendix 1) remain applicable. All technical matters must be addressed prior to the lifting of the "H" Holding Symbol.

### **Region of Peel**

Through review of the Functional Design document as submitted by the applicant, the Region has confirmed the extent of the required widening of the Cawthra Road right-of-way. This will result in a change to lands to be dedicated to the Region and the western boundary of the site. This widening is taken into account in the alternative concept plan by the Planning and Building Department (Appendix 2).

## PLANNING COMMENTS

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

The *Provincial Policy Statement* (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

#### *Consistency with PPS*

The PPS contains the Province's policies concerning land use planning for Ontario. Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment".

Section 5.3.5.2 of MOP (Neighbourhoods) states that residential intensification within Neighbourhoods will generally occur through infilling and that higher density uses within Neighbourhoods will be directed towards corridors. Section 5.3.5.6 of MOP indicates that intensification within Neighbourhoods can be accommodated, provided that design is appropriate and context sensitive. Chapter 9 – Build a Desirable Urban Form contains a range of policies that encourage appropriate intensification that promotes a diverse mix of uses that are safe and walkable, pedestrian oriented and transit and active transportation supportive.

The applicable MOP policies are consistent with the PPS. The applications for amendments to the existing MOP designation and proposed zoning are consistent with the high level policies of the PPS.

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

The property is located within a delineated Built-Up Area (Section 2.2.2) that is to be planned to accommodate population growth (Schedule 4). Section 2.2.2.4 b) in the Growth Plan directs municipalities to identify the appropriate type and scale of development and transition of built form.

The Growth Plan states that municipalities provide direction for an urban form that will optimize infrastructure along transit and transportation corridors to support the achievement of complete communities through a more compact built form.

Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form of MOP include policies that guide appropriate and context sensitive intensification in Neighbourhood Character Areas.

The relevant MOP policies in this report conform to the Growth Plan. The applications for amendments to the existing MOP designation and proposed zoning conform to the high level policies of the Growth Plan.

### **Region of Peel Official Plan**

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian oriented and transit supportive.

MOP contains general policies within Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form that recognize that development within Neighbourhoods should be context appropriate. The applicable policies require redevelopment to be transit supportive, pedestrian oriented and context sensitive.

MOP therefore conforms to the Region of Peel Official Plan. The applications for amendments to the existing MOP designation and proposed zoning are consistent with the high level policies of the PPS.

### **Official Plan**

The proposal requires an amendment to the Mississauga Official Plan Policies for the Applewood Character Area. Amendments to the Mississauga Official Plan are required to permit stacked townhomes. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***

- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

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

MOP identifies intensification areas where future growth will be accommodated. The subject lands are located within the Applewood Neighbourhood Character Area. Neighbourhoods are not identified as intensification areas and are planned to accommodate the lowest densities and heights. Intensification may be considered where the proposed development is compatible in built form and scale to the surrounding development, enhances the existing or planned development and is consistent with the policies of the plan.

Residential intensification should generally occur through infilling and should be directed towards corridors. There is a mix of uses in the immediate neighbourhood including places of religious assembly and a daycare to the north, a proposed infill townhome development and three storey apartment building to the south and single detached homes to the east. A medium density built form is compatible with the surrounding neighbourhood and is appropriately located on a Corridor. The proposal does not exceed the four storey height limit for Neighbourhoods.

Engineering services are available to accommodate the development. However, updated information including a functional servicing report is required to confirm servicing arrangements. The area is served by transit and located on a planned multi-use trail. Miway Route 5 (Cawthra) stops in front of the site. This bus route connects to the Downtown and Port Credit GO Station. The neighbourhood is within walking distance of Dundas Street East which is a future higher order transit corridor. Cederbrae Park, Hawkins Glen Park and Hill Park are within walking distance of the site. Adequate engineering services, community infrastructure and multi-modal transportation systems are available to support the proposed applications.

Mississauga Official Plan Section 9.2.2.6 and Region of Peel guidelines require that development on corridors such as Cawthra Road should consolidate access points and encourage shared parking, service areas and driveway entrances. Applicants should provide concept plans that show how the site can be developed with surrounding lands. While the applicant has provided a concept plan showing the adjacent proposal, the development proposal must be further coordinated with the applications at 3105 Cawthra Road.

The Growth Plan states that municipalities provide direction for an urban form that will optimize infrastructure along transit and transportation corridors to support the achievement of complete communities through a more compact built form. It states that complete communities will expand convenient access to a range of transportation options. MOP has policies which



encourage the creation of compact, mixed use communities and the development of a built environment supportive of public health.

The policies also encourage greater utilization of transit and active transportation and the improvement of connections. Section 9.3.1.6 states that where "where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking...should be created where possible". The proposal meets the goals and objectives of MOP by providing an important, direct connection from the residential neighbourhood to Cawthra Road so that residents can access the commercial plaza, a bus stop and future multi-use trail. A direct connection will encourage active transportation and transit use. Section 9.5.1.8 states that development should encourage public open space connections that link public parks and community facilities through the use of walkways". The walkway will provide a link from the neighbourhood on the east of Cawthra Road to the businesses, services and Cederbrae Park across Cawthra Road to the west. It will also provide a link to the residents west of Cawthra Road to the parks east of Cawthra road (Cherry Hill Park and Hawkins Glen Park).

From a land use perspective, medium density development is appropriate for the site. However, infill and redevelopment in Neighbourhoods shall respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on the surrounding properties.

As proposed, the development does not meet the intent of MOP. It does not respect the continuity of setbacks or respect the surrounding scale, massing, grades and character of the surrounding area. The development proposes deficient setbacks on all property lines. An appropriate setback and landscape buffer is required on the lands adjacent to the cemetery in order to avoid impacts to adjacent grave shafts located within the St. John's Dixie Cemetery. The regional road right of way dedication is greater than shown on the original plan which impacts the siting of the block of townhomes facing Cawthra Road.

A larger front yard setback is required. Further, the site layout should allow for a continuous street frontage along Cawthra Road without the abrupt grade changes that excessively elevate the front elevation. The proposed development presents an abrupt change in grade within limited building setbacks relative to the Cawthra Road frontage that is incompatible with the character of the street. This results in buildings that are elevated by up to 17 steps. This is out of scale relative to the frontage and adjacent properties. It also results in insufficient building setbacks that abruptly break the continuous street frontage along Cawthra Road. The frontage along Cawthra Road is characterized by mature trees within generous building setbacks and a gradual grade transition to street facing buildings.

As proposed, the development is out of character relative to adjacent neighbourhood and the established context. As well, the site does not provide adequate amenity area or landscaped area. The proposal results in the overdevelopment of the site.

The applicant's Planning Justification Report has not adequately demonstrated that the proposal represents good planning or is consistent with the intent of MOP policies.

### Zoning

The proposed **RM9-Exception** (Horizontal Multiple Dwellings with more than 6 Dwelling Units) and **RM5-Exception** (Street Townhouse Dwellings) zoning standards are summarized in the Information Report (Appendix 1: Appendix 10). The proposal does not meet the zoning standards as it proposes numerous reductions in the zoning by-law standards and a layout incompatible with the surrounding lands.

### PLANNING AND BUILDING DEPARTMENT ALTERNATIVE CONCEPT PLAN

The Planning and Building Department have reviewed the development proposal in view of MOP policies and the zoning by-law and has determined that the applicant is proposing a development that exceeds what the site can accommodate. The proposal does not provide adequate setbacks, landscaping buffers and transition to the surrounding neighbourhood and should be refused. The applicant has not provided a comprehensive resubmission to address the outstanding matters.

The Planning and Building Department prepared a concept plan based on the new lot area and configuration resulting from the regional right-of-way requirements.

The revised site layout with a reduced number of units in accordance with the policies of MOP. The layout (shown in Appendix 2) includes the property at 3105 Cawthra Road (Files OZ 17/011 W3 and T-M17003 W3), which requires a connection through the subject site to access Cawthra Road. The plan will necessitate mutual access agreements between the two land owners.

The alternative concept plan includes the following revisions to the applicant's proposal:

- An increased front yard setback in keeping with the established character along most of Cawthra Road
- Introduction of street related townhomes fronting on Cawthra Road to create an appropriate relationship and transition in grades, scale, built form and connectivity to the street and to eliminate the need for an excessive number of steps and retaining walls that result in buildings that are abruptly raised
- Interconnection with the proposed development at 3105 Cawthra Road located to the south from the signalized intersection at Cawthra Road and Silver Creek Boulevard
- Appropriate setback and landscape buffer to the adjacent St. John's Dixie Cemetery
- Two detached dwellings fronting onto Ericson Road
- Reorganization of the layout of the visitor parking in order to achieve an appropriate buffer between the parking and the adjacent townhome building
- Maintenance of the proposed public walkway along the north property line connecting the community to transit services and other uses on Cawthra Road

- Reduction in the number of units (10) in order to achieve the appropriate setbacks and transition to the adjacent land uses (28 stacked townhouse and 8 street townhouse units are shown)

The concept plan would result in a development that is compatible in built form and scale to surrounding context as well as the existing and planned character of the neighbourhood. It will provide appropriate intensification and will minimize undue impacts on adjacent properties. The proposed connection with the development at 3105 Cawthra Road shows how the site can be developed in conjunction with the adjacent proposal for townhomes. The walkway connects the neighbourhood to the east to Cawthra Road so that pedestrians can access the bus stop, future multi-use trail and commercial plaza meeting the MOP policies of providing walkable communities.

The alternative concept plan prepared by the Planning and Building Department would require an amendment to MOP to accommodate the townhome portion of the development to **Residential Medium Density – Special Site** and a rezoning to **H-RM9-Exception** (Horizontal Multiple Dwellings with more than 6 Dwelling Units). The lots fronting onto the Ericson Road cul-de-sac would not require an official plan amendment. They would be rezoned to **H-R5-Exception** (Detached Dwellings) with variances to the zoning by-law requirements for lot area and frontage. This zoning is appropriate to accommodate the alternative concept.

Staff is currently finalizing proposed zoning regulations and new urban design guidelines for back to back and stacked townhomes. Even though the subject application was made in advance of Council's consideration, the regulations and guidelines will be considered in the further processing of this proposal and associated the future site plan application.

### **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 the LPAT render a decision on the applicant's appeals that results in an increase in height or density, 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. In lower density areas, proposed development can be a suitable candidate to provide a community benefit contribution where a unit increase of 10 percent over the permitted number of units is proposed such as in this case. Two units are currently permitted while 42 are proposed.

### **Site Plan**

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

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

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

Should this application be approved by LPAT, staff will request an "H" Holding symbol 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, the applicant proposes that the zoning by-law incorporate an "H" Holding Provision until such time as the following matters have been satisfactorily addressed:

- Any other outstanding technical issues
- Grading and servicing matters
- Land dedication to the Region of Peel for the Cawthra Road right of way widening
- Satisfactory access and interconnection arrangements with the development at 3105 Cawthra Road
- Submission of an executed Section 37 Agreement

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.

### **Draft Plan of Subdivision**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to grading, servicing, stormwater management and noise mitigation measures. These will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision and common element condominium. Development will be subject to the completion of services and registration of the subdivision.

The proposed plan of subdivision (Appendix 3) was reviewed by City departments and agencies and is acceptable subject to certain conditions attached as Appendix 4. Additional conditions may be required with the review of additional information or revised plans.

## **Financial Impact**

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

## Conclusion

In summary, since the applications have been submitted to the City, staff has consistently communicated several concerns with the proposal that currently remain outstanding. While the proposed land use is generally acceptable, various design and technical matters have yet to be addressed and prevent staff from supporting the proposed development in its current form. The proposed official plan amendment, rezoning and draft plan of subdivision should not be approved for the following reasons:

1. The proposal is consistent with the PPS and conforms with the Growth Plan and the Region of Peel Official Plan.
2. The proposal, as submitted does not achieve the policies of MOP and the proposed zoning standards do not meet the intent of the zoning by-law.
3. A reduction in the number of units would allow for an improved layout and appropriate performance standards.

The alternative proposal by the Planning and Building Department is in keeping with the goals and objectives of MOP, conforms to the Regional Official Plan and Growth Plan and is consistent with the PPS.

Should the LPAT approve the applications, staff will request that an "H" Holding Symbol be attached to the approval to be lifted by Council once a satisfactory official plan amendment and zoning by-law have been successfully completed and all technical matters have been resolved.

## Attachments

Appendix 1: Information Report

Appendix 2: Alternative Concept Plan by Planning and Building Department

Appendix 3: Draft Plan of Subdivision

Appendix 4: Conditions of Draft Approval




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Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

Planning and Development Committee

2018/06/01

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

# City of Mississauga

## Corporate Report



Date: November 15, 2016

To: Chair and Members of Planning and Development Committee

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

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

Meeting date:  
2016/12/05

## Subject

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

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

**Owner: Maple Valley Development Corporation**

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

## Recommendation

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

## Report Highlights

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

## Background

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

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

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

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

The surrounding land uses are:

North: West End Buddhist Temple and Meditation Centre, Mini Skool Daycare  
 East: St. John's Anglican Cemetery, single detached homes on Ericson Road  
 South: Single detached homes on Ericson Road, three storey apartment building  
 West: Single and semi-detached homes across Cawthra Road, commercial retail plaza with No Frills Grocery store at the intersection of Cawthra Road and Silver Creek Boulevard

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

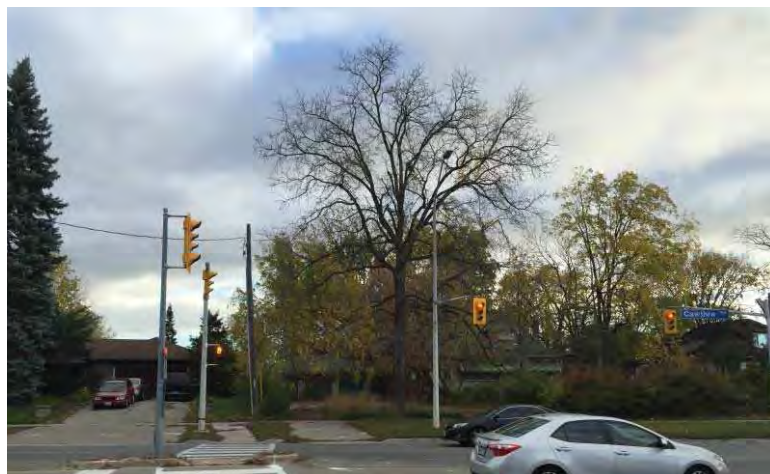


Image of Existing Conditions facing east across Cawthra Road



## DETAILS OF THE PROJECT

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



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

Stacked Townhome Elevation – See Appendix 6

| Development Proposal         |   |          |
|------------------------------|---|----------|
| Applications submitted:      | Received: February 1, 2016<br>Deemed complete: March 14, 2016   |          |
| Developer Owner:             | Maple Valley Development Corporation  |          |
| Applicant:                   | Glen Schnarr and Associates Inc.  |          |
| Number of units:             | 42  |          |
| Height:                      | 3 storeys   |          |
| Lot Coverage:                | 26%   |          |
| Floor Space Index:           | 0.83  |          |
| Landscaped Area:             | 27%   |          |
| Gross Floor Area:            | 4,489.16 m <sup>2</sup> (48,320.91 ft <sup>2</sup> )  |          |
| Road types:                  | Condominium road and public road (Ericson Road cul-de-sac extension)  |          |
| Anticipated Population:      | 130*<br>*Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga. |          |
| Parking:                     | Required  | Proposed |
| <u>Condominium townhomes</u> |   |          |
| Resident spaces              | 76  | 75       |
| Visitor spaces               | 10  | 11       |
| <u>Street townhomes</u>      |   |          |
| resident spaces              | 12  | 8        |

Additional information is provided in Appendices 1 to 11.

## LAND USE CONTROLS

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

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

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

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

## Bonus Zoning

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

## WHAT DID THE COMMUNITY SAY?

Two community meetings were held by Ward 3 Councillor, Chris Fonseca on June 29, 2016 and November 7, 2016.

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

- The proposed cul-de-sac and four townhomes will negatively impact the residents on Ericson Road
- The added traffic demand will be unacceptable on Ericson Road
- The number of parking spots proposed is insufficient and there have been issues with parking in the nearby neighbourhood and around the cemetery site

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

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

### DEVELOPMENT ISSUES

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

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

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

### OTHER INFORMATION

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

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

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

### **Development Requirements**

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

### **Financial Impact**

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

### **Conclusion**

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

### **Attachments**

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



Planning and Development Committee

2016/11/15

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

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Edward R. Sajecki,  
Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

Maple Valley Development Corporation

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

### Site History

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





**LEGEND:**



**SUBJECT LANDS**

DATE OF AERIAL IMAGERY IS 2016:



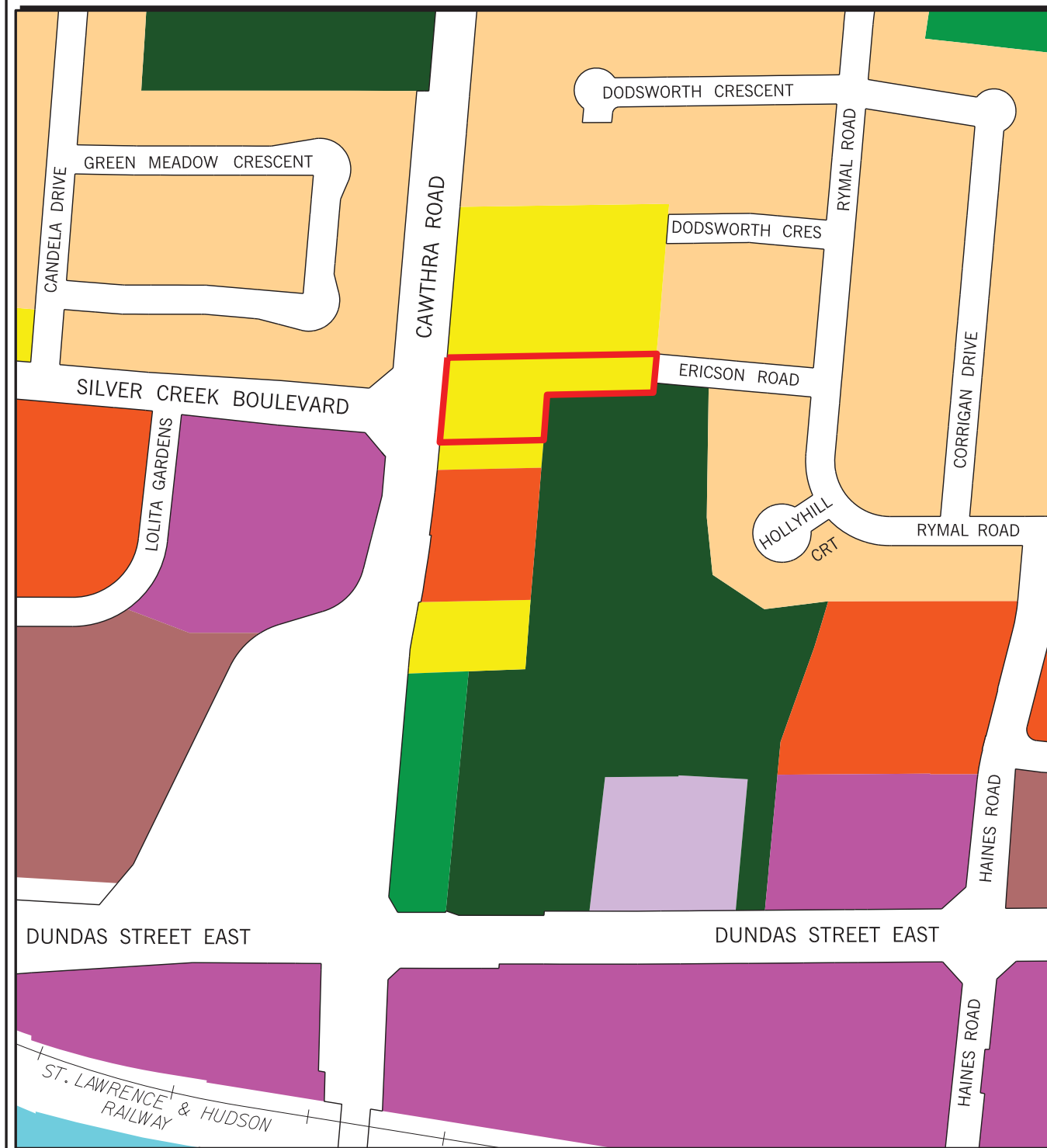
**TITLE: MAPLE VALLEY DEVELOPMENT CORPORATION**

**FILE NO: OZ 16/ 001 W3**



**MISSISSAUGA**

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T&W, Geomatics



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

### LAND USE DESIGNATIONS

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

### BASE MAP INFORMATION

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

### City Structure

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

SUBJECT LANDS

**DRAFT**



**TITLE: MAPLE VALLEY DEVELOPMENT CORPORATION**

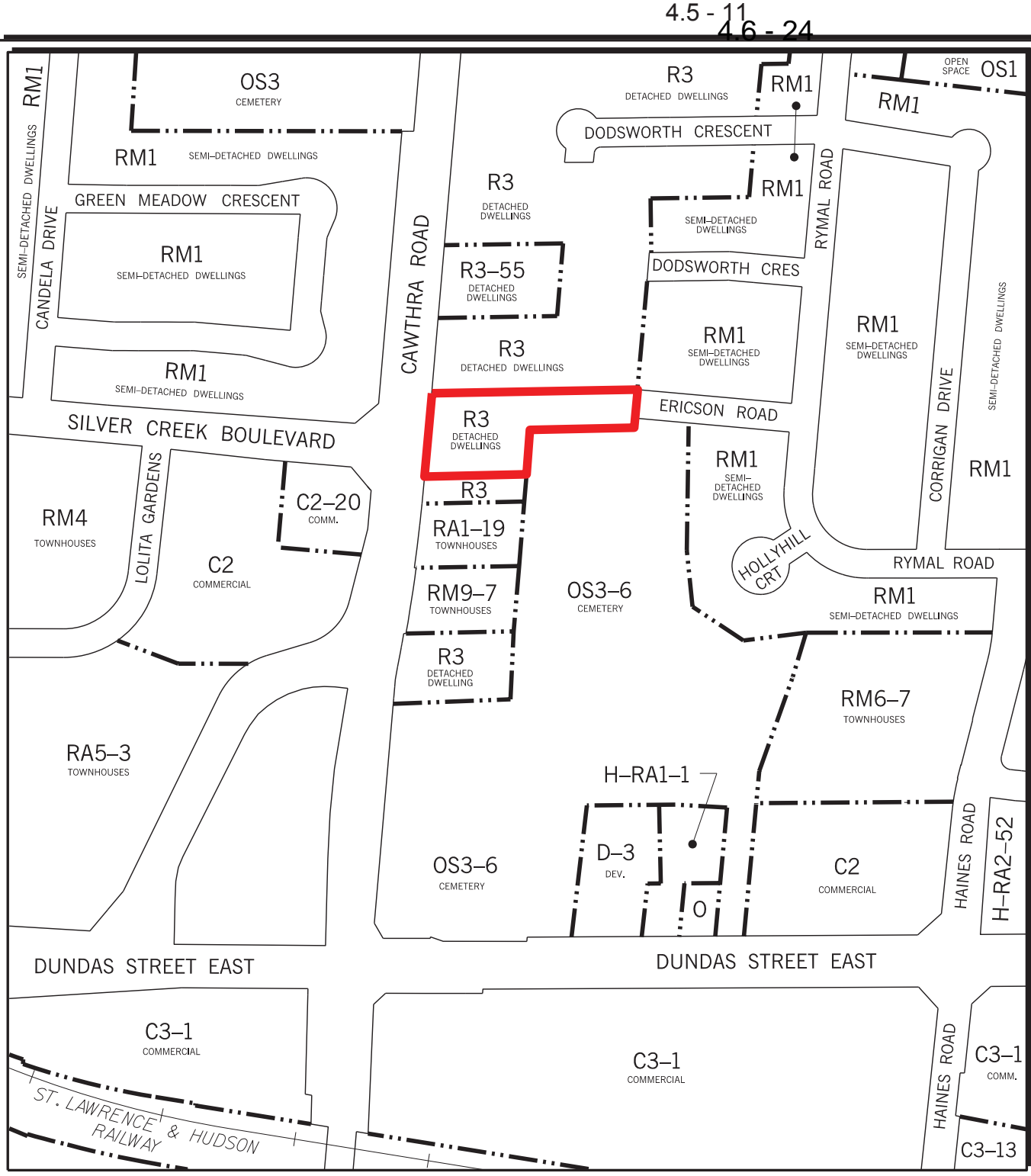
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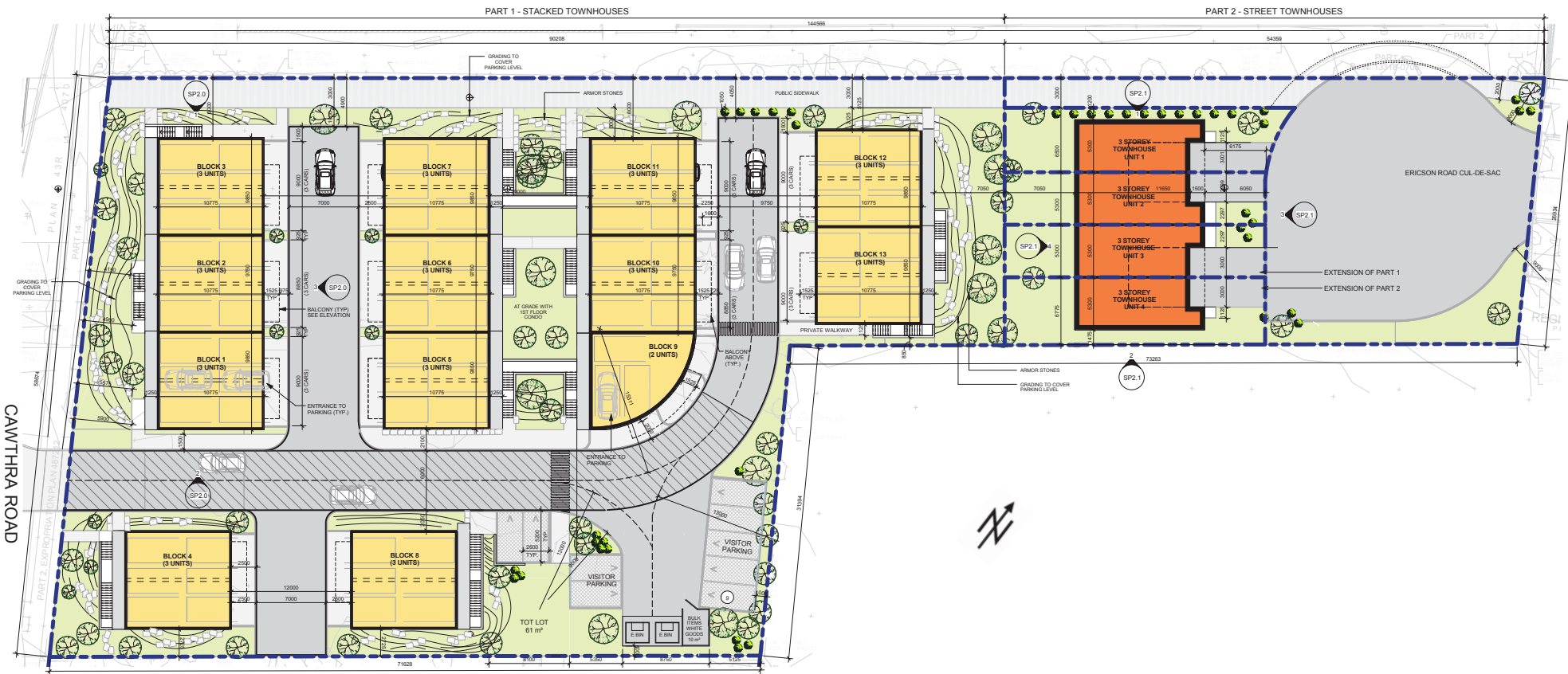
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TITLE: MAPLE VALLEY DEVELOPMENT CORPORATION

FILE NO: OZ 16/ 001 W3



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T&W, Geomatics





OPTION 1 - 2 Singles  
FOR DISCUSSION PURPOSES ONLY

OCTOBER 4, 2016



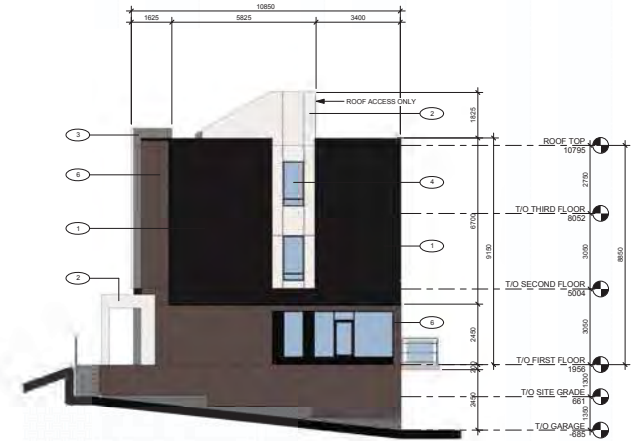


OPTION 2 - 1 Singles/ 2 Semis  
FOR DISCUSSION PURPOSES ONLY

OCTOBER 4, 2016



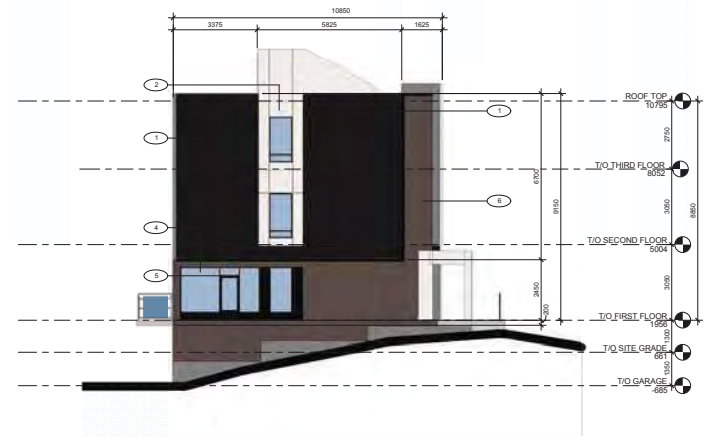
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2 SOUTH ELEVATION - (BLOCKS 1, 2, 3)  
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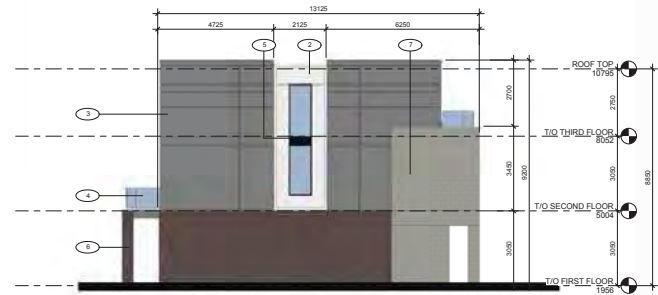
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1 NORTH ELEVATION - (BLOCKS 1, 2, 3)  
SP2.0 1:100



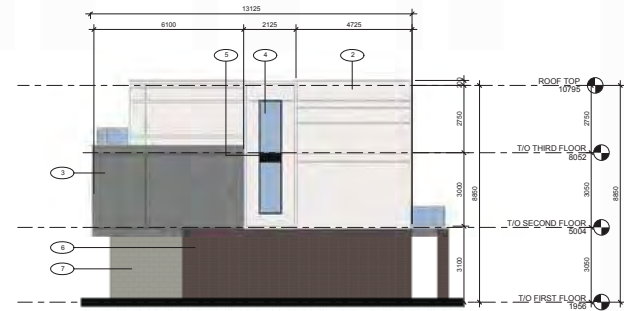
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2 SOUTH ELEVATION - TOWNS  
SP2.1 1:100



3 EAST ELEVATION - TOWNS  
SP2.1 1:100



1 NORTH ELEVATION - TOWNS  
SP2.1 1:100

Maple Valley Development Corporation

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

## Agency Comments

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

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



Maple Valley Development Corporation

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

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



Maple Valley Development Corporation

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

| Agency / Comment Date  | Comment  |
|--|--|
|  | required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City Policies and By-laws.   |
| City Transportation and Works Department<br>(October 27, 2016) | <p>The Applicant has been requested to provide additional information regarding the proposed design of the Ericson Road extension and cul-de-sac, grading around the proposed freehold townhomes and how the site's drainage is self-contained. Notwithstanding the above noted outstanding items, updates will be necessary upon receipt of a new proposal.</p> <p>Additionally, the applicant has been requested to respond to comments on the proposed development and provide additional technical details. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> <li>• Grading and Servicing details</li> <li>• Stormwater Management</li> <li>• Noise and Feasibility Study</li> <li>• Traffic Impact Study</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p> |
| Other City Departments and External Agencies                   | <p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>City Community Services – Culture Division<br/> City Community Services – Fire Prevention<br/> City Economic Development Office<br/> City Development Services<br/> Canada Post Corporation<br/> Enersource Hydro Mississauga<br/> Greater Toronto Airport Authority<br/> Bell Canada</p>  |
|  | <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Trillium Health Partners<br/> Conseil Scolaire Viamonde<br/> Conseil Scolaire de District Catholique Centre-Sud<br/> City Planning and Building, Policy Division<br/> City Mississauga Realty Services<br/> Trans-Northern Pipelines</p>   |

Maple Valley Development Corporation

File: 16/001 W3 &amp; T-M16001 W3

## School Accommodation

| The Peel District School Board   | The Dufferin-Peel Catholic District School Board   |
|--|--|
| <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>9 Kindergarten to Grade 5</li> <li>4 Grade 6 to Grade 8</li> <li>5 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Dixie Public School <ul style="list-style-type: none"> <li>Enrolment: 304</li> <li>Capacity: 507</li> <li>Portables: 0</li> </ul> </li> <li>Tomken Road Middle School <ul style="list-style-type: none"> <li>Enrolment: 1,011</li> <li>Capacity: 947</li> <li>Portables: 5</li> </ul> </li> <li>Applewood Heights Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1,010</li> <li>Capacity: 1,284</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> | <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>3 Junior Kindergarten to Grade 8</li> <li>2 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Thomas More <ul style="list-style-type: none"> <li>Enrolment: 570</li> <li>Capacity: 651</li> <li>Portables: 0</li> </ul> </li> <li>Philip Pocock <ul style="list-style-type: none"> <li>Enrolment: 1,079</li> <li>Capacity: 1,257</li> <li>Portables: 5</li> </ul> </li> </ul> </li> </ul> |

Maple Valley Development Corporation

File: OZ 16/001 W3 & T-M16001 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 Applewood Neighbourhood  
Character Area.

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

and

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

**Proposed Official Plan Amendment Provisions**

**Residential Low Density II**

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

and

**Residential Medium Density – Special Site**

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

Maple Valley Development Corporation

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

**Relevant Mississauga Official Plan Policies**

|                                   | <b>Specific Policies</b>  | <b>General Intent</b>  |
|-----------------------------------|---|--|
| <b>Section 5 - City Structure</b> | <p>Sections 5.3, 5.3.5, 5.3.5.2, 5.3.5.3, 5.3.5.5, 5.3.5.6, 5.4</p> | <p>Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights.</p> <p>Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas.</p> <p>Where higher density uses are proposed they should be located along corridors.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Plan.</p> <p>Development should be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.</p> <p>Where higher density uses within Neighbourhoods are directed towards corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> |

Maple Valley Development Corporation

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

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

Maple Valley Development Corporation

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

|                             | Specific Policies | General Intent  |
|-----------------------------|-------------------|---|
| Section 19 - Implementation | Section 19.5.1    | <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <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> |

Maple Valley Development Corporation

File: OZ 16/001 W3 T-M16001 W3

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

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

**Proposed Zoning Standards**

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

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

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

## Maple Valley Development Corporation

File: OZ 16/001 W3 T-M16001 W3

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



## Maple Valley Development Corporation

File: OZ 16/001 W3 T-M16001 W3

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



ST. JOHN'S DIXIE CEMETERY

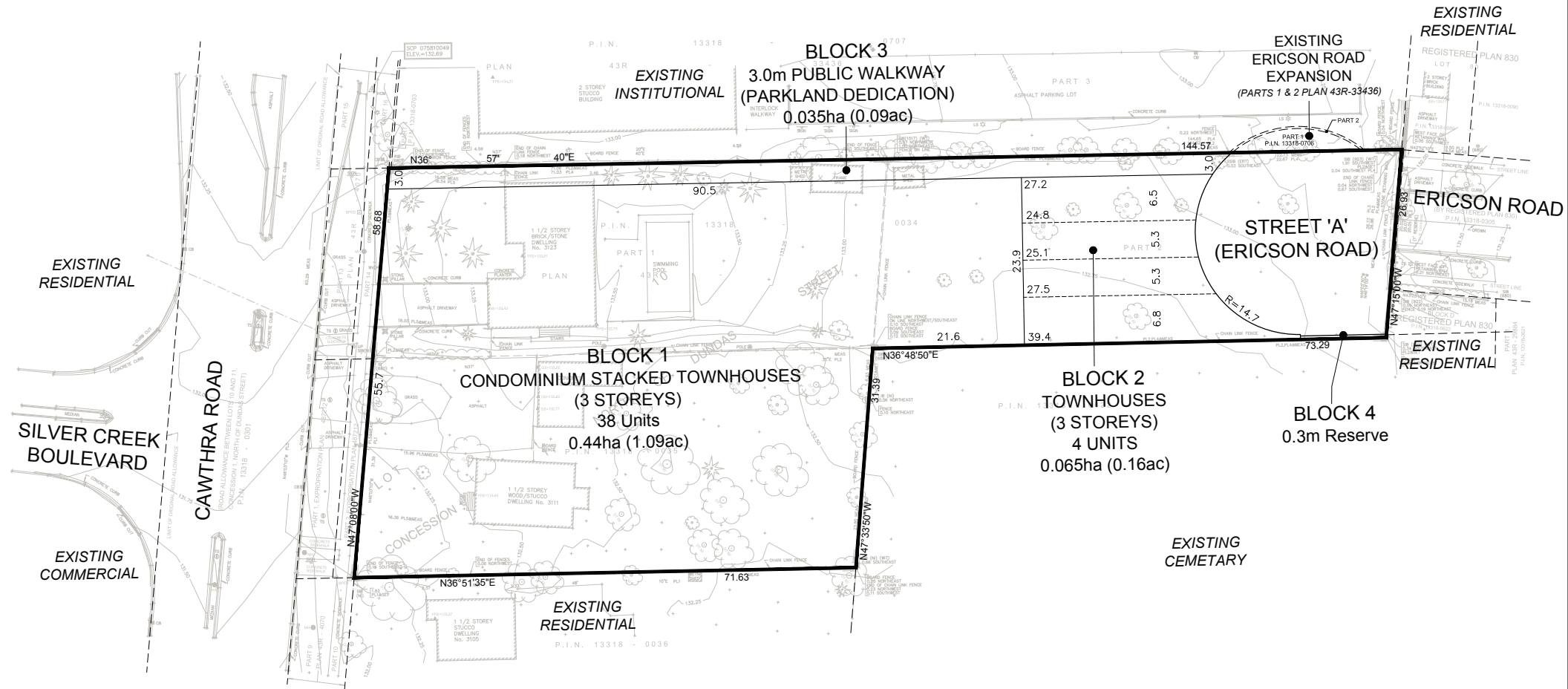
3111 & 3123  
CAWTHRA ROAD

3105 CAWTHRA ROAD

CAWTHRA ROAD

5M MIN.  
BUILDING SETBACK  
FROM REGION OF PEEL  
APPROVED R.O.W  
EXTENSION LIMIT

SILVER CREEK  
BOULEVARD



Maple Valley Development Corp.

File: OZ/OPA 16/001 W3 &amp; T-16001 W3




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**SCHEDULE A  
CITY CONDITIONS OF APPROVAL**

**FILE:** T-M16001 W3

**SUBJECT:** Draft Plan of Subdivision  
3111 and 3123 Cawthra Road  
Part of Lot 10, Concession 1, North of Dundas Street  
North of Dundas Street East, east side of Cawthra Road  
City of Mississauga  
Maple Valley Development Corporation

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Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

**NOTE:** City is "The Corporation of the City of Mississauga"  
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated January 6, 2016.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into Servicing, Development and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, signals, road access, grading, fencing, noise mitigation, environmental issues and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES.

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AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR THEIR CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 That in accordance with CPD Resolution 0121-91, that a minimum of three car spaces per dwelling, including those in a garage be required and a minimum of 0.25 visitor parking space per dwelling be required on the street for the subject development.
- 9.0 The proposed private street shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 10.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 11.0 Prior to final approval or preservicing, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 12.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding educational facilities have been made between the developer/ applicant and the School Boards for this plan.
- 13.0 Prior to preservicing and/or execution of the Servicing Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 14.0 Prior to execution of the Servicing Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 15.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

**THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.**

City of Mississauga  
**Corporate Report**



Date: June 1, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, Commissioner of Planning and Building

Originator's file:  
 OZ 17/006 W3

Meeting date:  
 2018/06/25

## Subject

### **RECOMMENDATION REPORT (WARD 3)**

**Applications to permit 102 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**

**Pre-Bill 139**

## Recommendation

1. Notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
3. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants to attend the Local Planning Appeal Tribunal (LPAT) hearing proceedings which may take place in connection with these applications under File OZ 17/006 W3, 4005 Hickory Drive Ltd., 4005 Hickory Drive, in support of the recommendations outlined in the report dated June 1, 2018 that concludes that the proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.
4. That City Council provide the Commissioner of Planning and Building or his designate with the authority to instruct the City Solicitor on modifications to the position deemed necessary during or before the LPAT hearing process, including the authority to instruct and confirm a settlement of the appeal, if any.

## Report Highlights

- The official plan amendment and rezoning applications have been appealed to LPAT by the applicant for failure by City Council to make a decision within the prescribed timelines. A pre-hearing conference or hearing date has not yet been scheduled
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff including relocating the proposed main entrance to align with the existing driveway of Sunrise retirement home on the west side of Hickory Drive; relocation of the proposed fire route; reconfiguration of the garbage staging area and providing a larger setback on the north side of the property in order to reduce the impact of overlook into the abutting property
- It has been concluded that the proposed development is supportable from a planning perspective
- An approval by LPAT should be subject to an "H" Holding Symbol to address outstanding technical requirements and to allow for a Section 37 Agreement
- Staff require direction from Council to attend any LPAT proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report

## Background

A public meeting was held by the Planning and Development Committee on October 30, 2017, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0061-2017 was then adopted by Council on November 8, 2017.

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, be received for information.

That three oral submissions made to the Planning and Development Committee Meeting on October 30, 2017, be received.

On November 10, 2017, the owner appealed the applications to LPAT due to the failure by City Council to make a decision on the applications within the time prescribed by the *Planning Act* and a pre-hearing date has not been scheduled. The purpose of this report is to make a recommendation to Planning and Development Committee on the application and to seek direction with respect to the appeal.



## Comments

### REVISED DEVELOPMENT PROPOSAL

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

- Relocation of the proposed access to Hickory Drive to align with the existing Sunrise retirement home access on the west side of Hickory Drive
- Relocation of the proposed fire route
- Reconfiguration of the garbage staging area
- Increased outdoor amenity area from 793.7 m<sup>2</sup> (8,543 ft<sup>2</sup>) to 833.1 m<sup>2</sup> (8,967 ft<sup>2</sup>)
- Redesign of the proposed common landscaped area (based on the relocation of the proposed fire route)

### COMMUNITY COMMENTS

The issues below were raised at the October 30, 2017 Planning and Development Committee Meeting, the September 18, 2017 Community Meeting by Ward 3 Councillor Chris Fonseca and the joint traffic meeting on File OZ 17/003 W3 (4064, 4070 and 4074 Dixie Road) with City traffic staff and Ward 3 Councillor Chris Fonseca held on September 28, 2017.

#### Comment

Traffic is an issue on Hickory Drive. Additional traffic generated by the proposed development and other developments in the immediate area will create unsafe traffic conditions. There should be a traffic signal installed at the intersection of Hickory Drive and Burnhamthorpe Road East and at the intersection of Hickory Drive and Rathburn Road as well as speed bumps along Hickory Drive from Rathburn Road to Burnhamthorpe Road East.

#### Response

Comments from the City's Transportation and Works Department advise that taking into account the new developments, traffic volumes on Hickory Drive, Burnhamthorpe Road East and Rathburn Road do not warrant traffic signals at the intersections of Burnhamthorpe Road East and Hickory Drive and Rathburn Road and Hickory Drive. Transportation and Works further advised that the traffic calming warrant for speed bumps on Hickory Drive is not warranted.

#### Comment

Residents were concerned with the redesignation of the existing office building and the rezoning for back to back stacked townhomes. The residents preferred single family or semi-detached homes in this location.

#### Response

The subject property is located within the Rathwood-Applewood Community Node Character Area of MOP. Community Nodes are areas within the City where intensification is encouraged. The general built form north and west of the site is single family detached homes. However, the context east and south of the site ranges from residential high density to commercial uses. The back to back townhomes (medium density) provides a transition from these uses to the existing

single detached homes. The existing MOP policies encourage higher densities on this site. The updated built form changes have reduced the impacts this proposal may have on the abutting single family detached homes on Hickory Drive.

#### **Comment**

Residents requested that the site have access to Burnhamthorpe Road East with no access to Hickory Drive.

#### **Response**

Comments received from the Transportation and Works Department advise that a driveway will not be permitted to Burnhamthorpe Road East from this proposed development. Additional driveways to a main arterial road (Burnhamthorpe Road East) are generally not permitted for safety reasons. In this circumstance the distance between Hickory Drive and Dixie Road is too short to add an additional driveway without causing safety related issues.

#### **Comment**

The existing trees on the property should be preserved. Any trees proposed to be planted would be small, relative to the existing mature trees on the property.

#### **Response**

The applicant is proposing to remove 46 trees on private property. In terms of replacement, the applicant is proposing to add 50 new trees on site, which includes 11 trees on the public right-of-way (4 trees along Hickory Drive and 7 trees along Burnhamthorpe Road East). A total of 39 trees will be replaced on private property.

#### **Comment**

The proximity of the proposed buildings to the neighbouring single family detached homes will result in shadow impact on abutting homes.

#### **Response**

The applicant submitted a sun/shadow study with the applications that demonstrates that the proposed development shadows will not impact adjacent lands uses during any time of the day.

#### **Comment**

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

#### **Response**

The applicant is proposing 21 visitor parking spaces, whereas 26 spaces are required based on the zoning by-law parking rates. A Parking Study was submitted and deemed to be acceptable. The proposed parking rates reflect what has been approved for other similar developments throughout the city.

**Comment**

A noise and air quality study should be undertaken

**Response**

A local air quality assessment was completed by Novus Environmental that reviewed total vehicle emissions within the study area bounded by Rathburn Road, Hickory Drive, Dixie Road and Burnhamthorpe Road East. The assessment concluded that there will be no negligible impacts on local air quality from this proposed development.

An Environmental Noise Feasibility Study was completed by Valcoustics Ltd. The Study recommends a 3.2 metre (10.5 ft.) high sound barrier extending 6.0 metres (19.7 ft.) from the existing Shell service station located two properties east of the subject lands in order to reduce the noise levels on the subject property. The applicant will be required to negotiate with the service station to allow the construction of the sound barrier on their property. This requirement will be a condition of lifting of the "H" Holding Symbol.

**Comment**

Concern about the conversion of employment lands to residential.

**Response**

The subject property is currently designated for office uses in MOP. However, it is not part of a cluster of 'business and economic activities' such that it would be considered part of an employment area. For this reason, the proposed development to redesignate the subject property from office to a residential use is not considered a conversion in the context of the PPS.

**UPDATED AGENCY AND CITY DEPARTMENT COMMENTS****Region of Peel**

Comments updated April 11, 2018, state that the applicant is to conform to the Region's Waste Collection Design Standards Manual for waste collection and the number of bins required. A Condominium Water Servicing Agreement may be required. The Region of Peel requires review of the Declaration and Description prior to the registration of the Condominium. There is adequate servicing to service this site.

**Transportation and Works**

Comments updated May 4, 2018, request that the owner provide this Department with a satisfactory grading and servicing plan prior to Lifting of the "H" Holding Symbol. Any works within the municipal boulevard required as a result of these plans must be satisfactorily addressed in the appropriate schedules of the Development Agreement at the owners' expense.

**PLANNING COMMENTS**

**Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan)**

The *Provincial Policy Statement* (PPS) and *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

### **Consistency with PPS**

Section 1.1.3.2 of the PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses which are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; support active transportation; are transit supportive, where transit is planned, exists or may be developed.

Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Section 5 of MOP (Direct Growth) has policies that designate Community Nodes as Intensification Areas that will provide a range of housing types and access to uses such as retail, restaurants, cultural, schools and parks.

Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourages appropriate intensification that promotes a diverse mix of uses, be attractive built form, safe and walkable, be pedestrian oriented and supports transit and active transportation modes.

The relevant MOP policies in this report are consistent with the PPS.

### **Conformity with Growth Plan**

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS

and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.3.11 of MOP states that 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.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth and include Community Nodes. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and their surrounding areas.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

### **Region of Peel Official Plan**

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of Community Nodes (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

### **Mississauga Official Plan (MOP)**

The proposal requires an amendment to the Mississauga Official Plan Policies for the Rathwood-Applewood Community Node Character Area, to permit horizontal multiples (back to back stacked townhomes) with a Floor Space Index (FSI) of 1.31. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***

- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

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

#### *Directing Growth*

The subject site is located in the Rathwood-Applewood Community Node Character Area, an established area with a mix of land uses, including medium and high density residential uses, commercial uses, some offices and community and recreational uses (i.e. schools, places of worship, Burnhamthorpe Community Centre, Maja Prentice Theatre and Burnhamthorpe Library as well as Rockwood Mall). Community Nodes are identified as Intensification Areas in MOP and are intended to accommodate future growth within the City. Development in Community Nodes will achieve high quality urban environment, be in a form and density that is compatible with the existing character of the Node, and will support and encourage active transportation and transit usage.

The subject site is designated **Office**, which permits a range of professional, business or public administration functions. The site has been occupied by an office building since 1986. This area is not an employment area as defined by the PPS. The current designation and the location of the property are important factors in evaluating the appropriateness of the proposed development. The proposed horizontal multiple dwellings will not adversely impact or destabilize the overall goals and objectives of MOP. The proposal will have minimal impact on the continued functioning of the adjacent lands.

#### *Compatibility with the Neighbourhood*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Rathwood-Applewood Community Node Character Area, an Intensification Area. A range of uses are permitted in the node including, offices, retail and high and medium density residential uses. The surrounding lands north and west of the subject site are designated medium density, which permits townhouse dwellings and all forms of horizontal multiple dwellings (Section 11.2.5.5). While these properties mostly have detached houses, MOP provides for their future redevelopment to accommodate modest intensification in the form of townhouse and all forms of horizontal dwellings (back to back stacked townhomes). The proposed amendment would result in a land use in keeping with the existing land use designation to the north, and west of the subject property along Hickory Drive.

The proposed back to back stacked townhomes contribute to the diversity of housing stock within the Community Node, which presently consists of single detached, semi-detached, a retirement residence and some existing apartments along Dixie Road. The proposal is a compatible form of development for the subject lands. An appropriate transition in height and

built form is achieved between the proposed three storey development and adjacent properties especially the one and half storey single detached home to the north of the subject lands. The development has been designed to be compact, consistent with the applicable policies for Community Nodes, while also providing adequate setbacks to the property lines to ensure shadow impacts are mitigated on adjacent lands.

The back to back configuration of units, fronting onto internal mews, promotes social interaction and encourages comfortable and safe pedestrian circulation between blocks. Pedestrian connectivity is further enhanced through a continuous pedestrian sidewalk throughout the development. A common outdoor amenity area is proposed at a central location on the site. The applicant has proposed both active and passive amenity spaces, the design of which will be further refined through the site plan application.

The buildings are designed at a pedestrian scale with articulated façade treatments that are aesthetically pleasing. The combination of light colored materials and glass serve to break up the building mass and create visual interest.

All parking is proposed underground and access to the underground garage is located directly from Hickory Drive aligning with an existing driveway from Sunrise Retirement Residences on the west side of Hickory Drive. Loading and unloading is proposed to be located on the north side of the property from an external driveway off Hickory Drive which is to be used only for loading and unloading and fire access. Although the proposed parking rates are reduced from what is required under the zoning by-law, planning staff are satisfied with the reduction, given the availability of transit service in the area and the range of land uses within walking distance of the property. The requested reduction is consistent with similar approvals in other areas of the city.

#### *Services and Infrastructure*

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

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Number 26 and number 76 on Burnhamthorpe Road East having direct access to the Islington Subway Station (TTC) and to the Downtown Transit Terminal
- Number 5 on Dixie Road which connects to the Mississauga Transitway and Dixie Go Station

There is a transit stop on Burnhamthorpe Road East within 45 m (147.6 ft.) of the site. There is also a transit stop on Dixie Road within 150 m (492 ft.) from the proposed site.

The site is within walking distance of Rockwood Mall; Rockcrest Plaza (west side of Dixie Road north of Burnhamthorpe Road East) and Wisla Plaza (east side of Dixie Road south of Burnhamthorpe Road East). These plazas provide a range of services including a grocery store, drug store and restaurants.

The Burnhamthorpe Library and Maja Prentice Theatre are located east of the subject property on the southwest corner of Burnhamthorpe Road East and Dixie Road.

There is a multi-use trail on the north side of Burnhamthorpe Road East abutting this site, which runs the entire east-west length of the City. Golden Orchard Park is located 350 m (1148.3 ft.) from the proposed development.

The existing services including the library, shopping plazas, multi-use trail and convenient MiWay Transit routes contributes to the walkability of this neighbourhood.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

### Zoning

The proposed **H-RM9** (Horizontal Multiple Dwellings – Exception) is appropriate to accommodate the proposed horizontal multiple dwellings with an FSI of 1.31.

Appendix 4 contains an updated summary of the proposed site specific zoning provisions.

### Bonus Zoning

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

The subject lands are currently zoned **O** (Office) which permits a range of office type uses including a medical office, commercial school and a financial institution. The **O** zone allows a maximum height of 6 storeys and a maximum **floor space index** (FSI) of 0.5. The applicant is seeking to permit a redevelopment of the site with 102 back to back stacked townhomes and a total GFA of 10 280.06 m<sup>2</sup> (110,653.6 ft<sup>2</sup>) which represents a density increase that exceeds 1500 m<sup>2</sup> (16,146 ft<sup>2</sup>) over what would otherwise be permitted under the current zoning. As the project is larger than 5000 m<sup>2</sup> (53,820 ft<sup>2</sup>) in size, it meets the minimum threshold for a Section 37 contribution. The existing office building has a total GFA of 1 405 m<sup>2</sup> (15,125.7 ft<sup>2</sup>).

Should the LPAT render a decision on the applicant's appeals that results in an increase in height or density, 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.



**"H" Holding Symbol**

Should this application be approved by LPAT, staff will request an "H" Holding Symbol which can be lifted upon:

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a satisfactory grading plan and servicing plan
- Receipt of a signed Development Agreement
- The resolution of the excessive noise from the Shell service station

**Site Plan**

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as landscaping, detailed grading and the location of utilities. Through the site plan process, further refinements are anticipated for the design of the on-site amenity area, including connectivity between the proposed green space and the outdoor amenity area to Hickory Drive and Burnhamthorpe Road East.

**Financial Impact**

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

**Conclusion**

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent uses. Overlook conditions and shadow impacts have been addressed through the increase in building setbacks to the property lines. The applicant has provided a Planning Justification Report in support of the applications that has demonstrated that the proposal represents good planning.

Since the applications have been submitted to the City in May 2017, staff have worked with the applicant to resolve outstanding issues including: driveway access; loading and unloading; visitor parking; height and possible overlook; traffic issues; and land use compatibility with the abutting neighbourhood. Various design and technical matters were reviewed and were addressed. The revised plan is supportable in its current form.

Accordingly, the proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is consistent with the overall intent, goals and objectives of the official plan as the site is located within a Community Node and the proposed stacked townhomes will not destabilize the surrounding residential neighbourhood.
2. The proposed official plan provisions and zoning standards are appropriate to accommodate the requested uses.

## Attachments

- Appendix 1: Information Report
- Appendix 2: Revised Site Plan
- Appendix 3: Revised Elevations
- Appendix 4: Revised Zoning Standards



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Michael Hynes, Development Planner

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

## 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 Road East | 71.9 m (235.9 ft.)         |
| 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)



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 m<sup>2</sup> (7,418.2 ft<sup>2</sup>).

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

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



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.



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 loss 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

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.



## Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Rathwood Applewood Community Node 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



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Michael Hynes, Development Planner

4005 Hickory Drive Ltd.

File: OZ 17/006 W3

### 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



44-9



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017

TITLE:

4005 HICKORY DRIVE LTD.

FILE NO:

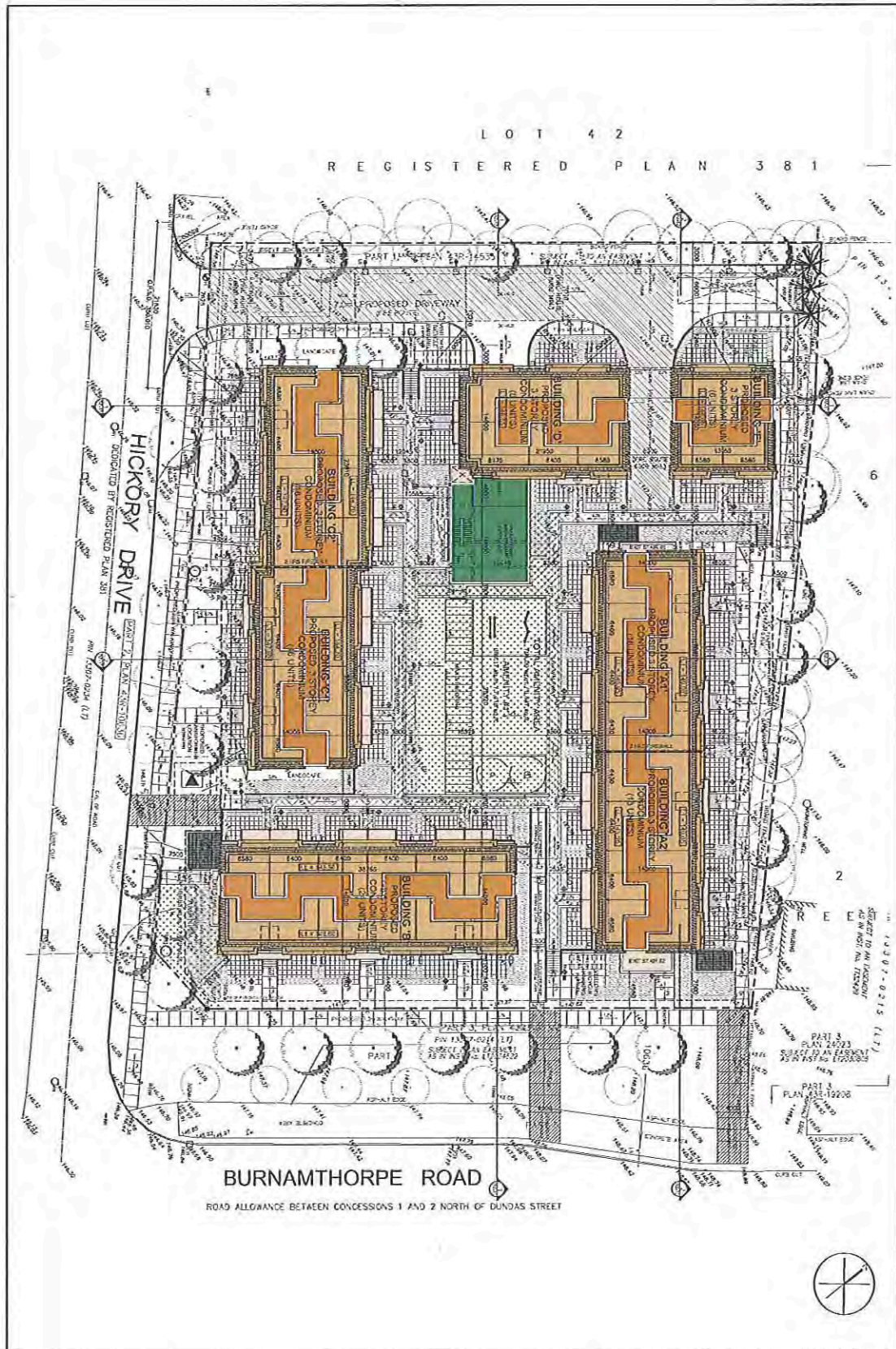
OZ 17/ 006 W3



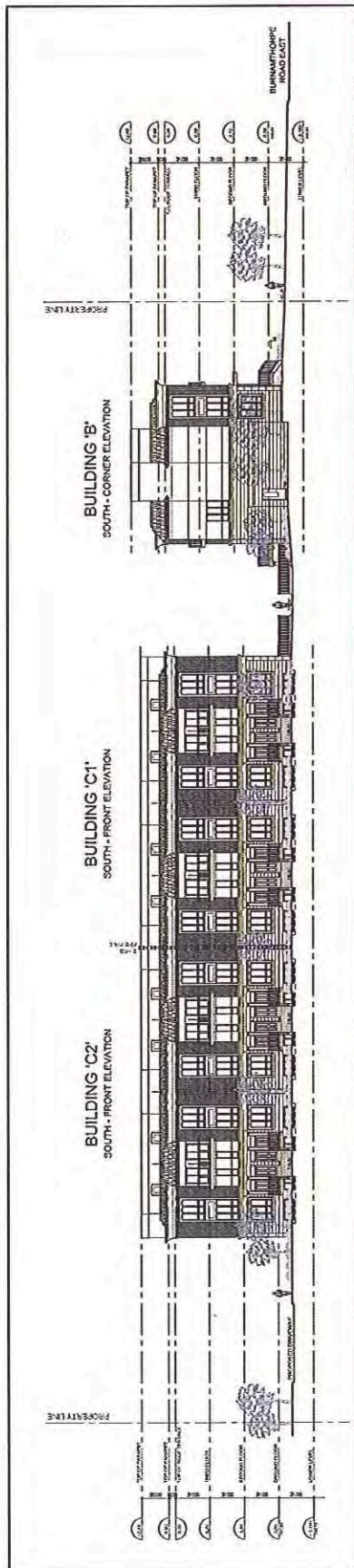
MISSISSAUGA

Produced by  
T&W, Geomatics

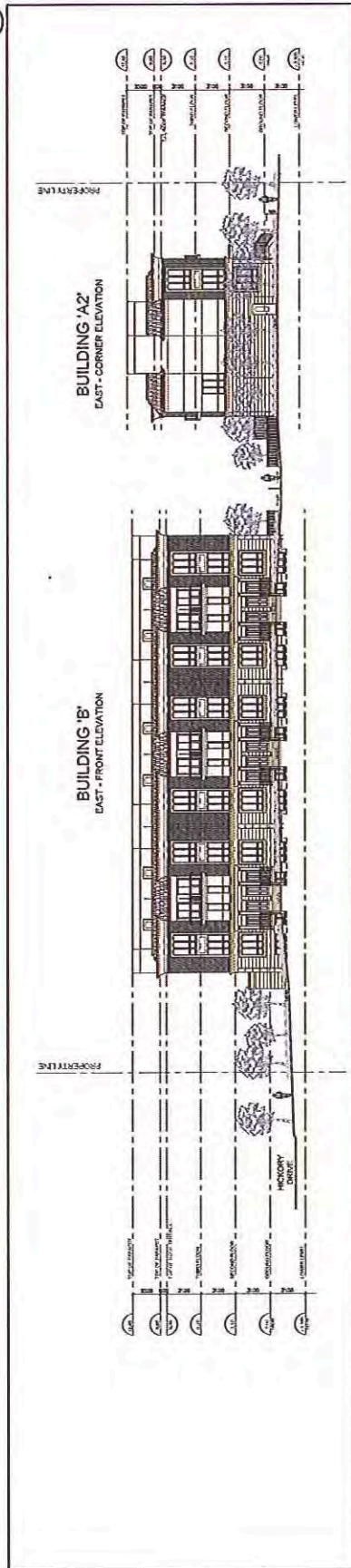




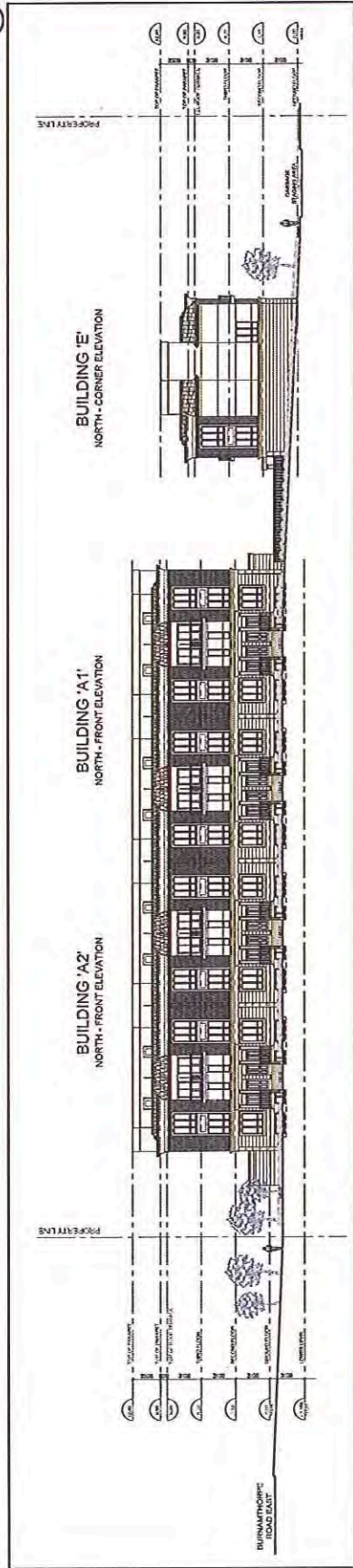




Building 'C1' & 'C2' Front Elevations - South Elevations along Hickory Drive  
11.00' 12.00'

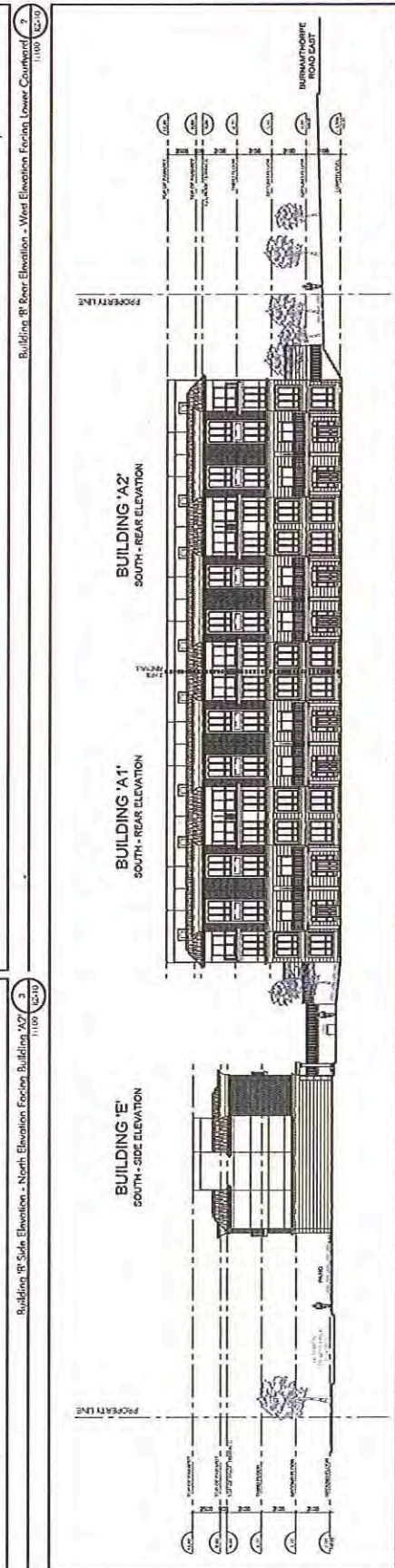
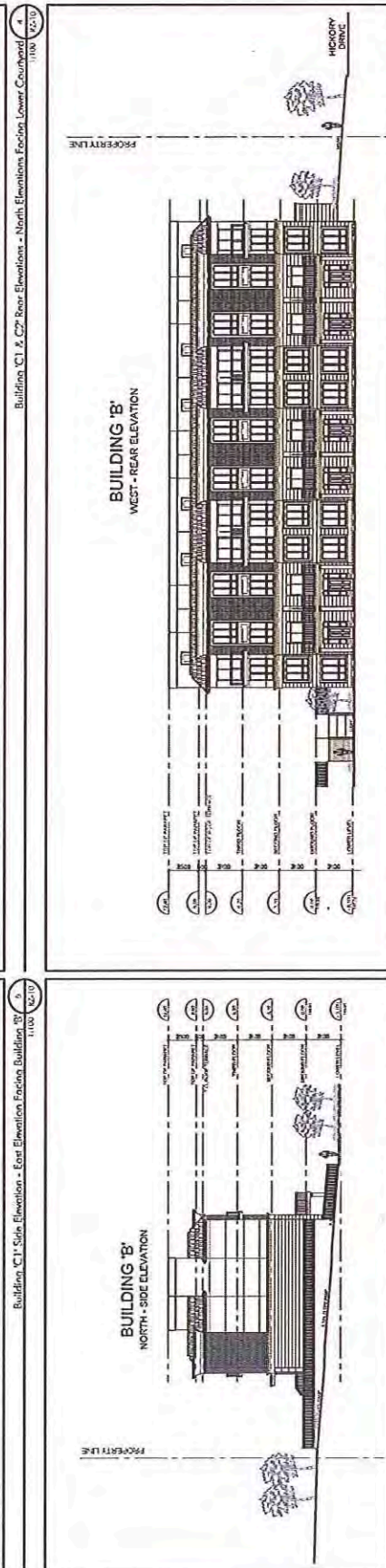
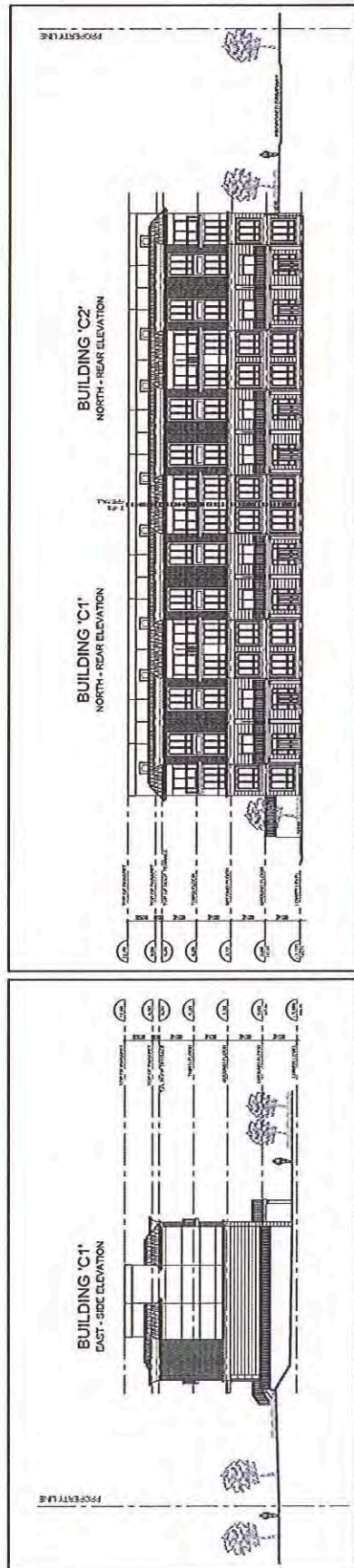


Building 'B' Front Elevation - East Elevation along Tunamphorne Road  
11.00' 12.00'

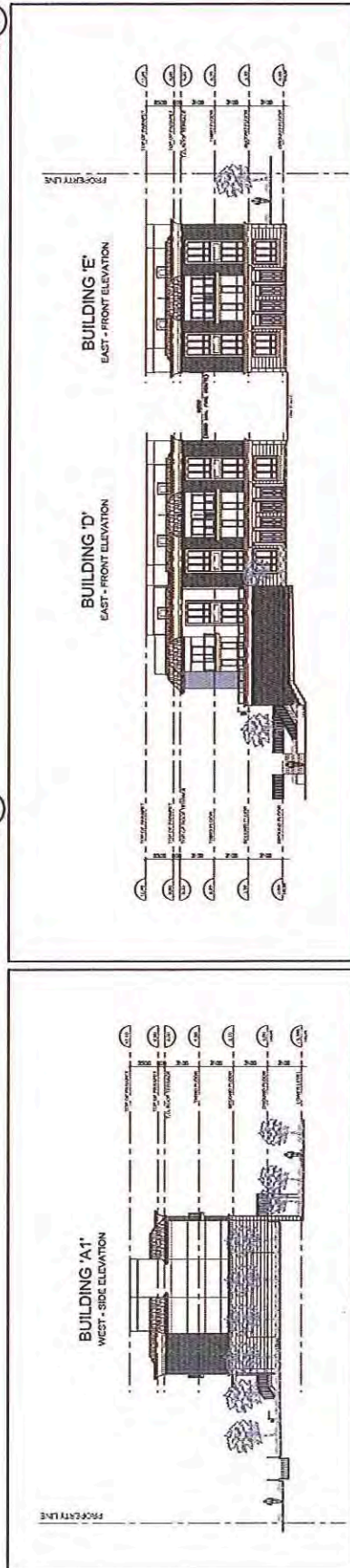
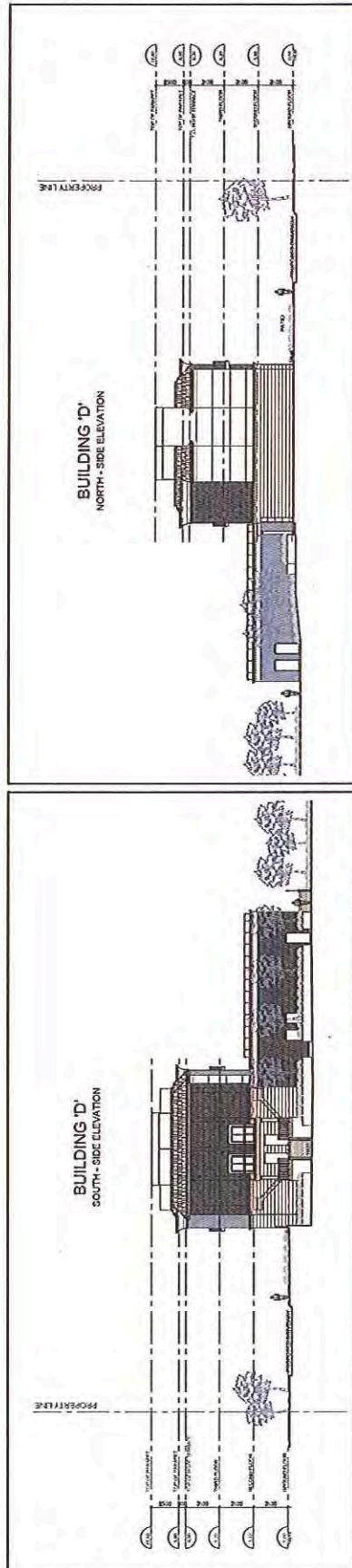


Building 'A1' & 'A2' Front Elevations - Facade North  
11.00' 12.00'

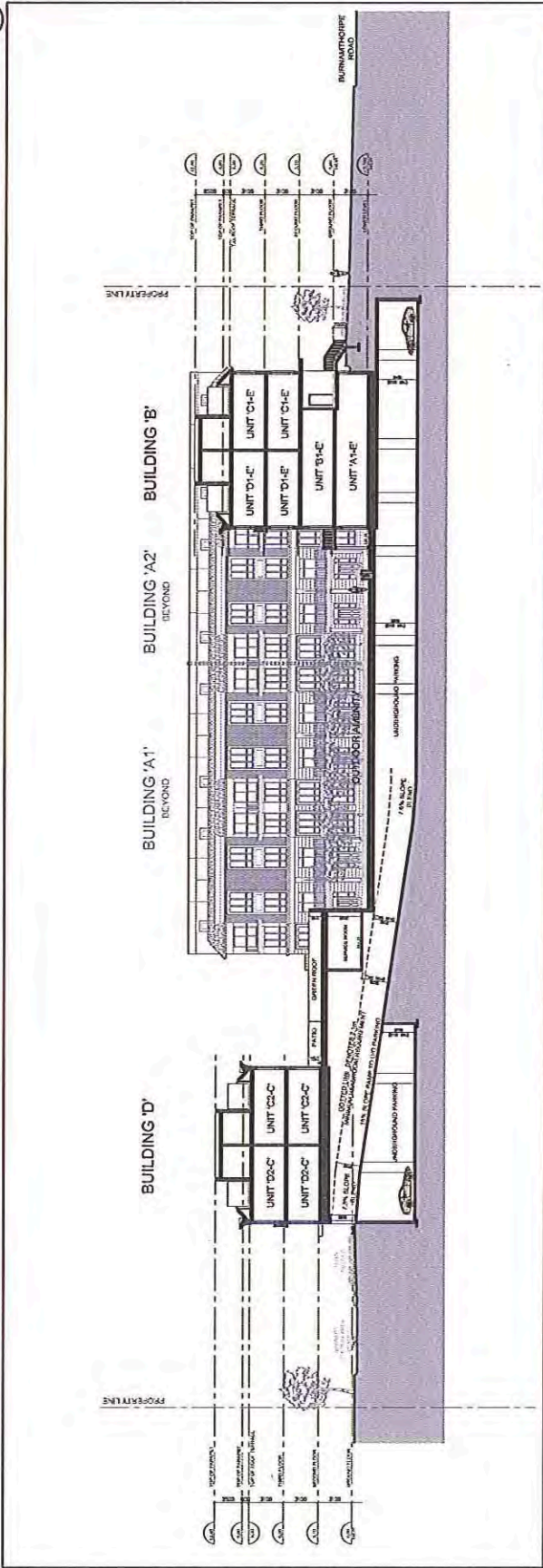
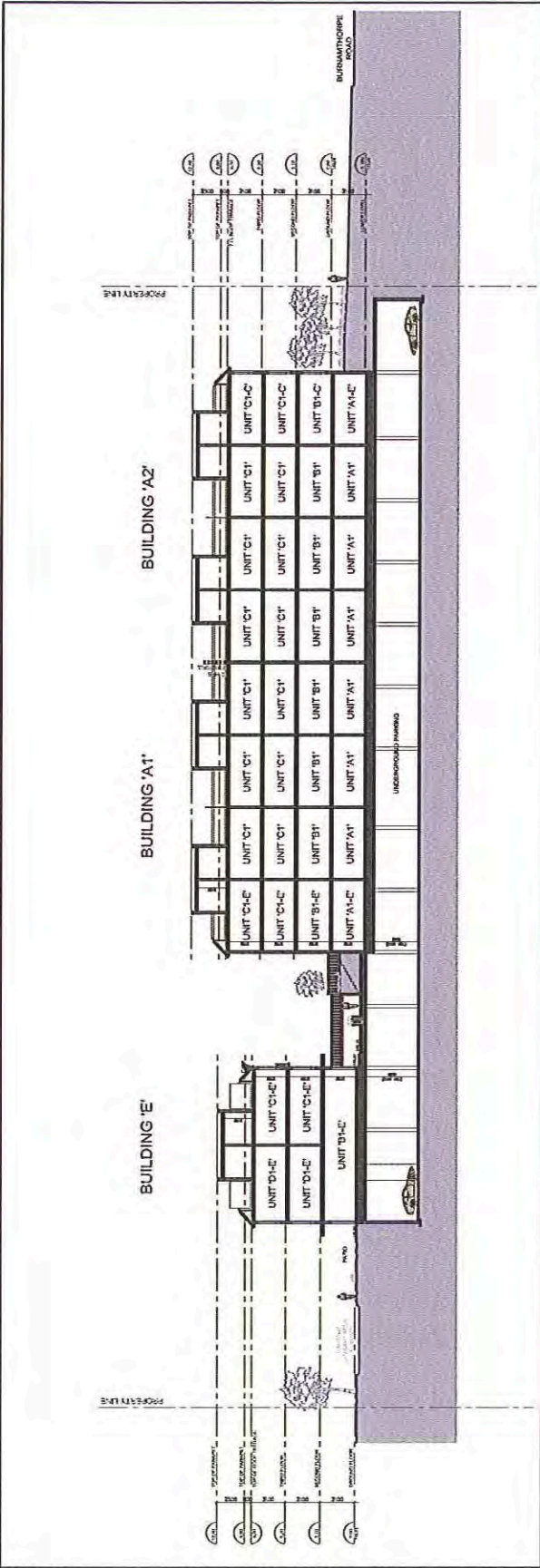




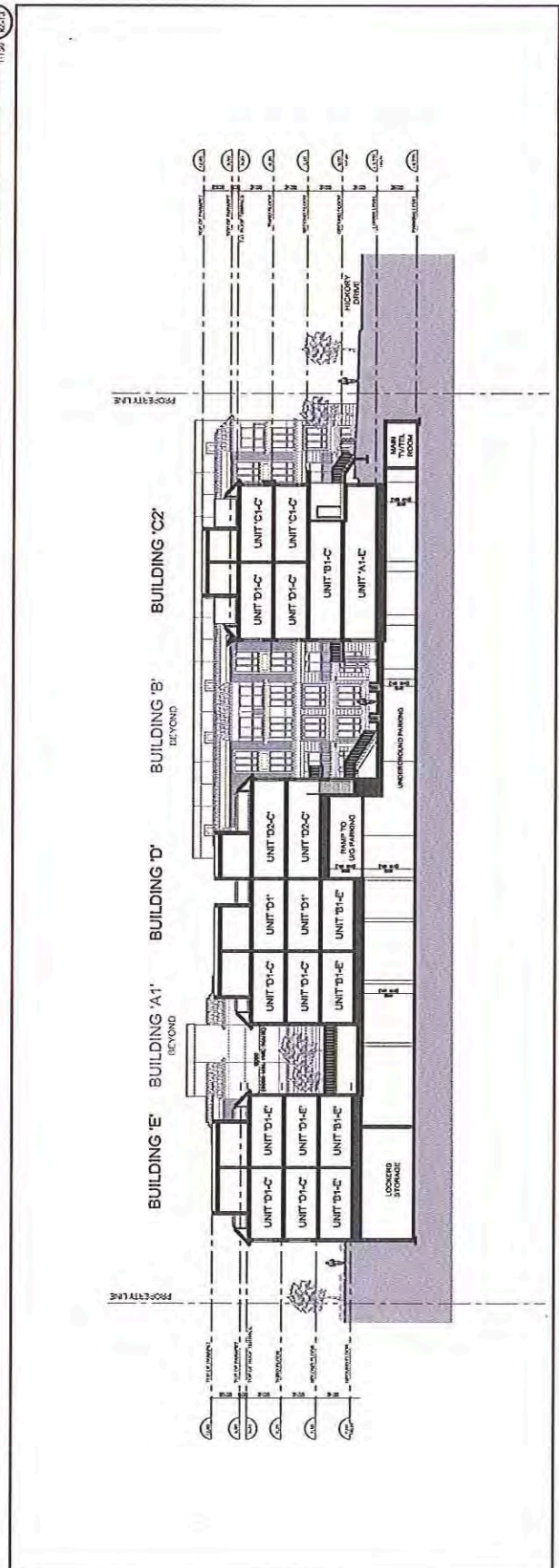
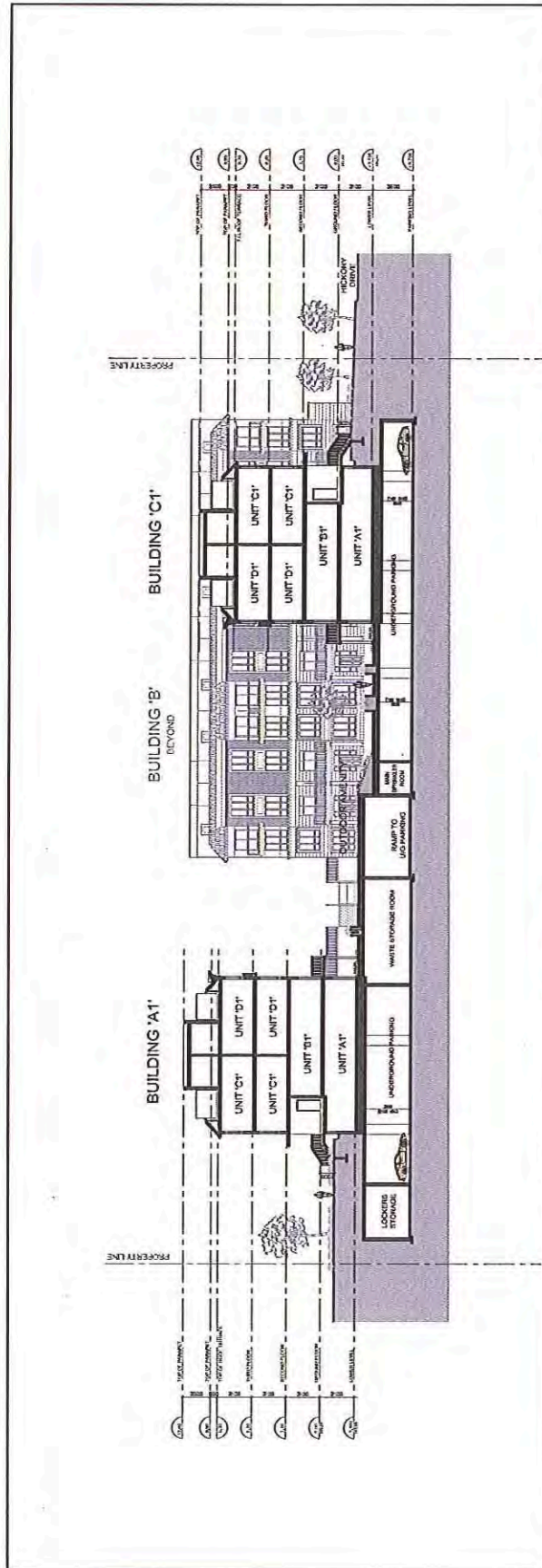






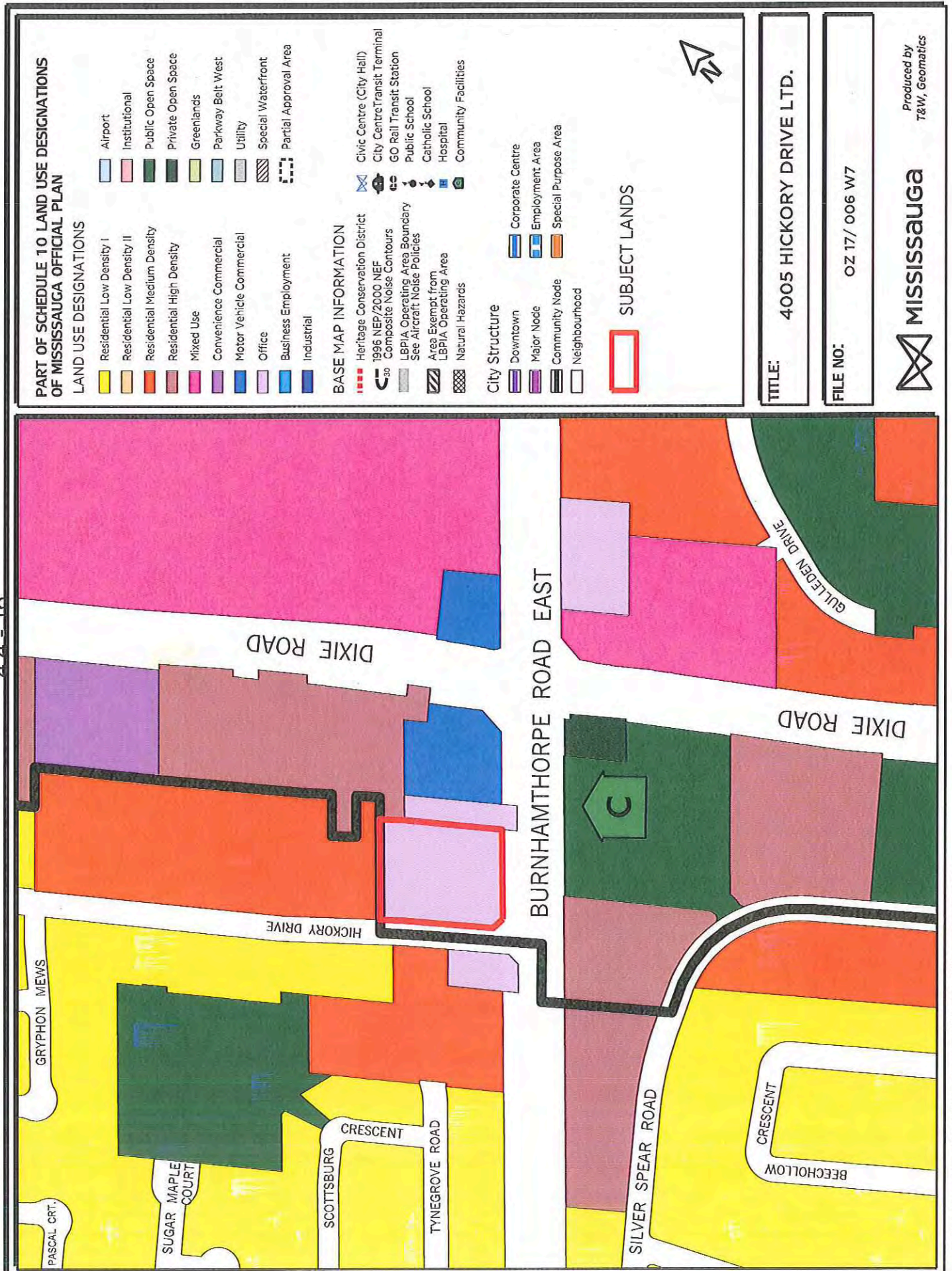








4.4 - 16

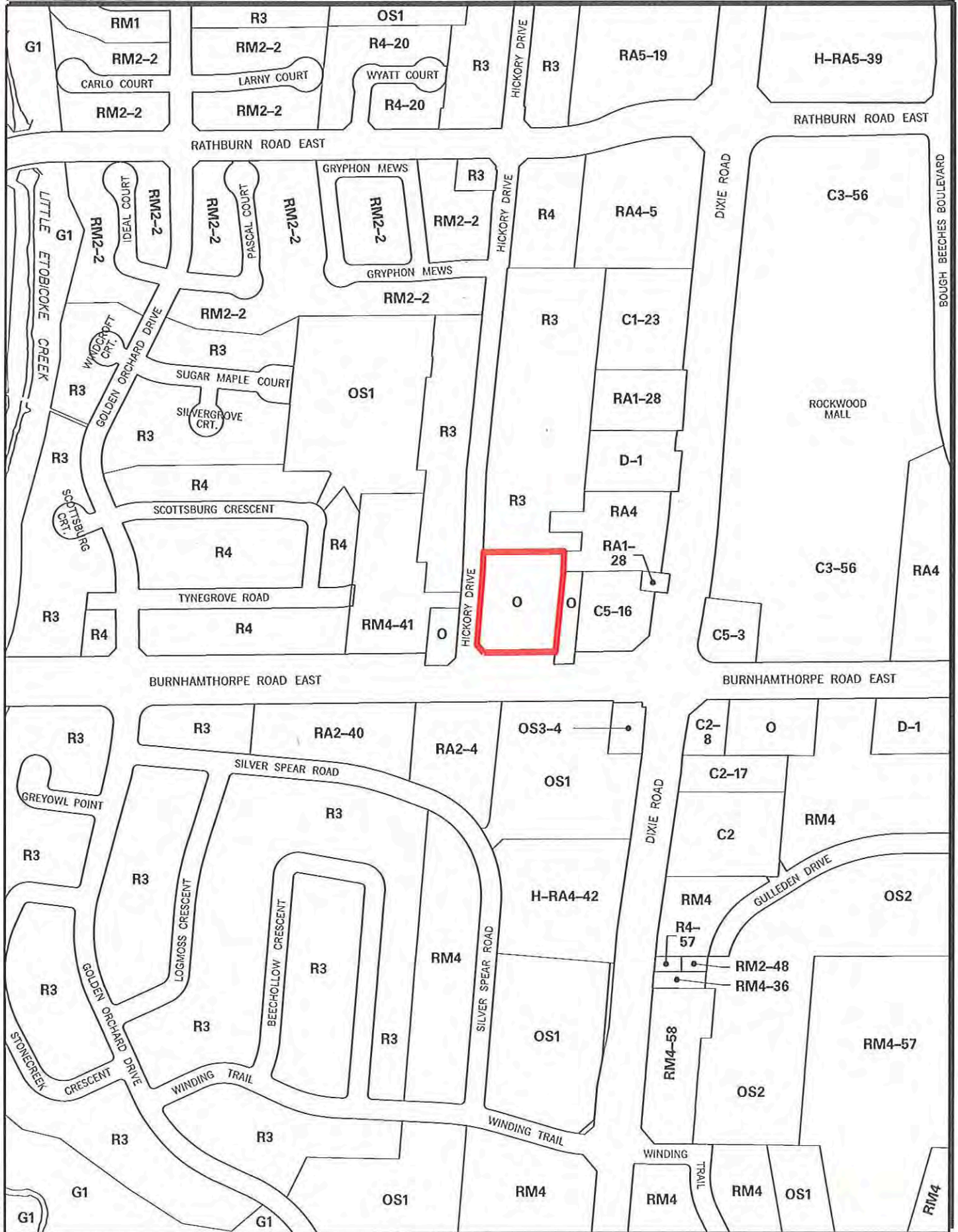




## Existing Zoning and General Context Map

OZ 17/006 W3

Appendix 6



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<br>Section 4.4.5<br>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<br>Section 5.1.6<br>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.<br>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 |



4005 Hickory Drive Ltd.

File: OZ 17/006 W3

|                                       | Specific Policies   | General Intent   |
|---------------------------------------|---|--|
| Section 5.3.3 Community Nodes         | <p>Section 5.3.3.3<br/>Section 5.3.3.4<br/>Section 5.3.3.8<br/>Section 5.3.3.11<br/>Section 5.3.3.12<br/>Section 5.3.3.13</p>   | <p>Community Nodes will be focus of a mix of use including commercial, residential, educational and open spaces.</p> <p>Community Nodes are Intensification Areas</p> <p>Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.</p> <p>Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>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.</p> <p>Community Nodes will be served by frequent transit services that provide city wide connections.</p> <p>Community Nodes will be developed to support and encourage active transportation as a mode of transportation.</p> |
| Section 5 – Direct Growth - Corridors | <p>Section 5.4.1<br/>Section 5.4.2<br/>Section 5.4.3<br/>Section 5.4.4<br/>Section 5.4.5<br/>Section 5.4.6<br/>Section 5.4.7<br/>Section 5.4.8<br/>Section 5.4.9<br/>Section 5.4.10</p> | <p>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.</p>  |

4005 Hickory Drive Ltd.

File: OZ 17/006 W3

|                                  | Specific Policies  | General Intent  |
|----------------------------------|--|---|
| Section 7 – Complete Communities | Section 7.1.1<br>Section 7.1.3<br>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<br>Housing<br><br>Section 7.2.1<br>Section 7.2.2<br>Section 7.2.8<br>Section 7.2.9 | <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price:</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</li> <li>c. The production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ul> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged</p> <p>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.</p> <p>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.</p> |



|   | Specific Policies  | General Intent  |
|---|--|---|
| Section 9 - Building a Desirable Urban Form | Section 9.1.1<br>Section 9.1.2<br>Section 9.1.5<br>Section 9.1.6<br>Section 9.3<br>Section 9.4<br>Section 9.5  | <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties</p> <p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained.</p> <p>Site development should respect and maintain the existing grades on-site.</p> |
| Section 9 - Intensification Areas           | Section 9.2.1.1<br>Section 9.2.1.2<br>Section 9.2.1.3<br>Section 9.2.1.4<br>Section 9.2.1.8<br>Section 9.2.1.10<br>Section 9.2.1.11<br>Section 9.2.1.12<br>Section 9.2.1.13<br>Section 9.2.1.14<br>Section 9.2.1.15<br>Section 9.2.1.16<br>Section 9.2.1.21<br>Section 9.2.1.22<br>Section 9.2.1.25 through to<br>Section 9.1.2.37 | <p>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.</p> <p>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.</p> <p>Buildings will minimize undue physical and visual negative impacts relating to noise, sun, shadow, views, skyview and wind.</p>  |

4005 Hickory Drive Ltd.

File: OZ 17/006 W3

|   | Specific Policies  | General Intent   |
|---|--|--|
| Section 9 – Site Development Buildings  | Various Sections   | <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p>  |
| Section 11 General Land Use Designation | Section 11.2.6<br>Section 11.2.6.1<br>Section 11.2.6.2<br>Section 11.2.6.3<br>Section 11.2.6.4<br>Section 11.2.6.5<br>Section 11.2.6.6 | <p>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.</p> <p>Residential uses will be discouraged on the ground floor and will be combined on the same lot or same building with another permitted use.</p>  |
| Section 14 Community Nodes              | Section 14.1.1.2<br>Section 14.1.1.3   | <p>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.</p> <p>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:</p> <ol style="list-style-type: none"> <li>An appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>The development proposal enhances the existing or planned development</li> <li>The City Structure hierarchy is maintained; and</li> <li>The development proposal is consistent with the policies of this Plan.</li> </ol> |



4005 Hickory Drive Ltd.

File: OZ 17/006 W3

|  | Specific Policies | General Intent  |
|--|-------------------|---|
| Section 14.8<br>Rathwood-<br>Applewood | Section 14.8      | The property is located within the Rathwood-Applewood Community Node.   |
| Section 19 - Implementation            | Section 19.5.1    | <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <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**

|   | <b>Base RA5 (Apartment Dwellings) Zoning By-law Standards</b> | <b>Proposed RA5-Exception (Apartment Dwellings) Zoning By-law Standards</b> |
|---|---|---|
| Maximum Floor Space Index – Apartment Dwelling Zone                     | 2.9   | 11.9  |
| Maximum Height  | 77.0 m (252.6 ft.)<br>(25 storeys)                            | 130.0 m (426.5 ft.)<br>(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<br>(July 12, 2017)  | <p>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.</p> <p>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.</p> <p>A satisfactory Functional Servicing Report will be required prior to the approval of the Zoning and Official Plan Amendments.</p> |
| Dufferin-Peel Catholic District School Board (June 28, 2017) and the Peel District School Board (July 6, 2017) | <p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p>   |
| City Community Services Department – Parks and Forestry Division/Park Planning Section<br>(August 22, 2017)    | <p>The subject site is located to the immediate north of the Burnhamthorpe Library and approximately 200 m (656 ft.) from Golden Orchard Park (P-189) which will contain trails and a play site.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's policies and By-laws.</p>   |
| Community Services - Arborist<br>(July 26, 2017)   | <p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p>   |



4005 Hickory Drive Ltd.

File: OZ 17/006 W3

| 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<br>(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<br>(August 28, 2017)                                | <p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> <li>• Grading, Servicing and Site Plan;</li> <li>• Traffic Impact Study; and</li> <li>• Functional Servicing and Stormwater Management Report.</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p> |
| Other City Departments and External Agencies   | <p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Canada Post<br/>Rogers Cable<br/>Greater Toronto Airport Authority<br/>Alectra Utilities</p>  |
|  | <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Heritage Planning, Community Services Department<br/>Economic Development<br/>Bell Canada<br/>Enbridge<br/>Canada Post<br/>MiWay</p>  |

4005 Hickory Drive Ltd.

File: OZ 17/006 W3

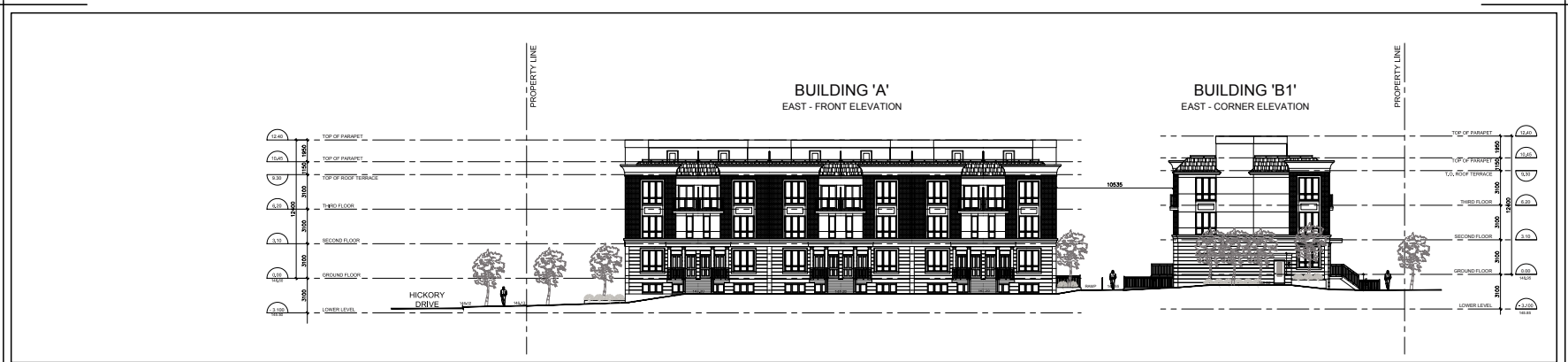
School Accommodation

| The Peel District School Board  | The Dufferin-Peel Catholic District School Board   |
|---|--|
| <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>14 Kindergarten to Grade 5</li> <li>6 Grade 6 to Grade 8</li> <li>6 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Burnhamthorpe Public School <ul style="list-style-type: none"> <li>Enrolment: 685</li> <li>Capacity: 504</li> <li>Portables: 9</li> </ul> </li> <li>Tomken Road Middle <ul style="list-style-type: none"> <li>Enrolment: 1047</li> <li>Capacity: 947</li> <li>Portables: 7</li> </ul> </li> <li>Applewood Heights Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1059</li> <li>Capacity: 1284</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> | <ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>7 Junior Kindergarten to Grade 8</li> <li>6 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Basil <ul style="list-style-type: none"> <li>Enrolment: 270</li> <li>Capacity: 268</li> <li>Portables: 8</li> </ul> </li> <li>Philp Pocock Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1048</li> <li>Capacity: 1257</li> <li>Portables: 5</li> </ul> </li> </ul> </li> </ul> |

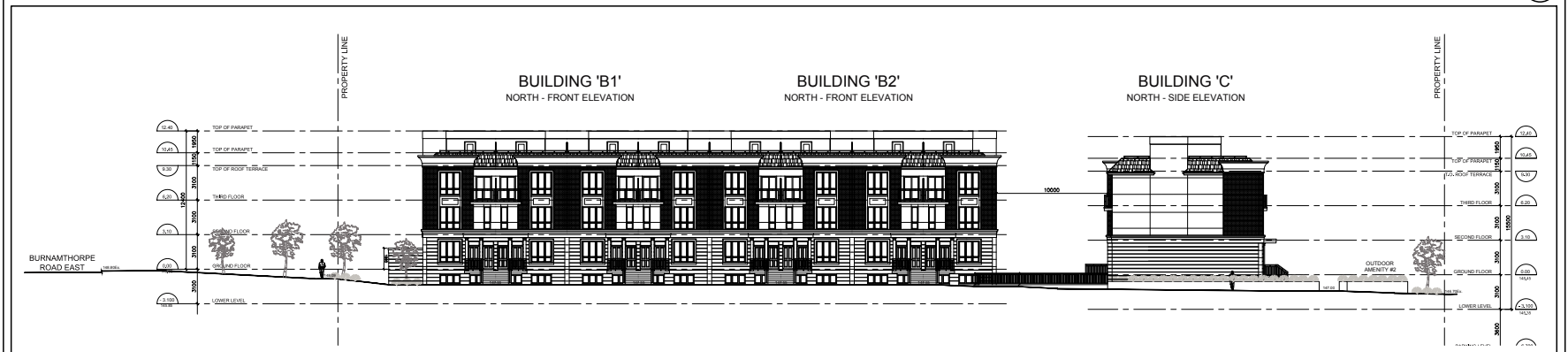
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BURNAMTHORPE ROAD

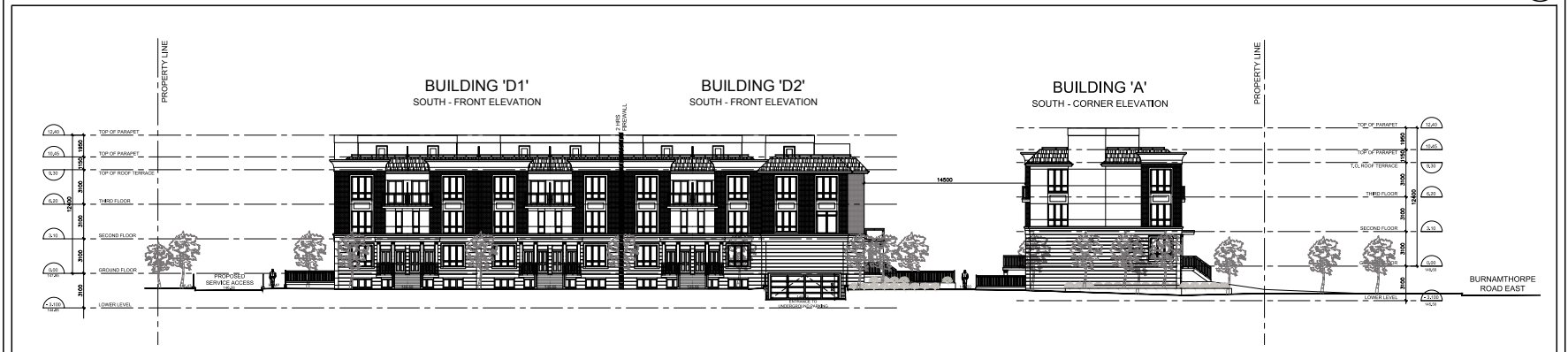




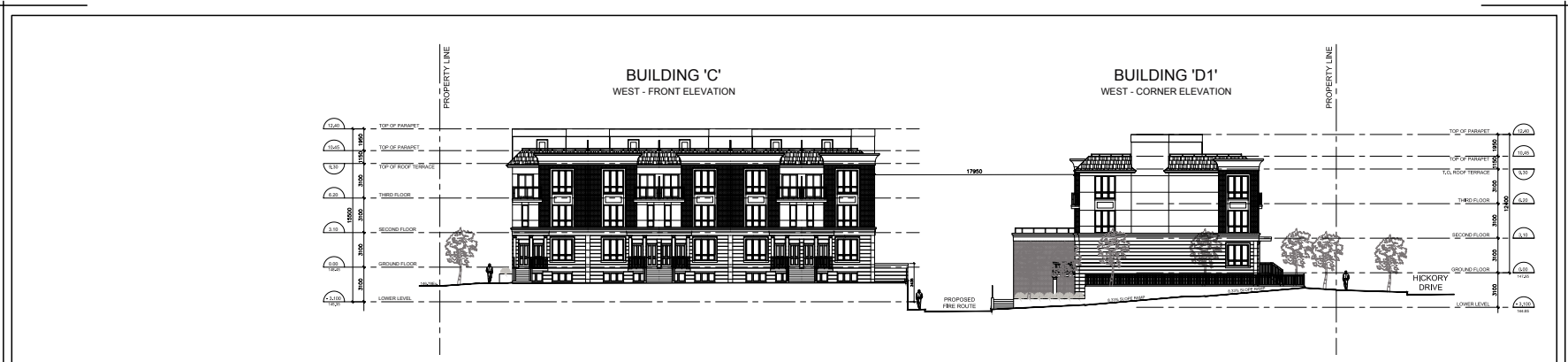
Building 'A' Front Elevation - East Elevation along Burnamthorpe Road 3  
1:100 RZ-10



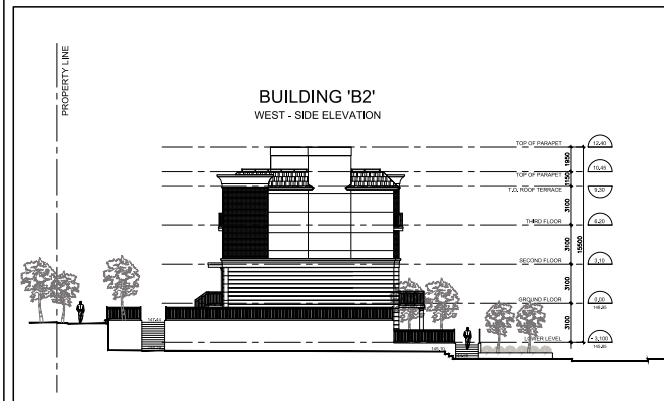
Building 'B1' & 'B2' Front Elevation - Facing North 2  
1:150 RZ-10



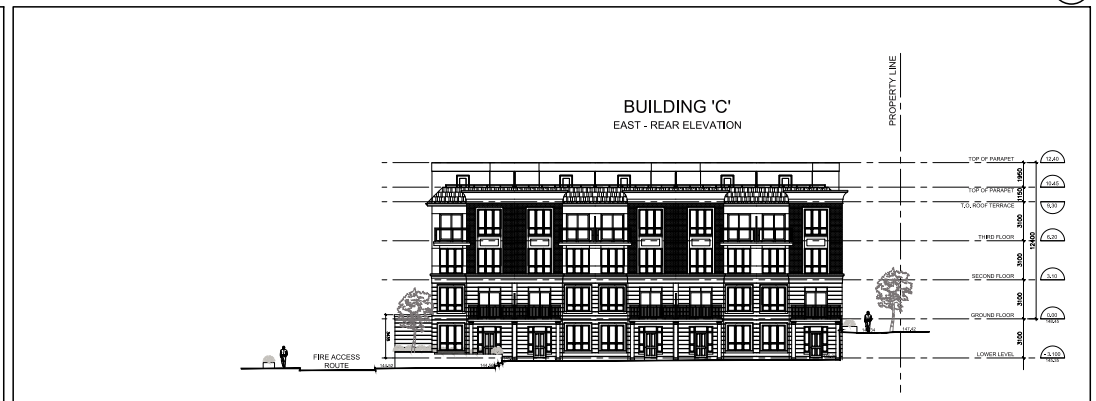
Building 'D1' & 'D2' Front Elevation - South Elevations along Hickory Drive 1  
1:100 RZ-10



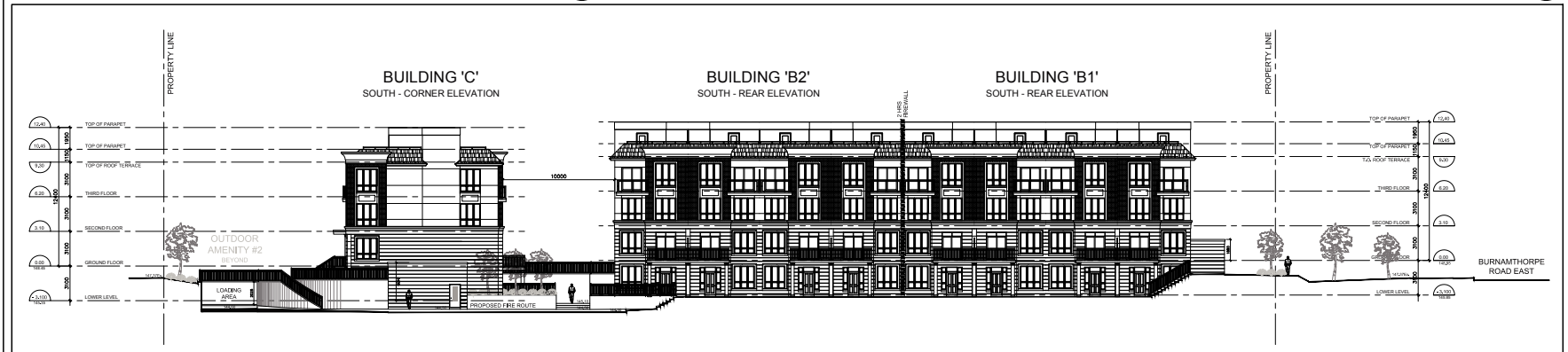
Building 'C' Front Elevation - West Elevations along Proposed Service Access 4  
1:100 RZ-11



Building 'B2' Side Elevation - West Elevation Facing Fire Route 3  
1:150 RZ-11

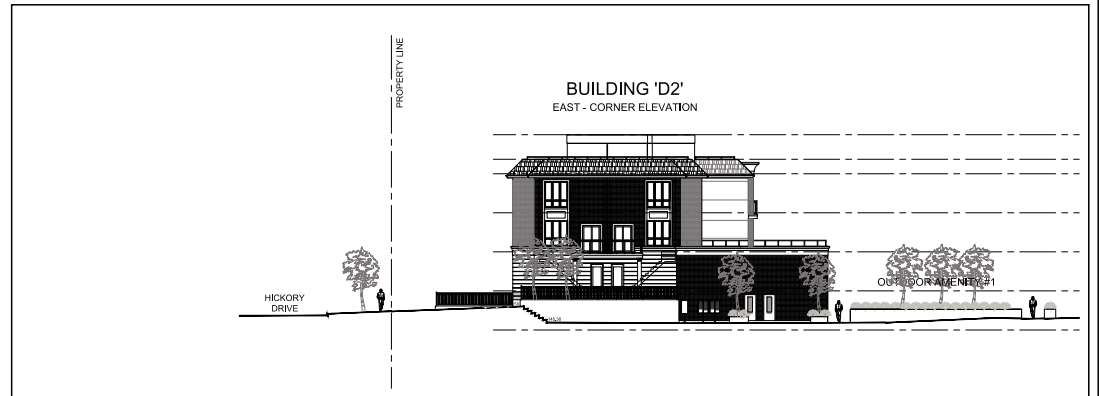


Building 'C' Rear Elevation - East Elevations Facing Outdoor Amenity 2  
1:150 RZ-11

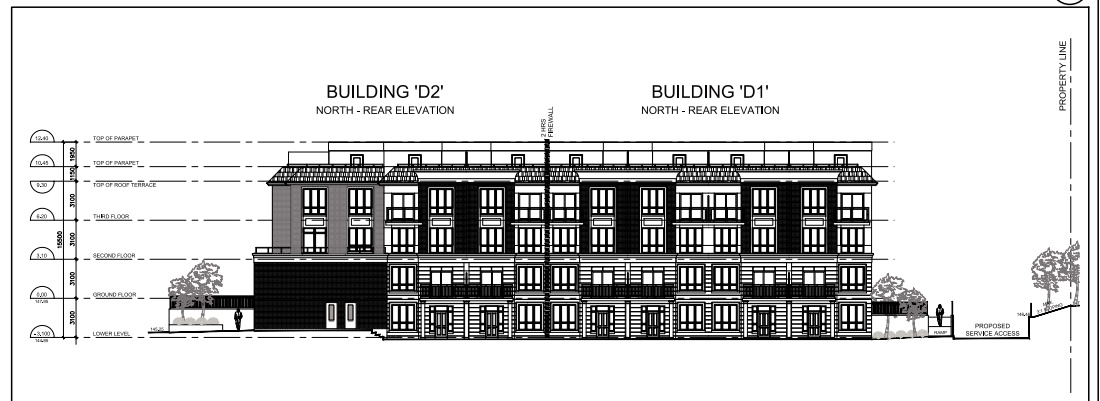


Building 'B1' & 'B2' Rear Elevation - South Elevations Facing Outdoor Amenity 1  
1:150 RZ-11

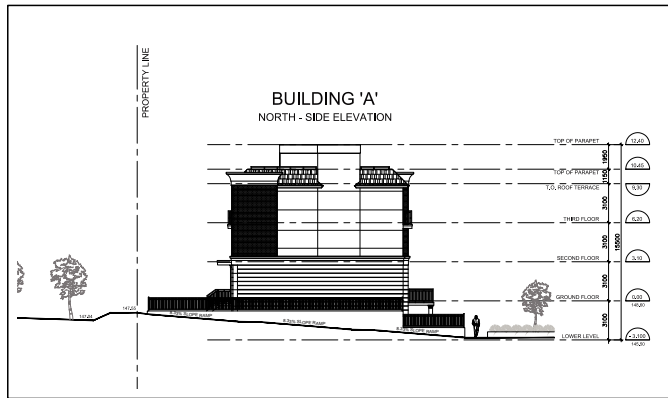




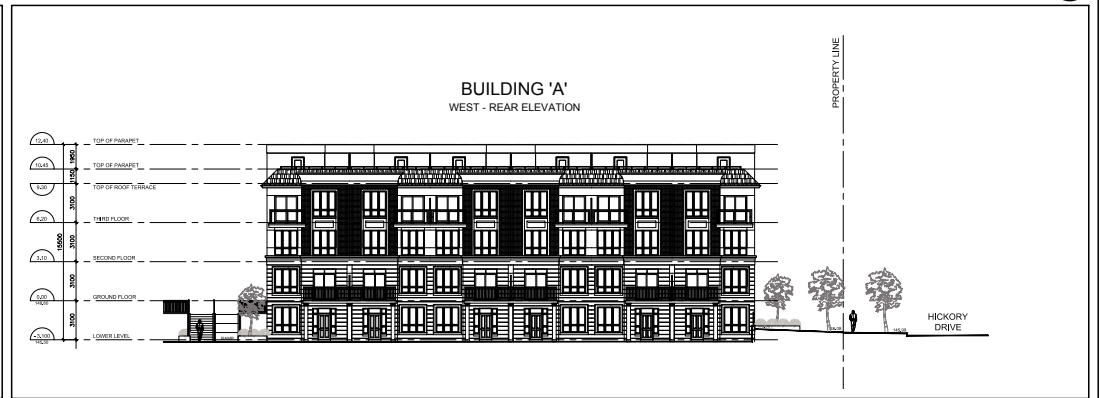
Building 'D2' Side Elevation - East Elevation Facing Building 'A' 4  
1:100 RZ-12



Building 'D1' & 'D2' Rear Elevation - North Elevations Facing Outdoor Amenity 3  
1:100 RZ-12



Building 'A' Side Elevation - North Elevation Facing Building 'B1' 2  
1:100 RZ-12



Building 'A' Rear Elevation - West Elevation Facing Outdoor Amenity 1  
1:100 RZ-12



View from East at Lower Courtyard

2  
N.T.S. 82-15



View from South along Burnamthorpe Road & Hickory Drive

1  
N.T.S. 82-15

4005 Hickory Drive Ltd.

File: OZ 17/006 W3

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

**O (Office)** which permits an office, medical office, financial institution, commercial school and veterinary clinic.

**Proposed Zoning Standards**

|   | <b>Base RM9 (Horizontal Multiple Dwellings) Zone</b>                       | <b>Proposed H-RM9 – Exception (Horizontal Multiple Dwellings)</b>                                     |
|---|--|---|
| Minimum <b>Lot Frontage</b>                 | 30.0 m (98.4 ft.)  | 79.43 m (260.6 ft.)   |
| Maximum <b>Floor Space Index (FSI)</b>      | 0.9 m (2.95 ft.)   | 1.30 m (4.26 ft.)   |
| Maximum Dwelling <b>Height – Flat Roof</b>  | 13.0 m (42.65 ft.)   | 13.0 m (42.65 ft.)  |
| Minimum <b>Front and Exterior Side Yard</b> | 7.5 m (24.6 ft.)   | 6.44 m (21.12 ft.)  |
| Minimum <b>Interior Side Yard</b>           | 4.5 m (14.76 ft.)  | 2.0 m (6.56 ft.) from proposed fire hydrant along Fire Route<br>3.15 m (10.33 ft.) from property line |
| Minimum <b>Rear Yard</b>                    | 7.5 m (24.6 ft.)   | 3.0 m (9.8 ft.)   |
| Minimum width of an internal road/aisle     | 7.0 m (22.96 ft.)  | 6.0 m (19.7 ft.)  |
| Minimum landscaped area                     | 40 % of lot area   | 56.08% of lot area  |
| Minimum amenity area                        | The greater of 5.6 m <sup>2</sup> (60.2 ft <sup>2</sup> ) of dwelling unit | 833.05 m <sup>2</sup> (8,966.87 ft <sup>2</sup> .)  |

City of Mississauga  
**Corporate Report**



Date: June 1, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
 OZ 17/003 W3

Meeting date:  
 2018/06/25

## Subject

### RECOMMENDATION REPORT (WARD 3)

**Applications to permit a 14 storey apartment building and 16 stacked townhomes 4064, 4070 and 4078 Dixie Road, west side of Dixie Road, north of Burnhamthorpe Road East**

**Owner: Hazelton Development Corp.**

**File: OZ 17/003 W3**

**Bill 139**

## Recommendations

1. Notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ 17/003 W3, Hazelton Development Corp., 4064, 4070 and 4078 Dixie Road to amend Mississauga Official Plan to **Residential High Density I – Special Site**; to change the zoning to **H-RA5 – Exception** (Apartments) to permit a 14 storey apartment building that steps down along Dixie Road and 16 stacked townhomes in conformity with the provisions outlined in Appendix 4 and the conditions in this report be approved.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development applications, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

## Report Highlights

- Comments were received from the public regarding traffic, traffic safety, and density
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting, including a reduction in the number of units and revisions to the site design
- An approval should be subject to an "H" Holding Provision to address outstanding technical requirements and to allow for a Section 37 agreement
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

## Background

A public meeting was held by the Planning and Development Committee on November 13, 2017 at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-0067-2017 was then adopted by Council on November 13, 2017:

That the report dated October 30, 2017 from the Commissioner of Planning and Building regarding the applications by Hazelton Development Corp. to permit a 14 storey apartment building that steps down to 4 storeys along Dixie Road and 24 stacked townhomes under File OZ 17/003 W3, 4064, 4070 and 4078 Dixie Road, be received for information.

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

- Reduction in the number of apartment units from 246 to 245 and the number of stacked townhome units from 24 to 16 for a total of 261 units
- Revisions to site design and circulation

### COMMUNITY COMMENTS

The issues below were raised by residents at the community meeting held on June 19, 2017, by Ward 3 Councillor Chris Fonseca and at the statutory public meeting held on November 13, 2017.

### Comment

The added traffic demand on surrounding roads and intersections will be unacceptable.

**Response**

A Traffic Impact Study (TIS) was submitted in support of the proposed development. This study also takes into account the potential traffic from the proposed development at Hickory Drive and Rathburn Road East. Staff are satisfied that the predicted future traffic volumes generated from the proposal can be accommodated within the surrounding roads and intersections. Revisions to the TIS are required to be submitted prior to the removal of the "H" Holding Provision.

**Comment**

Speeding and other traffic safety issues will worsen with additional development. Restricting the site access to right-in/right-out on Dixie Road will result in residents who want to travel northbound, routing onto Hickory Drive.

**Response**

Transportation and Works staff asked that the applicant's traffic engineer revise their TIS to include more information on related trips routing to Hickory Drive and surrounding streets. It is anticipated that a low volume of trips will route to Hickory Drive and that impact to Hickory Drive will be minor. Traffic volumes do not warrant the addition of new traffic signals (for example, at Burnhamthorpe Road East and Hickory Drive).

**Comment**

The project is too dense.

**Response**

The number of units has been reduced by nine in the latest concept. The proposal is in a part of the city where intensification can occur, if it can meet certain criteria. Development within intensification areas should be designed to use and support existing services and infrastructure. See Planning Comments section of the report.

**Comment**

The number of parking spaces proposed is insufficient. Visitors to the site will park in adjacent surface parking lots.

**Response**

39 visitor parking spaces are proposed. The current zoning requires 53 visitor parking spaces. A parking justification report was submitted and deemed to be acceptable by staff. The proposed parking rates reflect what has been approved for other similar developments. Car share spaces are proposed for residents' use and the site is well served by transit routes. See Planning Comments section of the Report.

**UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

### Transportation and Works

Comments updated May 30, 2018 state that the follow matters are outstanding:

- Details to confirm the proposed development has made satisfactory arrangements with the adjacent land owner with regards to site access requirements to/from Dixie Road
- Details to confirm the proposed development meets the City of Mississauga, Transportation & Works Condominium Standards
- Details to confirm the proposed grading does not adversely impact adjacent properties
- Details to confirm the proposed development satisfactorily addresses the City of Mississauga Transportation & Works private road requirements
- A satisfactory Noise Impact Study
- A satisfactory Functional Servicing Report and Stormwater Management Report satisfactory to the Region of Peel and City of Mississauga
- A satisfactory Traffic Impact Study
- Satisfactory turning movement templates fire truck, waste collection, and loading turning maneuvers
- Establishment of any necessary easements, including public easements

Should the application be approved in principle, the Transportation and Works Department support that an 'H' holding provision be placed on these lands. The outstanding matters noted above, or amended as necessary, and the conditions provided below are to form part of the conditions to lift the "H" holding symbol and implementation of the by-law.

### Region of Peel

The apartment located at 4050 Dixie Road (south of the property) has an access agreement registered on title which grants access to the adjacent landowner (of the subject lands) to a mutual driveway from Dixie Road. Discussions are ongoing between the Region and the owners of 4050 Dixie Road to establish the easement or an alternate arrangement, before removal of the "H" Holding Provision.

### PLANNING COMMENTS

#### Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe

The *Provincial Policy Statement* (PPS) and The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and direct the provincial government's plan for growth and development that supports economic prosperity protects the environment and helps communities achieve a high quality of life.

Both the PPS and Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

### **Consistency with the PPS**

Section 1.1.3.2 of the PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses which are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or are available. Land use patterns should avoid the need for uneconomical expansion; support active transportation; and are transit supportive.

Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock". Section 1.1.3.4 states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form while maintaining appropriate levels of public health and safety".

Section 5 of MOP (Direct Growth) has policies that designate Community Nodes as intensification areas that are to provide a range of housing types and access to uses such as retail stores, restaurants, cultural venues, schools and parks. Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourage appropriate intensification and promote a diverse mix of uses. Appropriate intensification should be safe and walkable, pedestrian oriented and support transit and active transportation modes.

The relevant MOP policies in this report are consistent with the PPS. The proposed intensification is appropriately located in an identified intensification area and is consistent with the PPS.

### **Consistency with the Growth Plan**

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.3.11 of MOP states that development in Community Nodes will be in a form and density that achieves a high quality urban environment. Section 9.2.1 of MOP (Intensification Areas) states that intensification areas (including Community Nodes) are the principal locations for future growth. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and the surrounding areas.

The relevant MOP policies conform to the Growth Plan. The proposed development adequately takes into account that the existing context provides an appropriate transition of built form to



adjacent areas as referenced in the Official Plan section below. It conforms with the Growth Plan.

### **Region of Peel Official Plan**

The subject property is located within the Urban System within the Region of Peel. General Objectives in section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System in order to achieve an urban structure, form, and densities which are pedestrian friendly and transit supportive.

Section 5.9.4.2.12 allows the Region to control the number of intersections and entrances on Regional Roads. The consolidated access optimizes traffic safety.

MOP contains general policies within Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form that emphasize where growth will be directed. It envisions that growth will be directed to intensification areas such as Community Nodes.

MOP conforms to the Region of Peel Official Plan. Since the proposed development directs development to an intensification area, it conforms to the Region of Peel Official Plan.

### **Mississauga Official Plan**

The proposal requires an amendment to the MOP policies for the Rathwood-Applewood Community Node Character Area. Amendments to the Mississauga Official Plan are required to permit a 14 storey apartment building and horizontal multiple dwellings. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

MOP identifies Community Nodes as intensification areas that should be developed at densities that are high enough to support transit and a variety of services and amenities. While the height limit in Community Nodes is four storeys, additional height may be considered where it can be demonstrated that there is an appropriate transition in height that respects the surrounding context. Corridors should be compact, mixed use, and transit friendly. The proposal for 14 storeys is compatible with the adjacent 14 storey apartment building to the south and is in keeping with the context of the Community Node that includes taller buildings. The buildings will be sited in order to reduce impact on the single detached homes to the west and to address Dixie Road contributing to an urban, pedestrian environment. The proposed stacked townhome units add to the diversity of housing stock within the node.

The MOP special site policies that apply to the property and the adjacent properties to the north and south require a concept plan to address several matters (see Appendix 1 – Information Report, Appendix 7). In summary, developments are required to provide a concept plan to address the following:

- compatibility of building form and scale with the surrounding uses
- convenient pedestrian access to transit service on Dixie Road and Burnhamthorpe Road East
- traffic generated will not adversely affect the transportation system
- acceptable ingress, egress, off-street parking, landscaping and buffering
- preservation of trees

The policies indicate that the redevelopment of this site should minimize access points to Dixie Road and allow for the construction of a centrally located street parallel to Hickory Drive and Dixie Road.

The proposal faces Dixie Road and provides direct pedestrian access to the sidewalk and multi-use trail in order to access transit and active transportation options. Vehicle access to the site from Dixie Road is to be shared with the 14 storey apartment building to the south at 4050 Dixie Road. The provision for a private road is proposed along the west side of the site for future access behind the Lutheran Church to the signalized intersection located north of the church on Dixie Road (opposite the Rockwood Mall access). The applicant has demonstrated how a centrally located street could be developed in the future. However, there is no landscape buffer shown on the concept plan between the future street and the rear property lines of the homes on Hickory Drive.

While a number of trees have been removed due to the construction of the sales building, a comprehensive landscape plan will be required to the satisfaction of the City as part of site plan approval. All parking is proposed to be off-street and is located underground. The proposal meets the site specific MOP policies and Region of Peel requirements to reduce the number of entrances on Dixie Road and to facilitate the future redevelopment of the Rathwood-Applewood Community Node.

The City, in partnership with the Region of Peel is undertaking a study entitled "Reimagining the Mall". The study will create policies to direct the potential redevelopment and intensification at strategic intensification of nodes based around malls. One of these nodes is the Rathwood-Applewood Community Node, focused around Rockwood Mall, across the street from the proposed development. While Rockwood Mall is not currently being redeveloped, the resulting policies will guide future intensification in the area. The proposed 14 storey building and townhome development is compatible with the future use of the surrounding lands. The surrounding area contains a mix of uses including residential, retail and community uses and there is potential for additional mixed-use intensification.

The site is also within walking distance of a number of plazas that provide a range of services and retail stores. The Burnhamthorpe Library and Maja Prentice Theatre are located south of the subject property at the southwest corner of Burnhamthorpe Road East and Dixie Road. The proposed parking rates are reduced from the by-law requirements but planning staff are satisfied with the reduction given the availability of transit services and the range of land uses within walking distance of the proposed development. The proposal complements and supports the mix of uses in the area. It will contribute to the establishment of a complete, compact and pedestrian friendly neighbourhood.

There is a multi-use trail along both Dixie Road and Burnhamthorpe Road East and the site is serviced by MiWay Route 5 (Dixie) which connects to the Mississauga Transitway and Dixie and Long Branch GO Stations. The site is also within walking distance to bus routes along Rathburn Road and Burnhamthorpe Road East which connect to the Downtown Transit Terminal as well as the TTC (Islington Subway Station).

Based on the comments received from the applicable city departments and external agencies, there is adequate infrastructure to support the development. The development will support the objective of the efficient use of land within Community Nodes. The additional density will support transit usage and the surrounding services. The proposed land uses meet the overall goals and objectives of MOP and are consistent with the Region of Peel Official Plan, Growth Plan and PPS. However, revisions to studies and the submission of additional information is required in order to confirm technical details and the ability to address the issues noted. It is proposed that these issues be resolved before the removal of the "H" Holding Provision as discussed below.

### Zoning

The proposed **H-RA5-Exception** (Apartments) is appropriate to accommodate the proposed 14 storey apartment and townhomes. Appendix 2 and 3 contain a revised concept plan and elevations which illustrate the development. Appendix 4 contains an updated summary of the proposed site specific zoning provisions. While the concept plan does not show a landscape buffer on the west property line, the Planning and Building Department has incorporated a 3.0 m (9.8 ft.) landscape buffer into the zoning provisions. This will provide landscaped space between the drive aisle and parking garage entrance so it is not directly adjacent to the single-detached home lots west of the property.

### **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.

Any zoning by-law amendment in excess of the maximum development limits (where established) is considered eligible for Bonus Zoning. The property is zoned **D-1** (Development) which only permits what is existing on the site to date. MOP allows for a maximum height of four storeys and a maximum FSI of 1.8. The applications propose a height of 14 storeys and a FSI of 3.24. The proposal for additional height and floor space is in excess of the minimum threshold requirements and therefore is considered to be an eligible project for Bonus Zoning.

### **Site Plan**

Prior to the development of the lands, the applicant will be required to obtain site plan approval. A site plan application under File SP 18-20 W3 has been submitted for the proposed development.

While the applicant has worked with city departments to address some site plan related issues through the review of the rezoning concept plan, further revisions to the site plan will be needed to address matters such as landscaping, parking, location of utilities, fire routes, wind mitigation, noise mitigation and site circulation.

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

The applicant proposes that the Zoning By-law 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, the applicant proposes that the Zoning By-law incorporate an "H" Holding Provision until such time as the following matters have been satisfactorily addressed:

- Receipt of an updated Functional Servicing Report
- Provision of any outstanding legal documentation, technical plans, studies and reports to the satisfaction of the City of Mississauga and the Region of Peel
- Establishment of an appropriate easement for access and construction in favour of these lands over the lands of 4050 Dixie Road or a satisfactory alternative to the satisfaction of Legal Services, Region of Peel and Transportation and Works

- Provision of adequate access to the site including roads, sidewalks, traffic signals, street lighting and the location of entrances and exits to and from the site, to the satisfaction of the City of Mississauga and the Region of Peel
- Delivery of an executed Development Agreement including Municipal Infrastructure schedules in a form satisfactory to the City of Mississauga, Region or any other appropriate authority, prior to any development within the plan. These agreements may deal with matters including, but not limited to: municipal services, road widenings, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; cash contributions, levies (development charges), land dedications or reserves, easements, securities, or letters of credit; residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation
- Receipt of an updated TIS including functional access design details
- Establishment of an easement for a north-south interconnection along the west property line to accommodate public pedestrian and vehicular access in favour of the City of Mississauga
- Accommodation for appropriate fire prevention arrangements
- Execution of a section 37 community benefits agreement to the satisfaction of the City

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.

## Financial Impact

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

## Conclusion

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood. It provides an appropriate transition to adjacent uses. The applicant has provided a Planning Justification Report in support of the applications that has demonstrated that the proposal represents good planning.

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is consistent with the PPS and conforms with the Growth Plan and the Region of Peel Official Plan.
2. The proposal is consistent with the overall intent, goals and objectives of the official plan as the site is located in a Community Node and on a corridor. The proposed apartment and townhomes will not destabilize the surrounding mixed use neighbourhood.

3. The proposed apartment and townhome uses are compatible with the surrounding land uses based on the existing context and future plans for intensification of the Rathwood-Applewood Community Node.
4. The proposed official plan provisions and zoning standards as identified, are appropriate to accommodate the requested uses.
5. The use of the H provisions will ensure all outstanding technical matters are addressed to the City's satisfaction.

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

## Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan

Appendix 3: Revised Elevations

Appendix 4: Revised Zoning By-law Provisions



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

City of Mississauga  
**Corporate Report**



Date: October 30, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 17/003 W3

Meeting date:  
2017/11/13

## Subject

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

**Applications to permit a 14 storey apartment building that steps down to 4 storeys along Dixie Road and 24 stacked townhomes**

**4064, 4070 and 4078 Dixie Road, west side of Dixie Road, north of Burnhamthorpe Road East**

**Owner: Hazelton Development Corp.**

**File: OZ 17/003 W3**

## Recommendation

That the report dated October 30, 2017 from the Commissioner of Planning and Building regarding the applications by Hazelton Development Corp. to permit a 14 storey apartment building that steps down to 4 storeys along Dixie Road and 24 stacked townhomes under File OZ 17/003 W3, 4064, 4070 and 4078 Dixie 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 traffic, traffic safety, access, parking and number of units
- Prior to the next report, matters to be addressed include the appropriateness of the proposed amendments, access and site circulation design and the satisfactory resolution of all technical requirements

## Background

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

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

| Size and Use            |                                     |
|-------------------------|-------------------------------------|
| Frontage on Dixie Road: | 54.6 m (179 ft.)                    |
| Depth:                  | 88.3 m (289.9 ft.)                  |
| Gross Lot Area:         | 0.56 ha (1.4 ac.)                   |
| Net Lot Area:           | 0.52 ha (1.3 ac.)                   |
| Existing Uses:          | Partially constructed sales trailer |

The property is located within the Rathwood Applewood Community Node which is centered around the intersection of Dixie Road and Burnhamthorpe Road East and Rockwood Mall. The area contains a mix of commercial, residential apartment and institutional uses. Dixie Road is a major regional arterial road, includes a multi-use trail and is served by the Dixie bus route which connects to the Dixie and Long Branch Go Stations. The site is also within walking distance to bus routes along Rathburn Road and Burnhamthorpe Road which connect to Mississauga's downtown and the Toronto subway system.



Aerial image of the subject lands



The surrounding land uses are:

- North: Risen Christ Lutheran Church, Rockcrest Plaza  
 East: Rockwood Mall across Dixie Road  
 South: 14 storey apartment building (International Ladies Garment Workers Union Housing Co-op) and further south, St. Apostle Andrew Romanian Orthodox Church and Shell Gas Station  
 West: Detached homes fronting onto Hickory Drive

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 14 storey apartment building that steps down to 4 storeys along Dixie Road and 24 stacked townhomes. Access into the site from Dixie Road is to be shared with the 14 storey apartment building to the south through a previous agreement and a private road is proposed along the west side of the site for future access behind the Lutheran Church to the signalized intersection located north of the church on Dixie Road. Outdoor amenity space is proposed at the northwest corner of the site and on the roof of the 14 storey building.

| Development Proposal      |   |
|---------------------------|---|
| Application(s) submitted: | Received: March 16, 2017<br>Deemed complete: April 26, 2017   |
| Owner:                    | Hazelton Development Corp.  |
| Applicant:                | Goldberg Group  |
| Number of units:          | 246 apartment units<br>24 stacked townhomes   |
| Height:                   | Apartment building: 4 and 14 storeys<br>Stacked townhomes: 4 storeys  |
| Lot Coverage:             | 42%   |
| Floor Space Index (FSI):  | 3.19  |
| Landscaped Area:          | 35%   |
| Gross Floor Area:         | 16,557.1 m <sup>2</sup> (178,219 ft <sup>2</sup> )  |
| Anticipated Population:   | 689*<br>*Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga. |

| Development Proposal        |  |                        |
|-----------------------------|--|------------------------|
| Parking:                    | Required   | Proposed               |
| resident spaces             | 351  | 332                    |
| visitor spaces              | 56   | 27                     |
| Total                       | 407  | 359 underground spaces |
| Proposed Green Initiatives: | <ul style="list-style-type: none"> <li>• Bio-retention system</li> <li>• Rainwater harvesting</li> <li>• Fourth storey green roof</li> <li>• Permeable paving</li> </ul> |                        |

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



Image of existing conditions



Applicant's rendering of proposed apartment building and stacked townhomes

### LAND USE CONTROLS

The subject lands are located within the Rathwood Applewood Community Node Character Area and are part of the lands that are designated **Residential High Density – Special Site 2** (see Appendix 5) which permits apartment dwellings with a FSI of 1.1-1.8. The special site policies also state that a concept plan is required to address matters related to minimizing access points onto Dixie Road through the construction of a centrally located street, west of and parallel to Dixie Road to align with the Rockwood Mall entrance. The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit apartment dwellings and townhouse dwellings with a FSI of 3.19.

The lands are currently zoned **D-1 (Development)** which permits existing detached dwellings and accessory buildings. The applicant is proposing to rezone the lands to **RA5-Exception (Apartment Dwellings)** to permit a 14 storey apartment building that steps down to 4 storeys and 24 stacked four storey townhomes with a maximum FSI of 3.19 (see Appendix 6).

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 3 Councillor, Chris Fonseca on June 19, 2017. A second community meeting focused on traffic issues related to this proposal and another proposal for townhomes on Hickory Drive was held on September 28, 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 added traffic demand on the surrounding roads and intersections will be unacceptable
- Speeding and other traffic safety issues will worsen with additional development
- Restricted access to Dixie Road will cause traffic to route onto Hickory Drive
- The project is too dense
- The number of parking spaces proposed is insufficient—visitors to the site will park in adjacent surface parking lots

### 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 proposed height, density and massing appropriate and compatible with the existing and planned character of the area?
- Is the proposed site access and internal road configuration appropriate?
- Is the design and location of the proposed amenity areas appropriate?
- Are the proposed zoning standards appropriate?
- Have all other technical requirements and studies been submitted and found to be acceptable?

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 by Council, staff is reviewing the applications in the context of good urban design and planning principles and existing guidelines and standards.

### URBAN DESIGN REVIEW PANEL

The Urban Design Review Panel reviewed the proposal on July 5, 2016. Comments from the panel include the following:

- A comprehensive master concept plan should be developed to facilitate appropriate vehicular and pedestrian traffic circulation and to incorporate a north/south access road to the existing signalized intersection at Dixie Road
- The ground floor of the site is overly crowded and the mews condition between the 14 storey building and the stacked townhomes is tight and mostly in shadow

- The layout should adequately address the interface between the building base and public realm along Dixie Road
- The number of exterior finishes should be reduced to simplify the look of the exterior elevations

### OTHER INFORMATION

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

- Survey
- Draft R-plan
- Context Plan and Statistics
- Master Plan and Site Plan
- Floor Plans and Building Elevations
- Grading and Servicing Plans
- Landscape Plans
- Tree Protection Plan
- Proposed Green Development Standards
- Public Consultation Plan
- Planning Report
- Arborist Report
- Noise Control Feasibility Study
- Shadow Impact Study
- Pedestrian Level Wind Study
- Functional Servicing and Stormwater Management Report
- Phase One and Two Environmental Site Assessments
- Transportation Impact Study
- Parcel Documents
- Draft Official Plan Amendment
- Draft Zoning By-law

### Development Requirements

There are engineering matters including: noise mitigation, servicing, storm water management, land dedication and access 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 Rathwood Applewood Community Node 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



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

Hazelton Development Corp.

File: OZ 17/003 W3

### Site History

- May 29, 1992 – Official Plan Amendment and Rezoning OZ 90/89 W3 approved for the development of 4050 Dixie Road. The Official Plan amendment included Special Site Policies related to access control and future development of the lands on the west side of Dixie Road including 4060, 4070 and 4078 Dixie Road
- 1986-2002 – Numerous temporary minor variances were approved for home occupations in the existing dwellings
- March 29, 2000 – Site Plan SP 00/134 W3 was approved to convert the existing dwelling to a practitioners office
- February 25, 2003 – Site Plan SP 02/242 W3 was approved to convert one of the existing dwellings to a day nursery
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands are zoned **D-1 (Development)**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential High Density – Special Site 2** in the Rathwood Applewood Community Node Character Area





**LEGEND:**



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017



**TITLE:** HAZELTON DEVELOPMENT CORP.

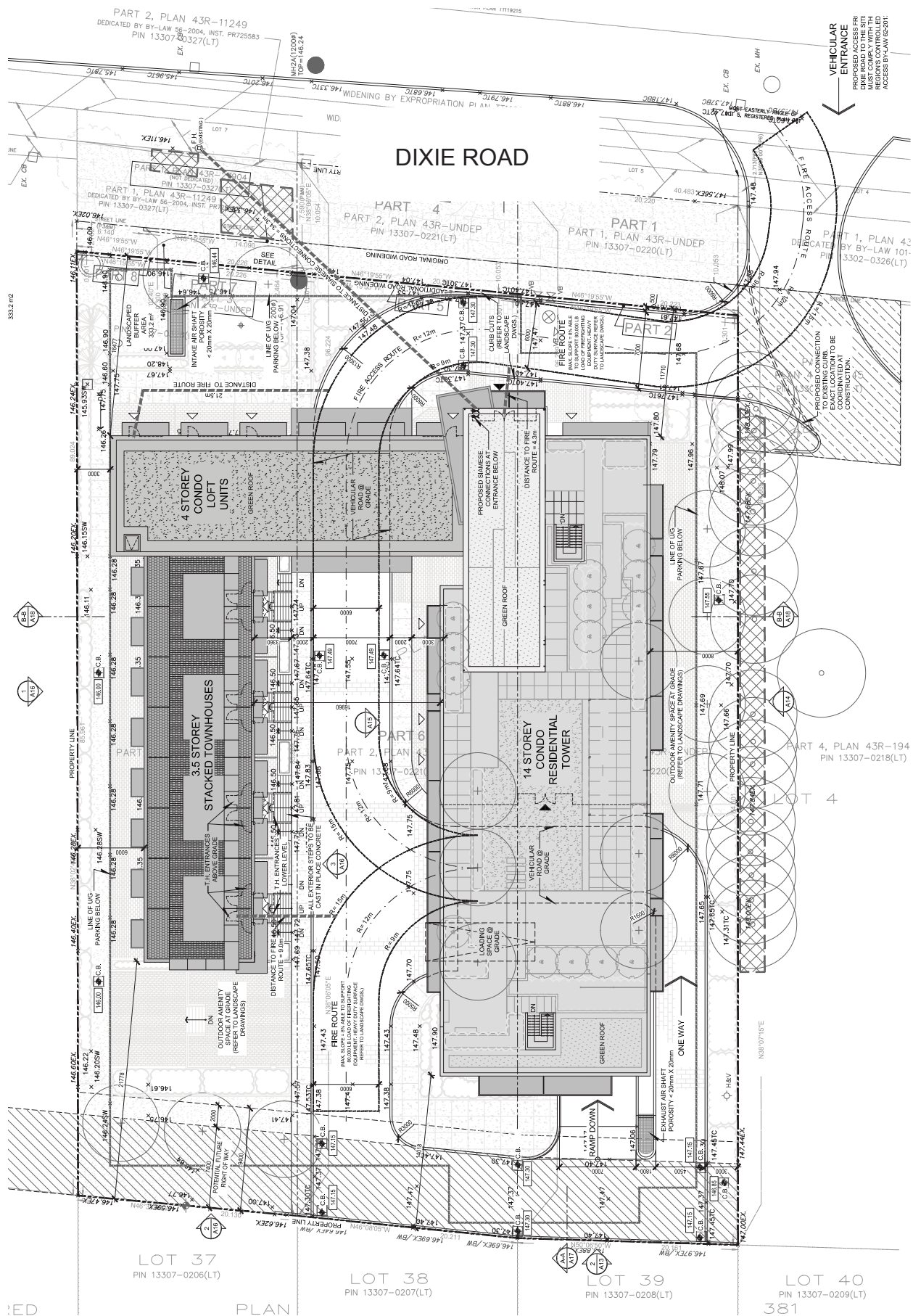
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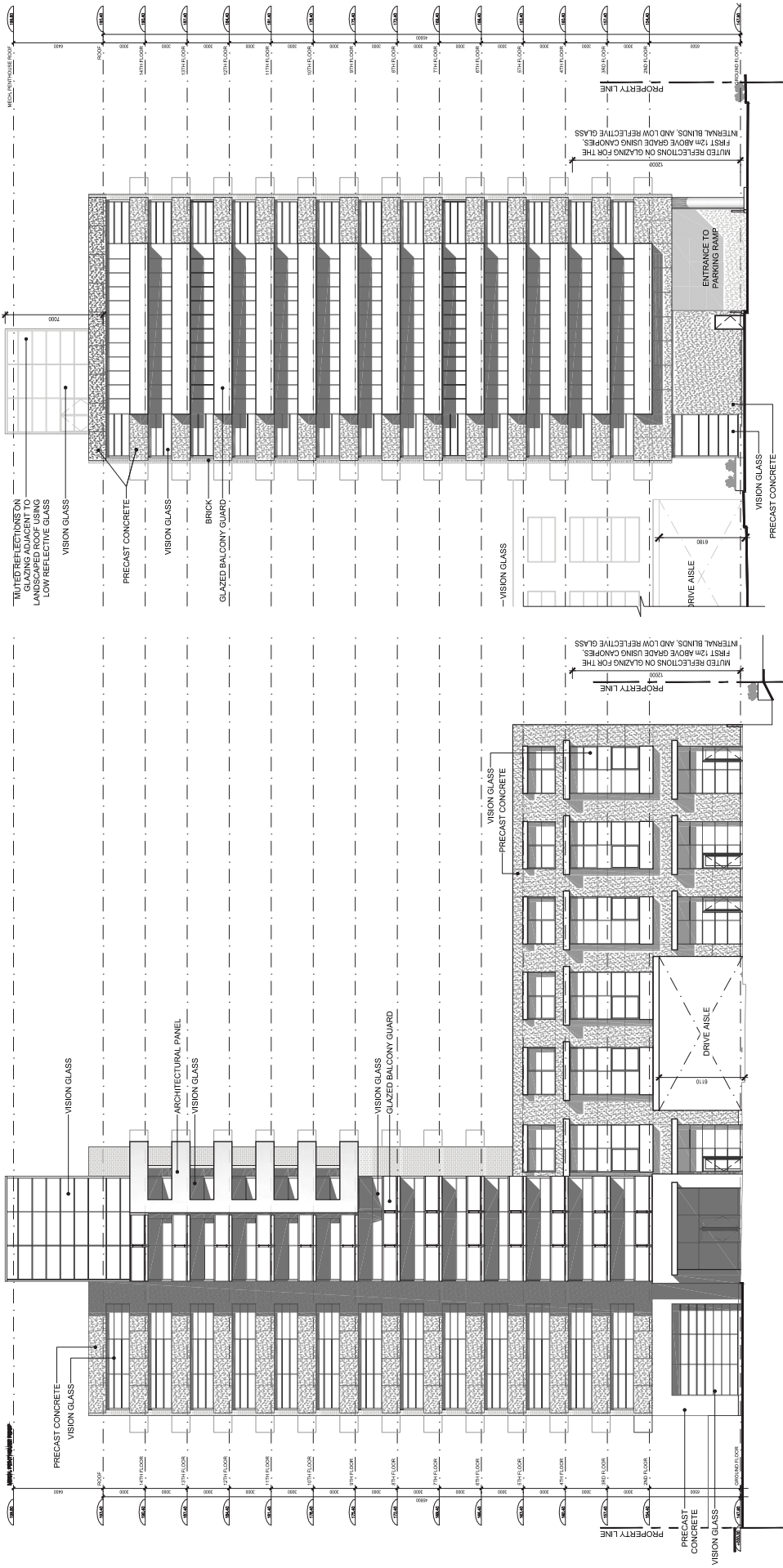


**MISSISSAUGA**

Produced by  
T&W, Geomatics

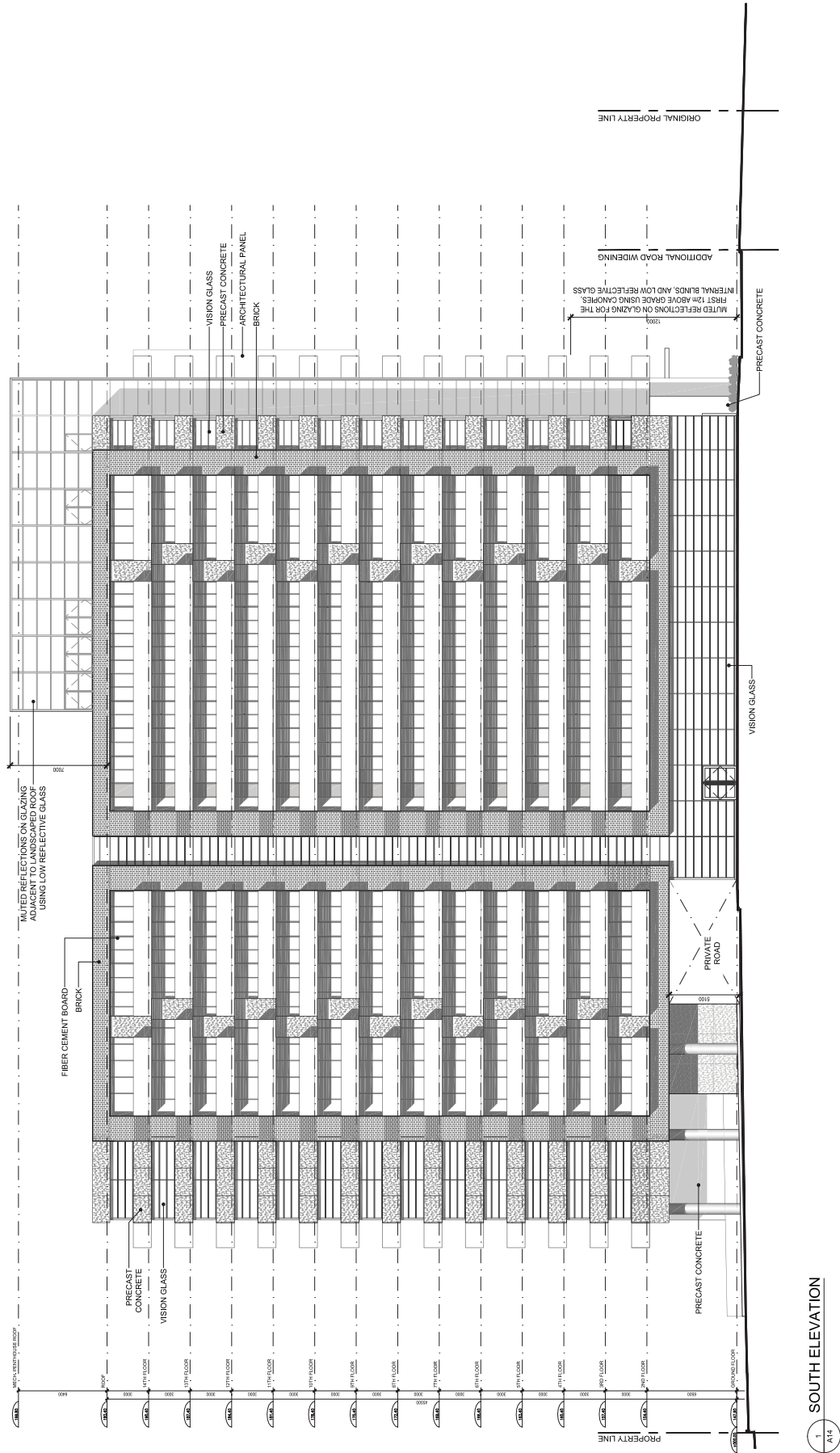


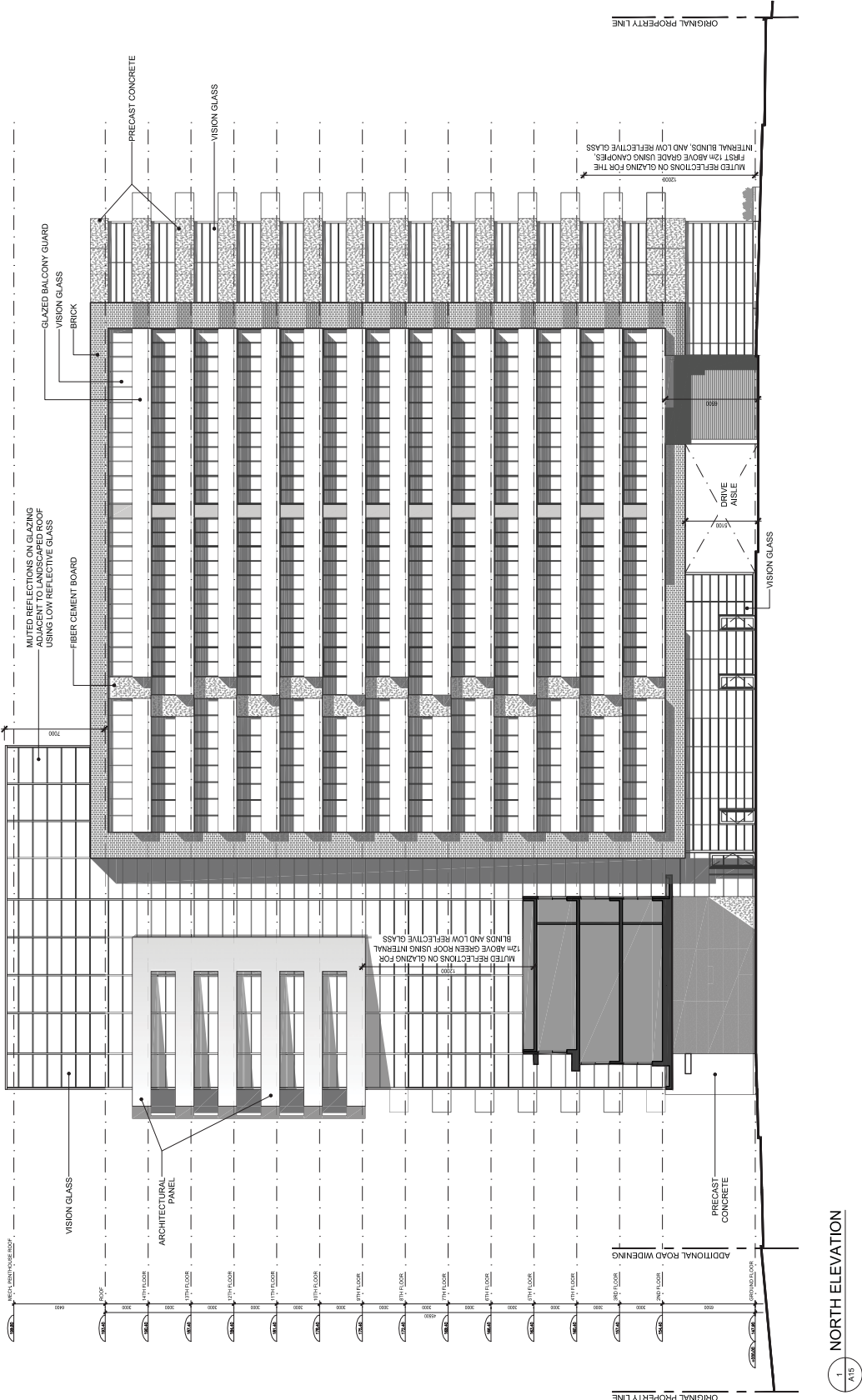




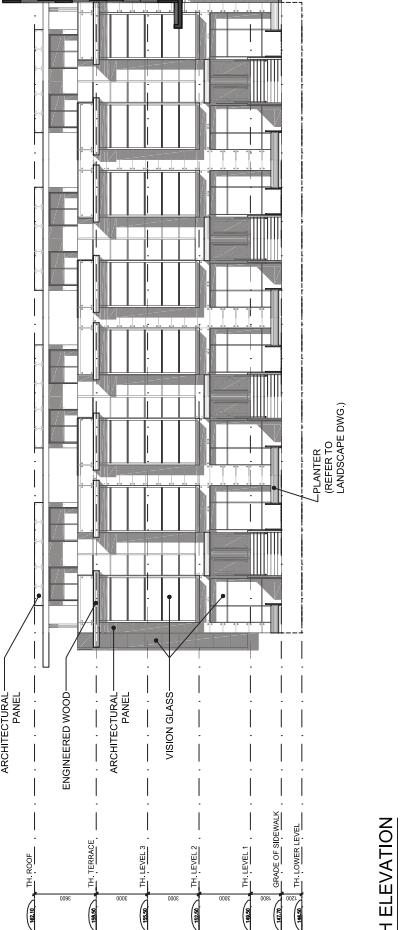
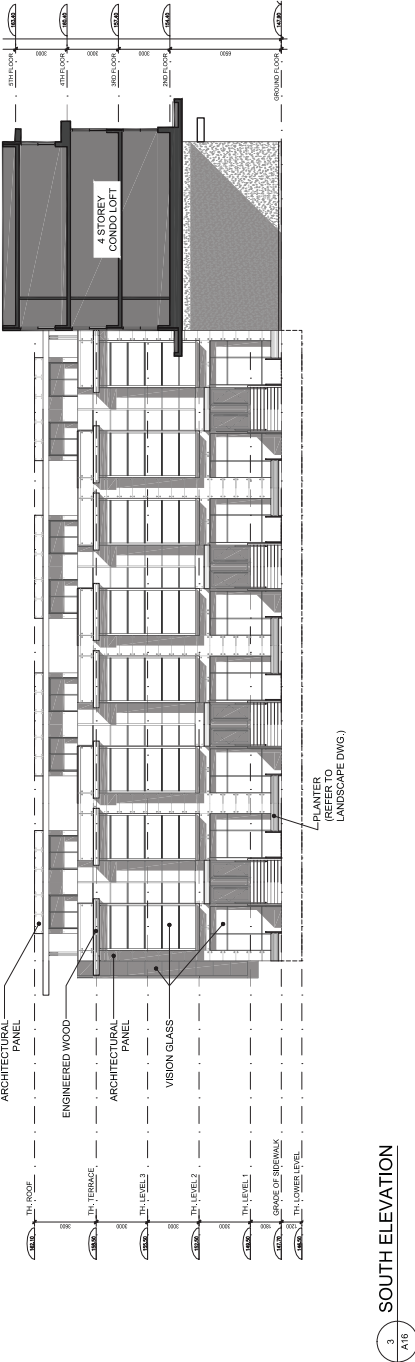
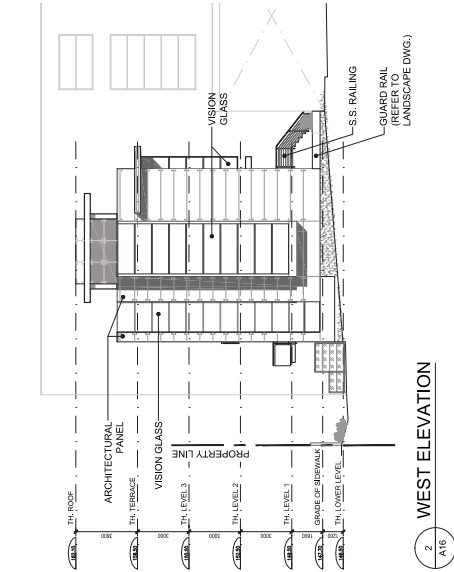
2 WEST ELEVATION

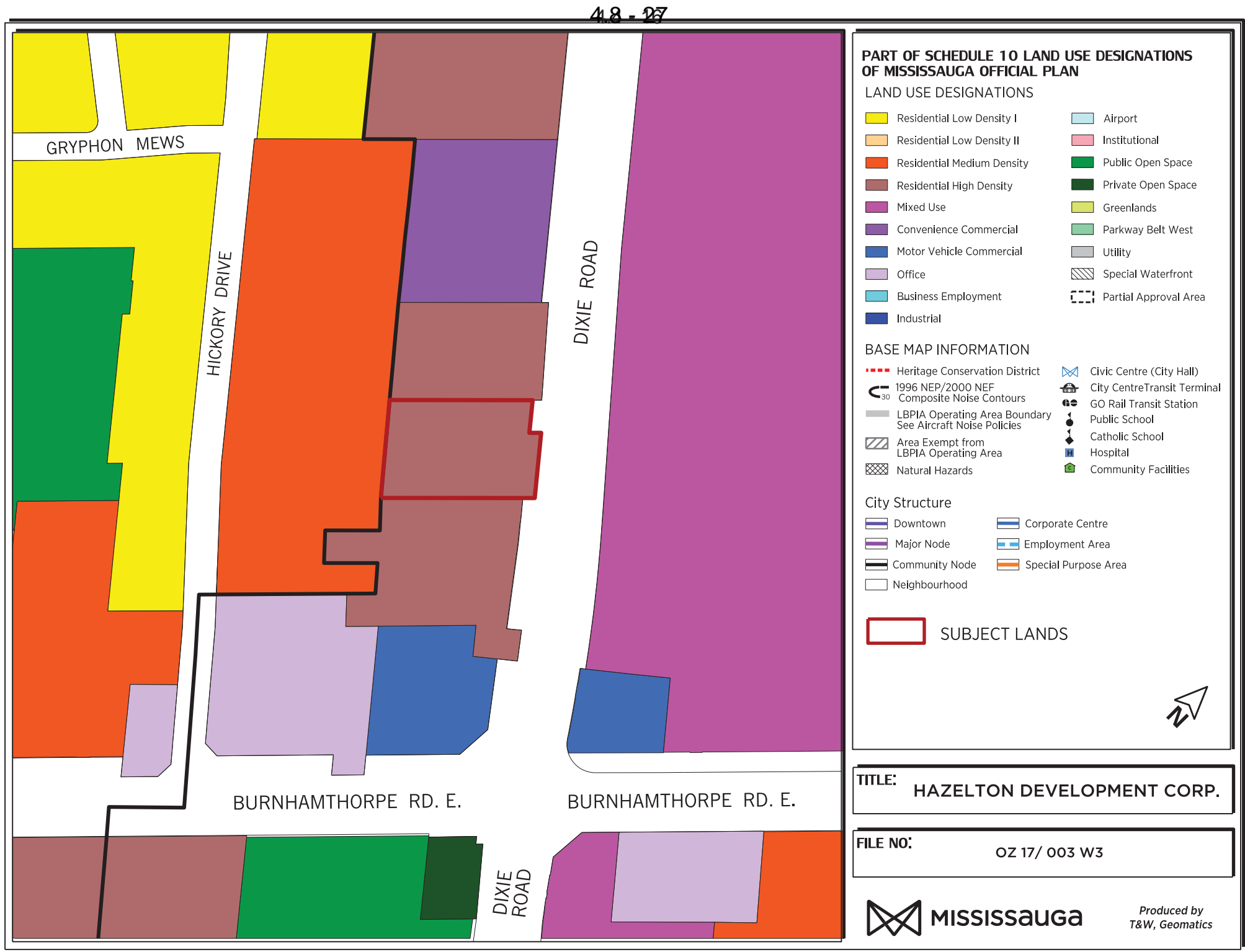
1 EAST ELEVATION











**TITLE:** HAZELTON DEVELOPMENT CORP.

**FILE NO:** OZ 17/ 003 W3



Hazelton Development Corp.

File: OZ 17/003 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 Character Area.

The property is designated **Residential High Density – Special Site 2** which permits apartment dwellings with an FSI range of 1.1-1.8.

Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

a. A concept plan for all or part of this site may be required and will address, among other matters, the following:

- compatibility of building form and scale with existing surrounding land uses;
- convenient pedestrian access through the site to nearby transit service on Dixie Road and Burnhamthorpe Road East; traffic generated will not adversely affect the transportation system;
- acceptable ingress and egress, off-street parking, landscaping and buffering; and preservation of all mature trees and other significant natural features

b. A concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation and access onto Dixie Road;

c. The redevelopment of this site will minimize access points to Dixie Road to preserve the integrity of Dixie Road as a major arterial roadway

d. The redevelopment of this site will allow for the construction of a centrally located street which is parallel to Hickory Drive and Dixie Road. The proposed street will connect to Dixie Road and align with the Rockwood Mall entrance on Dixie Road.

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

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

The lands are proposed to be re-designated **Residential High Density – Special Site** to permit an apartment dwelling with a maximum height of 14 storeys and stacked townhouses with a total maximum FSI of 3.19.

Note: The Special Site policies reflect the concept plan and draft official plan amendment submitted by the applicant. The policies are subject to revisions as the application is processed.



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**Relevant Mississauga Official Plan Policies**

|   | <b>Specific Policies</b>          | <b>General Intent</b>   |
|---|-----------------------------------|---|
| <b>Section 5 – Direct Growth</b>        | 5.0<br>5.3<br>5.3.3<br>5.4<br>5.5 | <p>Community Nodes will be focus of a mix of use including commercial, residential, educational and open spaces.</p> <p>Community Nodes are Intensification Areas. Community nodes are subject to minimum building height of two storeys and a maximum building height of four storeys.</p> <p>Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>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.</p> <p>Community Nodes will be served by frequent transit services that provide city wide connections.</p> <p>Community Nodes will be developed to support and encourage active transportation as a mode of transportation.</p> <p>Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is expected that more efficient use of land within Intensification Areas will occur as single storey buildings and surface parking lots are replaced with multistorey developments and structured parking facilities.</p> |
| <b>Section 7 – Complete Communities</b> | 7.1<br>7.2                        | <p>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.</p> <p>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</p>   |

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|  | Specific Policies                        | General Intent  |
|--|--|---|
| Section 9 – Build a Desirable Urban Form   | 9.0<br>9.1<br>9.2.1<br>9.3<br>9.4<br>9.5 | <p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities. It is important that infill "fits" within the existing building urban context.</p> <p>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.</p> <p>Buildings will minimize undue physical and visual negative impacts relating to noise, sun, shadow, views, skyview and wind.</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights</p> <p>There are various policies within this Section that relate to development within Intensification Areas 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.</p> |
|  | 11.2.5<br>11.2.5.6                       | <p>Lands designated Residential High Density will permit apartment dwellings.</p>   |
| Section 11 – General Land Use Designations |  |   |

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|                              | Specific Policies | General Intent  |
|------------------------------|-------------------|---|
| Section 14 – Community Nodes | 14.1.1<br>14.8    | <p>For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply,</p> <p>Proposals 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 an appropriate transition in heights that respects the surrounding context will be achieved; the development proposal enhances the existing or planned development; the City Structure hierarchy is maintained and the development proposal is consistent with the policies of this Plan.</p>  |
| Section 19 - Implementation  | 19.5.1            | <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <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> |

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**Summary of Existing and Proposed Zoning Provisions****Existing Zoning By-law Provisions****D-1 (Development)** which permits legally existing detached dwellings.**Proposed Zoning Standards**

| <b>Zone Standards</b>   | <b>Required RA5 (Apartment Dwellings) Zoning By-law Standards</b>                                     | <b>Proposed RA5 – Exception (Apartment Dwellings) Zoning By-law Standards</b> |
|---|---|---|
| Additional Permitted Use  |   | Horizontal Multiple Dwelling  |
| Maximum number of dwelling units  | n/a   | 270   |
| Maximum floor space index (FSI)   | 2.9   | 3.19  |
| Maximum total gross floor area  | n/a   | 16 900 m <sup>2</sup> (181,910 ft <sup>2</sup> )                              |
| Maximum total gross floor area for each storey above 12 storeys                             | 1,000 m <sup>2</sup> (10,763 ft <sup>2</sup> )  | Included in total   |
| Maximum Height  | 25 storeys  | 14 storeys  |
| Minimum setback from a surface parking space or aisle to a street line                      | 4.5 m (14.8 ft.)  | 0 m (0 ft.)   |
| Minimum setback from a parking structure below finished grade                               | 3.0 m (9.8 ft.)   | 0 m (0 ft.)   |
| Minimum setback from a waste enclosure/loading area to a zone permitting detached dwellings | 10.0 m (32.8 ft.)   | 0 m (0 ft.)   |
| Minimum depth of a landscaped buffer  | 3 m (9.8 ft.) - 4.5 m (14.8 ft.)  | 0 m (0 ft.)   |
| Minimum number of parking spaces per dwelling unit  | Loft: 1<br>1 Bedroom: 1.24<br>2 Bedroom: 1.4<br>1 Bedroom townhouse: 1.1<br>3 Bedroom townhouse: 1.75 | 1.23 for all unit types   |
| Minimum number of visitor parking spaces per dwelling unit                                  | Apartment unit: 0.20<br>Townhouse unit : 0.25   | 0.1 for all unit types  |
| Minimum landscaped area   | 40%   | 35%   |
| Minimum amenity area to be provided outside at grade  | 55 m <sup>2</sup> (592 ft <sup>2</sup> )  | 220 m <sup>2</sup> (2,368.1 ft <sup>2</sup> )                                 |
| Maximum encroachment of a balcony located above the first storey                            | 1 m (3.3 ft.)   | 0 m (0 ft.)   |

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| Zone Standards  | Required RA5 (Apartment Dwellings) Zoning By-law Standards | Proposed RA5 – Exception (Apartment Dwellings) Zoning By-law Standards |
|---|--|--|
| Maximum encroachment of a balcony above the first storey measured from the outermost face of the building | 1.0 m (3.3 ft.)  | 1.5 m (5 ft.)  |
|   |  | All development plans shall comply with an exception schedule.         |

Note: The zoning by-law standards listed reflect the concept plan and draft zoning by-law amendment submitted by the applicant. The standards are subject to revisions as the applications are processed.

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## Agency Comments

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

| Agency / Comment Date   | Comment  |
|---|--|
| Region of Peel<br>(September 29, 2017)  | <p>An existing 400 mm (15.7 in.) diameter water main and 2400 mm (94.5 in.) water main are located on Dixie Road. The site does not have frontage on an existing municipal sanitary sewer. A Functional Servicing and Storm Water Management Report (FSR/SWMR) was submitted that proposes to extend services from Rockwood Mall. A revised FSR/SWMR is required.</p> <p>An addendum to the Traffic Impact Study will be required along with a functional design of the access. The proposed access must comply with the Region's Controlled Access By-law and Road Characterization Study. The Region will support a single, shared, right in/right out access via Dixie Road to serve the proposed development and the development at 4050 Dixie Road.</p>   |
| Dufferin-Peel Catholic District School Board and the Peel District School Board<br>(May 4, 2017 and May 19, 2017) | <p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board also require that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the agreement:</p> <p>Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.</p> |

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| Agency / Comment Date  | Comment  |
|--|--|
|  | <p>The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board.</p> <p>The Dufferin-Peel Catholic District School Board requires the Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law: That the applicant shall agree in the Servicing Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <p>Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.</p> <p>That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.</p> <p>The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchasers that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy.</p> |
| City Community Services Department – Parks and Forestry Division/Park Planning Section<br>(October 11, 2017) | <p>Golden Orchard Park (P-183) and the Burnhamthorpe Public Library constitute the closest recreational facilities located approximately 300m (984.2 ft.) from the proposed development.</p> <p>Should the application be approved that cash-in-lieu for park or other public recreational purposes will be required prior to building permit pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>  |

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| Agency / Comment Date  | Comment   |
|--|---|
| City Community Services Department – Fire and Emergency Services Division<br>(June 30, 2017) | Fire has reviewed the OPA/rezoning application from an emergency response perspective to the site and has no concerns; emergency response time to the site and watersupply available are acceptable.<br>Fire does have concerns with respect to the fire route running through the structure. A revised design is under review.   |
| City Transportation and Works Department<br>(October 11, 2017)                               | The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include: <ul style="list-style-type: none"> <li>• Grading, Servicing and Site Plan;</li> <li>• Noise Feasibility Study;</li> <li>• North-South interconnection along the entire west (rear) lot line;</li> <li>• Traffic Impact Study, to provide details with respect to TDM measures;</li> <li>• Functional Servicing Report; and</li> <li>• 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: <ul style="list-style-type: none"> <li>• City Community Services Department– Heritage</li> <li>• City Planning and Building Department – Development Services</li> <li>• City Economic Development Office</li> <li>• Canada Post</li> <li>• Rogers Cable</li> <li>• Greater Toronto Airport Authority</li> <li>• Alectra Utilities</li> <li>• Bell Canada</li> </ul>  |
|  | The following City Departments and external agencies were circulated the applications but provided no comments: <ul style="list-style-type: none"> <li>• City Community Services Department – Culture Division, Heritage</li> <li>• Trillium Health</li> <li>• City Realty Services</li> <li>• City Community Services Department – Culture Division, Public Art</li> <li>• Conseil Scolaire Viamonde</li> <li>• Conseil Scolaire de District Catholique Centre-Sud</li> </ul>  |

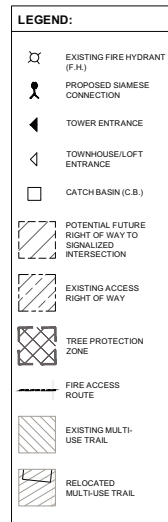


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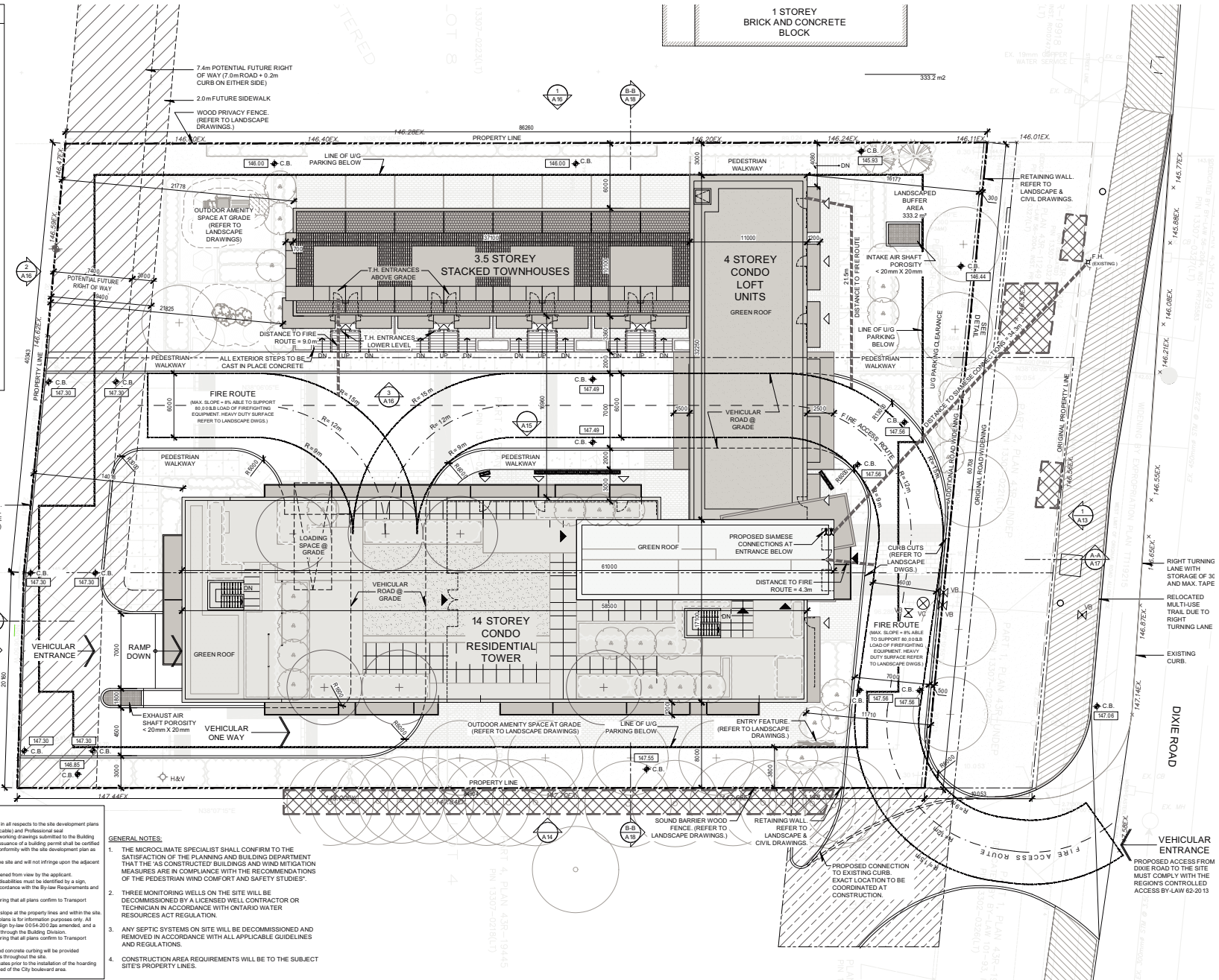
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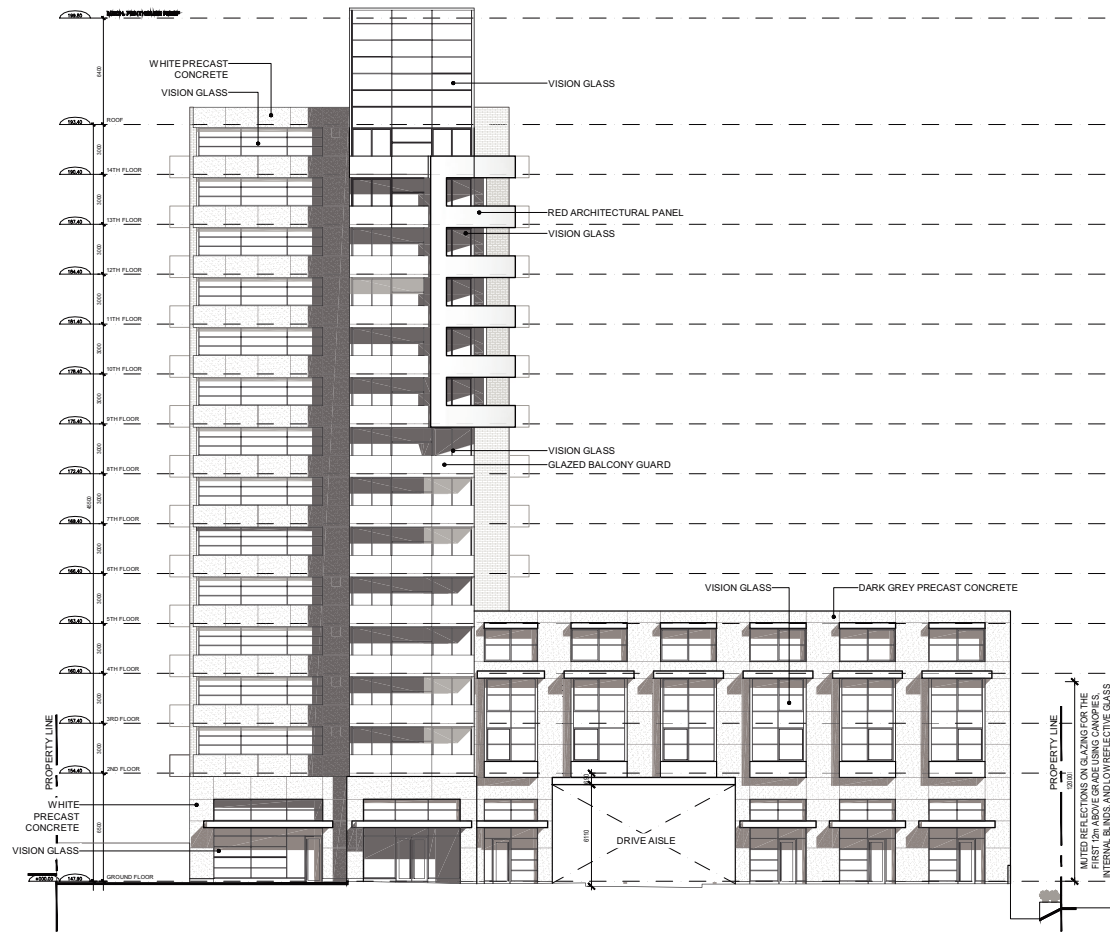
## School Accommodation

| The Peel District School Board  | The Dufferin-Peel Catholic District School Board |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
|---|--|-------------------------|----|--------------------|----|---------------------|------------|-----|-----------|-----|------------|---|------------|-------|-----------|-----|------------|---|------------|-------|-----------|-------|------------|---|--|---|--------------------------------|---|---------------------|------------|-----|-----------|-----|------------|---|------------|-------|-----------|-------|------------|---|
| <ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>28</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>12</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>12</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>Burnhamthorpe Public School</p> <table> <tr> <td>Enrolment:</td><td>685</td></tr> <tr> <td>Capacity:</td><td>504</td></tr> <tr> <td>Portables:</td><td>9</td></tr> </table> <p>Tomken Road Middle School</p> <table> <tr> <td>Enrolment:</td><td>1,047</td></tr> <tr> <td>Capacity:</td><td>947</td></tr> <tr> <td>Portables:</td><td>7</td></tr> </table> <p>Applewood Heights Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,059</td></tr> <tr> <td>Capacity:</td><td>1,284</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> </li> </ul> | 28   | Kindergarten to Grade 5 | 12 | Grade 6 to Grade 8 | 12 | Grade 9 to Grade 12 | Enrolment: | 685 | Capacity: | 504 | Portables: | 9 | Enrolment: | 1,047 | Capacity: | 947 | Portables: | 7 | Enrolment: | 1,059 | Capacity: | 1,284 | Portables: | 0 | <ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>5</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>4</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>St. Basil Elementary School</p> <table> <tr> <td>Enrolment:</td><td>270</td></tr> <tr> <td>Capacity:</td><td>268</td></tr> <tr> <td>Portables:</td><td>8</td></tr> </table> <p>Phillip Pocock</p> <table> <tr> <td>Enrolment:</td><td>1,257</td></tr> <tr> <td>Capacity:</td><td>1,048</td></tr> <tr> <td>Portables:</td><td>5</td></tr> </table> </li> </ul> | 5 | Junior Kindergarten to Grade 8 | 4 | Grade 9 to Grade 12 | Enrolment: | 270 | Capacity: | 268 | Portables: | 8 | Enrolment: | 1,257 | Capacity: | 1,048 | Portables: | 5 |
| 28  | Kindergarten to Grade 5                          |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| 12  | Grade 6 to Grade 8                               |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| 12  | Grade 9 to Grade 12                              |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Enrolment:  | 685  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Capacity:   | 504  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Portables:  | 9  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Enrolment:  | 1,047  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Capacity:   | 947  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Portables:  | 7  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Enrolment:  | 1,059  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Capacity:   | 1,284  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Portables:  | 0  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| 5   | Junior Kindergarten to Grade 8                   |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| 4   | Grade 9 to Grade 12                              |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Enrolment:  | 270  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Capacity:   | 268  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Portables:  | 8  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Enrolment:  | 1,257  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Capacity:   | 1,048  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |
| Portables:  | 5  |                         |    |                    |    |                     |            |     |           |     |            |   |            |       |           |     |            |   |            |       |           |       |            |   |  |   |                                |   |                     |            |     |           |     |            |   |            |       |           |       |            |   |

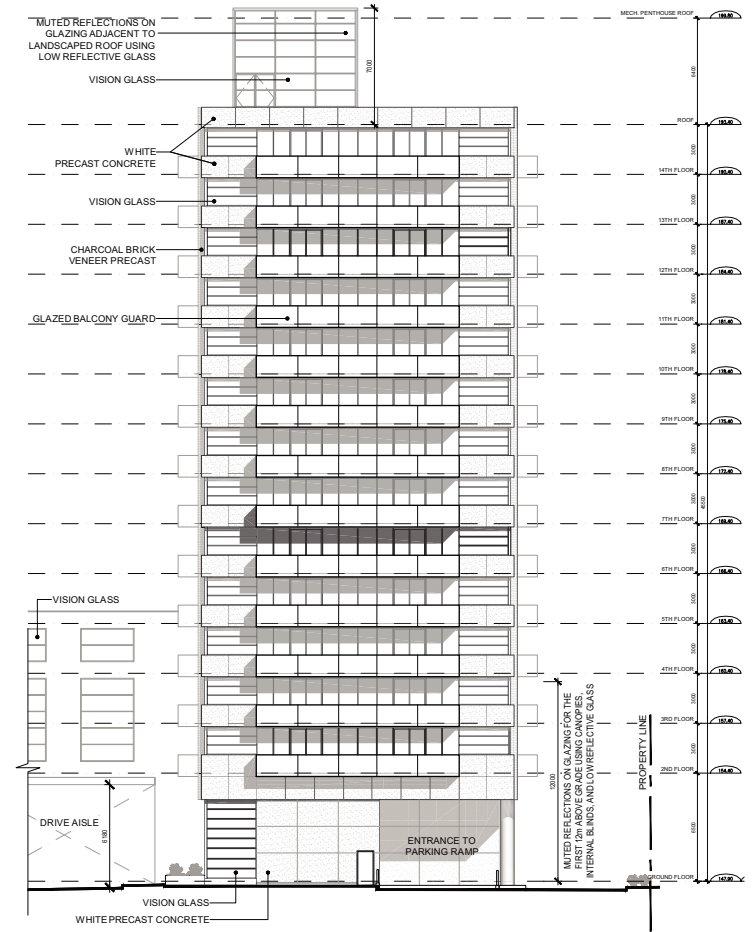


RESIDENTIAL (R3)  
LOT 39  
RESIDENTIAL (R3)

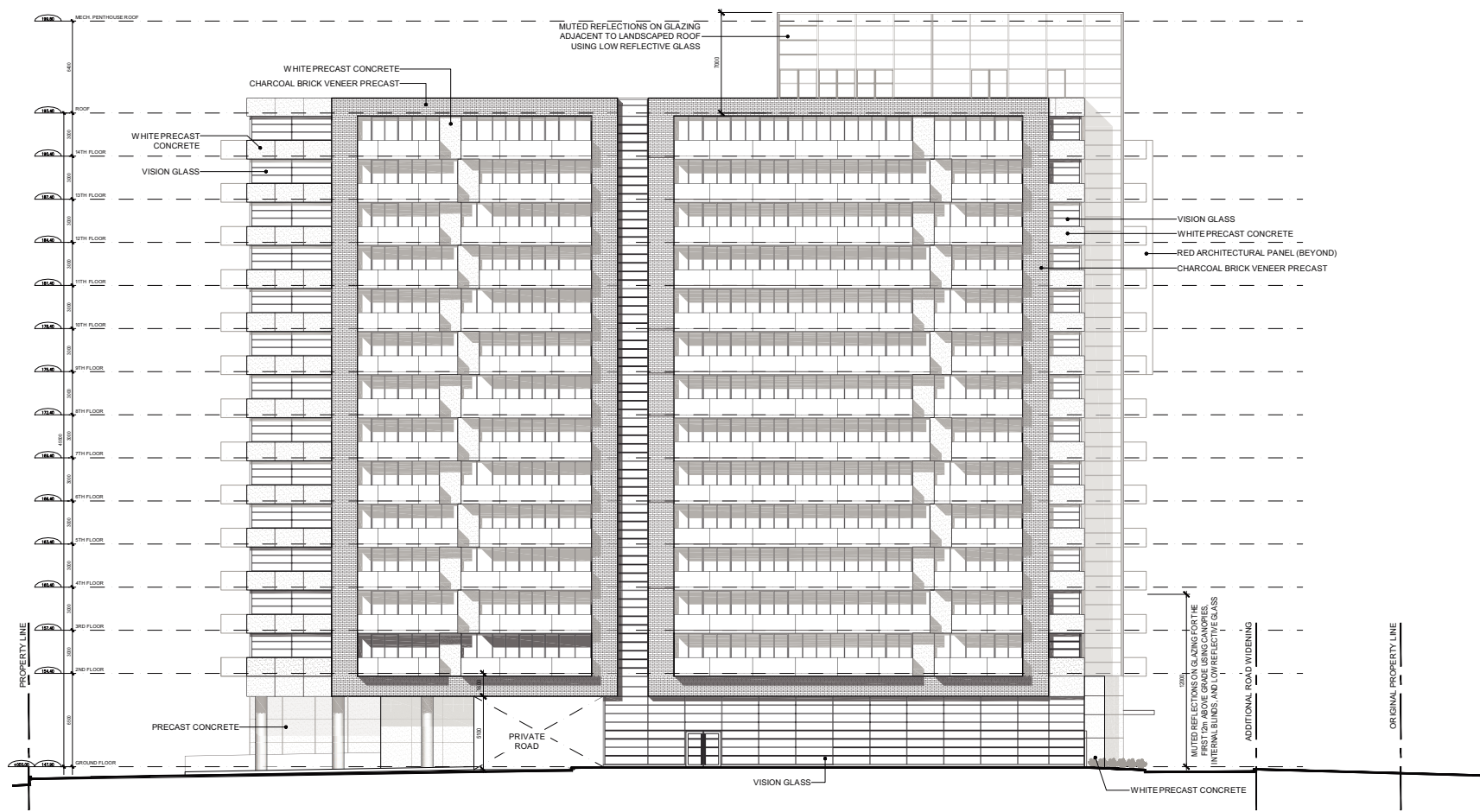




1 EAST ELEVATION  
A13



2 WEST ELEVATION  
A13

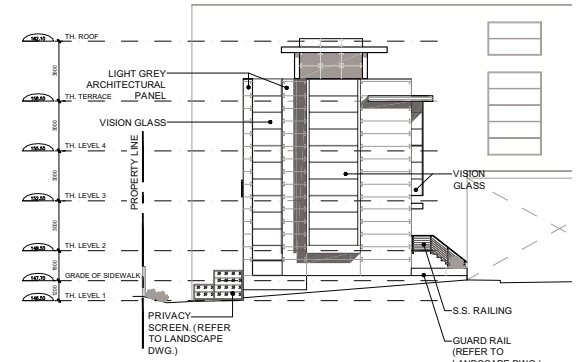


1 SOUTH ELEVATION  
A14





1 NORTH ELEVATION  
A16



2 WEST ELEVATION  
A16



3 SOUTH ELEVATION  
A16



Hazelton Development Corp.

File: OZ 17/003 W3

**Revised Proposed Zoning By-law Standards****Proposed Zoning Standards**

|  | <b>Required RA5 (Apartments)<br/>Zoning By-law Standards</b>          | <b>Proposed RA5 – Exception<br/>(Apartments) Zoning By-law Standards</b> |
|--|---|--|
| Additional Permitted Use   |   | Horizontal Multiple Dwelling   |
| Maximum floor space index (FSI)  | 2.9   | 3.24   |
| Maximum Building Height  | 25 storeys  | 14 storeys   |
| Maximum encroachment of a balcony located above the first storey   | 1.0 m (3.3 ft.)   | 1.5 m (5 ft.)  |
| Maximum encroachment of a balcony located on the first storey  | 1.8 m (5.9 ft)  | 2.0 m (6.6 ft.)  |
| Minimum number of parking spaces per dwelling unit   | 1BR: 1.25<br>2BR: 1.4<br>3 BR: 1.75<br>2BR (Horizontal Multiple): 1.5 | 1.15<br>1.3<br>1.65<br>1.4   |
| Minimum number of visitor parking spaces per dwelling unit   | .20   | .15  |
| Maximum number of car share parking spaces*<br>*for each car share parking space provided, total parking reduced by 4 spaces | n/a   | 2  |
| Minimum setback from surface parking spaces to a street line   | 4.5 m (14.8 ft.)  | 0 m (0 ft.)  |
| Minimum setback from a parking structure to any lot line above or partially above grade                                      | 7.5 m (24.6 ft.)  | 0 m (0 ft.)  |
| Minimum setback from a parking structure below finished grade  | 3.0 m (9.8 ft.)   | 0 m (0 ft.)  |
| Minimum setback from a waste enclosure/loading area to a zone permitting detached dwellings                                  | 10.0 m (32.8 ft.)   | 0 m (0 ft.)  |
| Minimum landscaped area  | 40 %  | 35 %   |
| Minimum depth of a   | 4.5 m (14.8 ft.)  | 0 m (0 ft.)  |

**Hazelton Development Corp.****File: OZ 17/003 W3**

|   | <b>Required RA5 (Apartments)<br/>Zoning By-law Standards</b>                             | <b>Proposed RA5 – Exception<br/>(Apartments) Zoning By-<br/>law Standards</b> |
|---|--|---|
| landscaped buffer abutting a street                             |  |   |
| Minimum depth of a landscape buffer abutting a residential zone | 4.5 m (14.8 ft.)   | 3 m (9.8 ft.)   |
| Minimum amenity area to be provided outside at grade            | Greater of 5.6 m <sup>2</sup> (60.2 ft <sup>2</sup> ) /dwelling unit or 10% of site area | 220 m <sup>2</sup> (2,368.1 ft <sup>2</sup> )                                 |



City of Mississauga

# Corporate Report



Date: June 1, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
OZ 17/013 W1Meeting date:  
2018/06/25

## Subject

### RECOMMENDATION REPORT (WARD 1)

Application to permit a 15 storey apartment building with 202 units and three levels of underground parking

21-29 Park Street East, south side of Park Street East, east of Stavebank Road

Owner: Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

Bill 139

## Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the application has been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ 17/013 W1, Edenshaw Park Developments Ltd., 21-29 Park Street East to change the zoning to **H-RA4-Exception** (Apartment Dwellings with Holding provision) to permit a 15 storey apartment building with 202 units and three levels of underground parking, in conformity with the provisions outlined in Appendix 2, be approved.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. The "H" Holding provision is to be removed from the **H-RA4-Exception** (Apartment Dwellings with Holding Provision) zoning applicable to the subject lands, by further amendment, upon confirmation from the applicable agencies and City Departments that matters as outlined in the Report dated June 1, 2018, from the Commissioner of Planning and Building, have been satisfactorily addressed.

5. 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.
6. 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 traffic, built form and compatibility within the surrounding area
- The applicant has made minor revisions to the proposal to address comments raised by Planning staff related to the design of the eastern portion of the building, including a reduction of units as well as in the building's floor area and corresponding floor space index while increasing setbacks to the easterly property line
- The application is consistent with the Provincial Policy Statement and is in conformity with the Provincial Growth Plan for the Greater Golden Horseshoe
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the application be approved

## Background

A public meeting was held by the Planning and Development Committee on February 26, 2018, at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-0015-2018 was then adopted by Council on March 7, 2018.

That the report dated February 6, 2018, from the Commissioner of Planning and Building regarding the application by Edenshaw Park Developments Ltd. to permit a 15 storey apartment building with 207 units and three levels of underground parking, under File OZ 17/013 W1, 21–29 Park Street East, be received for information.

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

- A redesign to increase the setback to a section of the fourth, fifth and sixth storey of the easterly portion of the proposed apartment building
- A reduction in the number of units from 207 to 202
- A reduction in the building's floor area from 19 216 m<sup>2</sup> (208,839.3 ft<sup>2</sup>) to 19 045 m<sup>2</sup> (204,998.7 ft<sup>2</sup>) and the proposed Floor Space Index (FSI) from 6.35 to 6.21

## COMMUNITY COMMENTS

The issues below were raised by residents at the public meeting on February 26, 2018, and at a subsequent community meeting held on March 26, 2018 by the Town of Port Credit Association and Cranberry Cove Ratepayers Association, with Ward 1 Councillor Dave Cook and City staff present.

### Comment

Concerns were raised regarding the shadow impacts on the surrounding area, and in particular, the balconies of the apartment building at 12 Park Street East to the north.

### Response

The intent of the submitted shadow study is to demonstrate that the location and the height of the proposed building will not cause undue shadowing on the development site and the surrounding context, including private and public amenity spaces, open spaces and the public realm. Private balconies are not considered "private amenity space" unless they are unenclosed and project a minimum of 4.0 m (13.1 ft.).

The balconies at 12 Park Street North project less than 4.0 m (13.12 ft.) from the exterior wall. As a result, they are not evaluated against the criteria for private amenity space as set out in City's standards for shadow studies. However, staff can confirm that the proposed development will cast a shadow on the balconies located on the easterly portion of this apartment building during the morning in the summer. In the spring and fall seasons, it will also partially cast a shadow on these balconies in the morning, with most of the shadowing caused by the apartment building at 30 High Street East, to the immediate south. In the winter season, the proposed development will not cast a shadow on this building. Overall, Urban Design staff has determined that the study is acceptable and meets the City's standards for shadow studies.

### Comment

The built form of the proposed apartment building is not compatible with the surrounding context.

### Response

Comments on the built form are included in the Planning Comments section of this report.

### Comment

Concerns were raised regarding the relationship of the proposed apartment building to the existing apartments on the north side of Park Street East.

### Response

The subject property is located within an area that contains multiple apartment buildings ranging from 3 – 26 storeys in height. The applicant is proposing a 15 storey apartment building that provides for appropriate separation distances in accordance with the Port Credit Local Area

Plan Built Form Standards. In addition, the proposed building contains a 5 storey podium element fronting onto Park Street East that relates well to the existing 5 and 7 storey apartment buildings fronting on the north side of Park Street East.

#### **Comment**

The proposed building will impact the adjacent City owned Vimy Park.

#### **Response**

As a response to initial staff comments, the applicant provided an unencumbered 4.5 m (14.76 ft.) landscape buffer between the westerly property line and the proposed building. Staff is of the opinion that this setback is appropriate, as it provides for optimal space to include upgraded landscaping elements for the structure to positively interface with Vimy Park. Details of the landscape buffer will be dealt with through the required Removal of the "H" Holding Symbol application and the Site Plan approval process.

#### **Comment**

Concerns were raised with respect to the placement of the resident lobby and the potential impacts on traffic movement at 12 Park Street East.

#### **Response**

The condition of an apartment building locating its lobby across the street from a vehicular access point of another apartment building is not uncommon within the context of the Port Credit Community Node and is often a condition in a built-up urban environment. In this instance, the vehicular access for the proposed development is located on the eastern portion of the site, which is significantly offset from the existing driveway access for 12 Park Street East. Resident and visitor vehicles will be able to access the underground parking garage through the easterly access point and it will also provide for the loading and unloading of service vehicles. Given its location and taking into account potential traffic movements related to the lobby of the building, including pedestrian pick-up and drop-off, staff do not anticipate any undue impacts on the existing driveway access for 12 Park Street East.

#### **Comment**

Concerns were raised with respect to the impact on traffic from the proposed development within the surrounding area.

#### **Response**

Transportation and Works is satisfied that the predicted future traffic volumes generated from the subject proposal can be accommodated within the existing surrounding road network. An updated Transportation Impact Study (TIS) will be required to capture other outstanding details. It should be noted that adjustments to the access location/ sight design are required as part of lifting the "H" holding designation to address concerns with the specific location.

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

Comments updated May 29, 2018, state that should the Rezoning application be approved in principle, the outstanding matters noted below are to form part of the conditions to lift the 'H' holding symbol.

- Deliver and execute a Development Agreement in a form satisfactory to the City of Mississauga, Region or any other appropriate authority. The agreement may deal with matters including, but not limited to engineering matters and technical details such as grading, fencing, noise mitigation, additional provisions and any necessary easements, securities, fees and warning clauses
- Submit a final Remediation Report
- Update the Transportation Impact Study and provide additional access design details

Site specific details are to be addressed as part of the Site Plan review and approval process.

**PLANNING COMMENTS****Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe**

The Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and direct the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

**Consistency with PPS**

The PPS contains the Province's policies concerning land use planning for Ontario. Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

The site is located within a Community Node, and in proximity to an intensification corridor and higher order transit. The site is designated **Residential High Density** and the applicable

general MOP policies are consistent with the PPS, as they encourage the redevelopment of underutilized lots to take advantage of existing servicing and transit availability. Therefore, MOP is consistent with the PPS.

The Planning Comments section of the report describes how the proposal meets the designation and general policies noted above and therefore, the proposal is consistent with the PPS.

### **Conformity with Growth Plan**

The property is located within a designated Built-Up Area (Section 2.2.2) that is to be planned to accommodate population and employment growth (Schedule 4 of the Growth Plan). Section 2.2.2.4 b) of the Growth Plan directs municipalities to identify the appropriate type and scale of development and transition of built form to adjacent areas in intensification areas.

Section 5.3.3 of MOP states that Community Nodes are intended to redevelop to take on a more urban and pedestrian friendly form, with high importance placed on the accessibility to higher order transit. Therefore, MOP conforms to the Growth Plan.

As set out in the Planning Comments section of the report, the proposal has demonstrated that it meets the above noted MOP policies and represents an appropriate development within a designated intensification area. Therefore, the proposal is in conformity with the Growth Plan.

### **Region of Peel Official Plan**

The subject property is located within the Urban System of the Region of Peel Official Plan. The objectives of the Urban System designation require development to be compact and pedestrian oriented, transit supportive and address the more efficient use of underutilized lots.

MOP contains general policies within Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form that generally encourage the redevelopment of underutilized lots, require redevelopment to be transit supportive, pedestrian oriented and context sensitive. Therefore, MOP conforms to the Region of Peel Official Plan.

The MOP designation for the subject property is **Residential High Density**, which permits apartment dwellings. The subject rezoning application represents a redevelopment that makes more efficient use of the servicing capacity for the site. In addition, MOP contains general policies that are applicable to the site that guide redevelopment to be pedestrian oriented and compact in nature, in addition to being context sensitive in design. The applicable policies in MOP conform to the Region of Peel Official Plan.

### **Zoning**

The proposed **H-RA4-Exception** (Apartment Dwellings with Holding provision) zone is appropriate to accommodate the proposed apartment building with an FSI of 6.21 and a height

of 15 storeys. Appendix 3 contains a summary of the revised proposed site specific zoning provisions for the development.

The site is located within the Central Residential Precinct of the Port Credit Community Node and is considered an intensification area in Mississauga Official Plan. Community Nodes are intended to develop in a form and density that complements the existing character of the node and achieves a high quality urban environment, while supporting modes of transportation. The site is located within steps of the Port Credit GO Station and is situated close to future LRT service. Port Credit Memorial Park is located 140 m (459 ft.) to the west. Lakeshore Road East is approximately 170 m (557 ft.) to the south and provides a wide ranges of retail and service uses within walking distance.

The site is subject to the Port Credit Local Area Plan policies, which contemplates heights of 15 storeys for apartment buildings with regard being given to proper integration and appropriate built form. The inclusion terracing from the easterly and southerly property line reduces the overall bulk of the development and provides appropriate transition to the adjacent 16 and 10 storey apartment buildings. The building will fit within the larger context of apartment buildings in Port Credit that include heights ranging from 3 – 26 storeys.

Directly to the west of the subject property is City owned Vimy Park. The applicant is providing a 4.5 m (14.80 ft.) unencumbered landscape buffer between the proposed apartment building and the westerly property line, which significantly aids in the integration of the building within the immediate context and in particular, achieves the desired setback condition to the park.

In addition to the review carried out by staff, the applicant has provided planning rationale to justify the proposed change in zoning.

### **Removal of Rental Units**

A report from the Commissioner of Planning and Building titled Mississauga Housing Strategy: Rental Housing Protection By-law was considered at Planning and Development Committee on May 28. The report proposes a Rental Housing Protection By-law be established and take effect on June 1, 2019, that would apply city-wide and focuses on the retention of affordable rental units.

As mentioned in the Information Report (Appendix 1), the applicant is removing existing rental apartment units. However, as this application was made prior to the establishment of the proposed by-law, it is not applicable in this instance. In light of this, the draft H conditions contain a provision that requires the applicant to work with staff to address the City's Housing Strategy as it relates to proposed development.

### **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.

The subject lands are currently zoned **RA2-48** (Apartment Dwellings) and **RA1-6** (Apartment Dwellings). The **RA2-48** zone permits an apartment, long-term care building and retirement building up to 8 storeys and with a Floor Space Index (FSI) ranging from 0.5-1.0. It also allows a legally existing detached house, duplex or triplex. The **RA1-6** zone permits an apartment, long-term care building and retirement building up to 4 storeys and with an FSI ranging from 1.0 – 1.8. As the applicant is seeking to permit a 15 storey apartment building with an FSI of 6.21, the proposal meets the minimum threshold for a Section 37 contribution.

Should this application be approved by Council, it is recommended that one of the conditions for removal of the "H" Holding Provision be a satisfactory community benefits agreement with the City. Details of the recommended community benefits arrangement will be outlined as part of a future report to Council on the lifting of the "H" Holding Provision.

### Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the Rezoning concept plan, further revisions will be needed to address matters such as landscaping details, interface with Vimy Park, grading details and site design details.

### "H" Holding Provision

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

- Delivery of an executed Development Agreement
- Submission of satisfactory Grading and Servicing drawings
- Satisfactory arrangements with the Planning and Building Department regarding the City's Housing Strategy
- Satisfactory arrangements with the Community Services Department regarding grading and fencing adjacent to Vimy Park, including submission of a satisfactory Structural Assessment Report for the cenotaph
- Satisfactory arrangements with the Region of Peel for waste collection, water and waste water services to the site



- Submission of an satisfactory updated TIS and satisfactory Final Remediation Plan to the City Transportation and Works Department
- Delivery of an executed community benefits agreement pursuant to Section 37 of the *Planning Act*

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.

## Financial Impact

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

## Conclusion

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

The proposed Rezoning is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for a 15 storey apartment building is consistent with the overall intent, goals and objectives of Mississauga Official Plan as the site is designated **Residential High Density** and located within a Community Node that encourages the redevelopment of underutilized lots to take advantage of existing servicing and transit availability.
2. The proposed built form is compatible with the surrounding land uses, is complementary to the existing character of the area and integrates well with the surrounding properties.
3. It has been demonstrated that the proposed zoning standards are appropriate to accommodate the proposed development based on the submitted concept plan.

Prior to the lifting the "H" Holding Provision by Council, the applicant will be required to execute a Section 37 agreement to the satisfaction of the City.

## Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan

Appendix 3: Revised Summary of Existing and Proposed Zoning Provisions



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

City of Mississauga

# Corporate Report



Date: February 6, 2018

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 17/013 W1Meeting date:  
2018/02/26

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Application to permit a 15 storey apartment building with 207 units and three levels of underground parking**

**21 – 29 Park Street East, south side of Park Street East, east of Stavebank Road**

**Owner: Edenshaw Park Developments Ltd.**

**File: OZ 17/013 W1**

## Recommendation

That the report dated February 6, 2018, from the Commissioner of Planning and Building regarding the application by Edenshaw Park Developments Ltd. to permit a 15 storey apartment building with 207 units and three levels of underground parking, under File OZ 17/013 W1, 21 – 29 Park Street East, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires an amendment to the zoning by-law
- Community concerns identified to date relate to density, built form and impacts on surrounding properties
- Prior to the next report, matters to be addressed include appropriateness of the proposed built form and site design, proposed zoning regulations and the satisfactory resolution of all other technical requirements and studies related to the project

## Background

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

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

| Size and Use    |                             |
|-----------------|-----------------------------|
| Frontage:       | 60.0 m (196.9 ft.)          |
| Depth:          | 51.0 m (167.3 ft.)          |
| Gross Lot Area: | 0.31 ha (0.76 ac.)          |
| Existing Uses:  | Residential, Dentist Office |

The properties are located on the south side of Park Street East and east of Stavebank Road within the Central Residential Precinct of the Port Credit Community Node and are within 500 m (1,640.4 ft.) of the Port Credit GO Station. The neighbourhood context consists of a mixture of high-rise and mid-rise apartment buildings, multi-unit walk-ups and detached homes. The site is made up of four properties that are now under one ownership. The most westerly home has been converted into a dentist office. There are two detached homes and a three storey rental apartment building containing 18 rental units, east of the dentist office. Directly adjacent to the west of the site is the City owned Vimy Park, which contains a cenotaph and is designated under the *Ontario Heritage Act*.

The properties at 21 and 25 Park Street East are currently listed under the *Ontario Heritage Act*, however, the Heritage Advisory Committee has granted the permission for demolition of the listed structures on both 21 and 25 Park Street East. Upon demolition of the structures, the properties will be de-listed.



Aerial image of  
subject property

The surrounding land uses are:

North: Three apartment buildings ranging from 6 – 13 storeys  
 East: 10 storey apartment building  
 South: 16 storey apartment building  
 West: Vimy Park

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 application is to permit a 15 storey, 207 unit condominium apartment building with three levels of underground parking. The proposed apartment building steps down from 15 storeys towards the easterly and southerly portions of the property and contains units at ground level fronting onto Park Street East. The vehicular access is proposed to be located on the easterly side of the site. The pedestrian access to the lobby is proposed to be located off the northwest corner of the building facing Park Street East, adjacent to Vimy Park.

| Development Proposal    |   |                     |
|-------------------------|---|---------------------|
| Application submitted:  | Received: September 20, 2017<br>Deemed complete: October 31, 2017<br>Revised Submission: January 16, 2018   |                     |
| Developer Owner:        | Edenshaw Park Developments Ltd  |                     |
| Applicant:              | MHBC Planning   |                     |
| Number of units:        | 207 units   |                     |
| Height:                 | 15 storeys  |                     |
| Lot Coverage:           | 58.9%   |                     |
| Floor Space Index:      | 6.35  |                     |
| Landscaped Area:        | 25% (total of 787 m <sup>2</sup> [8,471 ft <sup>2</sup> ])  |                     |
| Gross Floor Area:       | 19 216 m <sup>2</sup> (208,839.3 ft <sup>2</sup> )  |                     |
| Anticipated Population: | 518*<br>*Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga. |                     |
| Parking:                | Required  | Proposed            |
| resident spaces         | 293   | 187 (+16 car share) |
| visitor spaces          | 42  | 26                  |
| Total                   | 335   | 229                 |

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



Image of existing  
conditions  
Source: Google Maps



Applicant's rendering of  
proposal

## LAND USE CONTROLS

The subject lands are located within the Central Residential Precinct of the Port Credit Community Node Character Area and are designated **Residential High Density** (see Appendix 5) which permits apartment buildings. In addition, the Port Credit Local Area Plan contains Schedule 2B – Port Credit Community Node Height Limits which identifies a height range of 2 – 15 storeys for the site. The application is in conformity with the land use designation.

The lands known as 21-27 Park Street East are currently zoned **RA2-48 (Apartment Dwellings)** (see Appendix 6) which permits a detached house, duplex or triplex legally existing, an apartment building, a long term care facility and a retirement building. The lands known as 29 Park Street East are currently zoned **RA1-6 (Apartment Dwellings)** (see Appendix 6) which permits an apartment building, a long term care facility and a retirement building. The applicant is proposing to rezone all the lands (21-29 Park Street East) to **H-RA4-Exception (Apartment Dwellings with Holding Provision)** (see Appendix 6) to permit a 15 storey apartment building. The "H" Holding symbol is being requested by the applicant to allow the rezoning of the lands to



proceed subject to satisfying all development requirements of the City and any other external agencies as referenced on page 6 of this report. The "H" Holding symbol would only be removed upon satisfaction of these requirements by the applicant.

Detailed information regarding the existing 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 had been scheduled for January 31, 2018, however; the meeting was cancelled. Should the need for a community meeting be identified through the public meeting, one will be scheduled.

### **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:

- Adherence to the applicable policies and principles of Mississauga Official Plan
- Compatibility with the surrounding context with respect to the proposed built form, massing and site design
- Interface of the proposed development and the adjacent City owned Vimy Park
- Appropriateness of the proposed zoning regulations
- The loss of the existing rental units and the impacts on the Affordable Housing Program
- Satisfying technical requirements and other studies related to the proposal

### **REMOVAL OF RENTAL UNITS**

The application is proposing to remove 18 rental apartment units. On October 25, 2017 Council adopted *Making Room for the Middle: A Housing Strategy for Mississauga*. The Strategy establishes an interim city-wide housing combined target of 35% for market rental and affordable ownership housing. Prior to final approval the applicant will be required to demonstrate to the City's satisfaction how the proposed development contributes to the achievement of this target. The applicant is encouraged to work with City staff to consider options to address this loss of purpose built rental housing.

### **URBAN DESIGN ADVISORY PANEL**

The Urban Design Advisory Panel reviewed the application on July 18, 2017. Comments from the panel include the following:

- Revise the grading of the site to improve the relationship between the proposed building and the adjacent Vimy Park to the west
- Improve the treatment of the area between the retaining wall and the pedestrian entrance of the building
- Alteration of the building elevations are encouraged in order to introduce more glass elements and horizontal articulation within the podium of the building

The revised resubmission is being evaluated to determine if it has addressed the comments of the Urban Design Advisory Panel.

### **OTHER INFORMATION**

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

- Concept Plan
- Functional Servicing Report
- Noise and Vibration Study
- Stormwater Management Report
- Stage 1 & 2 Archaeological Assessment
- Landscape Plan
- Arborist Report
- Shadow Study
- Transportation Impact Assessment
- Planning Justification Report
- Heritage Impact Assessment
- Concept Plan
- Site Grading and Servicing Plan
- Wind Study
- Tree Preservation Plan

### **Development Requirements**

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

### **Financial Impact**

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

### **Conclusion**

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



## Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Port Credit Community Node Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing 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



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

### Site History

- February 6, 1997 – Minor variance to permit a resident dental office within the existing dwelling approved by the Committee of Adjustment.
- June 20, 2007 – Zoning By-law came into force except for those sites which have been appealed. The subject lands are zoned **RA2-48 (Apartment Dwelling)** and **RA1-6 (Apartment Dwelling)**.
- August 1, 2007 - 25 Park Street receives approval from Heritage Advisory Committee to proceed with a demolition permit.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential High Density** in the Port Credit Community Node Character Area.
- June 13, 2017 – 21 Park Street receives approval from Heritage Advisory Committee to proceed with a demolition permit.



**LEGEND:**



SUBJECT LANDS



**TITLE:**

**Edenshaw Park Developments Ltd.**

**FILE NO:**

OZ 17/ 013 W1

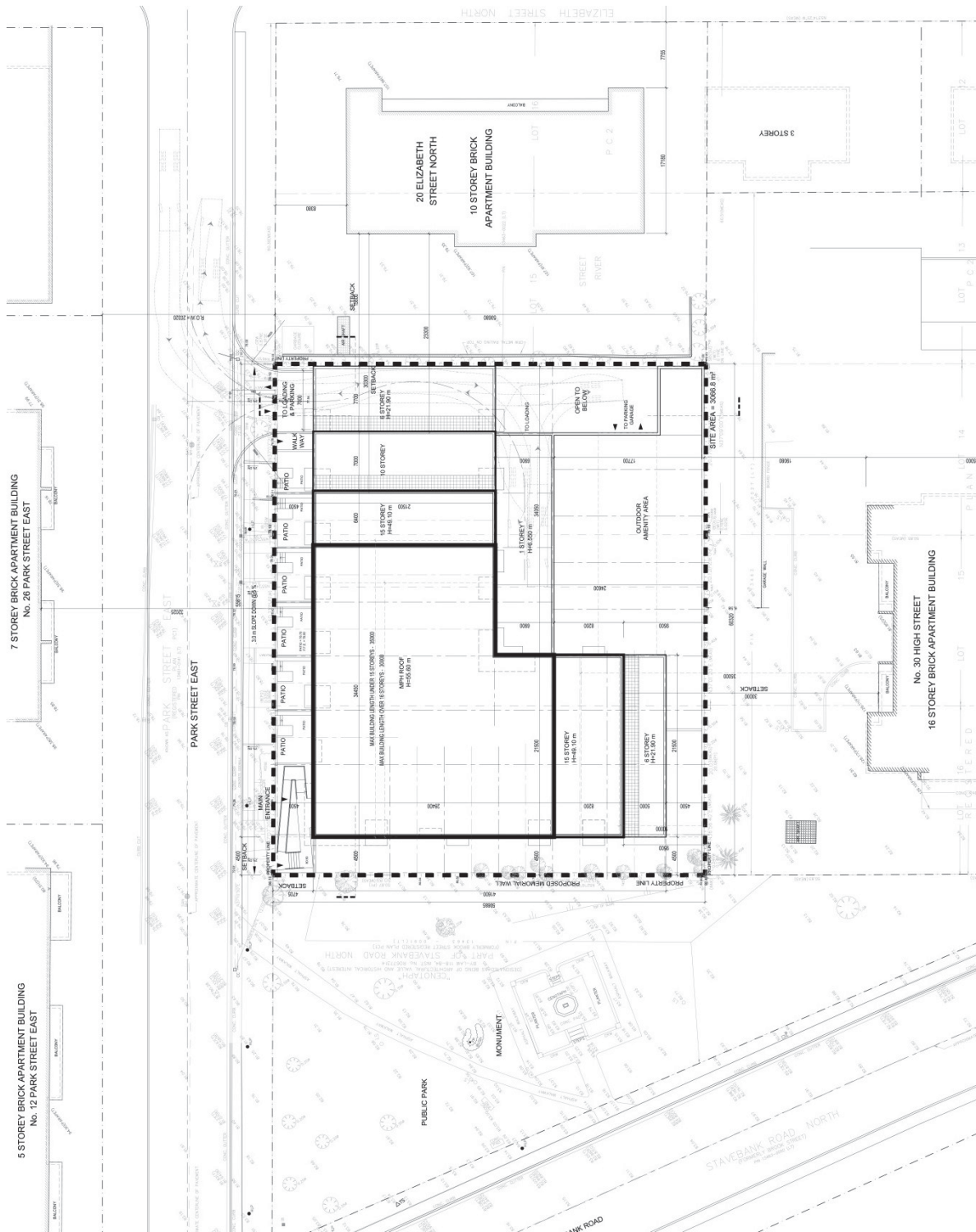


**MISSISSAUGA**

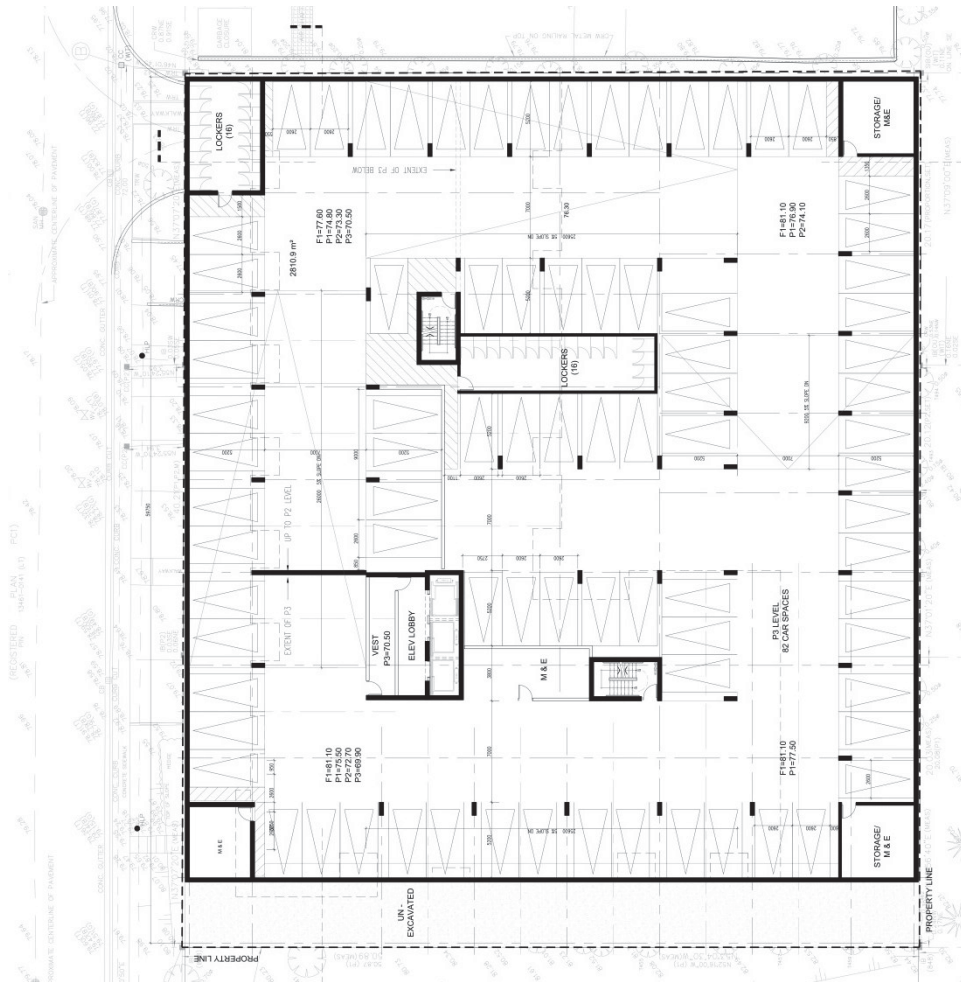
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T&W, Geomatics



# Proposed Concept Plan



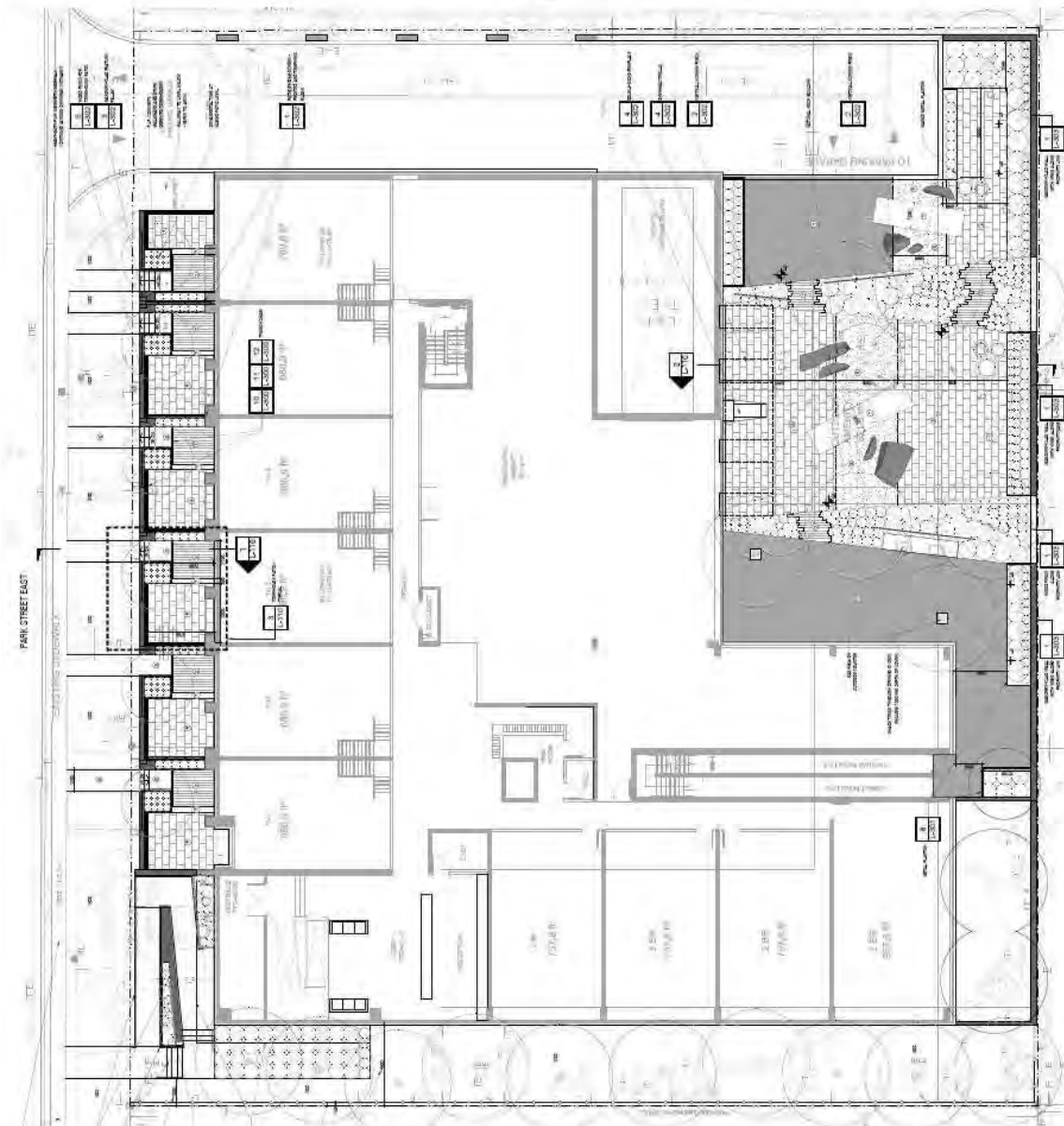
## Proposed Underground Parking Plan



Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

## Proposed Landscape Plan



Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

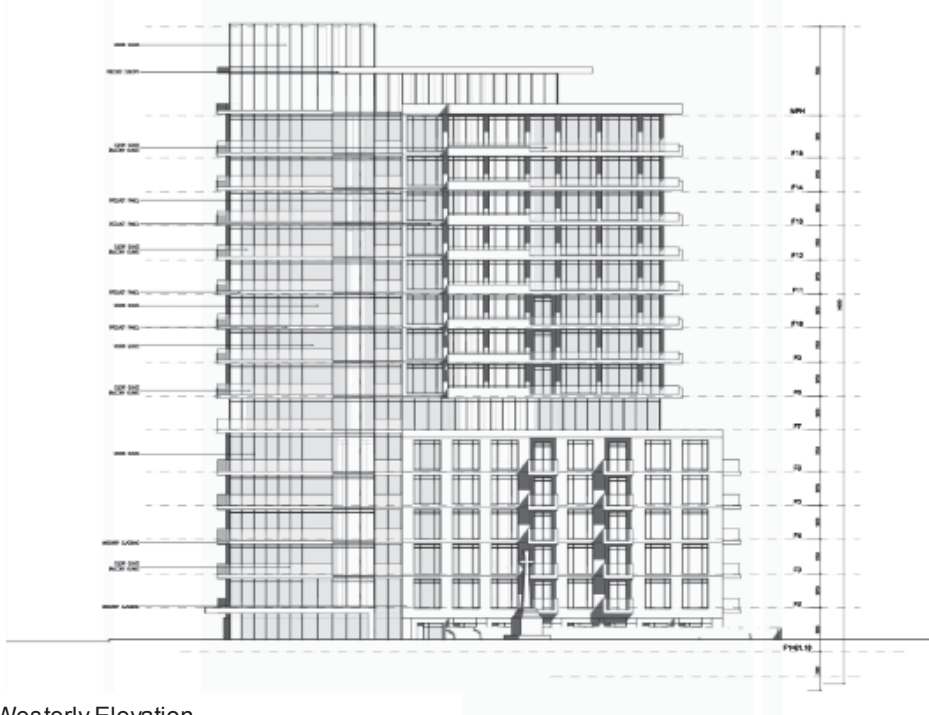
**Proposed Building Elevations**

Northerly Elevation

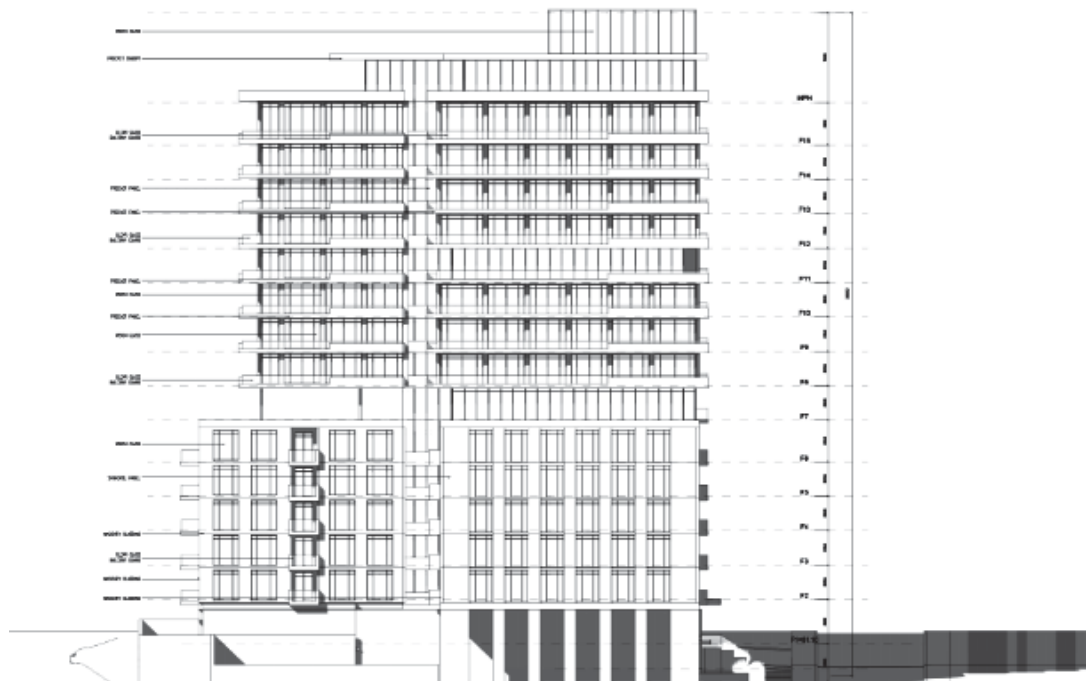




### Southerly Elevation



### Westerly Elevation



### Easterly Elevation





4.9 - 26

PART OF SCHEDULE 10 LAND USE DESIGNATIONS  
OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

SUBJECT LANDS



TITLE: **Edenshaw Park Developments Ltd**

FILE NO: OZ 17/ 013 W1



**MISSISSAUGA**

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Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

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

**Residential High Density** which permits apartment dwellings. The property is within the Port Credit Local Area Plan and is subject to Schedule 2B – Port Credit Community Node Height Limits which stipulates a height of 2 – 15 storeys.

**Relevant Mississauga Official Plan Policies**

|                                  | <b>Specific Policies</b> | <b>General Intent</b>  |
|----------------------------------|--------------------------|--|
| <b>Section 5 – Direct growth</b> | 5.3.3. Community nodes   | <p>5.3.3.3 Community Nodes are Intensification Areas.</p> <p>5.3.3.4 Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.</p> <p>5.3.3.11 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.</p> |

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

|                                | Specific Policies | General Intent   |
|--------------------------------|-------------------|--|
| Section 7 Complete Communities | 7.1 Introduction  | <p>7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health</li> </ul> <p>7.1.6 Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p>   |
|                                | 7.2 Housing       | <p>7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>7.2.2 Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ul> <p>7.2.6 Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.</p> <p>7.2.9 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.</p> <p>7.2.12 Conversion of residential rental properties to a purpose other than the purpose of a residential rental property, or the demolition of residential rental properties exceeding six dwelling units will not be permitted if it adversely affects the supply of affordable rental housing as determined by affordable housing targets and rental vacancy rates.</p> |

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

|  | Specific Policies              | General Intent   |
|--|--------------------------------|--|
| Section 9 – Build a Desirable urban Form | 9.1<br>Introduction            | 9.1.10 The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.  |
|  | 9.2.1<br>Intensification Areas | <p>9.2.1.1 Development will create distinctive places and locales.</p> <p>9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.</p> <p>9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.</p> <p>9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.</p> <p>9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.</p> <p>9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.</p> <p>9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</p> |



Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

|  | Specific Policies | General Intent   |
|--|-------------------|--|
| Section 9 – Build a Desirable urban Form | 9.3 Public Realm  | <p>9.2.1.14 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</p> <p>9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.</p> <p>9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.</p> <p>9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>9.2.1.34 Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.</p> <p>9.3.1.1 Street patterns, development blocks and public open spaces together should create distinctive communities.</p> <p>9.3.1.2 Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible.</p> <p>9.3.1.4 Development will be designed to:</p> <ul style="list-style-type: none"> <li>f. address new development and open spaces;</li> </ul> |

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

|  | Specific Policies                  | General Intent   |
|--|------------------------------------|--|
| Section 9 – Build a Desirable urban Form | 9.5 Site Development and Buildings | <p>9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> <li>a. Natural Heritage System;</li> <li>b. natural hazards (flooding and erosion);</li> <li>c. natural and cultural heritage features;</li> <li>d. street and block patterns;</li> <li>e. the size and configuration of properties along a street, including lot frontages and areas;</li> <li>f. continuity and enhancement of streetscapes;</li> <li>g. the size and distribution of building mass and height;</li> <li>h. front, side and rear yards;</li> <li>i. the orientation of buildings, structures and landscapes on a property;</li> <li>j. views, sunlight and wind conditions;</li> <li>k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;</li> <li>l. privacy and overlook; and m. the function and use of buildings, structures and landscapes.</li> </ul> <p>9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize negative impacts.</p> <p>9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>9.5.1.14 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.</p> <p>9.5.1.15 Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:</p> <ul style="list-style-type: none"> <li>a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and</li> <li>b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.</li> </ul> |
|  |                                    |  |
|  |                                    |  |
|  |                                    |  |
|  |                                    |  |

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

|                             | Specific Policies                                  | General Intent   |
|-----------------------------|--|--|
| Port Credit Local Area Plan | Section 5.1<br>Guiding Principles                  | <p>5.1.1 Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.</p> <p>5.1.5 Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.</p>   |
|                             | Section 6 –<br>Direct Growth                       | With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities  |
|                             | Section 8 –<br>Housing                             | <p>8.1.2 The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road Corridor.</p> <p>8.1.3 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged onsite or within the community.</p>  |
|                             | Section 10 –<br>Build a<br>Desirable<br>Urban Form | <p>10.1.2 Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:</p> <ul style="list-style-type: none"> <li>a. The achievement of the overall intent, goals, objectives of this Plan;</li> <li>b. Appropriate site size and configuration;</li> <li>c. Appropriate built form that is compatible with the immediate context and planned character of the area;</li> <li>d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;</li> <li>e. Particular design sensitivity in relation to adjacent heritage buildings; and</li> <li>f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.</li> </ul> |



Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

|                             | Specific Policies | General Intent   |
|-----------------------------|-------------------|--|
| Port Credit Local Area Plan |                   | <p>10.2.1.1 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.</p> <p>10.2.1.2 Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:</p> <ul style="list-style-type: none"> <li>a. overall massing (reduce “wall effect”);</li> <li>b. visual impact of buildings;</li> <li>c. protect skyviews; and</li> <li>d. limit shadow impact.</li> </ul> <p>10.2.1.3 Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> <li>a. existing distance separations between buildings;</li> <li>b. overcrowding of skyviews and skyline;</li> <li>c. protection of view corridors; and d. privacy and overlook of occupants.</li> </ul> <p>10.2.1.4 New development will provide for landscape areas that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> <li>a. landscaped character of existing properties and the planned function of the precinct;</li> <li>b. provide buffer between uses;</li> <li>c. incorporate stormwater best management practices;</li> <li>d. enhance the aesthetic quality of the area; and</li> <li>e. provide opportunities to enhance the tree canopy</li> </ul> <p>10.2.2 Central Residential Precinct<br/>This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest building heights in Port Credit. The existing character of the area will generally be maintained, particularly the mature trees and the well landscaped front yards.</p> <p>10.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.</p> <p>10.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.</p> |

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

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

**RA2-48 (Apartment Dwellings)** and **RA1-6 (Apartment Dwellings)**, which permits detached, duplex and triplex dwellings legally existing (RA2-48), in addition to apartment dwelling, long-term care dwelling and retirement dwelling.

**Proposed Zoning Standards**

|   | <b>Base RA4 Zoning By-law Standards</b>          | <b>Proposed H-RA4-Exception Zoning By-law Standards</b> |
|---|--|---|
| Maximum Floor Space Index   | 1.8  | 6.3   |
| Maximum Gross Floor Area per storey above 12 storeys                | 1 000 m <sup>2</sup> (10,763.9 ft <sup>2</sup> ) | 1 200 m <sup>2</sup> (12,916.7 ft <sup>2</sup> )        |
| Minimum Front Yard  | 7.5 m (24.6 ft.)                                 | 4.5 m (14.8 ft.)  |
| Minimum Side Yard (Westerly)  | 4.5 m (14.8 ft.) – 7.5 m (24.6 ft.)              | 4.5 m (14.8 ft.)  |
| Minimum Side Yard (Easterly – under 21.0 m)                         | 4.5 m (14.8 ft.) – 7.5 m (24.6 ft.)              | 0.0 m (0.0 ft.)   |
| Minimum Side Yard (Easterly – between 21.0 m and 33.7 m)            | 7.5 m (24.6 ft.) – 9.0 m (29.5 ft.)              | 7.7 m (25.3 ft.)  |
| Minimum Side Yard (Easterly – greater than 33.7 m)                  | 9.0 m (29.5 ft.)                                 | 14.7 m (48.2 ft.)                                       |
| Minimum Rear Yard (under 21.9 m)                                    | 7.5 m (24.6 ft.) – 12.5 m (41.0 ft.)             | 4.5 m (14.8 ft.)  |
| Minimum Rear Yard (greater than 21.9 m)                             | 12.5 m (41.0 ft.) – 15.0 m (49.2 ft.)            | 9.5 m (31.2 ft.)  |
| Minimum Setback to Underground Parking Garage (Westerly)            | 3.0 m (9.84 ft.)                                 | 4.5 m (14.8 ft.)  |
| Minimum Setback to Underground Parking Garage (Easterly, Southerly) | 3.0 m (9.84 ft.)                                 | 0.0 m (0.0 ft.)   |
| Minimum landscaped area   | 40%  | 25%   |
| Minimum contiguous amenity area                                     | 50%  | 45%   |

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

**Agency Comments**

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

| Agency / Comment Date  | Comment   |
|--|---|
| Region of Peel<br>(December 6, 2017)   | <p>The existing 200 mm (8 in.) diameter watermain will be required to be upgraded to a 300 mm (12 in.) diameter watermain. Servicing to the site may require easements.</p> <p>On-site commercial waste collection will be required through a private waste hauler.</p> <p>On-site residential waste collection will be provided by the Region of Peel and the site is to be designed to the Region's waste design standards manual.</p>  |
| Dufferin-Peel Catholic District School Board and the Peel District School Board<br>(November 20, 2017)       | <p>The Dufferin-Peel Catholic District School Board has advised that the standard school accommodation condition need not be applied.</p> <p>The Peel District School 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.</p>  |
| City Community Services Department – Parks and Forestry Division/Park Planning Section<br>(January 19, 2018) | <p>The proposed development is adjacent to City owned lands, identified as Vimy Park (P-111), zoned OS1 and designated under the <i>Ontario Heritage Act</i>. The proposed development should maintain a minimum setback unencumbered, above and below grade, of 4.5 m (14.8 ft.) from the park property line. Through the review of this development, this department will be requesting securities related to grading, site cleanup and fencing along the park boundary. This department also notes that, Port Credit Memorial Park (P-106), zoned OS1, is located approximately 140 m (459 ft.) east of the proposed development and contains a playground, a multiuse ramp, and two basketball hoops. Furthermore, prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's Policies and By-laws.</p> |

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

| Agency / Comment Date   | Comment  |
|---|--|
| <p>City Community Services<br/>Department – Culture<br/>Division – Heritage<br/>Planning<br/>(December 4, 2017)</p> | <p>The property is adjacent to Vimy Park, which is designated under the <i>Ontario Heritage Act</i>. An accepted Heritage Impact Assessment has been submitted. As per HAC-033-2017, endorsed by Council (May 24, 2017), the development application must be brought back to a future Heritage Advisory Committee (HAC) meeting.</p> <p>The properties have archaeological potential. An archaeological assessment has been received. However, no grading or other soil disturbance shall take place on the properties prior to the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effort from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.</p> |
| <p>City Community Services<br/>Department – Culture<br/>Division – Public Art<br/>(November 2, 2017)</p>            | <p>The City of Mississauga strongly encourages the inclusion of public art in developments with greater than 10 000 m<sup>2</sup> (100,000 ft<sup>2</sup>) in gross floor area, with the exception of non-profit organizations and social housing.</p>   |
| <p>City Transportation and<br/>Works Department<br/>(January 16, 2018)</p>  | <p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> <li>• Revisions to the Site Plan, Grading/Servicing Plans and Parking Level Plan</li> <li>• Revisions to the Noise Feasibility Study, Functional Servicing Report and Stormwater Management Report</li> <li>• Revisions to the Transportation Impact Study and access design details</li> <li>• Confirmation regarding proposed tenure of development</li> <li>• Provision of a Phase I ESA and Letter of Reliance</li> </ul> <p>The above matters are to be addressed in detail prior to the Recommendation Report proceeding to PDC.</p>  |

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

| Agency / Comment Date                        | Comment  |
|--|--|
| Other City Departments and External Agencies | <p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Enersource/Alectra</li> <li>• Enbridge Gas</li> <li>• Fire</li> <li>• Canada Post</li> <li>• Mi-Way Transit</li> <li>• Urban Forestry</li> <li>• Economic Development</li> </ul> |
|  | <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>• Bell Canada</li> <li>• Conseil Scolaire de Distrique Centre-Sud</li> <li>• Conseil Scolaire Viamonde</li> <li>• City of Mississauga Realty Services, Corporate Services Department</li> </ul>  |

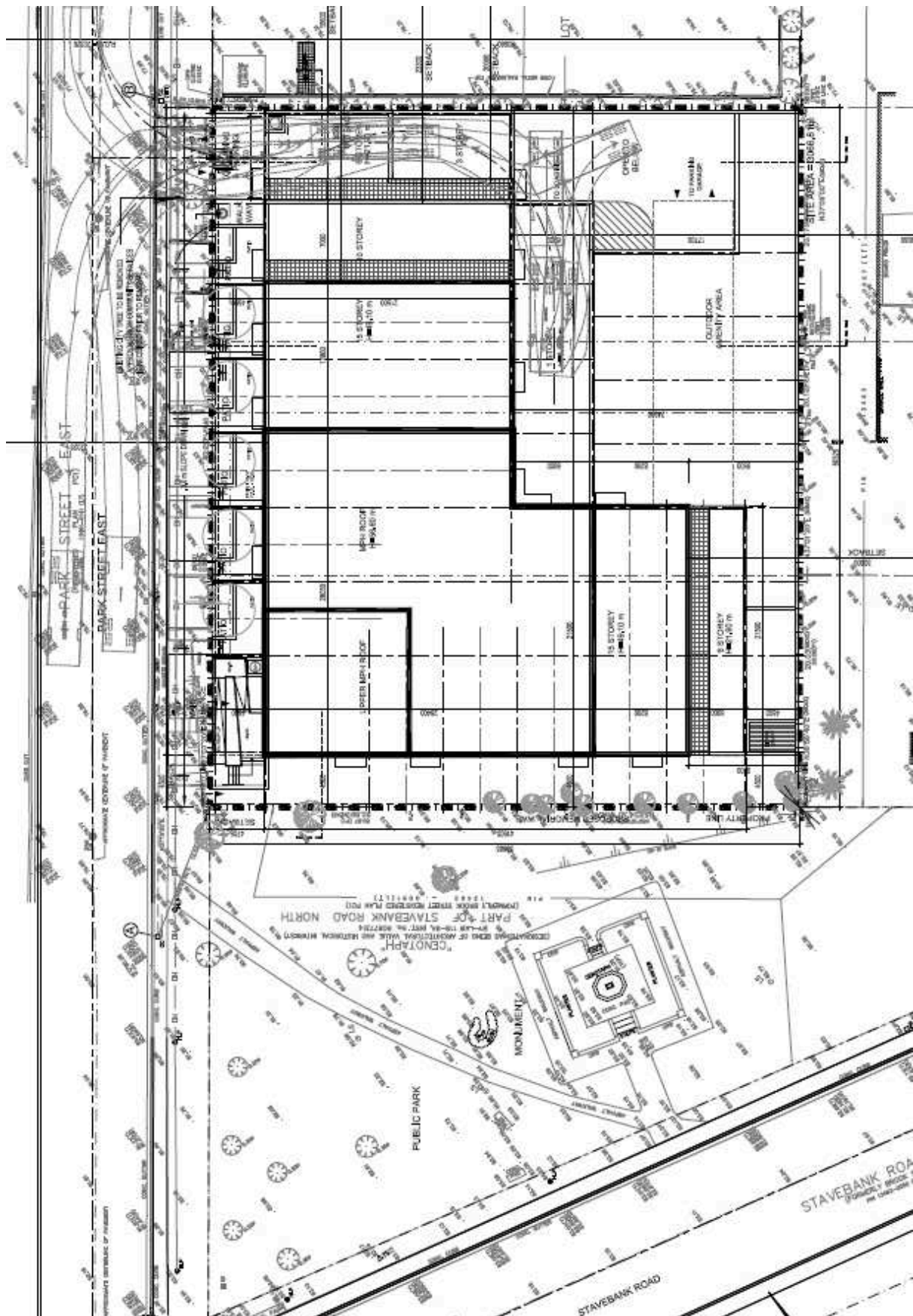
Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

**School Accommodation**

| The Peel District School Board  | The Dufferin-Peel Catholic District School Board |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
|---|--|-------------------------|----|---------------------|------------|-----|-----------|-----|------------|---|------------|-------|-----------|-------|------------|---|---|---|--------------------------------|---|---------------------|------------|-----|-----------|-----|------------|---|------------|-----|-----------|-----|------------|----|
| <ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>29</td><td>Kindergarten to Grade 8</td></tr> <tr> <td>10</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>Riverside P.S.</p> <table> <tr> <td>Enrolment:</td><td>300</td></tr> <tr> <td>Capacity:</td><td>438</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Port Credit</p> <table> <tr> <td>Enrolment:</td><td>1,164</td></tr> <tr> <td>Capacity:</td><td>1,203</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> </li> </ul> | 29   | Kindergarten to Grade 8 | 10 | Grade 9 to Grade 12 | Enrolment: | 300 | Capacity: | 438 | Portables: | 0 | Enrolment: | 1,164 | Capacity: | 1,203 | Portables: | 0 | <ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>4</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>3</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>St. Luke</p> <table> <tr> <td>Enrolment:</td><td>485</td></tr> <tr> <td>Capacity:</td><td>602</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Iona Catholic</p> <table> <tr> <td>Enrolment:</td><td>723</td></tr> <tr> <td>Capacity:</td><td>816</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> </li> </ul> | 4 | Junior Kindergarten to Grade 8 | 3 | Grade 9 to Grade 12 | Enrolment: | 485 | Capacity: | 602 | Portables: | 0 | Enrolment: | 723 | Capacity: | 816 | Portables: | 17 |
| 29  | Kindergarten to Grade 8                          |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| 10  | Grade 9 to Grade 12                              |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Enrolment:  | 300  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Capacity:   | 438  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Portables:  | 0  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Enrolment:  | 1,164  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Capacity:   | 1,203  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Portables:  | 0  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| 4   | Junior Kindergarten to Grade 8                   |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| 3   | Grade 9 to Grade 12                              |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Enrolment:  | 485  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Capacity:   | 602  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Portables:  | 0  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Enrolment:  | 723  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Capacity:   | 816  |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |
| Portables:  | 17   |                         |    |                     |            |     |           |     |            |   |            |       |           |       |            |   |   |   |                                |   |                     |            |     |           |     |            |   |            |     |           |     |            |    |

## Revised Concept Plan



Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

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

**RA2-48 (Apartment Dwellings)** and **RA1-6 (Apartment Dwellings)**, which permits an apartment, long-term care building and retirement building.

**Proposed Zoning Standards**

|   | <b>Base RA4 Zoning By-law Standards</b>          | <b>Proposed H-RA4-Exception Zoning By-law Standards</b> |
|---|--|---|
| Maximum Height  | 12 Storeys                                       | 15 Storeys  |
| Maximum Floor Space Index   | 1.0 – 1.8  | 6.21  |
| Maximum Gross Floor Area - total                                    | -  | 19 045 m <sup>2</sup> (204,998 ft <sup>2</sup> )        |
| Maximum Gross Floor Area – per floor above 12 stories               | 1 000 m <sup>2</sup> (10,763.9 ft <sup>2</sup> ) | 1 200 m <sup>2</sup> (12,916.7 ft <sup>2</sup> )        |
| Minimum Front Yard  | 7.5 m (24.6 ft.)                                 | 4.5 m (14.8 ft.)  |
| Minimum Side Yard (Westerly)  | 4.5 m (14.8 ft.) – 7.5 m (24.6 ft.)              | 4.5 m (14.8 ft.)  |
| Minimum Side Yard (Easterly – under 21.0 m)                         | 4.5 m (14.8 ft.) – 6.0 m (19.6 ft.)              | 0.0 m (0.0 ft.)   |
| Minimum Side Yard (Easterly – between 21.0 m and 33.7 m)            | 6.0 m (19.6 ft.) – 9.0 m (29.5 ft.)              | 7.7 m (25.3 ft.)  |
| Minimum Side Yard (Easterly – greater than 33.7 m)                  | 9.0 m (29.5 ft.)                                 | 14.7 m (48.2 ft.)                                       |
| Minimum Rear Yard (under 21.9 m)                                    | 7.5 m (24.6 ft.) – 10.0 m (32.8 ft.)             | 4.5 m (14.8 ft.)  |
| Minimum Rear Yard (greater than 21.9 m)                             | 10.0 m (32.8 ft.) – 15.0 m (49.2 ft.)            | 9.5 m (31.2 ft.)  |
| Minimum Setback to Underground Parking Garage (Westerly)            | 3.0 m (9.84 ft.)                                 | 4.5 m (14.8 ft.)  |
| Minimum Setback to Underground Parking Garage (Easterly, Southerly) | 3.0 m (9.84 ft.)                                 | 0.0 m (0.0 ft.)   |
| Minimum landscaped area   | 40%  | 25%   |
| Minimum contiguous amenity area                                     | 50%  | 45%   |

**Note:** The provisions listed above are based on the applicant's preliminary revised concept plan and are subject to revisions as the plan is further refined. In addition, the applicant proposes that the Zoning By-law incorporate an “H” Holding provision which can be lifted upon clearance of conditions. See the “H” Holding provision section of this report for the list of proposed conditions.