



MISSISSAUGA

NOTICE OF THE PASSING OF AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW

DATE OF NOTICE	November 16, 2017	
OPA NUMBER	OPA 73 (By-law 0189-2017)	
ZONING BY-LAW NUMBER	0190-2017	
DATE PASSED BY COUNCIL	November 08, 2017	
LAST DATE TO FILE APPEAL	December 05, 2017	
FILE NUMBER	OZ 12/003 & OPA 73	Ward 7
APPLICANT	Levine Consultants Ltd.	
PROPERTY LOCATION	2114, 2124 & 2130 Hurontario St. and 2095 to 2143 Grange Dr. The subject lands are located in the Downtown Hospital and Cooksville Neighbourhood Character Areas.	

TAKE NOTICE that on November 08, 2017 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 73 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to permit apartments, horizontal multiple dwellings, office uses, ground level commercial uses and to add special sites in the Downtown Hospital and Cooksville Neighbourhood Character Areas.

The purpose of the Zoning By-law is to permit two apartment buildings fronting Hurontario Street and Horizontal multiple dwellings fronting Grange Drive with commercial, office and medical offices also permitted. **The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 73 is in full force and effect.**

The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

IF YOU WISH TO APPEAL to the Ontario Municipal Board (OMB), a copy of an appeal form is available from the OMB website at www.omb.gov.on.ca An appeal must be filed with the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **December 05, 2017**.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee in the amount of \$300.00 payable to the Minister of Finance, and
- 3) be accompanied by a fee of \$150.00, payable City of Mississauga.
- 4) Four (4) copies of the appeal package.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from **Jonathan Famme** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 4229, or in person at the Office of the City Clerk, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario.

Sacha Smith, Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516

Amendment No. 73

to

Mississauga Official Plan

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. 73

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 73, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding changes in land use designation from Office to Residential High Density in the Downtown Hospital Character Area, and Residential Low Density I to Residential High Density in the Cooksville Neighbourhood Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 73 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2017.

Signed _____

MAYOR

Signed _____

CLERK

Amendment No. 73
to
Mississauga Official Plan

The following text and Map "A" attached constitute Amendment No. 73.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meetings held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated October 5, 2017, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to permit apartments, horizontal multiple dwellings, office uses, ground level commercial uses and to add special sites in the Downtown Hospital and Cooksville Neighbourhood Character Areas.

LOCATION

The lands affected by this Amendment are located at 2114, 2124 and 2130 Hurontario Street and 2095 to 2143 Grange Drive. The subject lands are located in the Downtown Hospital and Cooksville Neighbourhood Character Areas, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Municipal Board.

A portion of the subject lands is designated Office - Special Site 3 (Downtown Hospital) which permits major and secondary offices and accessory uses, post-secondary educational facilities, and funeral homes and nursing homes. The site is within a Special Site policy area, the goal of which is to maintain vegetation cover and provide a positive scale transition between Hurontario Street and existing residential development to the west.

The rear portion of the subject lands is designated Residential Low Density I - Special Site 4 (Cooksville Neighbourhood) which permits detached dwellings. The Special Site policies require generous setbacks and lot sizes, landscaping and house designs which fit the scale and character of the area.

The proposed Amendment is to permit apartments, horizontal multiple dwellings, office uses, ground level commercial uses, with a maximum floor space index (FSI) of 3.25.

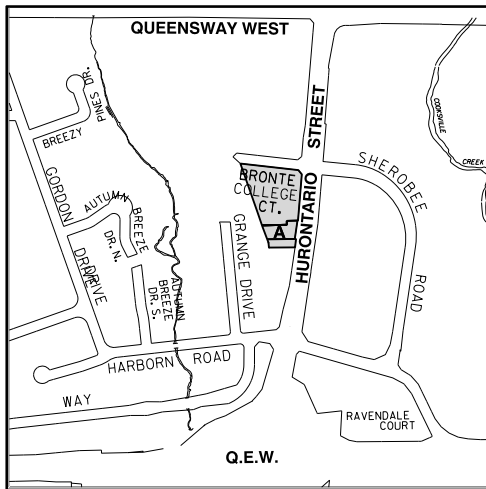
The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The site is partially located on an Intensification Corridor that will be served by light rail transit and also is partially within the City's Urban Growth Centre.
2. The proposed high density mixed-use development is generally compatible with both the surrounding and future land uses contemplated for this urban corridor and provides for a transition in scale with the low rise neighbourhood to the west through the introduction of back to back townhomes.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

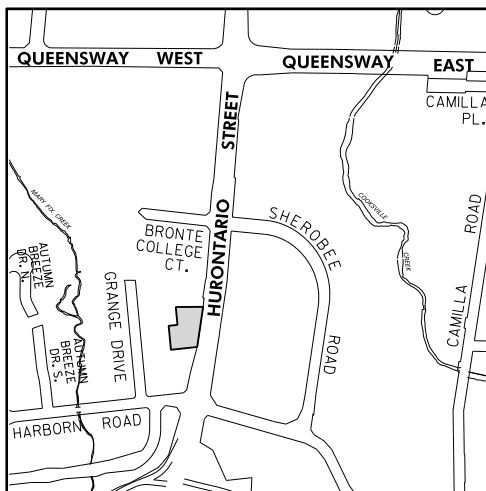
1. Section 12.5, Downtown Hospital, of Mississauga Official Plan, is hereby amended by adding Special Site 5 on Map 12-5: Downtown Hospital Character Area in accordance with the changes to the Special Site Policies.
2. Section 12.5.4, Special Site Policies, Downtown Hospital Character Area of Mississauga Official Plan, is hereby amended by deleting the Site 3 map and replacing it with the following:

12.5.4.3 Site 3



3. Section 12.5.4, Special Site Policies, Downtown Hospital Character Area of Mississauga Official Plan, is hereby amended by adding the following:

12.5.4.5 Site 5

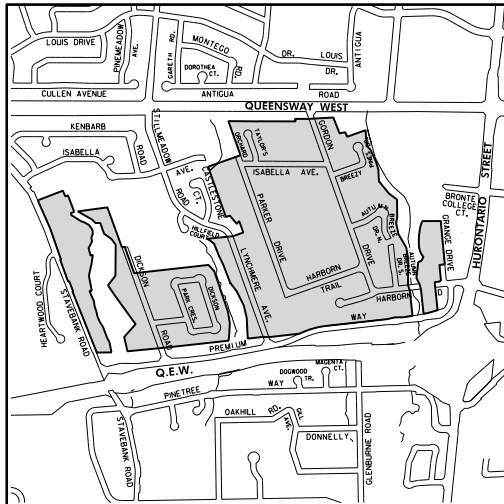


12.5.4.5.1 The lands identified as Special Site 5 are located on the west side of Hurontario Street, north of Harbourn Road.

12.5.4.5.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

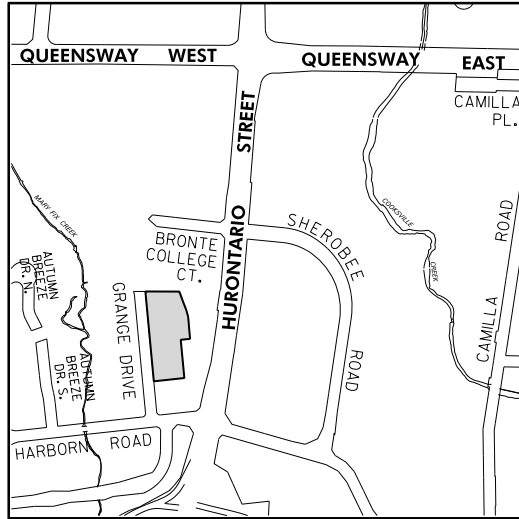
- a. ground level commercial uses will be permitted;
 - b. office uses will be permitted; and,
 - c. a maximum of two towers, one with a maximum height of 26 storeys and the second with a maximum height of 29 storeys, will be permitted.
4. Section 16.6, Cooksville Neighbourhood Character Area of Mississauga Official Plan, is hereby amended by adding Special Site 8 on Map 16-6: Cooksville Neighbourhood Character Area in accordance with the changes to the Special Site Policies.
5. Section 16.6.5, Special Site Policies, Cooksville Neighbourhood Character Area of Mississauga Official Plan, is hereby amended by deleting the Site 4 map and replacing it with the following:

16.6.5.4 Site 4



6. Section 16.6.5, Special Site Policies, Cooksville Neighbourhood Character Area of Mississauga Official Plan, is hereby amended by adding the following:

16.6.5.8 Site 8



16.6.5.8.1 The lands identified as Special Site 8 are located on the east side of Grange Drive, north of Harborn Road.

16.6.5.8.2 Notwithstanding the policies of this Plan, only horizontal multiple dwellings will be permitted.

7. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Residential Low Density I and Office to Residential High Density, as shown on Map "A" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan August 2, 2017.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

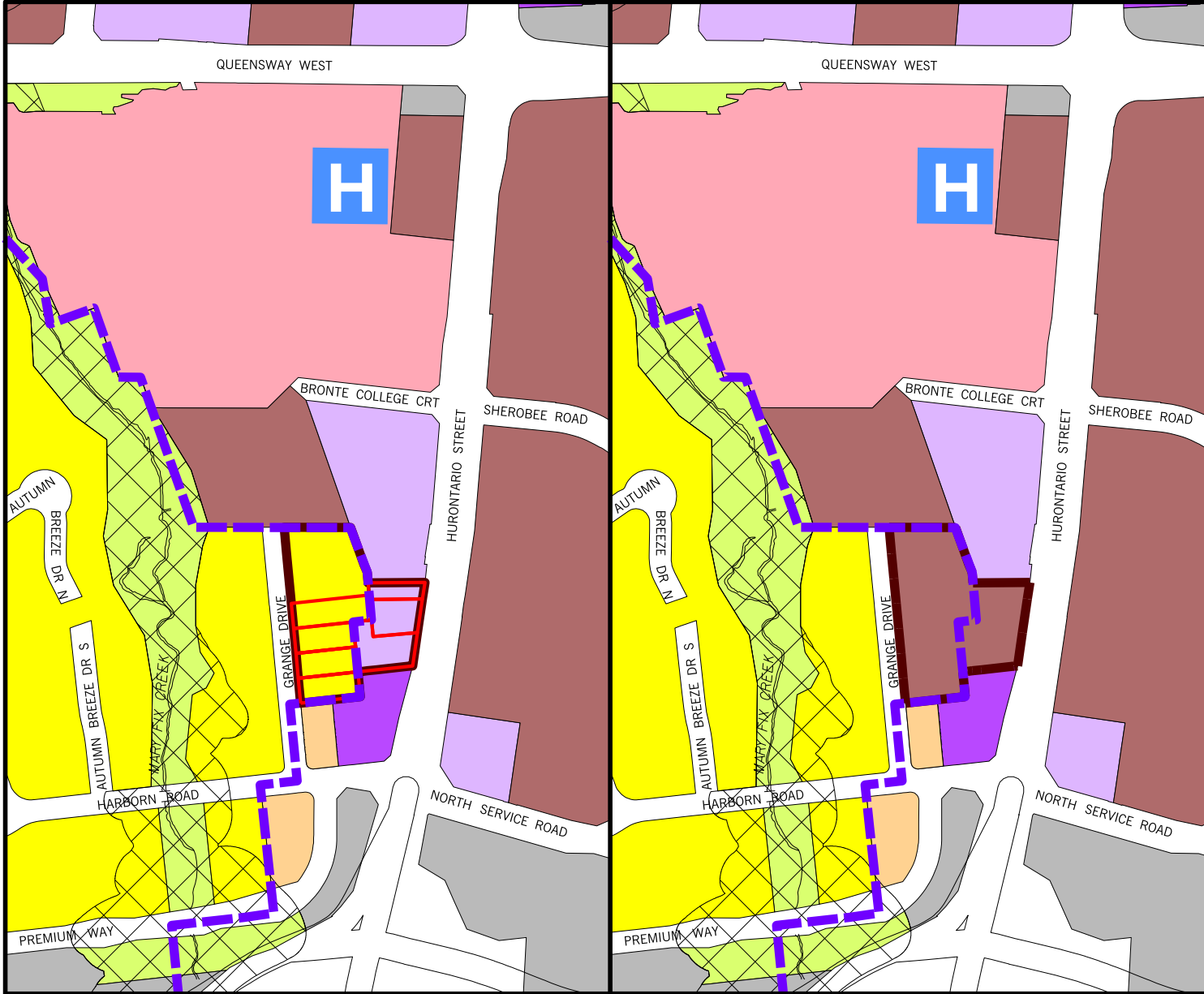
This Amendment supplements the intent and policies of Mississauga Official Plan.

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend Public Meetings of the Planning and Development Committee held on November 19, 2012, October 26, 2015 and October 30, 2017 in connection with this proposed Amendment.

The resident comments are summarized in the report dated October 5, 2017 included in Appendix II.



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

2 *Appealed to the Ontario Municipal Board*

 AREA OF AMENDMENT

FROM: RESIDENTIAL LOW DENSITY I

OFFICE

TO: RESIDENTIAL HIGH DENSITY



MAP 'A'
 Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



City of Mississauga
Corporate Report



<p>Date: October 5, 2017</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 12/003 W7</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2017/10/30</p>

Subject

RECOMMENDATION REPORT (WARD 7)

Applications to permit two apartment buildings (29 and 26 storeys) consisting of 521 units with retail commercial uses on the ground floor and 49 back to back townhome dwellings, 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive, west side of Hurontario Street, north of Harborn Road

Owner: Gordon Woods Development Limited

File: OZ 12/003 W7

Recommendation

1. That the applications under File OZ 12/003 W7, 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive to amend Mississauga Official Plan to **Residential High Density – Special Site**; and to change the zoning to **RA5-Exception (Apartment Dwellings)** to permit two apartment buildings (29 and 26 storeys) consisting of 521 units with retail commercial uses at grade, and 49 back to back townhome dwellings, in accordance with the revised proposed zoning standards described in Appendix 5 be approved, subject to the conditions referenced in the staff report including the addition of an "H" Holding Symbol (**H-RA5-Exception**) to the zoning of the lands.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

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

Report Highlights

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

Background

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

Recommendation PDC-0061-2015

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

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

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

COMMUNITY COMMENTS

Comment

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

Response

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

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

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

Comment

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

Response

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

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

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

Comment

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

Response

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

Comment

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

Response

See Planning Comments section of this report.

Comment

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

Response

See Planning Comments section of this report.

Comment

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

Response

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

Comment

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

Response

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

Comment

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

Response

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

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

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**Transportation and Works**

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

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

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

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

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

Community Services

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

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

Fire

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

School Accommodation

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

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

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

PLANNING COMMENTS

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

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

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that

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

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

Official Plan

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

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

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

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

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

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

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

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

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

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

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

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

Zoning

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

Bonus Zoning

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

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

Site Plan

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

"H" Holding Provision

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

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

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

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

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

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

Green Development Initiatives

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

Financial Impact

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

Conclusion

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

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

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

Attachments

Appendix 1: Information Reports

Appendix 2: Revised Site Plan

Appendix 3: Revised Elevations

Appendix 4: Perspectives

Appendix 5: Revised Proposed Zoning Standards



Edward R. Sajecki,
Commissioner of Planning and Building

City of Mississauga
Corporate Report



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

Subject

PUBLIC MEETING/INFORMATION REPORT (Ward 7)

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

Applicant: Gordon Woods Development Limited

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

Recommendation

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

Report Highlights

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

appropriate landscaping, and resolution of traffic issues and servicing.

Background

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

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

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

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

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

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

DETAILS OF THE PROJECT

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

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

Development Proposal		
	Grange Drive) Total = 594	
Height:	North tower - 32 storeys South tower - 25 storeys Back to back townhomes = 3 storeys	
Floor Space Index:	3.33	
Landscaped Area:	28%	
Gross Floor Area:	46,427 m ² (499,736 sq. ft.)	
Road type:	Common element condominium private road (CEC)	
Anticipated Population:	1,514* *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	808	594
visitor spaces	122	88
retail spaces	37	12
Total	967	694

Additional information is provided in Appendices 1 to 11.

LAND USE CONTROLS

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

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

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

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

WHAT DID THE COMMUNITY SAY?

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

Issues raised by the community are listed on page 9 and 10 of the October 30, 2012 Information Report contained in Appendix 1. They will be addressed along with issues raised at the public meeting, in the Recommendation Report which will come at a later date.

DEVELOPMENT ISSUES

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

- Appropriateness of the proposed application;
- The relationship of the proposed buildings to the surrounding area context and character;
- Demonstration of an appropriate transition of building height and massing between the Downtown Hospital District on Hurontario Street and the Gordon Woods stable residential neighbourhood on Grange Drive;
- Satisfactory resolution of shadow impacts;
- Provision of adequate landscaping and on-site amenity areas;
- Satisfactory resolution of traffic impacts on surrounding road network;
- Identification of green initiatives;
- Resolution of streetscape design and roadway requirements for Hurontario Street and Grange Drive;
- Noise mitigation for units and amenity areas;
- Provision of a satisfactory Functional Servicing Report and resolution of all servicing, utility and grading issues.

DEVELOPMENT REQUIREMENTS

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

Financial Impact

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

Conclusion

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

Attachments

- Appendix 1: Information Report (October 30, 2012)
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Official Plan Land Use Map and Proposed Amendment
- Appendix 4: Existing Land Use and Proposed Zoning Map
- Appendix 5: Concept Plan
- Appendix 6: Elevations
- Appendix 7: Agency Comments
- Appendix 8: School Accommodation
- Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 10: Summary of Existing and Proposed Zoning Provisions
- Appendix 11: General Context Map



Edward R. Sajecki,
Commissioner of Planning and Building

Prepared by: Jonathan Famme, Development Planner



Corporate Report

PDC NOV 19 2012

Clerk's Files

Originator's Files OZ 12/003 W7

DATE: October 30, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 19, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes
2114, 2124 & 2130 Hurontario Street, and 2095, 2107, 2113 & 2121 Grange Drive
West side of Hurontario Street, north of Harborn Road
Owner: Gordon Woods Development Limited
Applicant: IBI Group
Bill 51

Public Meeting **Ward 7**

RECOMMENDATION: That the Report dated October 30, 2012, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Office – Special Site 8 (Cooksville District)" and "Residential Low Density I – Special Site 11 (Cooksville District)" to "Residential High Density II – Special Site" and to change the Zoning from "O" (Office) and "R1" (Detached Dwellings) to "RA5-Exception" (Apartment Dwellings), to permit two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes under file OZ 12/003 W7, Gordon Woods Development Limited, 2114, 2124 & 2130 Hurontario Street, and 2095, 2107, 2113 & 2121 Grange Drive, west side of Hurontario Street, north of Harborn Road, be received for information.

REPORT HIGHLIGHTS:

- Community concerns relate to the height, mass, and density of the proposal, and the impact on the character of the Gordon Woods community, traffic and parking;
- Prior to the Supplementary Report, matters to be addressed include the appropriateness of the proposed Official Plan and zoning by-law amendments, provision of additional details on any proposed green initiatives, wind analysis, shadow impacts, noise mitigation, stormwater management, updated Functional Servicing Report, a Phase 2 Environmental Site Assessment, a Phase 2 Archaeological Assessment, and an assessment of conformity to the Hurontario/Main Street Corridor Master Plan.

BACKGROUND:

The above-noted application has been circulated for technical comments and Councillor Iannicca brought the applications to a community open house on June 7, 2012, and arranged a focus group meeting, which was held on October 1, 2012.

The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

The applicant intends to consolidate three (3) properties along Hurontario Street (2114, 2124 & 2130 Hurontario Street) with four (4) properties on Grange Drive (2095, 2107, 2113 & 2121 Grange Drive) into one development parcel.

There were two recent studies/reviews completed which are relevant to the subject lands and their proposed development, the Hurontario/Main Street Corridor Master Plan (2010) and the Cooksville District Review to update the Cooksville District policies within Mississauga Official Plan (2011).

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Application submitted:	March 7, 2012 (Received) April 2, 2012 (Deemed Complete)

Development Proposal	
Gross Floor Area:	<p>Proposed Apartments: Units – range in size from 40 m² (431 sq. ft.) to 103 m² (1,109 sq. ft.) Total GFA – 38,749 m² (417,091 sq. ft.)</p> <p>Proposed Townhouses: Typical Unit – 174 m² (1,873 sq. ft.) Total GFA – 3,475 m² (37,405 sq. ft.)</p> <p>Proposed At-Grade Retail: 813 m² (8,751 sq. ft.)</p> <p>Total Proposed Gross Floor Area: 42,226 m² (454,517 sq. ft.)</p>
Height:	<p>Proposed apartment building – 36 storeys & 22 storeys, with a 6 storey podium</p> <p>Proposed townhouses – 3 storeys</p>
Floor Space Index:	4.46
Landscaped Area:	<p>33.8% 3,200 m² (34,445 sq. ft.) - at grade</p> <p>(also proposing a 7th Floor roof terrace = 684 m² (7,363 sq. ft.))</p>
Net Density:	611 units/ha (247 units/ac.)
Number of units:	<p>Proposed apartment buildings – 559 Proposed townhouses – 20</p> <p>Total = 579 units</p>
Anticipated Population:	<p>1,427*</p> <p>*Average household sizes for all units (by type) for the year 2011 (city average) based on the 2008 Growth Forecasts for the City of Mississauga.</p>
Parking Required:	<p>Apartment Units: 740 spaces (1 space per bachelor unit, 1.25 spaces per 1 bedroom unit, 1.40 spaces per 2</p>

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

Development Proposal	
Supporting Documents:	<ul style="list-style-type: none"> • Concept Plan; • Elevations; • Planning Rationale Report; • Shadow Study; • Urban Design Study; • Pedestrian Wind Assessment; • Arborist Report; • Noise Study; • Functional Servicing Report; • Phase 1 Environmental Site Assessment; • Stage 1 Archaeological Assessment; • Traffic Study.

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

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

Neighbourhood Context

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

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

The surrounding land uses are as follows:

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

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

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

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

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

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

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

The proposal for two (2) apartment buildings (36 storeys and 22 storeys) consisting of 559 units with retail commercial uses at grade, and 20 back-to-back townhomes is not in conformity with either land use designation, therefore an official plan amendment is proposed as part of the proposal to designate the lands.

"Residential High Density II – Special Site". The "Residential High Density II" designation permits apartment dwellings at a Floor Space Index (FSI) of 1.5-2.9, whereas the proposal would require a special site to permit a maximum Floor Space Index of 4.5 and permit office, at-grade retail, and horizontal multiple dwellings (back-to-back townhouses).

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

Mississauga Official Plan (2011)

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

Existing Zoning

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

"R1" (Detached Dwellings), which permits detached dwellings with minimum lot frontages of 22.5 m (74 ft.), minimum lot areas of 750 m² (8,073 sq.ft), and a maximum height of 10.7 m (35 ft.).

Proposed Zoning By-law Amendment

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

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

Cooksville District Review

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

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

Hurontario/Main Street Corridor Master Plan

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

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

Bonus Zoning

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

COMMUNITY ISSUES

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

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

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

congestion around the intersection of Harborn Road and Hurontario Street.

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

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

DEVELOPMENT ISSUES

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

- appropriateness of the proposed application;
- identification of green initiatives;
- provision of a satisfactory wind analysis;
- satisfactory resolution of shadow impacts;
- noise mitigation;
- provision of a satisfactory Functional Servicing Report and resolution of all servicing, utility and grading issues;
- provision of Stage 2 Archaeological Assessment and Ministry clearance; and,
- assessment of conformity to the Hurontario/Main Street Corridor Master Plan.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering and servicing matters including noise mitigation, stormwater management, and cash-in-lieu for parkland, which will require the applicant to enter into appropriate agreements with the City.

FINANCIAL IMPACT: Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

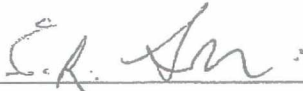
CONCLUSION: Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding this application.

ATTACHMENTS:

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Cooksville District Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Concept Plan
- Appendix I-6: Renderings
- Appendix I-7: Agency Comments
- Appendix I-8: School Accommodation
- Appendix I-9: Official Plan Policies

Appendix I-10: Proposed Zoning Standards

Appendix I-11: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Jonathan Famme, Development Planner



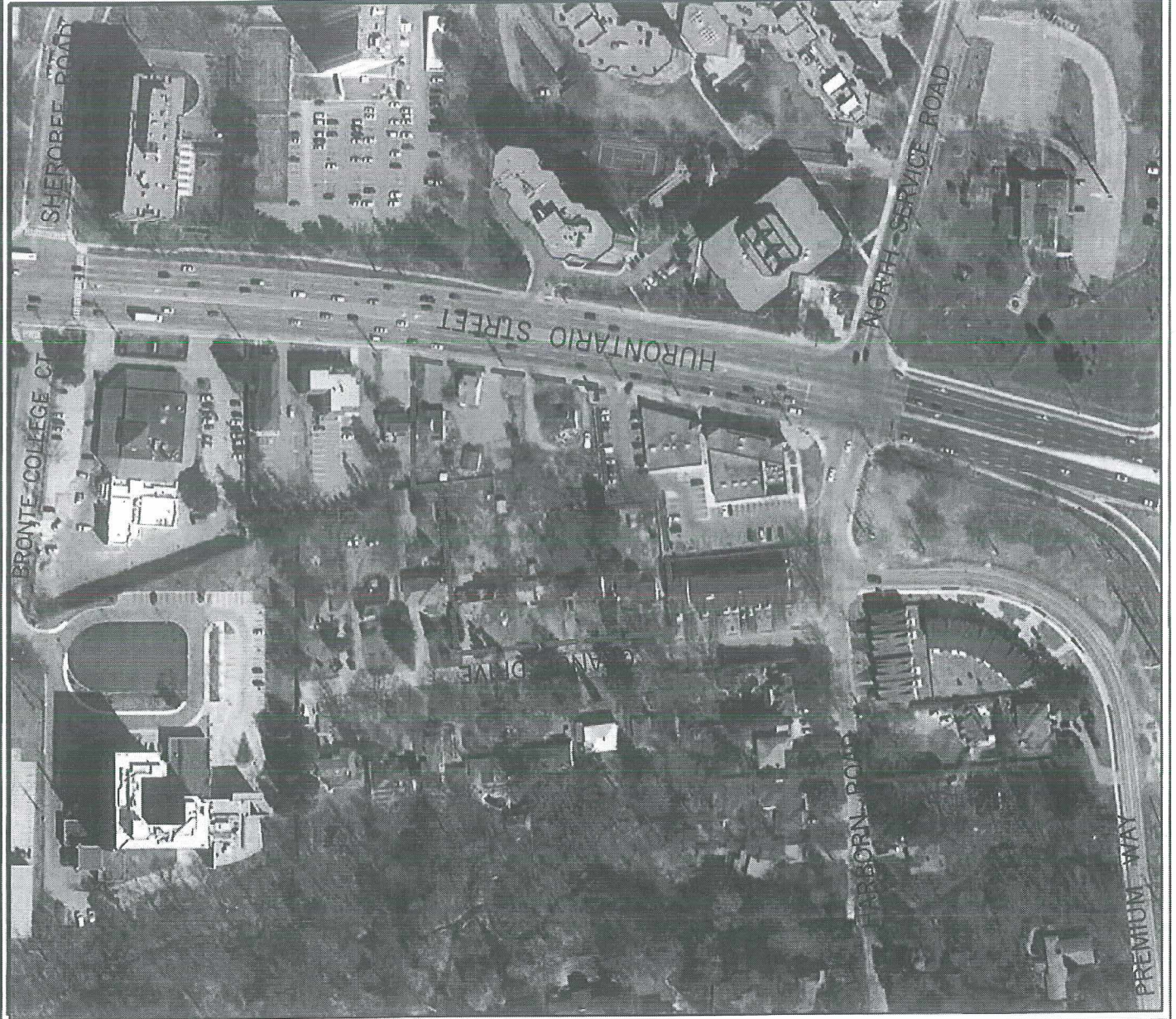
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Gordon Woods Development Limited

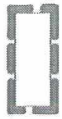
File: OZ 12/003 W7

Site History

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



LEGEND:



SUBJECT LANDS

DATE OF AERIAL PHOTO: 03 2012



SUBJECT: **GORDON WOODS DEVELOPMENTS LTD.**

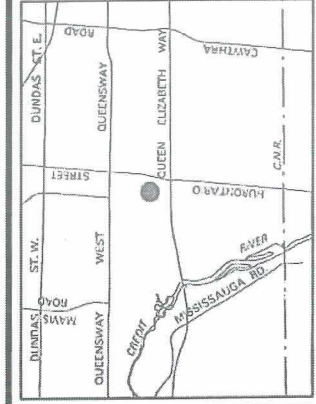
FILE NO: OZ 12003 W7
 DWG. NO: 12003A
 SCALE: 1:2500

APPENDIX I-2

PDC DATE: 2012 11 19
 DRAWN BY: K. PROKOP

Produced by
 T&W, Geomatics

MISSISSAUGA
 Planning and Building



**PART OF COOKSVILLE DISTRICT LAND USE MAP
COOKSVILLE DISTRICT POLICIES OF MISSISSAUGA PLAN**

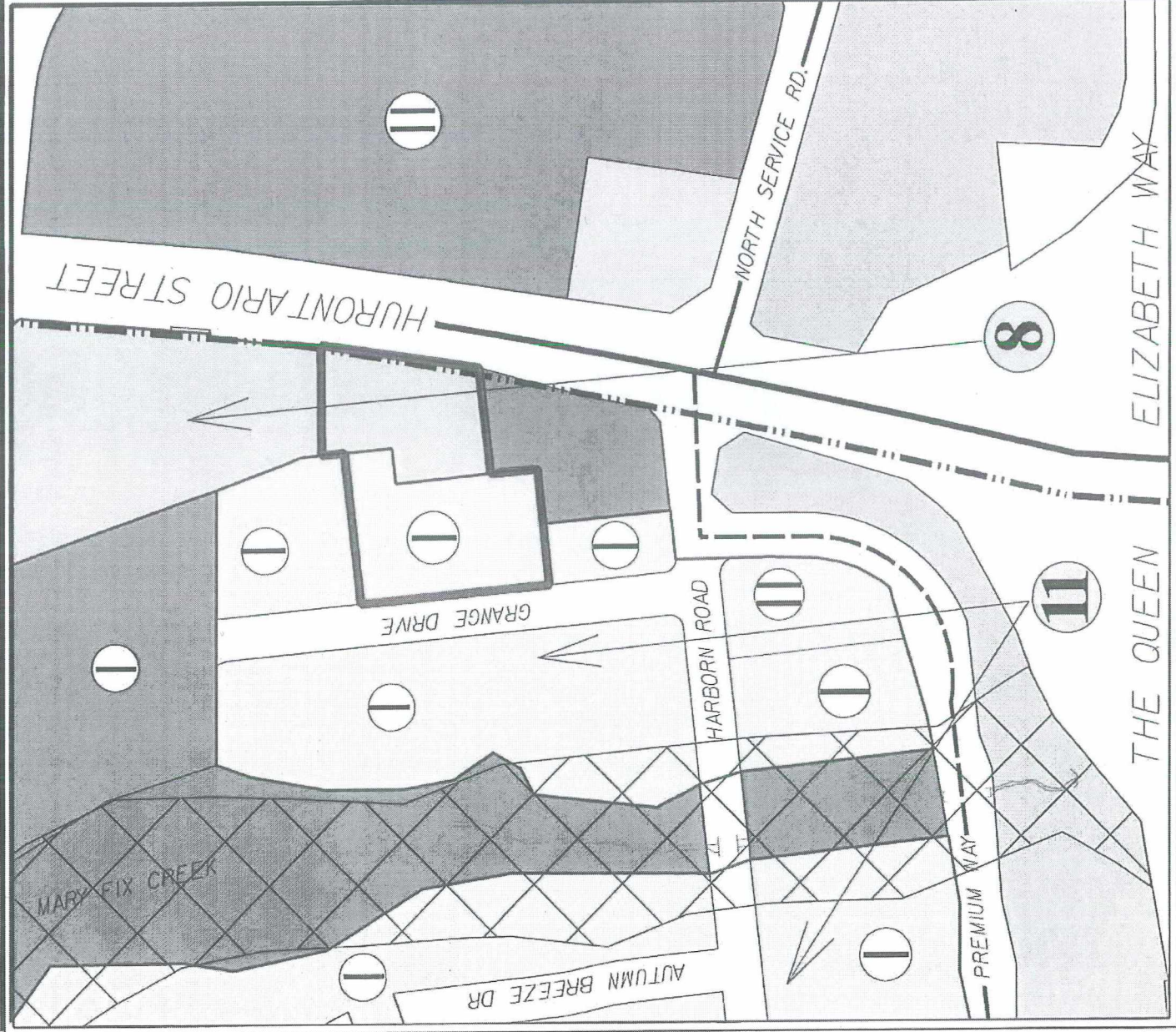
LAND USE DESIGNATIONS		TRANSPORTATION LEGEND	
	Residential - Low Density I		Provincial Highway and Interchange
	Residential - Low Density II		Avenue
	Residential - Medium Density I		Major Collector
	Residential - Medium Density II		Minor Collector
	Residential - High Density I		Local Road
	Residential - High Density II		Existing Commuter Rail
	Malwaret Retail Commercial		GO Transit Station
	General Retail Commercial		Major Transit Corridor
	Convenience Retail Commercial	Amendment No. 95: Applicant to the Ontario Municipal Board. Delete and replace with Higher Order Transit Corridor.	
	Motor Vehicle Commercial	LAND USE LEGEND	
	Office		Regulatory Floodplain
	Business Employment		Node Boundary
	Institutional		Hos - Hospital
	Public Open Space		Cem - Cemetery
	Private Open Space		Existing Stormwater Management Facility
	Greenbelt		Planning District
	Utility		Special Site Areas (See Special Site Policies)

Amendment No. 95 Applied to the Ontario Municipal Board

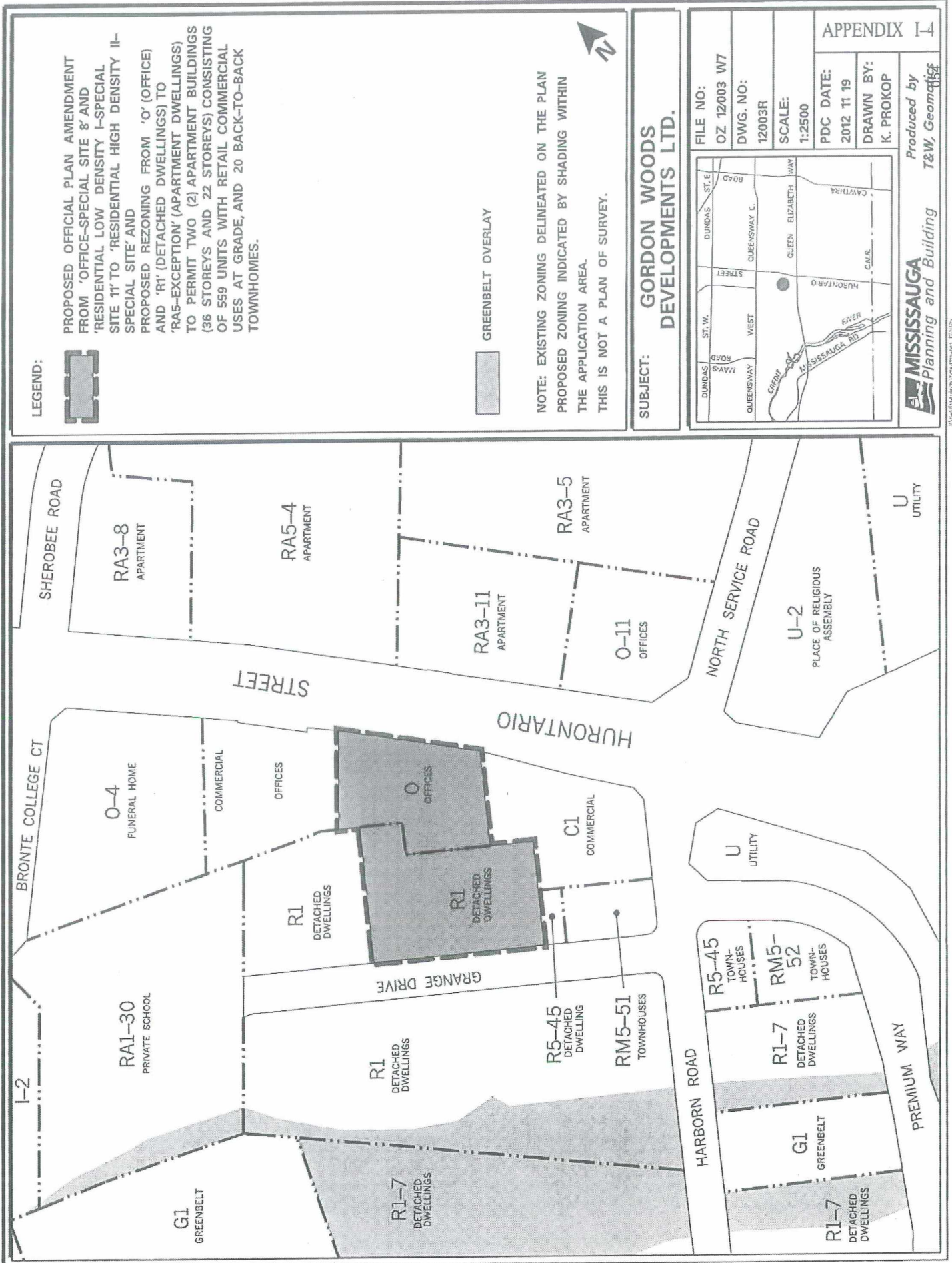
SUBJECT LANDS

SUBJECT: GORDON WOODS DEVELOPMENTS LTD.

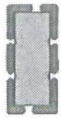
FILE NO:	OZ 12/003 W7	APPENDIX I-3	
DWG. NO:	12003L	PDC DATE:	2012 11 19
SCALE:	NTS	DRAWN BY:	K. PROKOP
		Produced by T&W, Geomatics	



Small vertical text at the bottom right corner, likely a scale or reference note.



LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'OFFICE-SPECIAL SITE 8' AND 'RESIDENTIAL LOW DENSITY I-SPECIAL SITE 11' TO 'RESIDENTIAL HIGH DENSITY II-SPECIAL SITE' AND PROPOSED REZONING FROM 'O' (OFFICE) AND 'R1' (DETACHED DWELLINGS) TO 'RA5-EXCEPTION' (APARTMENT DWELLINGS) TO PERMIT TWO (2) APARTMENT BUILDINGS (36 STOREYS AND 22 STOREYS) CONSISTING OF 559 UNITS WITH RETAIL COMMERCIAL USES AT GRADE, AND 20 BACK-TO-BACK TOWNHOMES.

GREENBELT OVERLAY



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



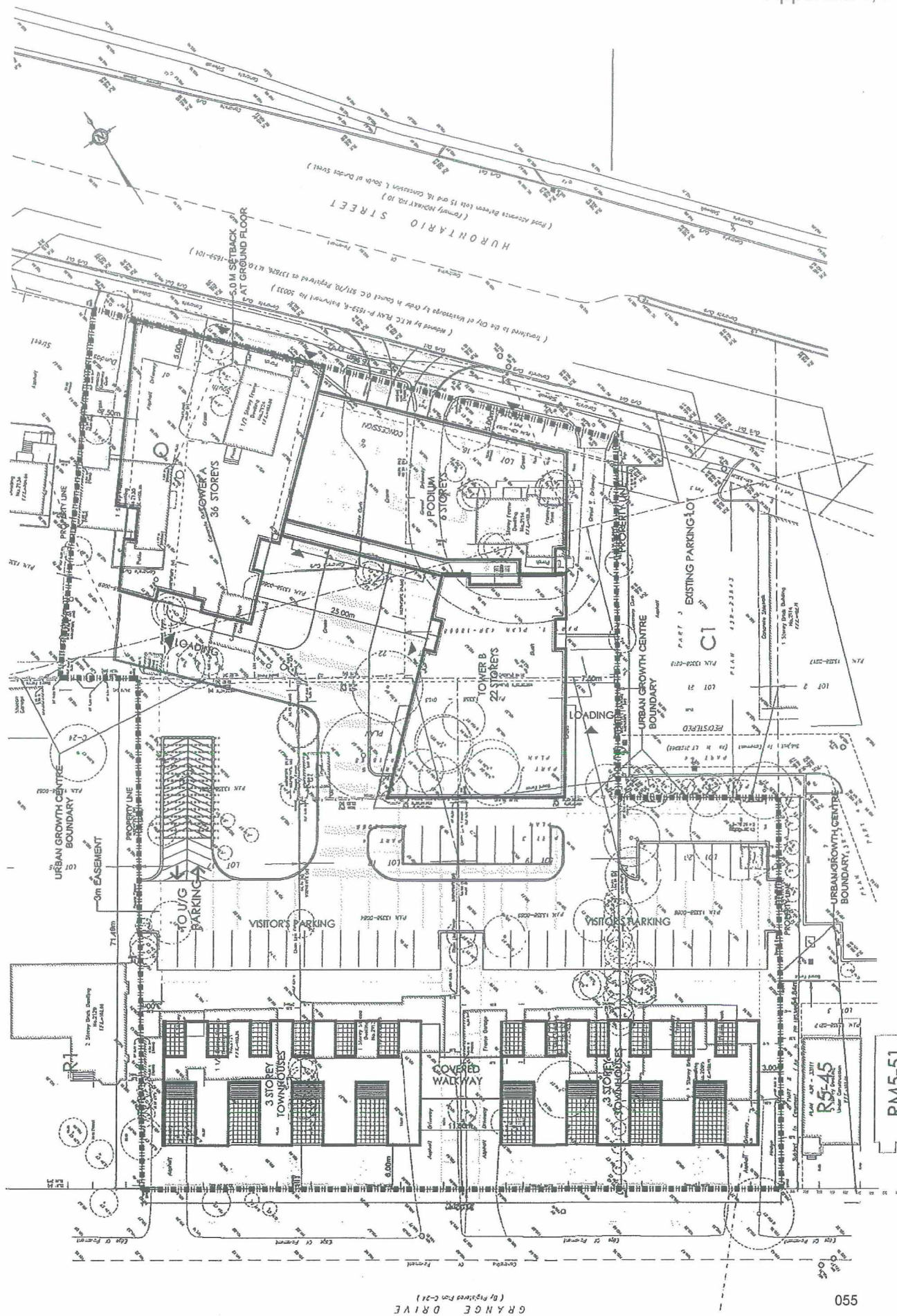
SUBJECT: **GORDON WOODS DEVELOPMENTS LTD.**



FILE NO:
OZ 12003 W7
DWG. NO:
12003R
SCALE:
1:2500

APPENDIX I-4
PDC DATE:
2012 11 19
DRAWN BY:
K. PROKOP

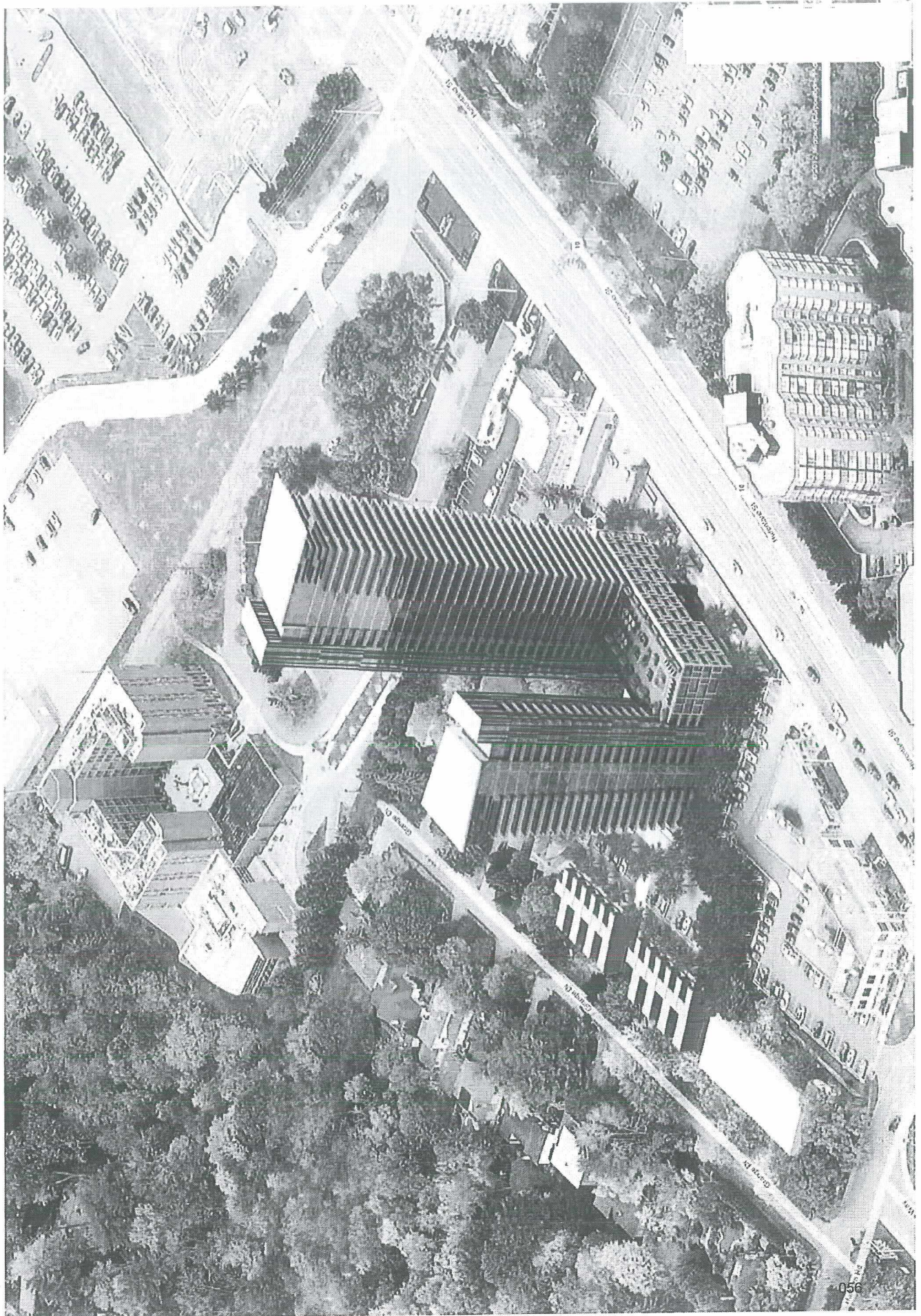
MISSISSAUGA
Planning and Building
Produced by
T&W, Geomatics



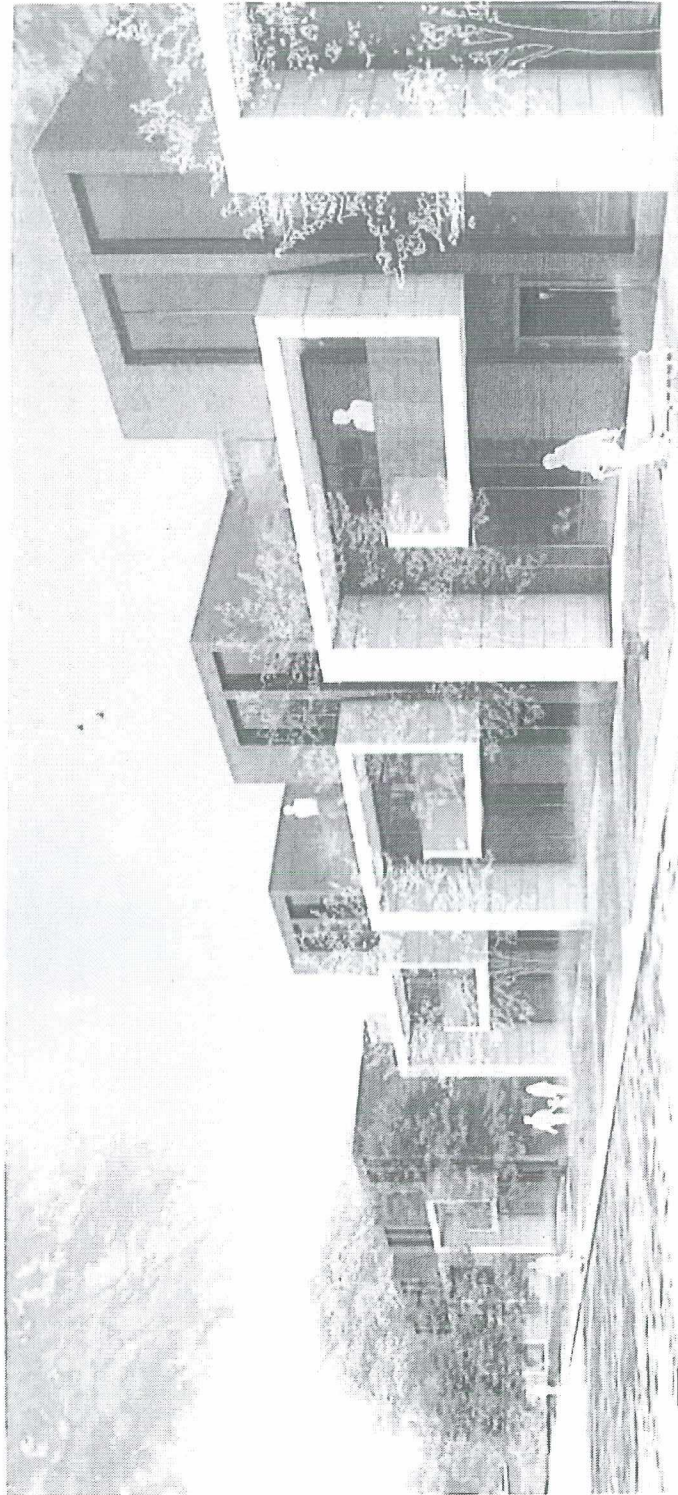
CONCEPT PLAN

GRANGE DRIVE
(As Registered Plan C-21)

055



Appendix I-6b



Gordon Woods Development Limited

File: OZ 12/003 W7

Agency Comments

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

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

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

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Agency / Comment Date	Comment
	<p>collection area and outside of the collection area an overhead clearance of 4.4 m (14.4 ft.) from obstructions must be provided. The waste collection vehicle access route throughout the complex indicating turning radii and turning areas are to be shown at the Site Plan Stage.</p> <p>As the current layout of the 20 Townhouses is not conducive for curbside collection, a waste collection area for them will need to be identified on a drawing at the Site Plan stage. Sufficiently sized the Tower B Loading area may be used for this purpose.</p> <p>The developer will be required to ensure that the recycling collection program is as convenient to each resident as the garbage collection program. Recycling is mandatory within all residential buildings, and waste collection services may be revoked by failing to comply. The following methods may be used:</p> <ol style="list-style-type: none"> 1. A single garbage chute with an automated mechanical separation system to divert garbage and recyclable materials into separate bins; 2. Two separate chutes for garbage and recyclable materials. <p>The system to be used is to be identified on Ground Floor Plans (or floor plans where the waste storage rooms are located). The required number of front-end bins for garbage and recyclable materials are also to be shown on these drawings.</p> <p>A private waste hauler will be required for the collection of waste from the commercial units. Residential waste and commercial waste must be kept separate, and need to be</p>

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Agency / Comment Date	Comment
	<p>clearly identifiable. A commercial waste storage area will need to be provided, which is to be shown on floor plan drawings at the Site Plan stage.</p> <p>For more information, please consult the Waste Collection Design Standards Manual available at: http://www.peelregion.ca/pw/waste/reports/.</p>
Peel District School Board (April 25, 2012)	<p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by this application. Accordingly, the Board has requested that in the event that the application is approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that Bill 51 development applications include the following as a condition of approval:</p> <p>"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development."</p>
Dufferin-Peel Catholic District School Board (April 23, 2012)	<p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p>

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File: OZ 12/003 W7

Agency / Comment Date	Comment
	<p>In addition, if approved, the Dufferin-Peel Catholic District School Board also require that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <ol style="list-style-type: none"> <li data-bbox="650 676 1348 863">1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed. <ol style="list-style-type: none"> <li data-bbox="731 910 1367 1251">(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school." <li data-bbox="731 1298 1367 1485">(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." <li data-bbox="650 1532 1367 1874">2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs, shall be to the Dufferin-Peel Catholic District School Board's specifications, at

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Agency / Comment Date	Comment
	locations determined by the Board and erected prior to registration.
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 11, 2012)	<p>The Community Services Department notes that Park 028 "Camilla Park" is located 462 m (1,515.7 ft.) from the subject site. Park 028 has 2 play sites, an unlit mini soccer field and a walkway.</p> <p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions:</p> <p>The Community Services Department requires a streetscape master plan including proposed preliminary grading & utility plan.</p> <p>The Community Services Department indicate that street tree contribution will be required prior to By-law enactment.</p> <p>The Community Services Department indicate that, prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Culture Division (April 10, 2012)	<p>The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.</p> <p>Stage 1 complete. Stage 2 pending.</p>

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Agency / Comment Date	Comment
City Transportation and Works Department (October 23, 2012)	<p>In comments dated October 23, 2011 this department has now confirmed receipt of the required Utility Plans and Cross-sections verifying the location of the existing services and utility locations within the road allowances having frontage on the application. This information is currently under review along with the revised Site Plan, Site Grading and Servicing Plans, Landscape Plans and Functional Servicing Report received with the Planning and Building circulation dated September 14, 2012.</p> <p>Notwithstanding the findings of the reports and plans currently under review, additional technical details have been requested from the applicant's consulting team to confirm the feasibility of this high density multiple condominium project. Updated comments have also been provided on the Traffic Study submitted in support of the application.</p> <p>Detailed comments and conditions related to the review of transportation and engineering related matters will be provided with the Supplementary Report.</p>
Bell Canada (May 1, 2012)	A detailed review of the Official Plan Amendment and Zoning By-Law Amendment application has been completed and an easement may be required to service the subject property, depending on a review of more detailed applications under the <i>Planning Act</i> .
Canada Post (May 4, 2012)	The apartments fall under the multiple occupancy mail delivery standards. As such, the developer/owner must supply, install and maintain a centralized mailroom facility to Canada Post's specifications. Canada Post requires an enclosed mailroom for buildings with 100 or more units.
Other City Departments and 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 Department – Fire and Emergency Services Division City's Economic Development Office Rogers Cable</p>

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

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File: OZ 12/003 W7

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> • Student Yield: <table style="margin-left: 20px;"> <tr> <td>62</td> <td>Kindergarten to Grade 6</td> </tr> <tr> <td>18</td> <td>Grade 7 to Grade 8</td> </tr> <tr> <td>55</td> <td>Grade 9 to Grade 12/OAC</td> </tr> </table> • School Accommodation: <p>Floradale Public School</p> <table style="margin-left: 20px;"> <tr> <td>Enrolment:</td> <td>735</td> </tr> <tr> <td>Capacity:</td> <td>681</td> </tr> <tr> <td>Portables:</td> <td>1</td> </tr> </table> <p>Queen Elizabeth Sr.</p> <table style="margin-left: 20px;"> <tr> <td>Enrolment:</td> <td>360</td> </tr> <tr> <td>Capacity:</td> <td>262</td> </tr> <tr> <td>Portables:</td> <td>5</td> </tr> </table> <p>Port Credit Secondary School</p> <table style="margin-left: 20px;"> <tr> <td>Enrolment:</td> <td>1,206</td> </tr> <tr> <td>Capacity:</td> <td>1,203</td> </tr> <tr> <td>Portables:</td> <td>0</td> </tr> </table> 	62	Kindergarten to Grade 6	18	Grade 7 to Grade 8	55	Grade 9 to Grade 12/OAC	Enrolment:	735	Capacity:	681	Portables:	1	Enrolment:	360	Capacity:	262	Portables:	5	Enrolment:	1,206	Capacity:	1,203	Portables:	0	<ul style="list-style-type: none"> • Student Yield: <table style="margin-left: 20px;"> <tr> <td>13</td> <td>Junior Kindergarten to Grade 8</td> </tr> <tr> <td>7</td> <td>Grade 9 to Grade 12/OAC</td> </tr> </table> • School Accommodation: <p>St. Catherine of Siena (K to 8)</p> <table style="margin-left: 20px;"> <tr> <td>Enrolment:</td> <td>600</td> </tr> <tr> <td>Capacity:</td> <td>627</td> </tr> <tr> <td>Portables:</td> <td>0</td> </tr> </table> <p>St. Martin Secondary</p> <table style="margin-left: 20px;"> <tr> <td>Enrolment:</td> <td>922</td> </tr> <tr> <td>Capacity:</td> <td>1,026</td> </tr> <tr> <td>Portables:</td> <td>0</td> </tr> </table> 	13	Junior Kindergarten to Grade 8	7	Grade 9 to Grade 12/OAC	Enrolment:	600	Capacity:	627	Portables:	0	Enrolment:	922	Capacity:	1,026	Portables:	0
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Official Plan Policies

Cooksville District Policies

Site 8 (Hurontario properties)

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

- a. funeral homes and nursing homes will also be permitted;
- b. vehicular access and internal circulation and parking must respect both the visual and functional quality of the street as well as the privacy of the residential areas to the west;
- c. efforts must be made to retain the existing vegetation cover maintaining the continuity of the area character;
- d. building height and form should provide a positive scale transition between Hurontario Street and existing residential development to the west;
- e. the building setback from the rear lot line should provide for the retention of natural vegetation to function as a buffer from residential uses to the west.

Site 11 (Grange properties)

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

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

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File: OZ 12/003 W7

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

Residential Policies

3.2.3.1

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

3.2.3.2

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

Urban Growth Centre

3.13.2.2

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

3.13.2.3

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

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3.13.2.6

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

- a. creation of a sense of gateway to the core area by prominent built form and streetscaping (including street trees) located close to the street;
- b. creation of a sense of place within the Urban Growth Centre by distinctive architecture, landscaping, and cultural heritage recognition.

3.13.2.7

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

3.13.2.8

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

3.13.2.13

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

Outside Intensification Areas

3.13.5.1

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

3.13.5.3

Intensification outside intensification areas may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

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Policies

3.13.6.4

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

- a. high quality urban design, streetscaping (including street trees) and pedestrian amenity;
- b. built form should be closely related to and integrated with, the streetline, with minimal building setbacks, to provide spatial enclosure and street-related activity;
- c. compatible building bulk, massing and scale of built form to provide an integrated streetscape;
- d. retail use should be encouraged along main street frontages with direct access to the public sidewalk;
- e. no parking lots/areas should be provided between the building and the streetline on principal street frontages, with the exception of on-street parking;
- f. blank building walls should be avoided facing principal street frontages and intersections;
- g. service, loading and garbage storage should be accessed from rear or side lanes;
- h. front building facades should be parallel with the street and provided with periodic indentations for visual relief and features such as urban squares;
- i. signage should integrate with the scale and character of built form;
- j. continuity of built form from one (1) property to the next with minimal gaps between buildings.

3.13.6.16

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

- a. natural environment;
- b. natural hazards (flooding and erosion);
- c. natural heritage features/Natural Areas System;
- d. lot frontages and areas;
- e. street and block patterns;
- f. building height;
- g. coverage;
- h. massing;
- i. architectural character
- j. streetscapes;

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- k. heritage features;
- l. setbacks;
- m. privacy and overview;
- n. the pedestrian environment;
- o. parking;
- p. cycling connections;
- q. parkland needs;
- r. community service provisions;
- s. view corridors;
- t. trees/tree canopy/vegetation that do not fall within the Natural Area System.

3.13.6.17

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

3.18.7.3

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

3.18.9.4

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

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Proposed Zoning Standards

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

	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Permitted Use	Apartment Dwelling, Long-term Care Dwelling, Retirement Dwelling	Apartment Dwelling, <i>Horizontal Multiple Dwelling, Office, At-Grade Commercial</i>	Detached Dwellings	Office, medical office, financial institution, commercial school, veterinary clinic
Min. Lot Area (Interior)	n/a	n/a	750 m ² (8,073 sq. ft.)	n/a
Min. Lot Frontage (Interior)	30.0 m (98.4 ft.)	30.0 m (98.4 ft.)	22.5 m (73.8 ft.)	n/a
Min. Front Yard		<i>Huronario Street</i> 5.0 m (16.4 ft.)	9.0 m (29.5 ft.)	4.5 m (14.8 ft.)
- height < 13 m (42.6 ft.)	7.5 m (24.6 ft.)	<i>Grange Drive</i> 6.0 m (19.7 ft.)		
- height < 20 m (65.6 ft.)	8.5 m (27.8 ft.)	<i>Parking Structure – Below Grade</i> 0.0 m (0.0 ft.)		
- height < 26 m (85.3 ft.)	9.5 m (31.2 ft.)	<i>Fronting Grange Dr</i> 3.0 m (9.8 ft.)		
- height > 26 m (85.3 ft.)	10.5 m (34.4 ft.)	<i>Fronting Hurontario</i> 7.5 m (24.6 ft.)		
Min. Interior Side Yard		height < 13 m (42.6 ft.) 3.0 m (9.8 ft.)	1.8 m (5.9 ft.) on one side of the lot and 4.2 m (13.8 ft.) on the other side	7.5 m (24.6 ft.)
- height < 13 m (42.6 ft.)	4.5 m (14.8 ft.)	height > 13 m (42.6 ft.) 3.0 m (9.8 ft.)		
- height < 20 m (65.6 ft.)	6.0 m (19.7 ft.)	height > 26 m (85.3 ft.) 7.5 m (24.6 ft.)		
- height < 26 m (85.3 ft.)	7.5 m (24.6 ft.)	to Parking aisle 0.0 m (0.0 ft.)		
- height > 26 m (85.3 ft.)	9.0 m (29.5 ft.)			
- abutting commercial, apartment, office, employment, institutional, or utility zone	4.5 m (14.8 ft.)			
- abutting a zone permitting detached or semi-detached dwellings	7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional m exceeding 10.0 m (32.8 ft.) to a max. setback of 25.5 m (83.7 ft.)			

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<p>Min. Rear Yard</p> <ul style="list-style-type: none"> - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings 	<p>7.5 m (24.6 ft.) 10.0 m (32.8 ft.) 12.5 m (41.0 ft.) 15.0 m (49.2 ft.) 4.5 m (14.8 ft.)</p> <p>7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional m exceeding 10.0 m (32.8 ft.) to a max. setback of 25.5 m (83.7 ft.)</p>	<p>to Parking Structure – Below Grade 0.0 m (0.0 ft.)</p>	<p>7.5 m (24.6 ft.)</p>	<p>7.5 m (24.6 ft.)</p>
<p>Min. Floor Space Index</p>	<p>1.9</p>	<p>1.9</p>	<p>n/a</p>	<p>n/a</p>
<p>Max. Floor Space Index</p>	<p>2.9</p>	<p>4.5</p>	<p>n/a</p>	<p>0.5</p>
<p>Max. Height</p>	<p>the lesser of 77.0 m (252.6 ft.) or 25 storeys</p>	<p>36 storeys</p>	<p>10.7 m (35.1 ft.)</p>	<p>the lesser of 19.0 m (62.3 ft.) or 6 storeys</p>
<p>Min. Landscaped Area</p>	<p>40% of the lot area</p>	<p>30% of the lot area</p>	<p>n/a</p>	<p>n/a</p>
<p>Min. Landscaped Buffer</p>	<p>4.5 m (14.8 ft.) abutting street line and abutting residential, 3.0 m (9.8 ft.) abutting any other lot line</p>	<p>4.5 m (14.8 ft.) abutting street line 3.0 m (9.8 ft.) abutting residential 1.5 m (4.9 ft.) abutting commercial</p>	<p>n/a</p>	<p>4.5 m (14.8 ft.)</p>
<p>Min. Amenity Area</p>	<p>the greater of 5.6 m² per dwelling unit or 10% of site area = 3,242 m² (34,901 sq.ft.) at 579 units</p>	<p>4.4 m² per dwelling unit = 2,548 m² (27,426 sq.ft.)</p>	<p>n/a</p>	<p>n/a</p>

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	<p>Min. of 50% must be in one contiguous area</p> <p>Min. amenity area to be provided outside at grade = 55 m² (592 sq.ft.)</p>	<p>Min. of 50% must be in one contiguous area</p> <p>Min. amenity area to be provided outside at grade = 55 m² (592 sq.ft.)</p>	<p>Min. of 50% must be in one contiguous area</p> <p>Min. amenity area to be provided outside at grade = 55 m² (592 sq.ft.)</p>	
<p>Parking Requirement</p>	<p>Apartment Dwelling Studio – 1.10/unit 1 bed – 1.10/unit 2 bed – 1.10/unit 3 bed – 1.20/unit Visitor – 0.15 per 1-2 bed unit & 0.2 per 3 bed unit</p>	<p>Apartment Dwelling Studio – 1.0/unit 1 bed – 1.25/unit 2 bed – 1.4/unit 3 bed – 1.75/unit Visitor – 0.2/unit</p>	<p>Retail 4.3 per 100 m² (1,076 sq.ft.)</p> <p>Horizontal Multiple 3 bed - 1.75/unit Visitor – 0.25/unit</p>	<p>2.0/unit</p> <p>3.2 per 100 m² (1,076 sq.ft.)</p>
<p>Min. setback of waste enclosure/loading area to a zone permitting detached and/or semi-detached dwellings</p>	<p>10.0 m (32.8 ft.)</p>	<p>1.75 m (5.7 ft.)</p>	<p>1.75 m (5.7 ft.)</p>	<p>n/a</p>
<p>Max. Encroachments and Projections</p>	<p>1.0m (3.3 ft.)</p>	<p>Roof into front yard setback along Hurontario St. 5.0 m (16.4 ft.)</p> <p>Balconies into front yard setback along Hurontario St.</p>	<p>n/a</p>	<p>n/a</p>

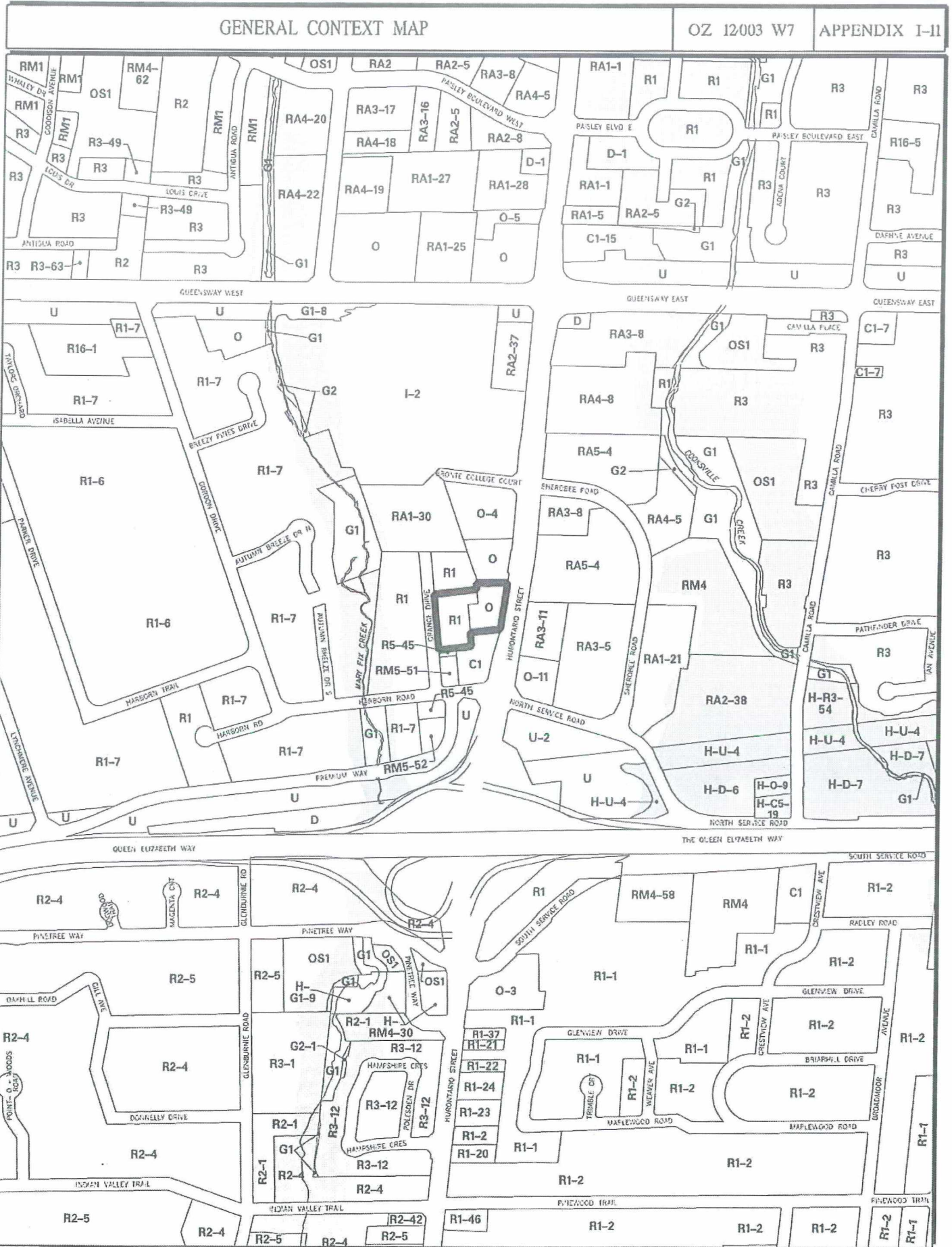
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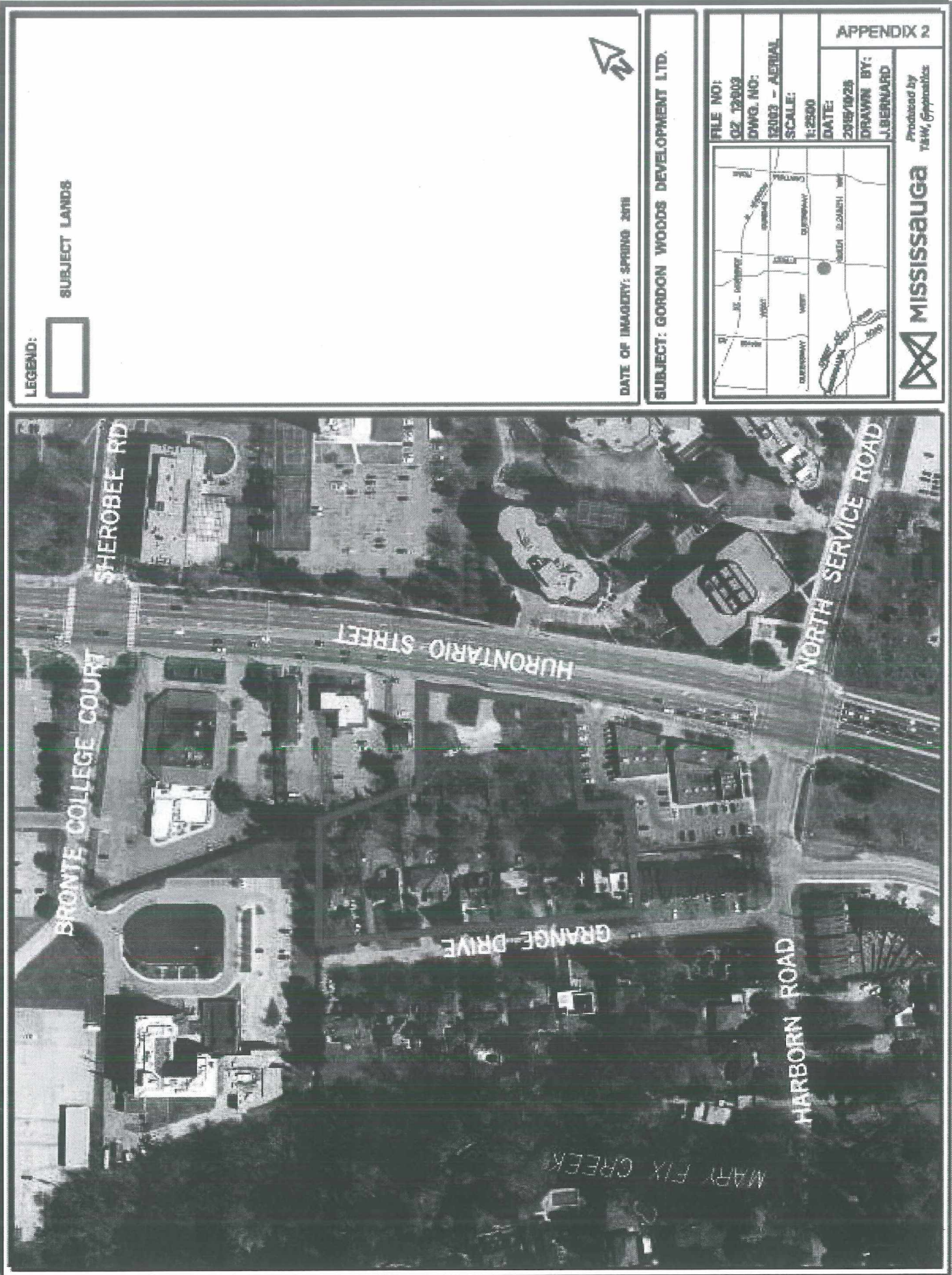
Gordon Woods Development Limited

		<p><i>5.0 m (16.4 ft.)</i></p> <p><i>Roof into interior side yard setback 1.5 m (3.8 ft.)</i></p> <p><i>Balconies into interior side yard setback 1.5 m (3.8 ft.)</i></p>		
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Note: Bold and Italics denotes exceptions from Base Zone requirements

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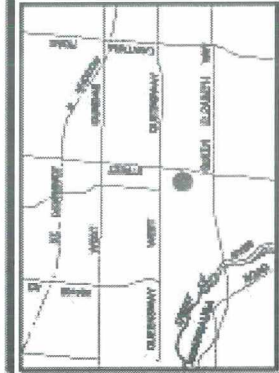


SUBJECT LANDS

DATE OF IMAGERY: SPRING 2018

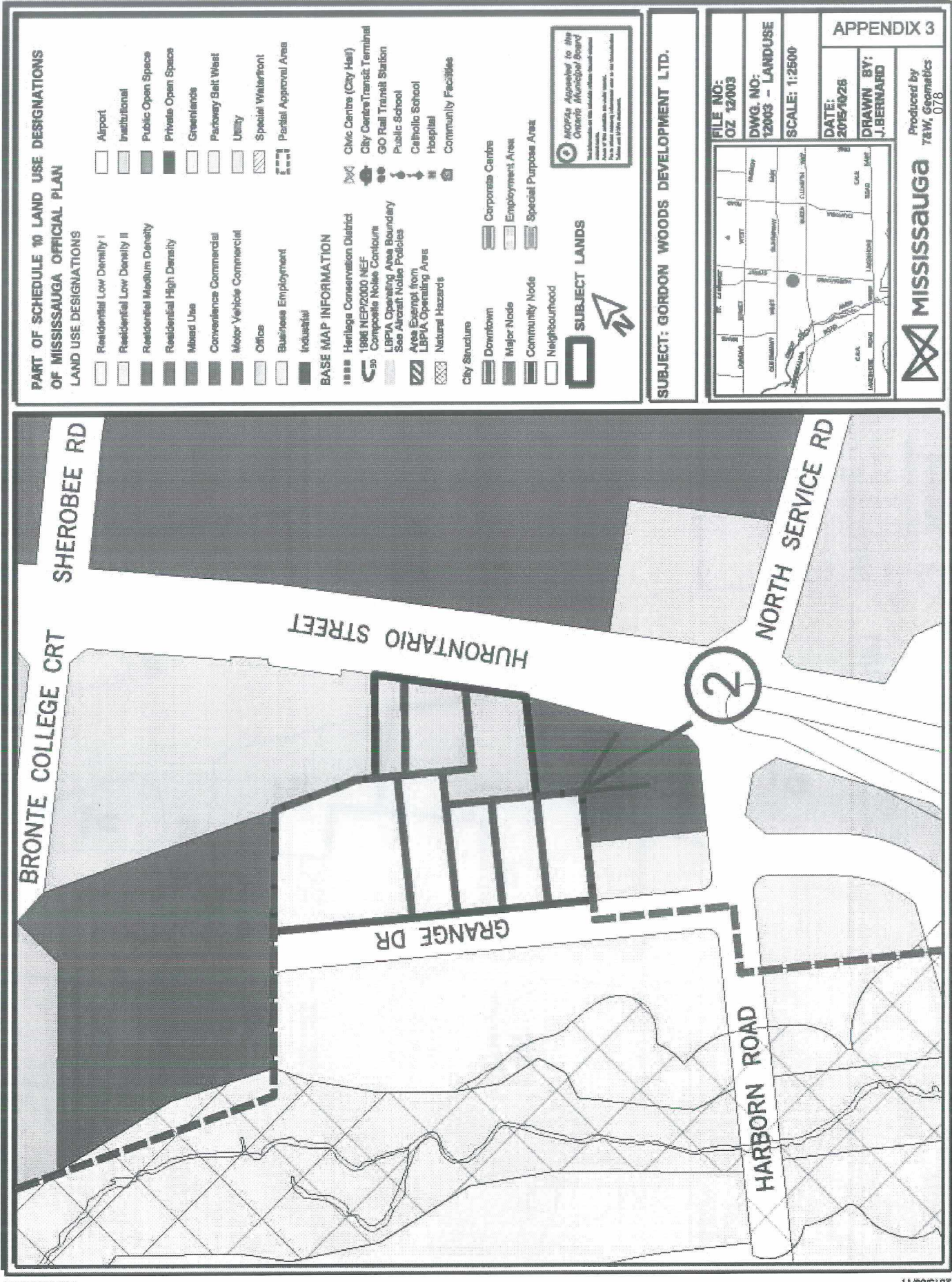
SUBJECT: GORDON WOODS DEVELOPMENT LTD.

FILE NO: 02_12003
 DWG. NO: 12003 - AERIAL
 SCALE: 1:2500
 DATE: 2018/10/28
 DRAWN BY: J. BERNARD



APPENDIX 2

MISSISSAUGA
 Produced by
 T&W, *Geomatics*



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

- 1868 HERP2000 NEF
- Composite Noble Contour
- LBPIA Operating Area Boundary
- See Atracast Noble Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

CITY STRUCTURE

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

SUBJECT LANDS

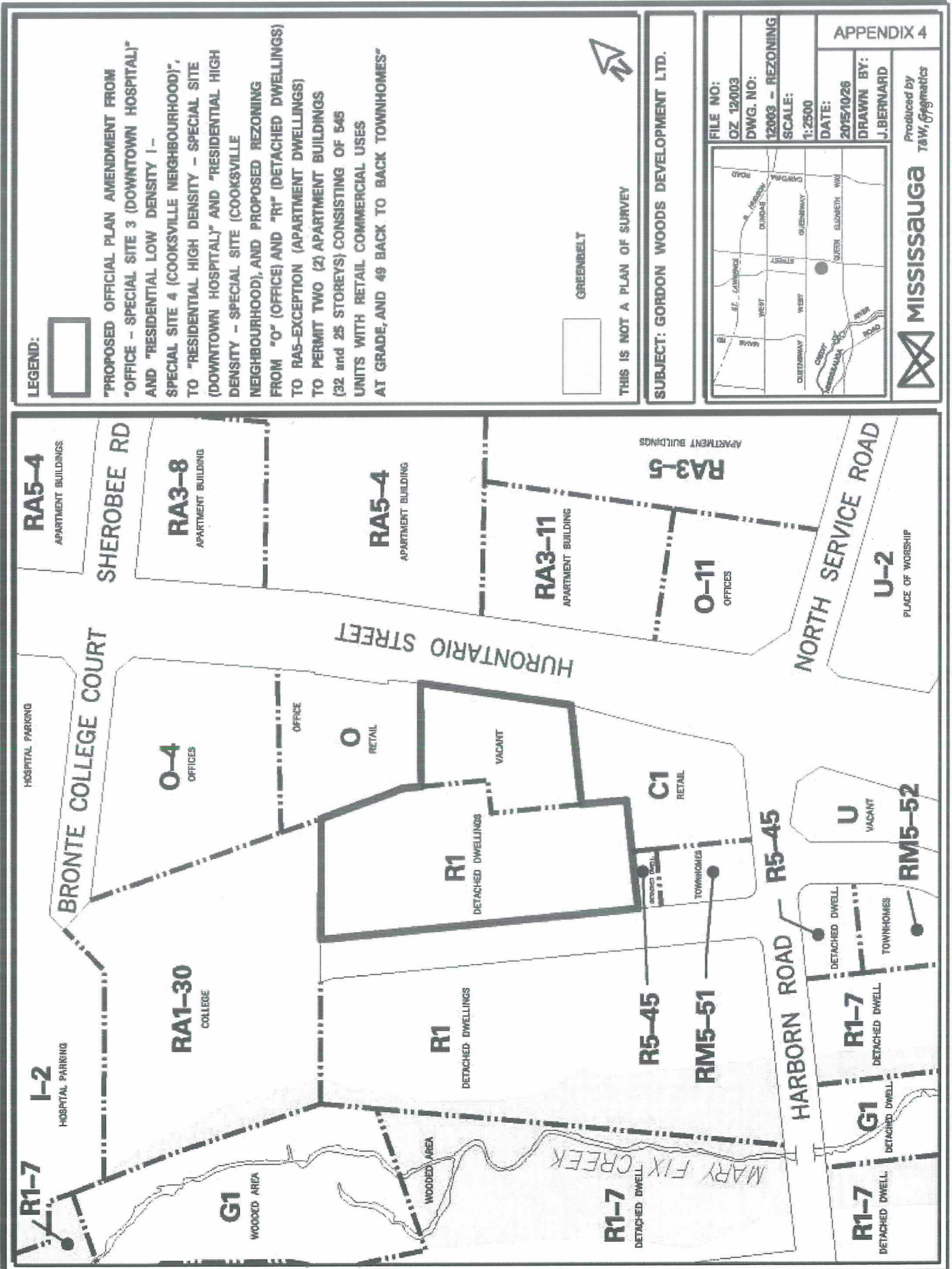


MOCPAs Approved to the Ontario Municipal Board
 This information is for informational purposes only. It does not constitute an offer of any financial product or service. For more information, please contact your broker.

SUBJECT: GORDON WOODS DEVELOPMENT LTD.

FILE NO: OZ 12/003	APPENDIX 3
DWG. NO: 12003 - LANDUSE	
SCALE: 1:2500	DATE: 2015/10/28
PRODUCED BY: 7&W Geomatics 0178	DRAWN BY: J. BERNARD





CONCEPT PLAN

APPLICANT:
 BGI Group Architects
 55 ST. CLAIR AVE. W. TORONTO, ON
 7TH FLOOR
 MAY 2/17
 (416) 596-1930

ISSUED FOR OPA & ZONING BY-LAW AMENDMENT APPLICATION
 SITE PLAN

PROJECT NO. 20153

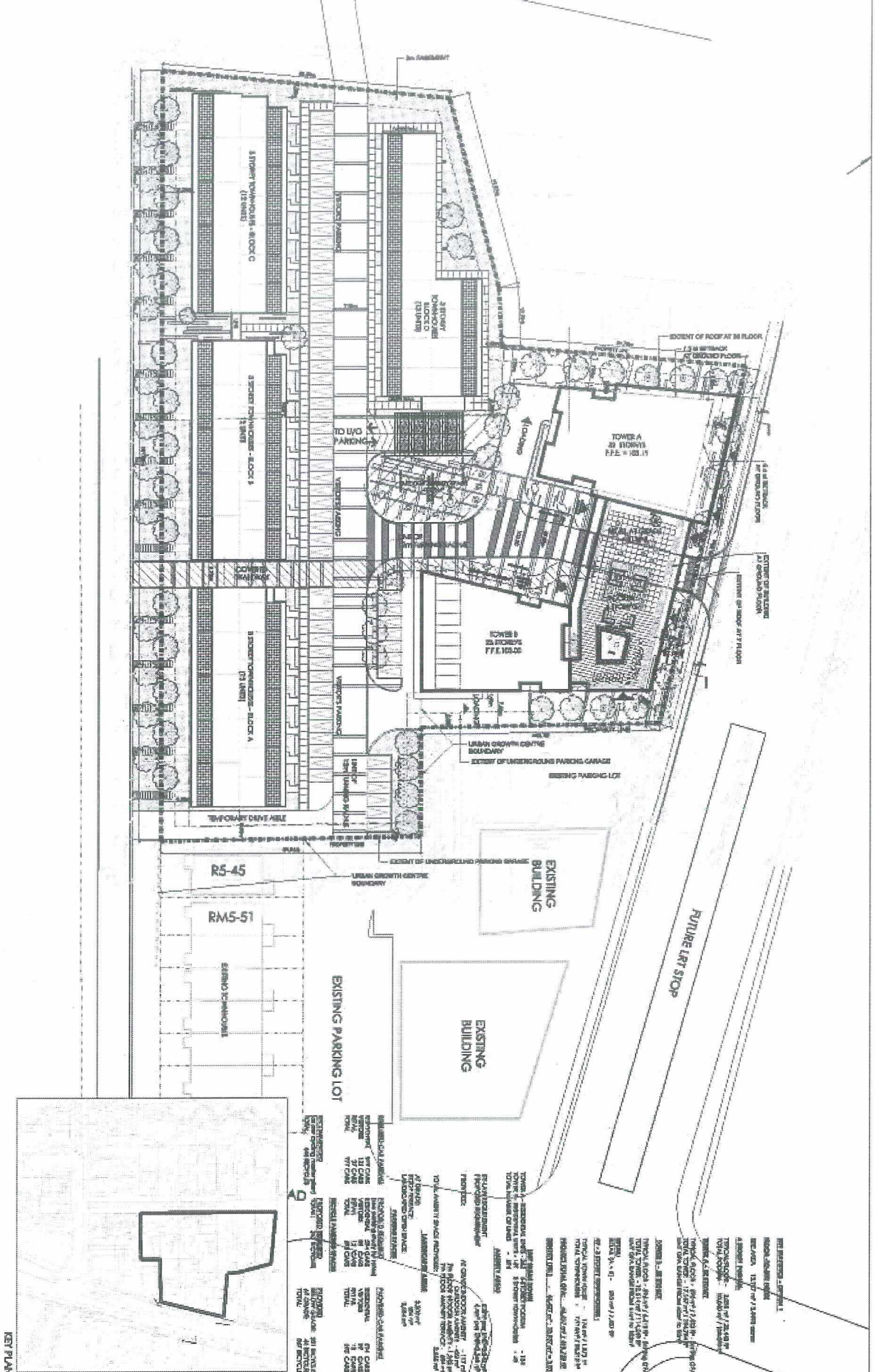
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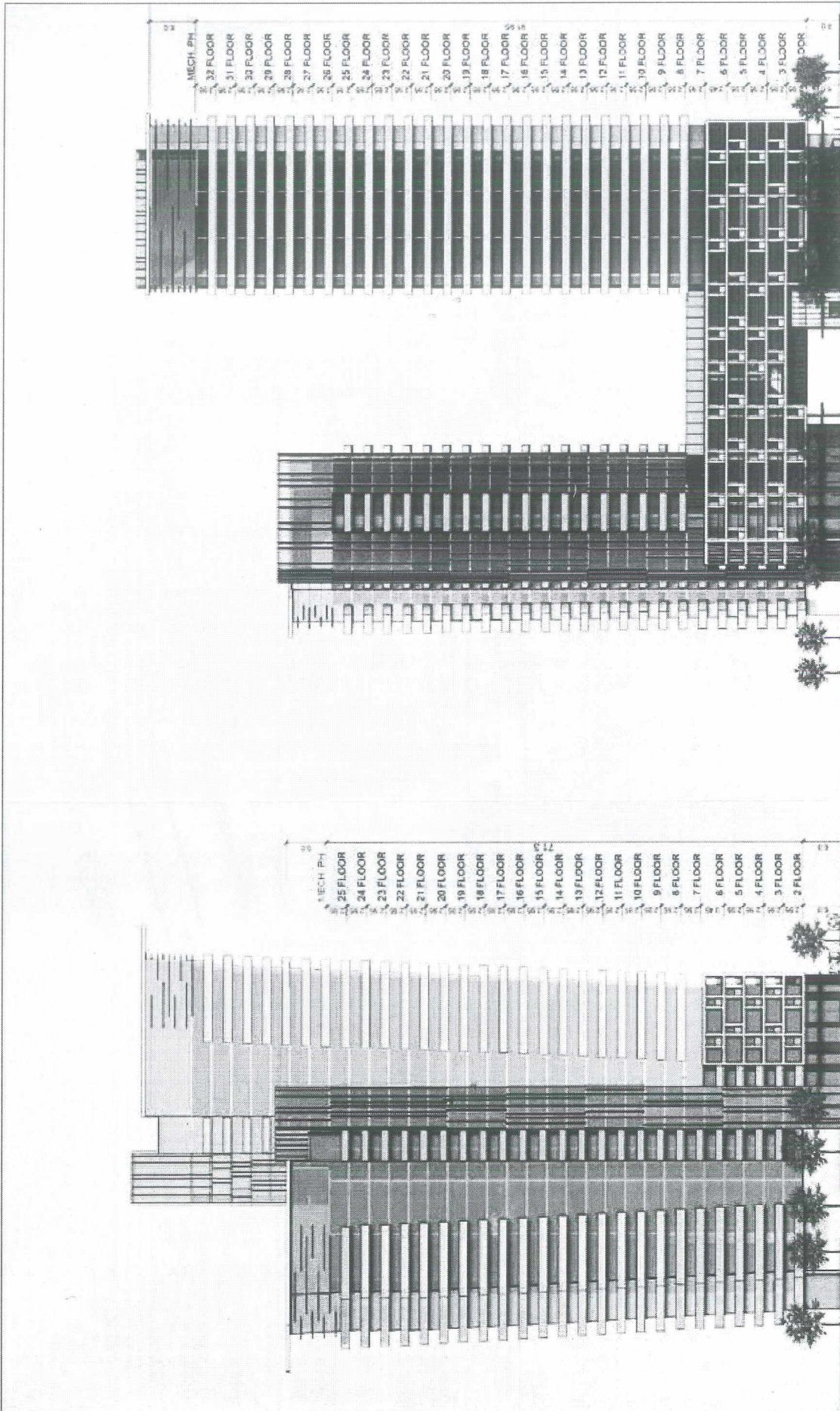
APRIL 13, 2015



2120 HURONTARIO STREET
 DEVELOPMENT PROPOSAL
 MISSISSAUGA, ONTARIO

DWG. NO. A2





SOUTH ELEVATION

EAST ELEVATION

<p>APPLICANT: BI Group Architects 55 ST. CLAIR AVE W, TORONTO, ON 7TH FLOOR MAY 2017 (416) 596-1930</p>	<p>ISSUED FOR OPA & ZONING BY-LAW AMENDMENT APPLICATION ELEVATIONS \$SCALE: 1 : 250</p>	<p>PROJECT No. 28755 APRIL 15, 2015</p>	<p>DWG NO: A14</p> <p>2120 HURONTARIO STREET DEVELOPMENT PROPOSAL MISSISSAUGA, ONTARIO</p>
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Gordon Woods Development Limited

File: OZ 12/003 W7

Agency Comments

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

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

Gordon Woods Development Limited

File: OZ 12/003 W7

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

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

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

Gordon Woods Development Limited

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Agency / Comment Date	Comment
	<p>accesses, are subject to MTO's approval.</p> <p>Detailed comments and conditions related to the review of transportation and engineering related matters will be provided with the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Bell Canada; - Canada Post; - Enersource Hydro Mississauga; - Enbridge Gas Distribution Inc.; - Development Services; and, - Rogers Cable.
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - City's Economic Development Office - City's Realty Services Division; - Hydro One; - Trans-Northern Pipelines; and, - Trillium Health Centre.

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School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 63 Kindergarten to Grade 6 16 Grade 7 to Grade 8 32 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> Floradale P.S. <ul style="list-style-type: none"> Enrolment: 729 Capacity: 711 Portables: 2 Queen Elizabeth Sr. <ul style="list-style-type: none"> Enrolment: 337 Capacity: 262 Portables: 4 Port Credit S.S. <ul style="list-style-type: none"> Enrolment: 1191 Capacity: 1203 Portables: 1 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 12 Junior Kindergarten to Grade 8 11 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> St. Catherine of Siena <ul style="list-style-type: none"> Enrolment: 558 Capacity: 668 Portables: 0 St. Martin <ul style="list-style-type: none"> Enrolment: 1033 Capacity: 1026 Portables: 0

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

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

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

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

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

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

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

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

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

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File: OZ 12/003 W7

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

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

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

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Proposed Official Plan Amendment Provisions

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

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

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

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 - Direct Growth	Section 5.1.6	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.
	Section 5.1.7	
	Section 5.1.8	
	Section 5.1.9	Mississauga will protect and conserve the character of stable residential Neighbourhoods.
	Section 5.3.1.3	
	Section 5.3.1.4	
	Section 5.3.1.6	Mississauga will protect employment lands to allow for a diversity of employment uses.
	Section 5.3.1.11	
	Section 5.3.5.1	
	Section 5.3.5.5	
	Section 5.3.5.6	
	Section 5.4.4	
	Section 5.4.5	
	Section 5.4.6	
	Section 5.4.11	
	Section 5.4.12	
	Section 5.5.1	
Section 5.5.2		
Section 5.5.3		
Section 5.5.7		

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

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

	Specific Policies	General Intent
<p>Section 6 - Value the Environment</p>		<p>Development proposals and site alteration for lands within a Residential Woodland will have regard for how existing tree canopy and understorey are protected, enhanced, restored and expanded. A site development plan may be required to demonstrate how the following, among other matters, have been addressed:</p> <ul style="list-style-type: none"> a. existing topography and drainage patterns; b. maintenance of a high proportion of permeable ground cover to facilitate ground water recharge; c. habitat for tolerant canopy birds (both in migration and for breeding); d. habitat for urban wildlife; and e. connections to other elements within the Green System. <p>Development and site alteration will demonstrate that there will be no negative impacts to the Urban Forest. An arborist report and tree inventory that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement, will be prepared to the satisfaction of the City in compliance with the City's tree permit by-law.</p>
<p>Section 7 - Complete Communities</p>	<p>Section 7.6.1.1 Section 7.6.1.2 Section 7.6.1.3 Section 7.6.1.4 Section 7.6.1.5</p>	<p>Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.</p> <p>Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.</p> <p>A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.</p> <p>The historic character and sense of community will be maintained through the preservation and protection of existing residential Neighbourhoods.</p> <p>New development will be compatible with the physical, social and environmental attributes of the existing community.</p>

	Specific Policies	General Intent
<p>Section 9 - Build a Desirable Urban Form</p>	<p>Section 9.2.2.6 Section 9.3.1.8 Section 9.4.1.3 Section 9.5.1.3 Section 9.5.2.5 Section 9.5.5.1 Section 9.5.5.4</p>	<p>Development on Corridors will be encouraged to face the street, not locate parking between the building and the street, site buildings to frame the street, provide entrances and transparent windows facing the street, and consolidate access points and encourage shared parking, service areas and driveway entrances.</p> <p>The design of developments at intersections and along major streets should be of a highly attractive urban quality.</p> <p>A transit and active transportation supportive urban form will be required along Corridors.</p> <p>Development will support transit and active transportation by locating buildings at the street edge, requiring front doors that open to the street, ensuring active/animated building facades, ensuring appropriate massing for the context, providing pedestrian safety and comfort, and providing bicycle parking.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing street trees and landscaping, and relocating utilities if required, lighting, bicycle parking, public art, and street furniture.</p> <p>Parking should be located underground, internal to the building or to the rear of buildings.</p> <p>Shared parking between developments will be encouraged, where appropriate.</p>

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

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

Proposed Zoning Standards

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

Permitted Use	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
	Apartment Dwelling, Long-term Care Dwelling, Retirement Dwelling	Apartment Dwelling, <i>Horizontal Multiple Dwelling, Office, At-Grade Commercial</i>	Detached Dwellings	Office, medical office, financial institution, commercial school, veterinary clinic
Min. Lot Area (Interior)	n/a	n/a	750 m ² (8,073 ft ²)	n/a
Min. Lot Frontage (Interior)	30.0 m (98.4 ft.)	30.0 m (98.4 ft.)	22.5 m (73.8 ft.)	n/a
Min. Front Yard		<i>Hurontario Street</i>	9.0 m (29.5 ft.)	4.5 m (14.8 ft.)
- height < 13 m (42.6 ft.)	7.5 m (24.6 ft.)	5.0 m (16.4 ft.)		
- height < 20 m (65.6 ft.)	8.5 m (27.8 ft.)	<i>Grange Drive</i>		
- height < 26 m (85.3 ft.)	9.5 m (31.2 ft.)	6.0 m (19.7 ft.)		
- height > 26 m (85.3 ft.)	10.5 m (34.4 ft.)	<i>Parking Structure – Below Grade</i>		
		0.0 m (0.0 ft.)		

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	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
<p>Min. Interior Side Yard</p> <ul style="list-style-type: none"> - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings 	<p>4.5 m (14.8 ft.) 6.0 m (19.7 ft.) 7.5 m (24.6 ft.) 9.0 m (29.5 ft.) 4.5 m (14.8 ft.)</p> <p>7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional metre exceeding 10.0 m (32.8 ft.) to a max setback of 25.5 m (83.7 ft.)</p>	<p>Fronting Grange Dr 3.0 m (9.8 ft.)</p> <p>Fronting Hurontario 7.5 m (24.6 ft.)</p> <p>height < 13 m (42.6 ft.) 3.0 m (9.8 ft.)</p> <p>height > 26 m (85.3 ft.) 7.5 m (24.6 ft.) to Parking aisle 0.0 m (0.0 ft.) to Parking Structure - Below Grade 0.0 m (0.0 ft.)</p>	<p>1.8 m (5.9 ft.) on one side of the lot and 4.2 m (13.8 ft.) on the other side</p>	<p>7.5 m (24.6 ft.)</p>
<p>Min. Rear Yard</p> <ul style="list-style-type: none"> - height < 13 m (42.6 ft.) - height < 20 m (65.6 ft.) - height < 26 m (85.3 ft.) - height > 26 m (85.3 ft.) - abutting commercial, apartment, office, employment, institutional, or utility zone - abutting a zone permitting detached or semi-detached dwellings 	<p>7.5 m (24.6 ft.) 10.0 m (32.8 ft.) 12.5 m (41.0 ft.) 15.0 m (49.2 ft.) 4.5 m (14.8 ft.)</p> <p>7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional metre exceeding 10.0 m (32.8 ft.) to a max. setback of 25.5 m (83.7 ft.)</p>		<p>7.5 m (24.6 ft.)</p>	<p>7.5 m (24.6 ft.)</p>
Min. Floor Space Index	1.9	1.9	n/a	n/a
Max. Floor Space Index	2.9	3.33	n/a	0.5

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

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	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Parking Requirement	<p>Apartment Dwelling Studio – 1.0/unit 1 bed – 1.25/unit 2 bed – 1.4/unit 3 bed – 1.75/unit Visitor – 0.2/unit</p> <p>Retail 5.4 per 100 m² (1,076 ft²)</p> <p>Horizontal Multiple 3 bed - 1.75/unit Visitor – 0.25/unit</p>	<p>Apartment Dwelling Studio – 1.0/unit 1 bed – 1.0/unit 2 bed – 1.0/unit 3 bed – 1.0/unit Visitor – 0.15 per unit</p> <p>Retail 1.7 per 100 m² (1,076 ft²)</p> <p>Horizontal Multiple 3 bed - 1.0/unit Visitor – 0.15/unit</p>	2.0/unit	3.2 per 100 m ² (1,076 ft ²)
Min. setback of waste enclosure/loading area to a zone permitting detached and/or semi-detached dwellings	10.0 m (32.8 ft.)	1.75 m (5.7 ft.)	n/a	n/a

File: OZ 121003W7

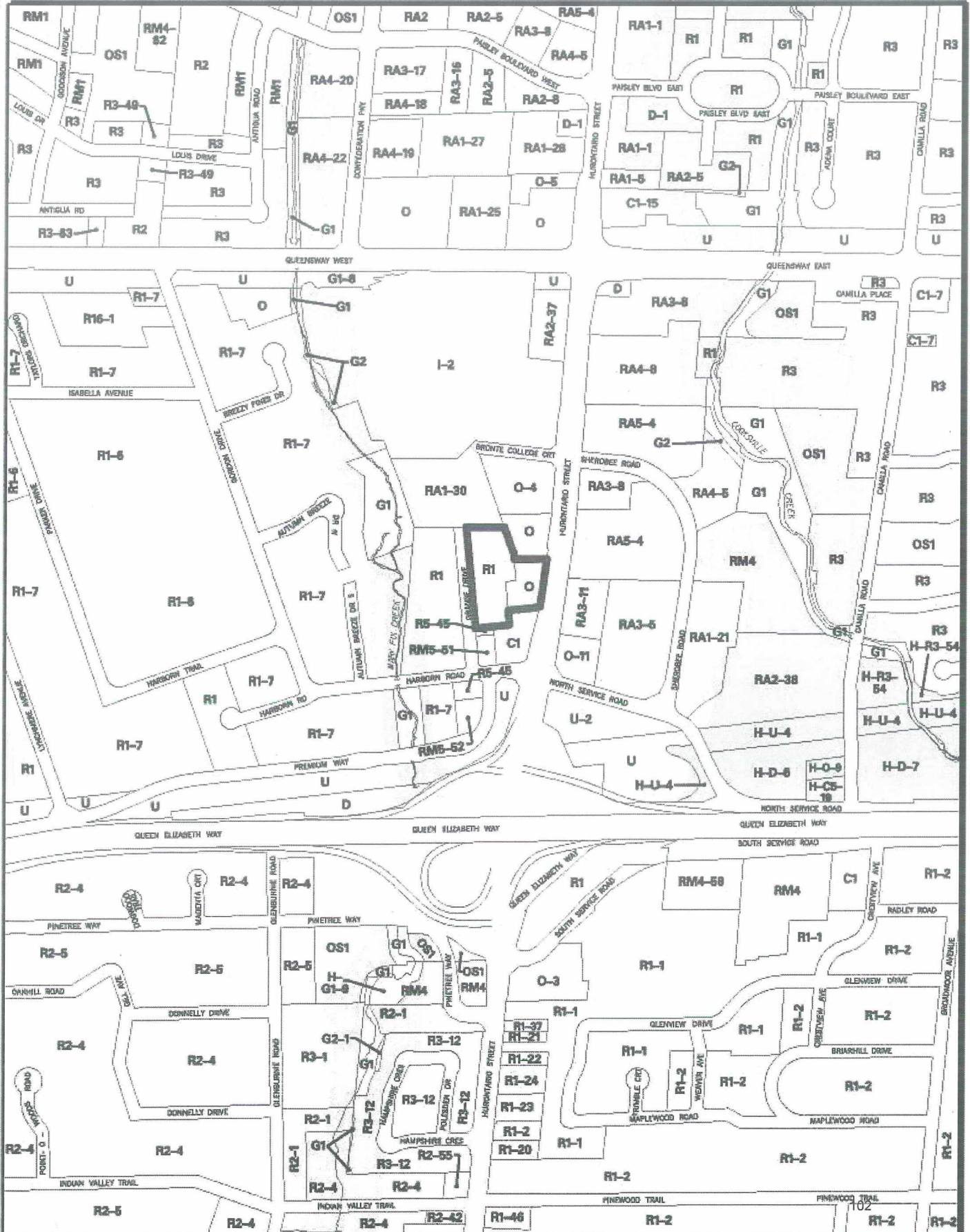
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	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Max. Encroachments and Projections	1.0 m (3.3 ft.)	<p><i>Roof into front yard setback along Hurontario St. 5.0 m (16.4 ft.)</i></p> <p><i>Balconies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

Note: Bold and Italics denotes exceptions from Base Zone requirements

GENERAL CONTEXT MAP

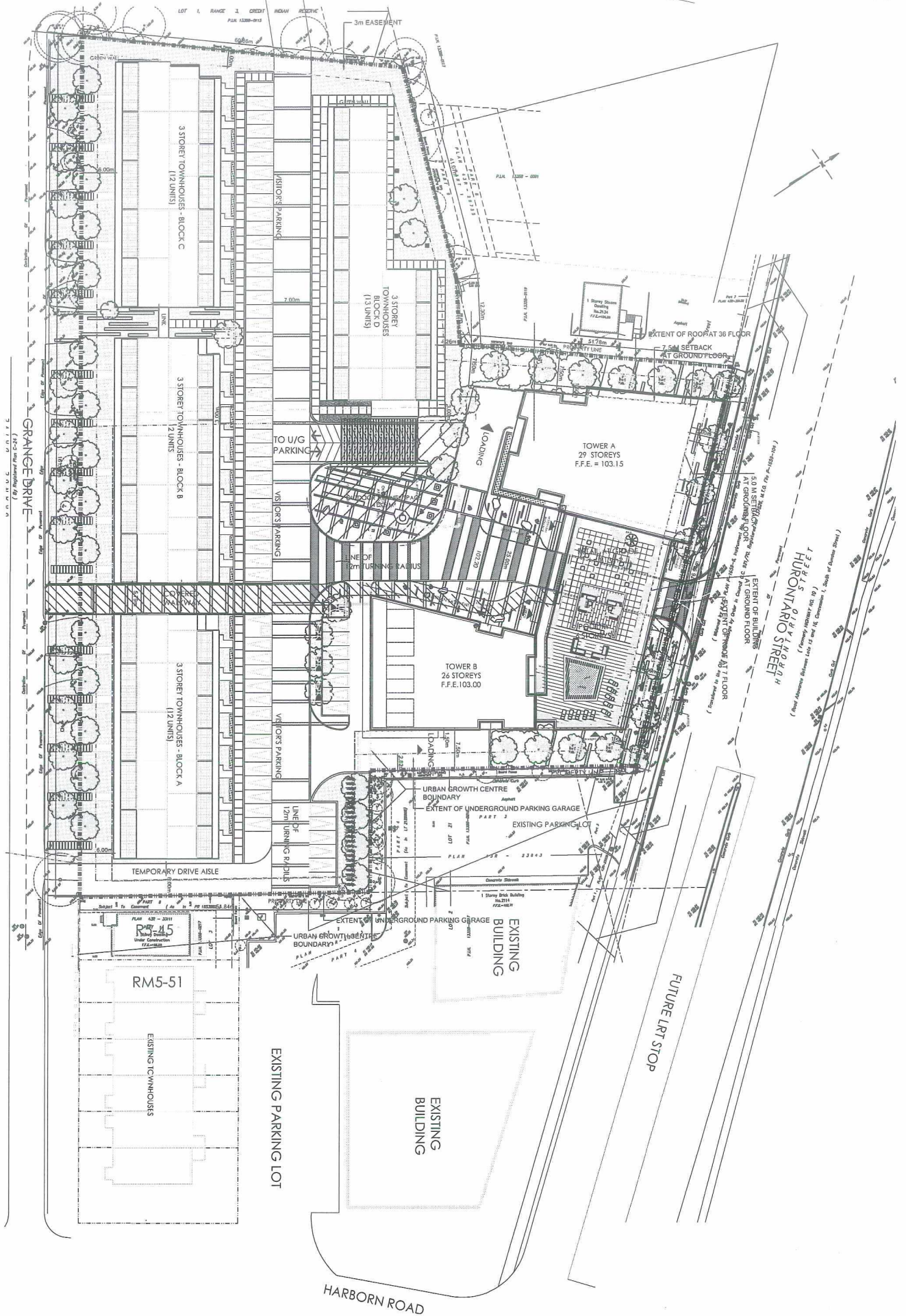
OZ 12 / 003 W7 APPENDIX 11

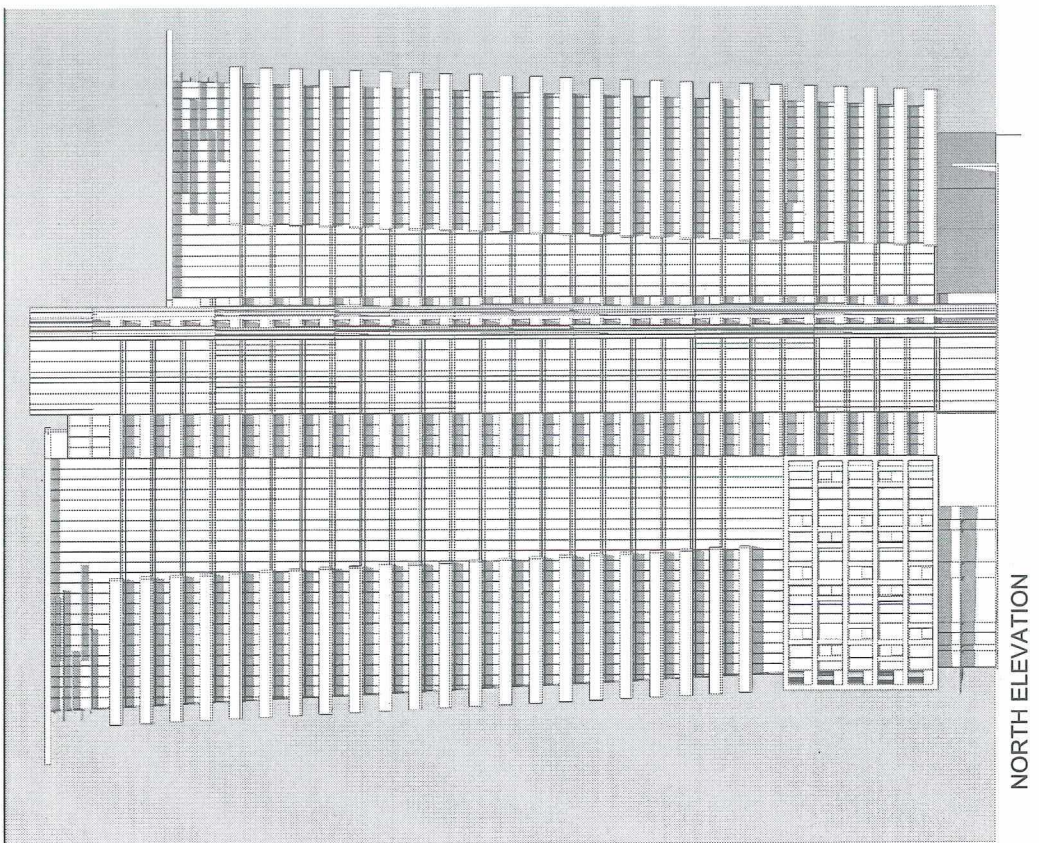
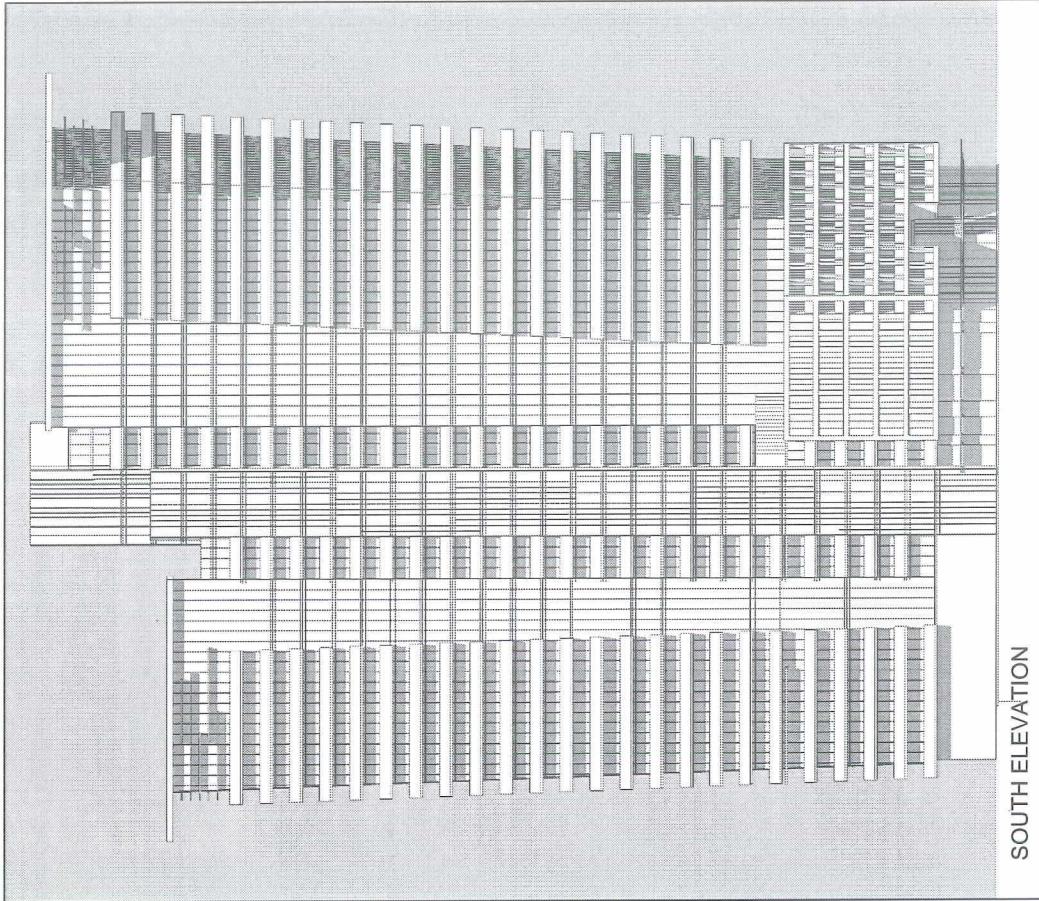


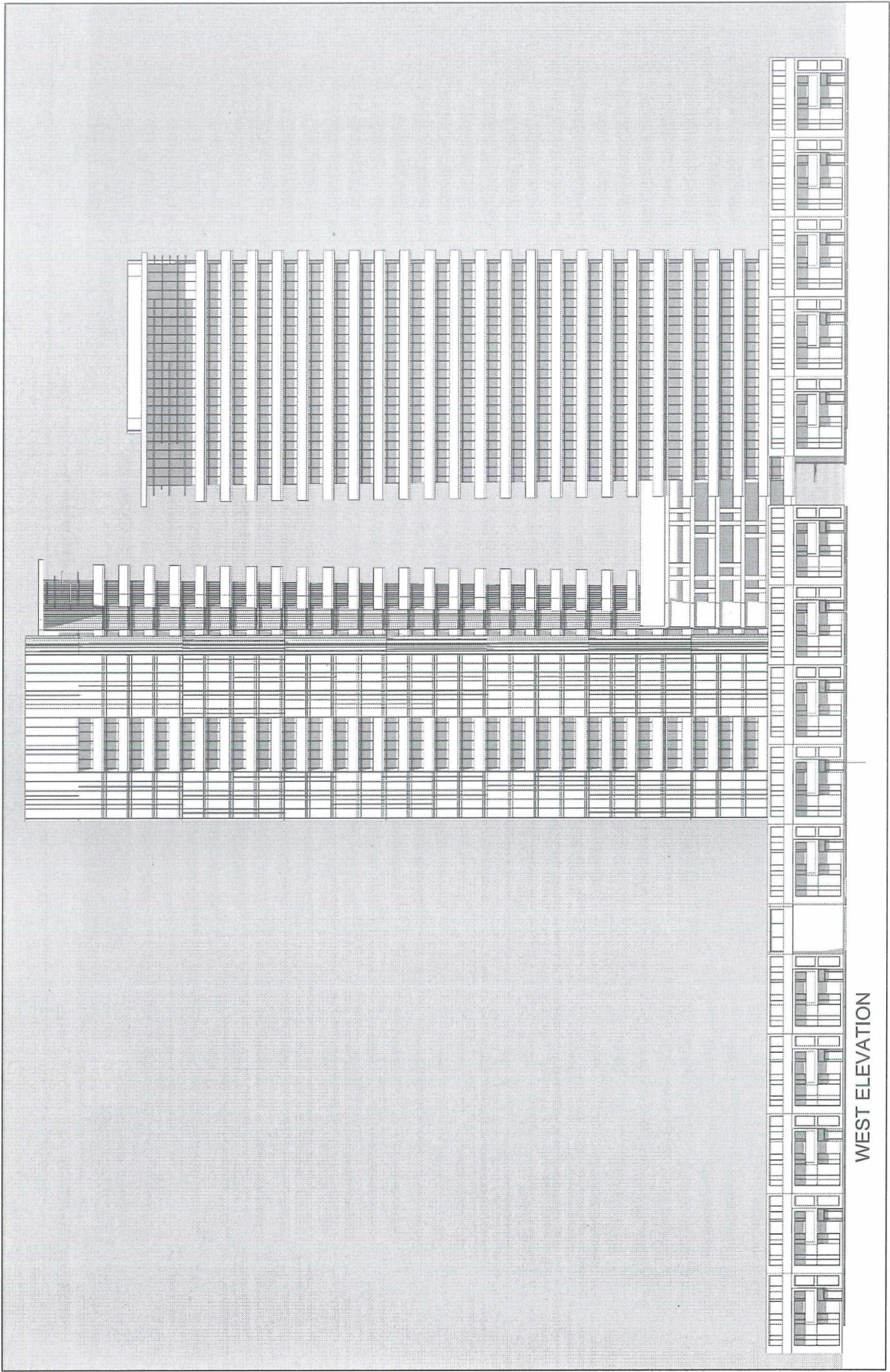
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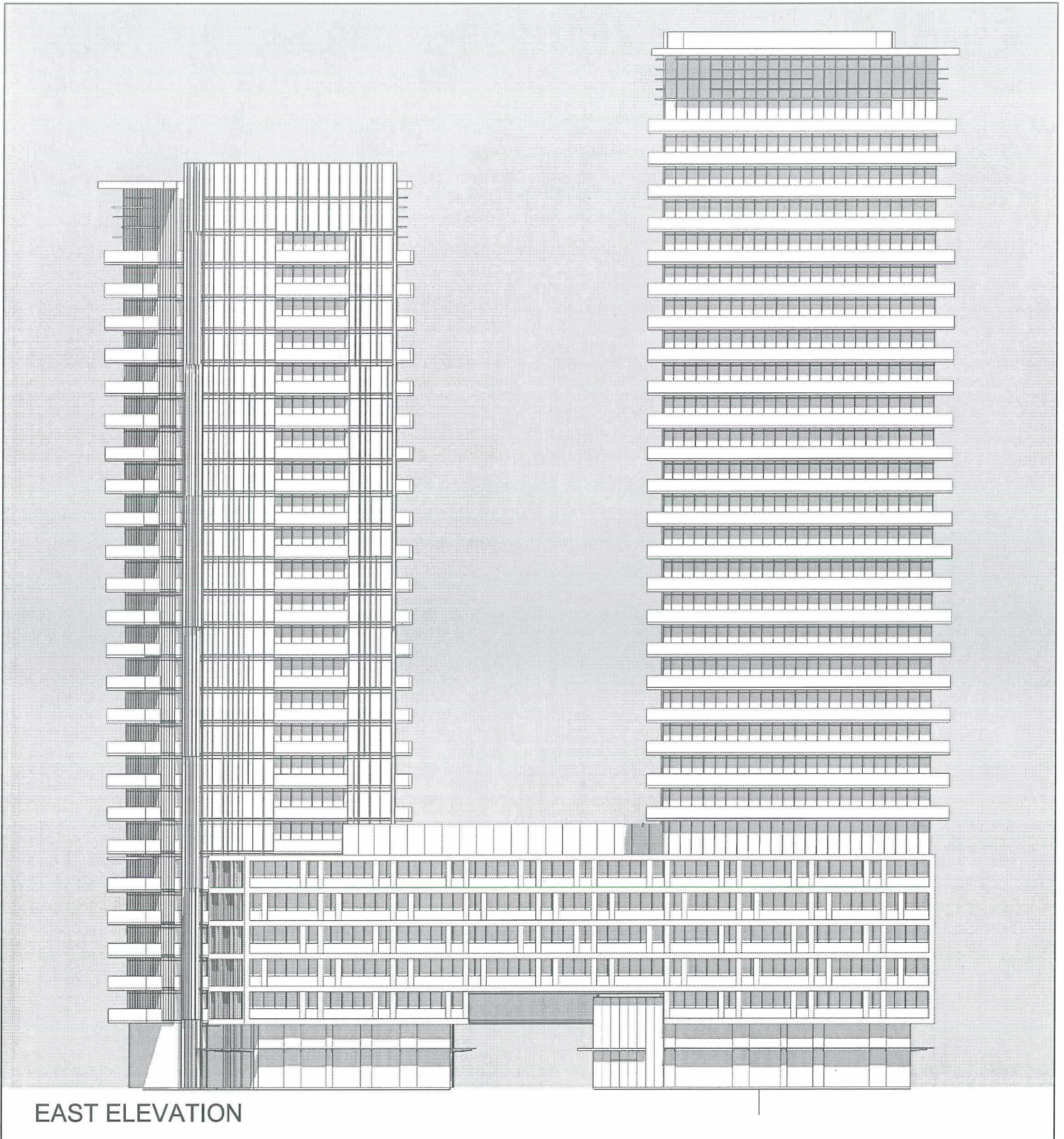
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EAST ELEVATION

SEPTEMBER 22, 2017



--- OUTLINE OF REVISED TOWERS (29 ST. & 26 ST.)

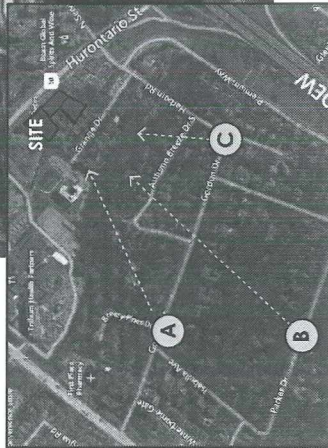
VIEW A - WINTER

BREEZY PINES DR. / GORDON DR.



NEIGHBOURHOOD VIEWS
GORDON WOODS DEVELOPMENT

SEPTEMBER 22, 2017



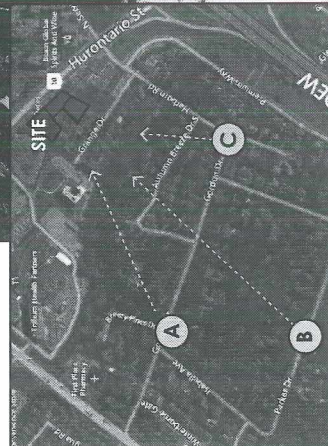
--- OUTLINE OF REVISED TOWERS (29 ST. & 26 ST.)

VIEW A - SUMMER
BREEZY PINES DR. / GORDON DR.



NEIGHBOURHOOD VIEWS
GORDON WOODS DEVELOPMENT

SEPTEMBER 22, 2017



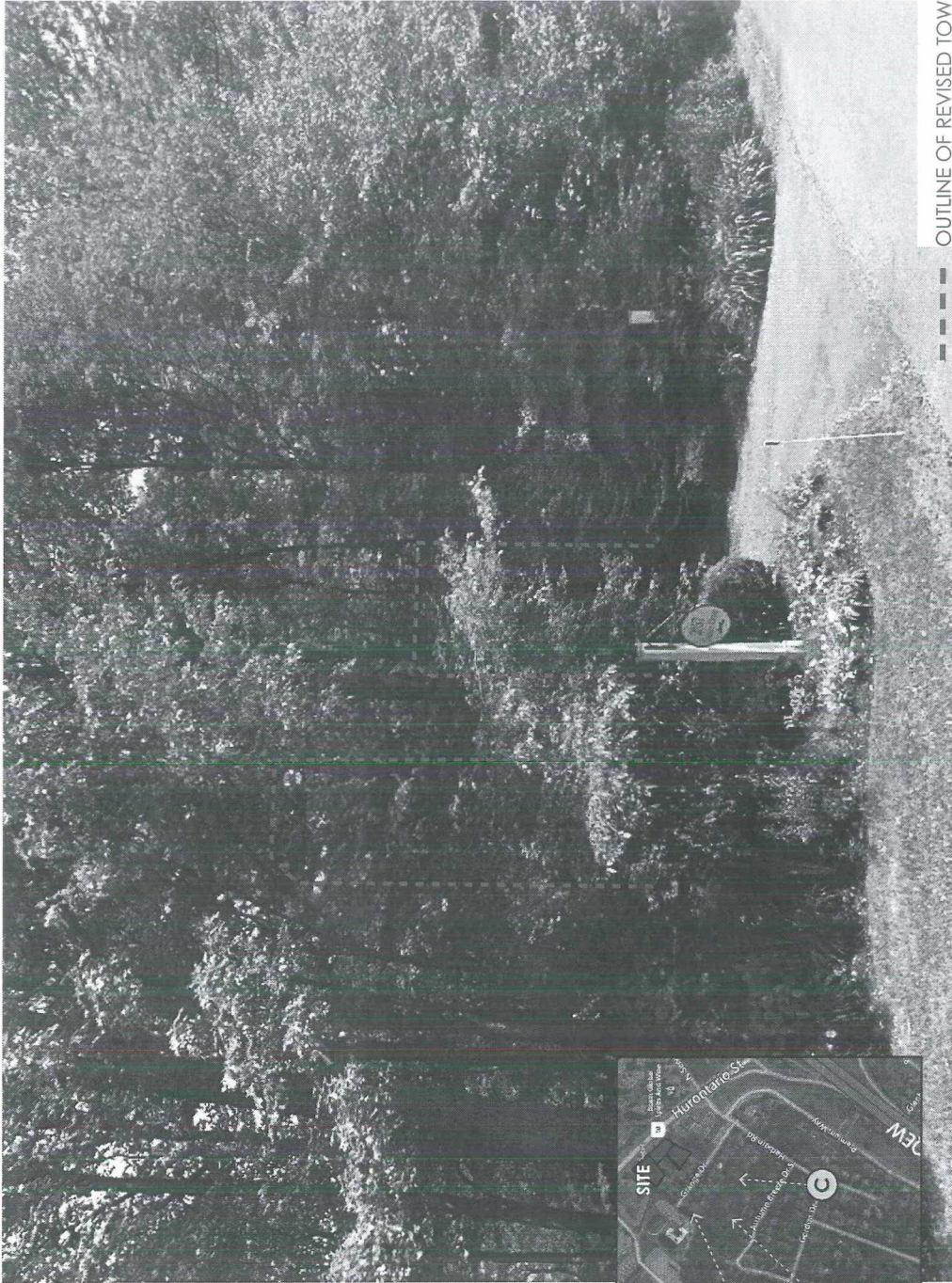
--- OUTLINE OF REVISED TOWERS (29 ST. & 26 ST.)

**VIEW B - WINTER
PARKER DR.**

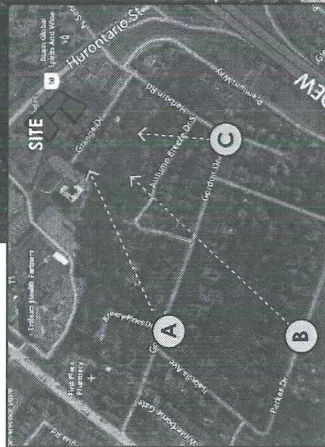


NEIGHBOURHOOD VIEWS
GORDON WOODS DEVELOPMENT

SEPTEMBER 22, 2017



OUTLINE OF REVISED TOWERS (29 ST. & 26 ST.)



VIEW B - SUMMER
PARKER DR.



NEIGHBOURHOOD VIEWS
GORDON WOODS DEVELOPMENT

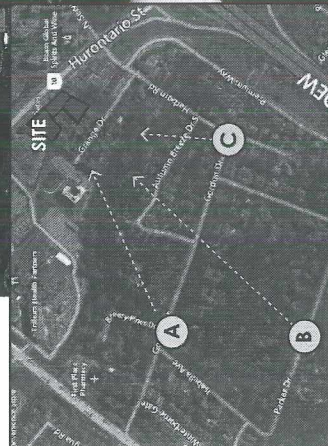
SEPTEMBER 22, 2017



OUTLINE OF REVISED TOWERS (29 ST. & 26 ST.)

VIEW C - WINTER

HARBORN DR. / GORDON DR.



NEIGHBOURHOOD VIEWS
GORDON WOODS DEVELOPMENT

SEPTEMBER 22, 2017



OUTLINE OF REVISED TOWERS (29 ST. & 26 ST.)



VIEW C - SUMMER
HARBORN DR. / GORDON DR.



NEIGHBOURHOOD VIEWS
GORDON WOODS DEVELOPMENT

Revised Proposed Zoning Standards

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

Permitted Use	RA5 Base Zone	Proposed RA5-Exceptions	R1 Zone (existing Detached Dwelling zone)	O Zone (existing Office zone)
Min. Lot Area (Interior)	n/a	n/a	750 m ² (8,073 sq. ft.)	n/a
Min. Lot Frontage (Interior)	30.0 m (98.4 ft.)	30.0 m (98.4 ft.)	22.5 m (73.8 ft.)	n/a
Min. Front Yard		<i>Hurontario Street</i> 5.0 m (16.4 ft.)	9.0 m (29.5 ft.)	4.5 m (14.8 ft.)
- height < 13 m (42.6 ft.)	7.5 m (24.6 ft.)	<i>Grange Drive</i> 6.0 m (19.7 ft.)		
- height < 20 m (65.6 ft.)	8.5 m (27.8 ft.)	<i>Parking Structure - Below Grade</i> 0.0 m (0.0 ft.)		
- height < 26 m (85.3 ft.)	9.5 m (31.2 ft.)			
- height > 26 m (85.3 ft.)	10.5 m (34.4 ft.)			
Min. Interior Side Yard		<i>Fronting Grange Dr</i> 3.0 m (9.8 ft.)	1.8 m (5.9 ft.) on one side of the lot and 4.2 m (13.8 ft.) on the other side	7.5 m (24.6 ft.)
- height < 13 m (42.6 ft.)	4.5 m (14.8 ft.)	<i>Fronting Hurontario</i> 7.5 m (24.6 ft.)		
- height < 20 m (65.6 ft.)	6.0 m (19.7 ft.)	<i>height < 13 m (42.6 ft.)</i> 3.0 m (9.8 ft.)		
- height < 26 m (85.3 ft.)	7.5 m (24.6 ft.)	<i>height > 26 m (85.3 ft.)</i> 7.5 m (24.6 ft.)		
- height > 26 m (85.3 ft.)	9.0 m (29.5 ft.)			
- abutting commercial, apartment, office, employment, institutional, or utility zone	4.5 m (14.8 ft.)			
- abutting a zone permitting detached or semi-detached dwellings	7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional m exceeding 10.0 m (32.8			

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File: OZ 12/003 W7

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

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	residential, 3.0 m (9.8 ft.) abutting any other lot line	3.0 m (9.8 ft.) abutting residential 1.5 m (4.9 ft.) abutting commercial		
Min. Amenity Area	the greater of 5.6 m ² per dwelling unit or 10% of site area = 3,192 m ² (34,358 sq.ft.) at 570 units Min. of 50% must be in one contiguous area Min. amenity area to be provided outside at grade = 55 m ² (592 sq.ft.)	4.3 m² per dwelling unit = 2,451 m² (26,382 sq.ft.) Min. of 50% must be in one contiguous area Min. amenity area to be provided outside at grade = 55 m ² (592 sq.ft.)	n/a	n/a
Parking Requirement	Apartment Dwelling Studio – 1.0/unit 1 bed – 1.25/unit 2 bed – 1.4/unit 3 bed – 1.75/unit Visitor – 0.2/unit Retail 5.4 per 100 m ² (1,076 sq.ft.) Horizontal Multiple 3 bed – 1.75/unit Visitor – 0.25/unit	Apartment Dwelling Studio – 1.0/unit 1 bed – 1.0/unit 2 bed – 1.0/unit 3 bed – 1.3/unit Visitor – 0.15 per unit Retail 5.4 per 100 m ² (1,076 sq.ft.) Retail and Visitor parking may be shared at the higher of the two requirements Horizontal Multiple 3 bed – 1.75/unit	2.0/unit	3.2 per 100 m ² (1,076 sq.ft.)

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

Note: Bold and Italics denotes exceptions from Base Zone requirements