



MISSISSAUGA

DECLARATION

Section 17 of the Planning Act

Applicant: Goldberg Group Land Use Planning and Development

Municipality City of Mississauga

Our File: OPA 88

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on July 4, 2018 when By-law Number 0172-2018 was enacted and that notice as required by Section 17 of the Planning Act was given on July 12, 2018.
2. That no appeal to the Local Planning Appeal Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 1st day of August, 2018.

Commissioner of Oaths

Sama Tufail, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Mississauga.
Expires March 13, 2021.

Declarant
Sacha Smith



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

DATE OF NOTICE	July 12, 2018	
OPA NUMBER	OPA 88 (By-law 0172-2018)	
ZONING BY-LAW NUMBER	0173-2018	
DATE PASSED BY COUNCIL	July 04, 2018	
LAST DATE TO FILE APPEAL	July 31, 2018	
FILE NUMBER	OZ 17/003	Ward 3
APPLICANT	Janice Robinson GOLDBERG GROUP Land Use Planning and Development	
PROPERTY LOCATION	West side of Dixie Road, North of Burnhamthorpe Road East	

TAKE NOTICE that on July 04, 2018 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 88 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 amend Special Site 2 in the Rathwood-Applewood Community Node Character Area to permit a 14 storey apartment and townhouse dwellings.

The purpose of the Zoning By-law is to permit a 14 storey apartment building and horizontal multiple dwellings. **The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 88 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 Local Planning Appeal Tribunal a copy of an appeal form is available from the LPAT website at elto.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 **July 31, 2018**.

Only individuals, corporations and public bodies may appeal a by-law to the Local Planning Appeal Tribunal. 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 Local Planning Appeal Tribunal, 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 **Aiden Stanley** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 3897, or in person at the Office of the City Clerk, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario.

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

Amendment No. 88

to

Mississauga Official Plan

By-law No. 0172-2018

A by-law to Adopt Mississauga Official Plan Amendment No. 88

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. 88, 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 an amendment to a Special Site Policy within the Rathwood-Applewood Community Node 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. 88 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 4 day of July, 2018.

Signed Boonie Crombie Signed [Signature]
MAYOR CLERK

Amendment No. 88
to
Mississauga Official Plan

The following text constitutes Amendment No. 88.

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

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

Appendix II is a copy of the Planning and Building Department report dated June 1, 2018 pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend Special Site 2 in the Rathwood-Applewood Community Node Character Area to permit a 14 storey apartment and townhouse dwellings.

LOCATION

The lands affected by this Amendment are located on the west side of Dixie Road, north of Burnhamthorpe Road East. The subject lands are located in the Rathwood-Applewood Community Node Character Area, 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 Local Planning Appeal Tribunal.

The subject lands are designated Residential High Density, Special Site 2 which permits apartment dwellings with a floor space index (FSI) of 1.1-1.8 and a maximum height of four storeys.

The Special Site policies state that proposals may be required to provide a concept plan to address, among other matters:

- compatibility of building form and scale with existing surrounding land uses with convenient pedestrian access to nearby transit service
- traffic generated will not adversely affect the transportation system
- acceptable ingress and egress, off-street parking, landscaping and buffering
- preservation of trees

The policies state that redevelopment of this site will minimize access points to Dixie Road and will allow for the construction of a centrally located street parallel to Hickory Drive and Dixie Road.

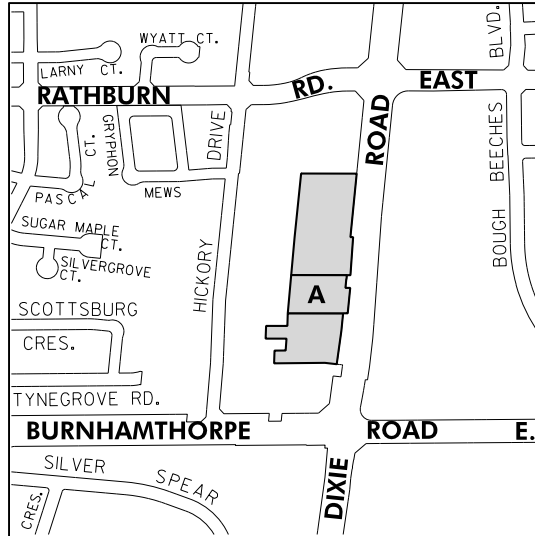
An Official Plan Amendment is required to address height, density and land use.

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

1. The proposal is compatible with the existing apartment to the south, the existing commercial and low density residential land uses to the north and west, and with the planned future uses of the Community Node.
2. The design of the project achieves appropriate built form relationships within the surrounding context by stepping the apartment and introducing medium density townhouses as a transition to the adjacent detached homes.
3. The proposal adds an appropriate level of intensification in a community node character area.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 14.8, Rathwood-Applewood Community Node Character Area of Mississauga Official Plan, is hereby amended by removing the **floor space index (FSI)** range from the subject site on Map 14-8: Rathwood-Applewood Community Node Character Area.
2. Section 14.8.2, Special Site Policies, Rathwood-Applewood Community Node Character Area, of Mississauga Official Plan, is hereby amended by replacing the Special Site 2 map with the following:



3. Section 14.8.2, Special Site Policies, Rathwood-Applewood Community Node Character Area, of Mississauga Official Plan, is hereby amended by adding the following:

14.8.2.2.3 The lands identified as Area A will have a maximum height of 14 storeys. Townhouse dwellings will also be permitted.

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 March 21, 2018.

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.

[http://teamsites.mississauga.ca/sites/18/MOPA/OZ 17 003.MOPA 88.as.jmcc.docx](http://teamsites.mississauga.ca/sites/18/MOPA/OZ%2017%2003.MOPA%2088.as.jmcc.docx)

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on November 13, 2017 in connection with this proposed Amendment.

No residents spoke at the public meeting.

City of Mississauga
Corporate Report



Date: June 1, 2018

To: Chair and Members of Planning and Development
 Committee

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

Originator's file:
 OZ 17/003 W3

Meeting date:
 2018/06/25

Subject

RECOMMENDATION REPORT (WARD 3)

**Applications to permit a 14 storey apartment building and 16 stacked townhomes
 4064, 4070 and 4078 Dixie Road, west side of Dixie Road, north of
 Burnhamthorpe Road East**

Owner: Hazelton Development Corp.

File: OZ 17/003 W3

Bill 139

Recommendations

1. Notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ 17/003 W3, Hazelton Development Corp., 4064, 4070 and 4078 Dixie Road to amend Mississauga Official Plan to **Residential High Density I – Special Site**; to change the zoning to **H-RA5 – Exception** (Apartments) to permit a 14 storey apartment building that steps down along Dixie Road and 16 stacked townhomes in conformity with the provisions outlined in Appendix 4 and the conditions in this report be approved.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development applications, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Report Highlights

- Comments were received from the public regarding traffic, traffic safety, and density
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting, including a reduction in the number of units and revisions to the site design
- An approval should be subject to an "H" Holding Provision to address outstanding technical requirements and to allow for a Section 37 agreement
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

A public meeting was held by the Planning and Development Committee on November 13, 2017 at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-0067-2017 was then adopted by Council on November 13, 2017:

That the report dated October 30, 2017 from the Commissioner of Planning and Building regarding the applications by Hazelton Development Corp. to permit a 14 storey apartment building that steps down to 4 storeys along Dixie Road and 24 stacked townhomes under File OZ 17/003 W3, 4064, 4070 and 4078 Dixie Road, be received for information.

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Reduction in the number of apartment units from 246 to 245 and the number of stacked townhome units from 24 to 16 for a total of 261 units
- Revisions to site design and circulation

COMMUNITY COMMENTS

The issues below were raised by residents at the community meeting held on June 19, 2017, by Ward 3 Councillor Chris Fonseca and at the statutory public meeting held on November 13, 2017.

Comment

The added traffic demand on surrounding roads and intersections will be unacceptable.

Response

A Traffic Impact Study (TIS) was submitted in support of the proposed development. This study also takes into account the potential traffic from the proposed development at Hickory Drive and Rathburn Road East. Staff are satisfied that the predicted future traffic volumes generated from the proposal can be accommodated within the surrounding roads and intersections. Revisions to the TIS are required to be submitted prior to the removal of the "H" Holding Provision.

Comment

Speeding and other traffic safety issues will worsen with additional development. Restricting the site access to right-in/right-out on Dixie Road will result in residents who want to travel northbound, routing onto Hickory Drive.

Response

Transportation and Works staff asked that the applicant's traffic engineer revise their TIS to include more information on related trips routing to Hickory Drive and surrounding streets. It is anticipated that a low volume of trips will route to Hickory Drive and that impact to Hickory Drive will be minor. Traffic volumes do not warrant the addition of new traffic signals (for example, at Burnhamthorpe Road East and Hickory Drive).

Comment

The project is too dense.

Response

The number of units has been reduced by nine in the latest concept. The proposal is in a part of the city where intensification can occur, if it can meet certain criteria. Development within intensification areas should be designed to use and support existing services and infrastructure. See Planning Comments section of the report.

Comment

The number of parking spaces proposed is insufficient. Visitors to the site will park in adjacent surface parking lots.

Response

39 visitor parking spaces are proposed. The current zoning requires 53 visitor parking spaces. A parking justification report was submitted and deemed to be acceptable by staff. The proposed parking rates reflect what has been approved for other similar developments. Car share spaces are proposed for residents' use and the site is well served by transit routes. See Planning Comments section of the Report.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Transportation and Works

Comments updated May 30, 2018 state that the follow matters are outstanding:

- Details to confirm the proposed development has made satisfactory arrangements with the adjacent land owner with regards to site access requirements to/from Dixie Road
- Details to confirm the proposed development meets the City of Mississauga, Transportation & Works Condominium Standards
- Details to confirm the proposed grading does not adversely impact adjacent properties
- Details to confirm the proposed development satisfactorily addresses the City of Mississauga Transportation & Works private road requirements
- A satisfactory Noise Impact Study
- A satisfactory Functional Servicing Report and Stormwater Management Report satisfactory to the Region of Peel and City of Mississauga
- A satisfactory Traffic Impact Study
- Satisfactory turning movement templates fire truck, waste collection, and loading turning maneuvers
- Establishment of any necessary easements, including public easements

Should the application be approved in principle, the Transportation and Works Department support that an 'H' holding provision be placed on these lands. The outstanding matters noted above, or amended as necessary, and the conditions provided below are to form part of the conditions to lift the "H" holding symbol and implementation of the by-law.

Region of Peel

The apartment located at 4050 Dixie Road (south of the property) has an access agreement registered on title which grants access to the adjacent landowner (of the subject lands) to a mutual driveway from Dixie Road. Discussions are ongoing between the Region and the owners of 4050 Dixie Road to establish the easement or an alternate arrangement, before removal of the "H" Holding Provision.

PLANNING COMMENTS**Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe**

The *Provincial Policy Statement* (PPS) and The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and direct the provincial government's plan for growth and development that supports economic prosperity protects the environment and helps communities achieve a high quality of life.

Both the PPS and Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

Consistency with the PPS

Section 1.1.3.2 of the PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses which are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or are available. Land use patterns should avoid the need for uneconomical expansion; support active transportation; and are transit supportive.

Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock". Section 1.1.3.4 states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form while maintaining appropriate levels of public health and safety".

Section 5 of MOP (Direct Growth) has policies that designate Community Nodes as intensification areas that are to provide a range of housing types and access to uses such as retail stores, restaurants, cultural venues, schools and parks. Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourage appropriate intensification and promote a diverse mix of uses. Appropriate intensification should be safe and walkable, pedestrian oriented and support transit and active transportation modes.

The relevant MOP policies in this report are consistent with the PPS. The proposed intensification is appropriately located in an identified intensification area and is consistent with the PPS.

Consistency with the Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.3.11 of MOP states that development in Community Nodes will be in a form and density that achieves a high quality urban environment. Section 9.2.1 of MOP (Intensification Areas) states that intensification areas (including Community Nodes) are the principal locations for future growth. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and the surrounding areas.

The relevant MOP policies conform to the Growth Plan. The proposed development adequately takes into account that the existing context provides an appropriate transition of built form to

adjacent areas as referenced in the Official Plan section below. It conforms with the Growth Plan.

Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System in order to achieve an urban structure, form, and densities which are pedestrian friendly and transit supportive.

Section 5.9.4.2.12 allows the Region to control the number of intersections and entrances on Regional Roads. The consolidated access optimizes traffic safety.

MOP contains general policies within Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form that emphasize where growth will be directed. It envisions that growth will be directed to intensification areas such as Community Nodes.

MOP conforms to the Region of Peel Official Plan. Since the proposed development directs development to an intensification area, it conforms to the Region of Peel Official Plan.

Mississauga Official Plan

The proposal requires an amendment to the MOP policies for the Rathwood-Applewood Community Node Character Area. Amendments to the Mississauga Official Plan are required to permit a 14 storey apartment building and horizontal multiple dwellings. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

MOP identifies Community Nodes as intensification areas that should be developed at densities that are high enough to support transit and a variety of services and amenities. While the height limit in Community Nodes is four storeys, additional height may be considered where it can be demonstrated that there is an appropriate transition in height that respects the surrounding context. Corridors should be compact, mixed use, and transit friendly. The proposal for 14 storeys is compatible with the adjacent 14 storey apartment building to the south and is in keeping with the context of the Community Node that includes taller buildings. The buildings will be sited in order to reduce impact on the single detached homes to the west and to address Dixie Road contributing to an urban, pedestrian environment. The proposed stacked townhome units add to the diversity of housing stock within the node.

The MOP special site policies that apply to the property and the adjacent properties to the north and south require a concept plan to address several matters (see Appendix 1 – Information Report, Appendix 7). In summary, developments are required to provide a concept plan to address the following:

- compatibility of building form and scale with the surrounding uses
- convenient pedestrian access to transit service on Dixie Road and Burnhamthorpe Road East
- traffic generated will not adversely affect the transportation system
- acceptable ingress, egress, off-street parking, landscaping and buffering
- preservation of trees

The policies indicate that the redevelopment of this site should minimize access points to Dixie Road and allow for the construction of a centrally located street parallel to Hickory Drive and Dixie Road.

The proposal faces Dixie Road and provides direct pedestrian access to the sidewalk and multi-use trail in order to access transit and active transportation options. Vehicle access to the site from Dixie Road is to be shared with the 14 storey apartment building to the south at 4050 Dixie Road. The provision for a private road is proposed along the west side of the site for future access behind the Lutheran Church to the signalized intersection located north of the church on Dixie Road (opposite the Rockwood Mall access). The applicant has demonstrated how a centrally located street could be developed in the future. However, there is no landscape buffer shown on the concept plan between the future street and the rear property lines of the homes on Hickory Drive.

While a number of trees have been removed due to the construction of the sales building, a comprehensive landscape plan will be required to the satisfaction of the City as part of site plan approval. All parking is proposed to be off-street and is located underground. The proposal meets the site specific MOP policies and Region of Peel requirements to reduce the number of entrances on Dixie Road and to facilitate the future redevelopment of the Rathwood-Applewood Community Node.

The City, in partnership with the Region of Peel is undertaking a study entitled "Reimagining the Mall". The study will create policies to direct the potential redevelopment and intensification at strategic intensification of nodes based around malls. One of these nodes is the Rathwood-Applewood Community Node, focused around Rockwood Mall, across the street from the proposed development. While Rockwood Mall is not currently being redeveloped, the resulting policies will guide future intensification in the area. The proposed 14 storey building and townhome development is compatible with the future use of the surrounding lands. The surrounding area contains a mix of uses including residential, retail and community uses and there is potential for additional mixed-use intensification.

The site is also within walking distance of a number of plazas that provide a range of services and retail stores. The Burnhamthorpe Library and Maja Prentice Theatre are located south of the subject property at the southwest corner of Burnhamthorpe Road East and Dixie Road. The proposed parking rates are reduced from the by-law requirements but planning staff are satisfied with the reduction given the availability of transit services and the range of land uses within walking distance of the proposed development. The proposal complements and supports the mix of uses in the area. It will contribute to the establishment of a complete, compact and pedestrian friendly neighbourhood.

There is a multi-use trail along both Dixie Road and Burnhamthorpe Road East and the site is serviced by MiWay Route 5 (Dixie) which connects to the Mississauga Transitway and Dixie and Long Branch GO Stations. The site is also within walking distance to bus routes along Rathburn Road and Burnhamthorpe Road East which connect to the Downtown Transit Terminal as well as the TTC (Islington Subway Station).

Based on the comments received from the applicable city departments and external agencies, there is adequate infrastructure to support the development. The development will support the objective of the efficient use of land within Community Nodes. The additional density will support transit usage and the surrounding services. The proposed land uses meet the overall goals and objectives of MOP and are consistent with the Region of Peel Official Plan, Growth Plan and PPS. However, revisions to studies and the submission of additional information is required in order to confirm technical details and the ability to address the issues noted. It is proposed that these issues be resolved before the removal of the "H" Holding Provision as discussed below.

Zoning

The proposed **H-RA5-Exception** (Apartments) is appropriate to accommodate the proposed 14 storey apartment and townhomes. Appendix 2 and 3 contain a revised concept plan and elevations which illustrate the development. Appendix 4 contains an updated summary of the proposed site specific zoning provisions. While the concept plan does not show a landscape buffer on the west property line, the Planning and Building Department has incorporated a 3.0 m (9.8 ft.) landscape buffer into the zoning provisions. This will provide landscaped space between the drive aisle and parking garage entrance so it is not directly adjacent to the single-detached home lots west of the property.

Bonus Zoning

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

Any zoning by-law amendment in excess of the maximum development limits (where established) is considered eligible for Bonus Zoning. The property is zoned **D-1** (Development) which only permits what is existing on the site to date. MOP allows for a maximum height of four storeys and a maximum FSI of 1.8. The applications propose a height of 14 storeys and a FSI of 3.24. The proposal for additional height and floor space is in excess of the minimum threshold requirements and therefore is considered to be an eligible project for Bonus Zoning.

Site Plan

Prior to the development of the lands, the applicant will be required to obtain site plan approval. A site plan application under File SP 18-20 W3 has been submitted for the proposed development.

While the applicant has worked with city departments to address some site plan related issues through the review of the rezoning concept plan, further revisions to the site plan will be needed to address matters such as landscaping, parking, location of utilities, fire routes, wind mitigation, noise mitigation and site circulation.

"H" Holding Provision

The applicant proposes that the Zoning By-law incorporate an "H" Holding provision which can be lifted upon clearance of conditions.

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

- Receipt of an updated Functional Servicing Report
- Provision of any outstanding legal documentation, technical plans, studies and reports to the satisfaction of the City of Mississauga and the Region of Peel
- Establishment of an appropriate easement for access and construction in favour of these lands over the lands of 4050 Dixie Road or a satisfactory alternative to the satisfaction of Legal Services, Region of Peel and Transportation and Works

- Provision of adequate access to the site including roads, sidewalks, traffic signals, street lighting and the location of entrances and exits to and from the site, to the satisfaction of the City of Mississauga and the Region of Peel
- Delivery of an executed Development Agreement including Municipal Infrastructure schedules in a form satisfactory to the City of Mississauga, Region or any other appropriate authority, prior to any development within the plan. These agreements may deal with matters including, but not limited to: municipal services, road widenings, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; cash contributions, levies (development charges), land dedications or reserves, easements, securities, or letters of credit; residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation
- Receipt of an updated TIS including functional access design details
- Establishment of an easement for a north-south interconnection along the west property line to accommodate public pedestrian and vehicular access in favour of the City of Mississauga
- Accommodation for appropriate fire prevention arrangements
- Execution of a section 37 community benefits agreement to the satisfaction of the City

Upon confirmation that the above-noted matters have been satisfactorily addressed, the "H" Holding provision would be removed by further amendment to the Zoning By-law.

Financial Impact

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

Conclusion

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood. It provides an appropriate transition to adjacent uses. The applicant has provided a Planning Justification Report in support of the applications that has demonstrated that the proposal represents good planning.

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is consistent with the PPS and conforms with the Growth Plan and the Region of Peel Official Plan.
2. The proposal is consistent with the overall intent, goals and objectives of the official plan as the site is located in a Community Node and on a corridor. The proposed apartment and townhomes will not destabilize the surrounding mixed use neighbourhood.

3. The proposed apartment and townhome uses are compatible with the surrounding land uses based on the existing context and future plans for intensification of the Rathwood-Applewood Community Node.
4. The proposed official plan provisions and zoning standards as identified, are appropriate to accommodate the requested uses.
5. The use of the H provisions will ensure all outstanding technical matters are addressed to the City's satisfaction.

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

Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan

Appendix 3: Revised Elevations

Appendix 4: Revised Zoning By-law Provisions



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

Prepared by: Aiden Stanley, Development Planner

City of Mississauga
Corporate Report



<p>Date: October 30, 2017</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 17/003 W3</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2017/11/13</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 3)

Applications to permit a 14 storey apartment building that steps down to 4 storeys along Dixie Road and 24 stacked townhomes

4064, 4070 and 4078 Dixie Road, west side of Dixie Road, north of Burnhamthorpe Road East

Owner: Hazelton Development Corp.

File: OZ 17/003 W3

Recommendation

That the report dated October 30, 2017 from the Commissioner of Planning and Building regarding the applications by Hazelton Development Corp. to permit a 14 storey apartment building that steps down to 4 storeys along Dixie Road and 24 stacked townhomes under File OZ 17/003 W3, 4064, 4070 and 4078 Dixie Road, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and zoning by-law
- Community concerns identified to date relate to traffic, traffic safety, access, parking and number of units
- Prior to the next report, matters to be addressed include the appropriateness of the proposed amendments, access and site circulation design and the satisfactory resolution of all technical requirements

Background

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

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage on Dixie Road:	54.6 m (179 ft.)
Depth:	88.3 m (289.9 ft.)
Gross Lot Area:	0.56 ha (1.4 ac.)
Net Lot Area:	0.52 ha (1.3 ac.)
Existing Uses:	Partially constructed sales trailer

The property is located within the Rathwood Applewood Community Node which is centered around the intersection of Dixie Road and Burnhamthorpe Road East and Rockwood Mall. The area contains a mix of commercial, residential apartment and institutional uses. Dixie Road is a major regional arterial road, includes a multi-use trail and is served by the Dixie bus route which connects to the Dixie and Long Branch Go Stations. The site is also within walking distance to bus routes along Rathburn Road and Burnhamthorpe Road which connect to Mississauga's downtown and the Toronto subway system.



Aerial image of the subject lands

The surrounding land uses are:

North: Risen Christ Lutheran Church, Rockcrest Plaza

East: Rockwood Mall across Dixie Road

South: 14 storey apartment building (International Ladies Garment Workers Union Housing Co-op) and further south, St. Apostle Andrew Romanian Orthodox Church and Shell Gas Station

West: Detached homes fronting onto Hickory Drive

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

DETAILS OF THE PROJECT

The applications are to permit a 14 storey apartment building that steps down to 4 storeys along Dixie Road and 24 stacked townhomes. Access into the site from Dixie Road is to be shared with the 14 storey apartment building to the south through a previous agreement and a private road is proposed along the west side of the site for future access behind the Lutheran Church to the signalized intersection located north of the church on Dixie Road. Outdoor amenity space is proposed at the northwest corner of the site and on the roof of the 14 storey building.

Development Proposal	
Application(s) submitted:	Received: March 16, 2017 Deemed complete: April 26, 2017
Owner:	Hazelton Development Corp.
Applicant:	Goldberg Group
Number of units:	246 apartment units 24 stacked townhomes
Height:	Apartment building: 4 and 14 storeys Stacked townhomes: 4 storeys
Lot Coverage:	42%
Floor Space Index (FSI):	3.19
Landscaped Area:	35%
Gross Floor Area:	16,557.1 m ² (178,219 ft ²)
Anticipated Population:	689* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.

Development Proposal		
Parking:	Required	Proposed
resident spaces	351	332
visitor spaces	56	27
Total	407	359 underground spaces
Proposed Green Initiatives:	<ul style="list-style-type: none"> • Bio-retention system • Rainwater harvesting • Fourth storey green roof • Permeable paving 	

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



Image of existing conditions



Applicant's rendering of proposed apartment building and stacked townhomes

LAND USE CONTROLS

The subject lands are located within the Rathwood Applewood Community Node Character Area and are part of the lands that are designated **Residential High Density – Special Site 2** (see Appendix 5) which permits apartment dwellings with a FSI of 1.1-1.8. The special site policies also state that a concept plan is required to address matters related to minimizing access points onto Dixie Road through the construction of a centrally located street, west of and parallel to Dixie Road to align with the Rockwood Mall entrance. The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit apartment dwellings and townhouse dwellings with a FSI of 3.19.

The lands are currently zoned **D-1 (Development)** which permits existing detached dwellings and accessory buildings. The applicant is proposing to rezone the lands to **RA5-Exception (Apartment Dwellings)** to permit a 14 storey apartment building that steps down to 4 storeys and 24 stacked four storey townhomes with a maximum FSI of 3.19 (see Appendix 6).

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

Bonus Zoning

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

WHAT DID THE COMMUNITY SAY

A community meeting was held by Ward 3 Councillor, Chris Fonseca on June 19, 2017. A second community meeting focused on traffic issues related to this proposal and another proposal for townhomes on Hickory Drive was held on September 28, 2017.

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

- The added traffic demand on the surrounding roads and intersections will be unacceptable
- Speeding and other traffic safety issues will worsen with additional development
- Restricted access to Dixie Road will cause traffic to route onto Hickory Drive
- The project is too dense
- The number of parking spaces proposed is insufficient—visitors to the site will park in adjacent surface parking lots

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 9 and school accommodation information is contained in Appendix 10. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposed height, density and massing appropriate and compatible with the existing and planned character of the area?
- Is the proposed site access and internal road configuration appropriate?
- Is the design and location of the proposed amenity areas appropriate?
- Are the proposed zoning standards appropriate?
- Have all other technical requirements and studies been submitted and found to be acceptable?

Development and Design Division staff are in the process of preparing Urban Design Guidelines and revised zoning by-law regulations for back to back and stacked townhouses. Although the applications were submitted in advance of the guidelines being endorsed by Council, staff is reviewing the applications in the context of good urban design and planning principles and existing guidelines and standards.

URBAN DESIGN REVIEW PANEL

The Urban Design Review Panel reviewed the proposal on July 5, 2016. Comments from the panel include the following:

- A comprehensive master concept plan should be developed to facilitate appropriate vehicular and pedestrian traffic circulation and to incorporate a north/south access road to the existing signalized intersection at Dixie Road
- The ground floor of the site is overly crowded and the mews condition between the 14 storey building and the stacked townhomes is tight and mostly in shadow

- The layout should adequately address the interface between the building base and public realm along Dixie Road
- The number of exterior finishes should be reduced to simplify the look of the exterior elevations

OTHER INFORMATION

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

- Survey
- Draft R-plan
- Context Plan and Statistics
- Master Plan and Site Plan
- Floor Plans and Building Elevations
- Grading and Servicing Plans
- Landscape Plans
- Tree Protection Plan
- Proposed Green Development Standards
- Public Consultation Plan
- Planning Report
- Arborist Report
- Noise Control Feasibility Study
- Shadow Impact Study
- Pedestrian Level Wind Study
- Functional Servicing and Stormwater Management Report
- Phase One and Two Environmental Site Assessments
- Transportation Impact Study
- Parcel Documents
- Draft Official Plan Amendment
- Draft Zoning By-law

Development Requirements

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

Financial Impact

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

Conclusion

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

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Rathwood Applewood Community Node Character Area Land Use Map

- Appendix 6: Existing Zoning and General Context Map
Appendix 7: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
Appendix 8: Summary of Existing and Proposed Zoning Provisions
Appendix 9: Agency Comments
Appendix 10: School Accommodation



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

Hazelton Development Corp.


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Site History

- May 29, 1992 – Official Plan Amendment and Rezoning OZ 90/89 W3 approved for the development of 4050 Dixie Road. The Official Plan amendment included Special Site Policies related to access control and future development of the lands on the west side of Dixie Road including 4060, 4070 and 4078 Dixie Road
- 1986-2002 – Numerous temporary minor variances were approved for home occupations in the existing dwellings
- March 29, 2000 – Site Plan SP 00/134 W3 was approved to convert the existing dwelling to a practitioners office
- February 25, 2003 – Site Plan SP 02/242 W3 was approved to convert one of the existing dwellings to a day nursery
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands are zoned **D-1 (Development)**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential High Density – Special Site 2** in the Rathwood Applewood Community Node Character Area

2017/10/10



LEGEND:
 SUBJECT LANDS

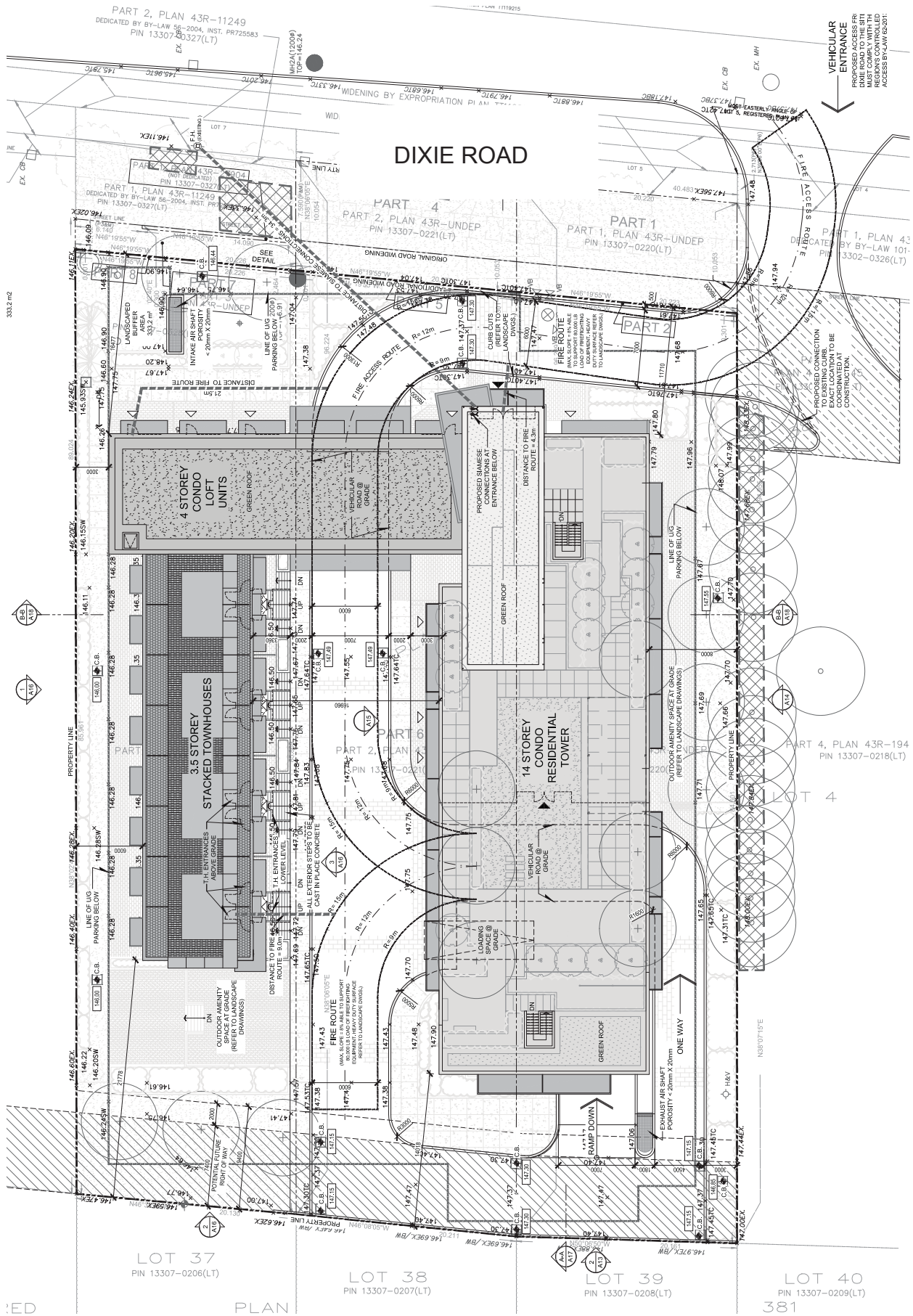
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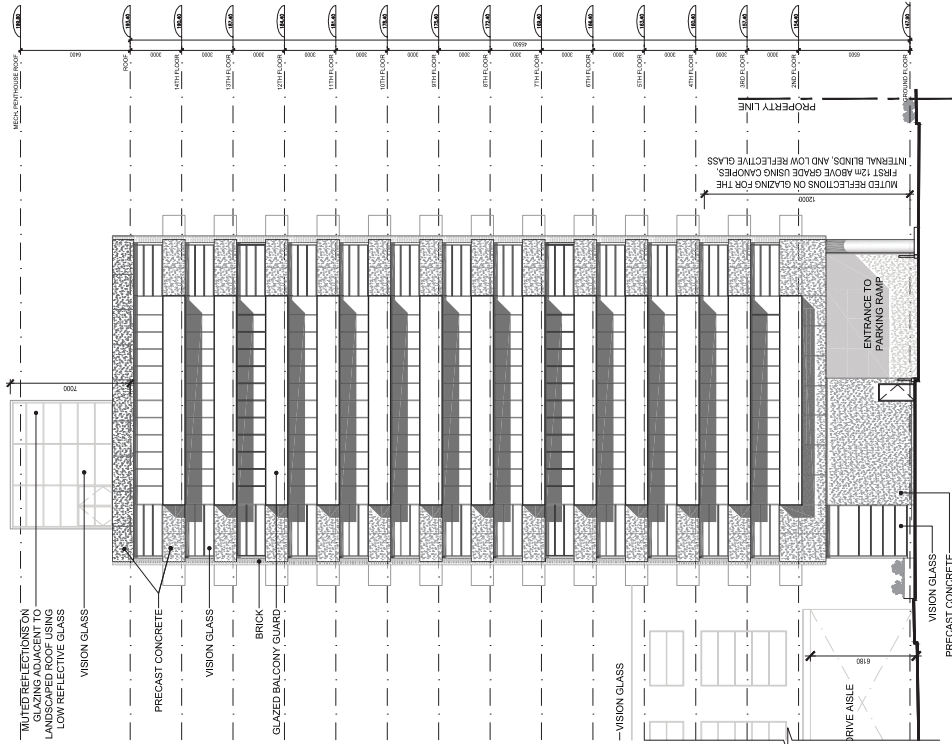
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FILE NO: OZ 17/ 003 W3

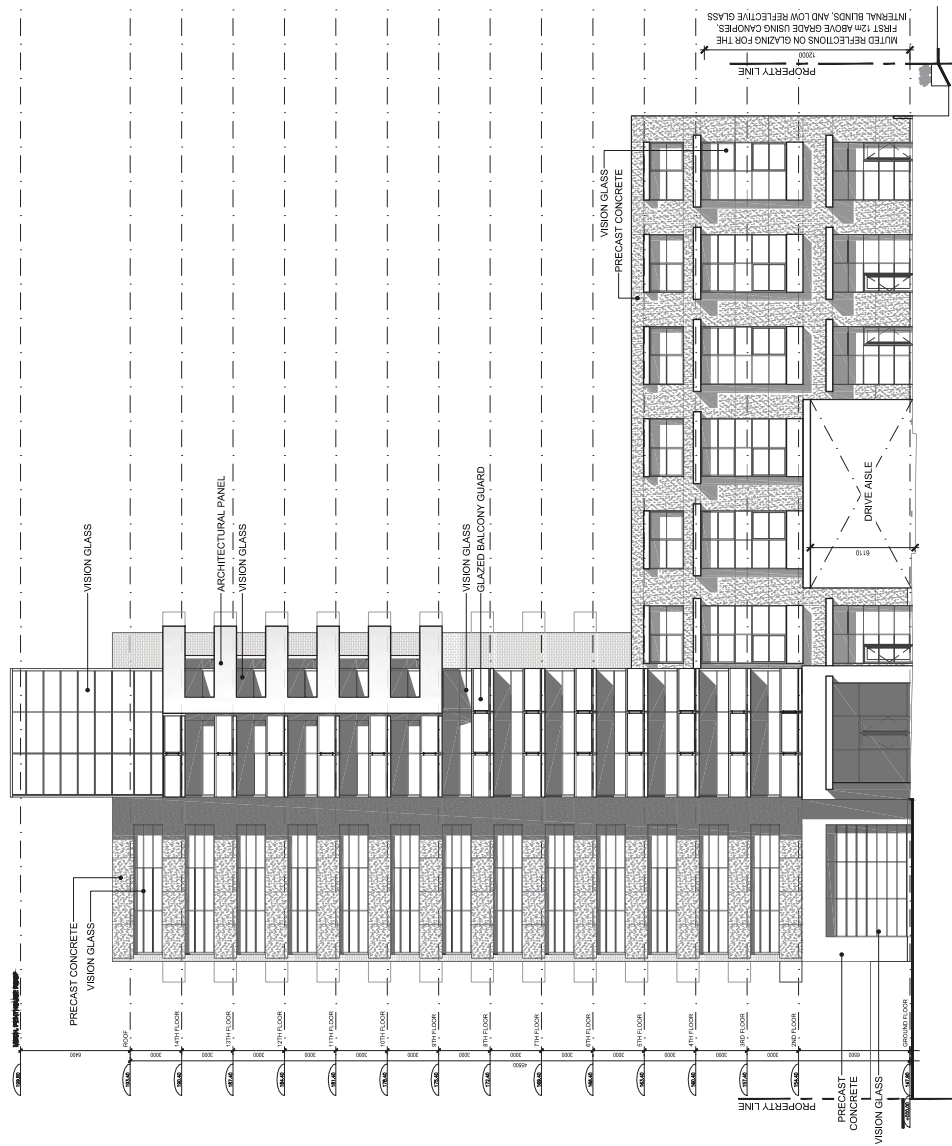
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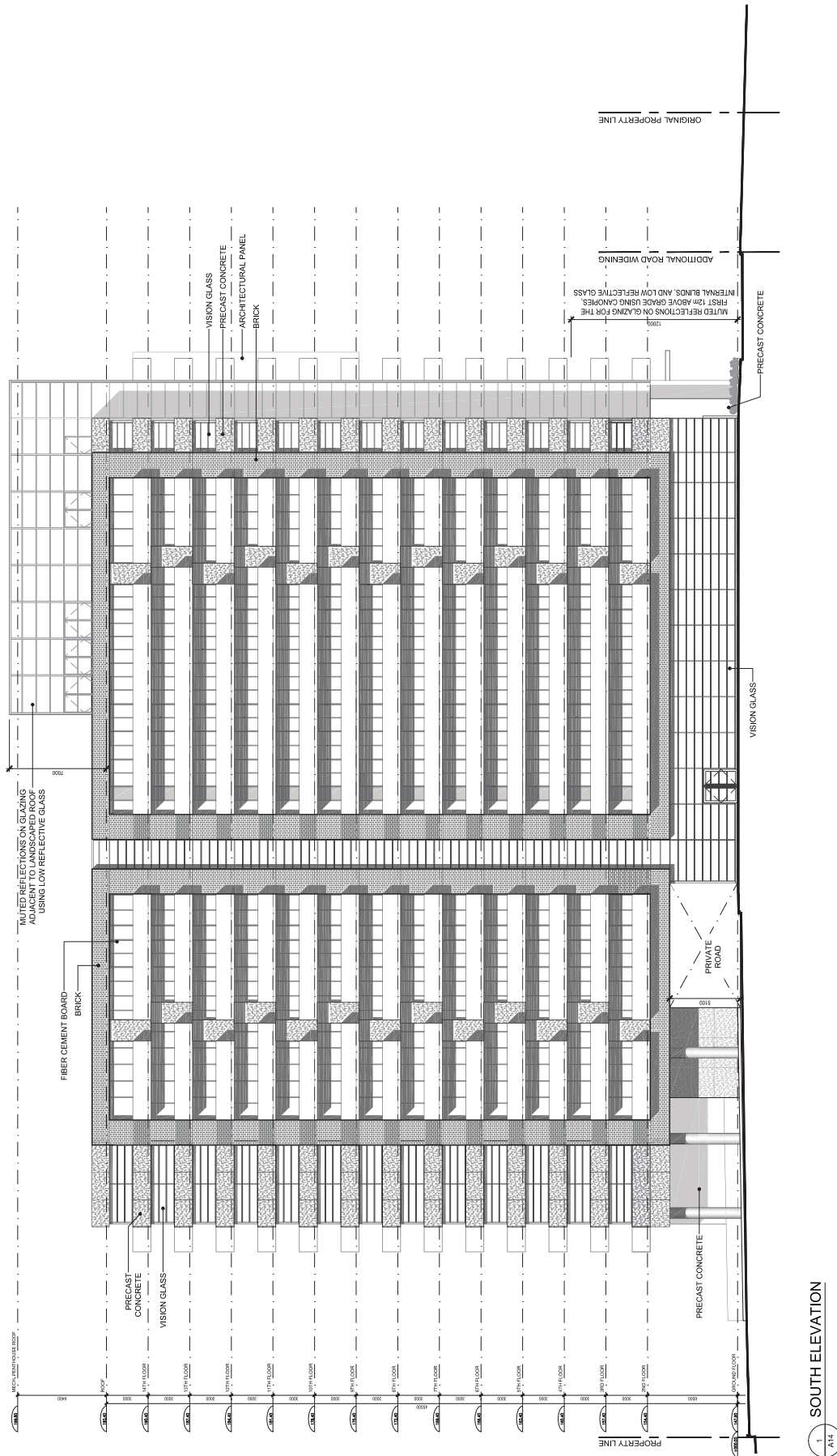


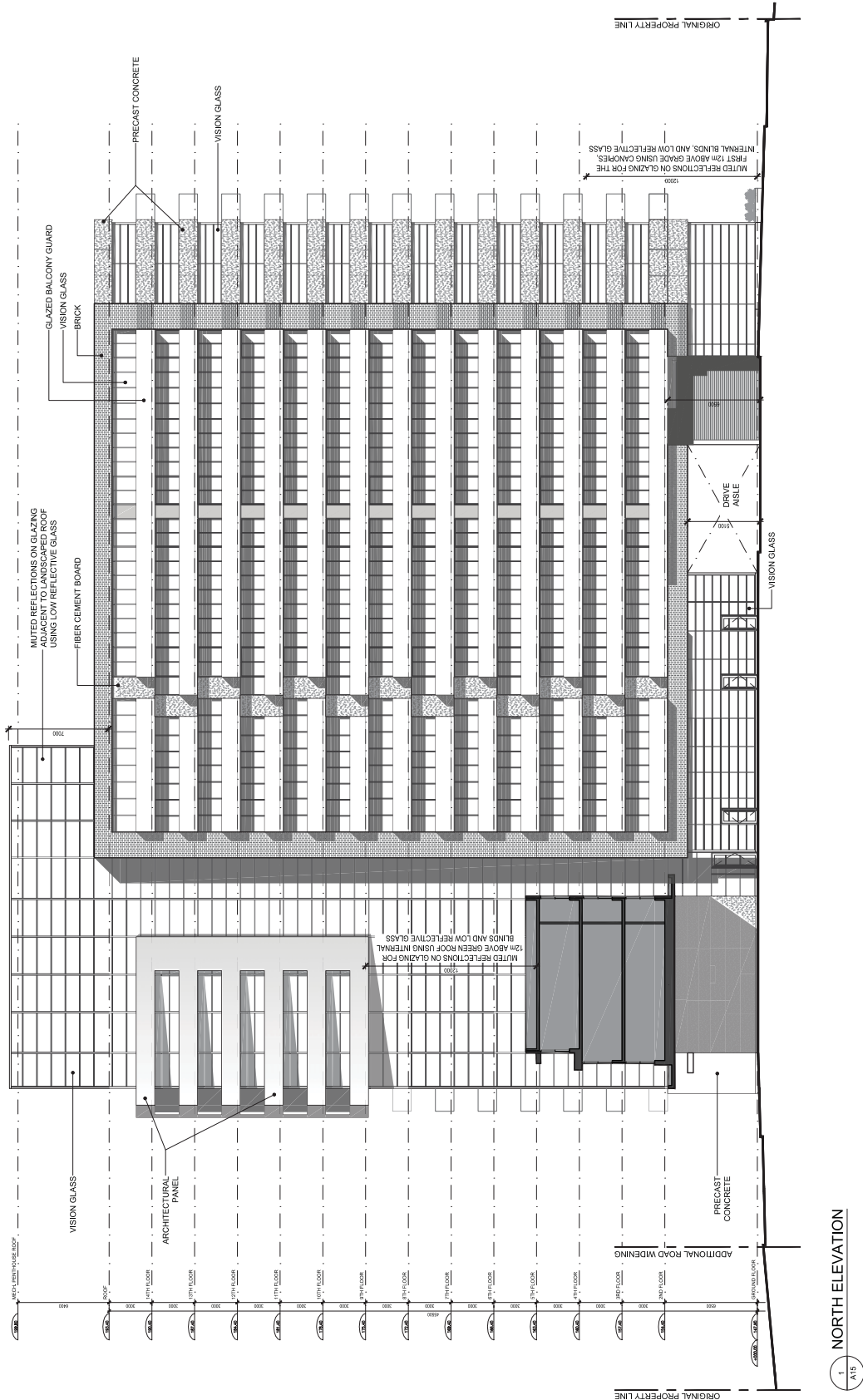


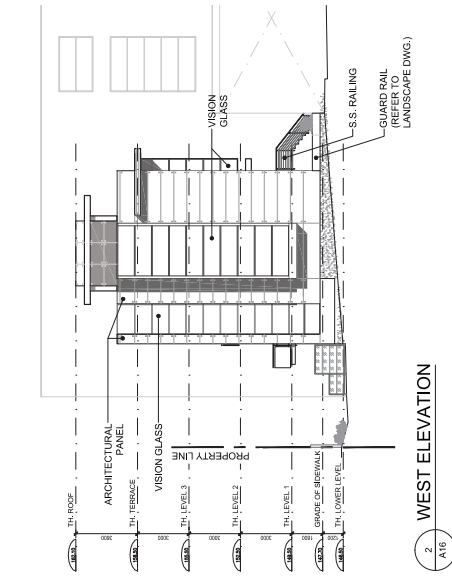
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1 EAST ELEVATION



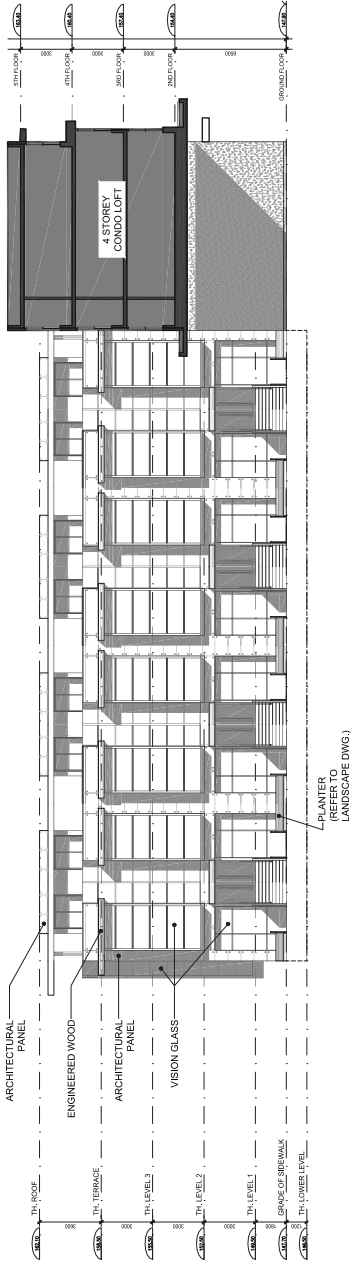




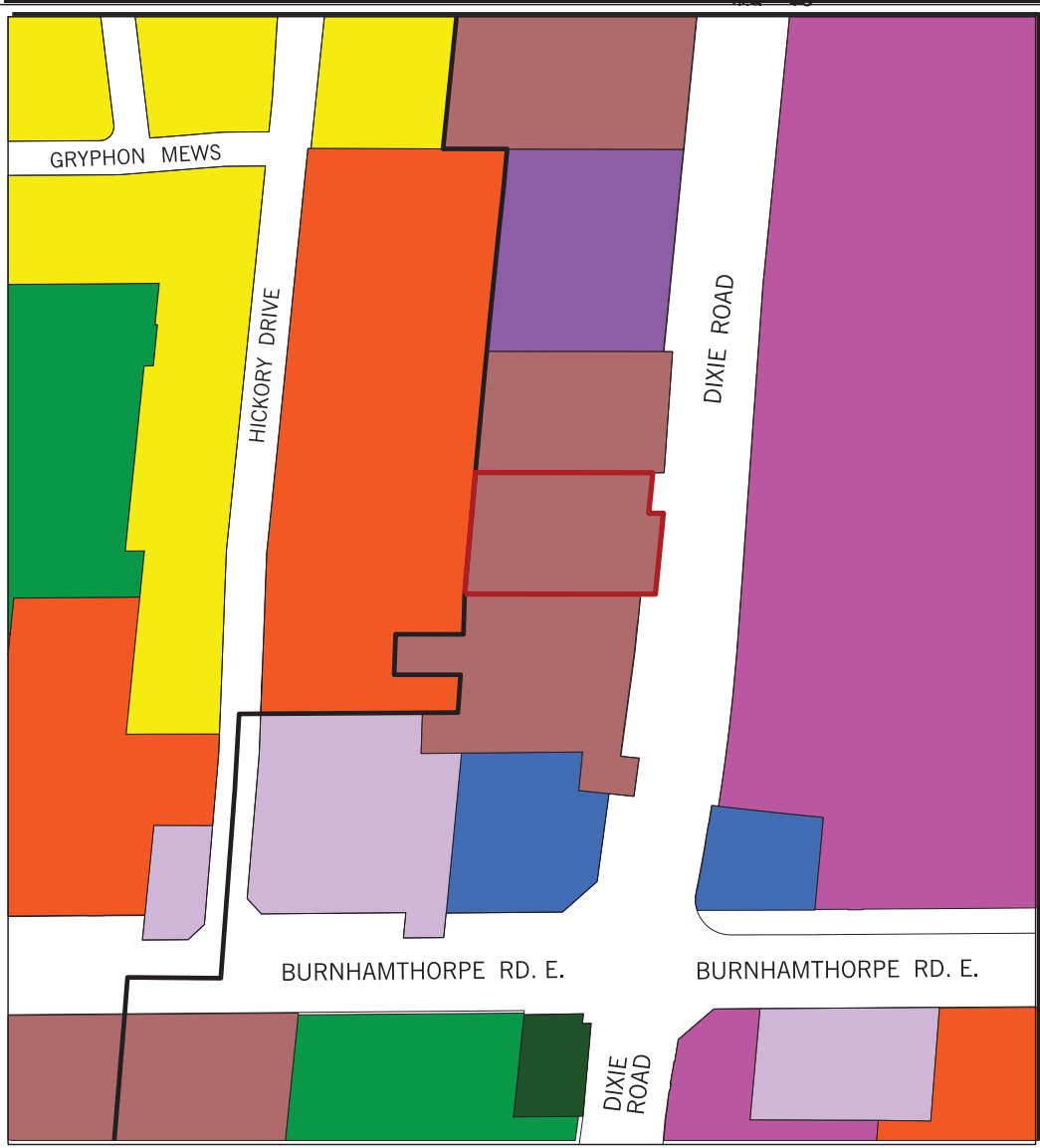
2 WEST ELEVATION
A16



1 NORTH ELEVATION
A16



3 SOUTH ELEVATION
A16



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

SUBJECT LANDS

TITLE: HAZELTON DEVELOPMENT CORP.

FILE NO: OZ 17/ 003 W3

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Hazelton Development Corp.

File: OZ 17/003 W3

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

Current Mississauga Official Plan Designation and Policies for the Rathwood Applewood Community Node Character Area.

The property is designated **Residential High Density – Special Site 2** which permits apartment dwellings with an FSI range of 1.1-1.8.

Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

a. A concept plan for all or part of this site may be required and will address, among other matters, the following:

- compatibility of building form and scale with existing surrounding land uses;
- convenient pedestrian access through the site to nearby transit service on Dixie Road and Burnhamthorpe Road East; traffic generated will not adversely affect the transportation system;
- acceptable ingress and egress, off-street parking, landscaping and buffering; and preservation of all mature trees and other significant natural features

b. A concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation and access onto Dixie Road;

c. The redevelopment of this site will minimize access points to Dixie Road to preserve the integrity of Dixie Road as a major arterial roadway

d. The redevelopment of this site will allow for the construction of a centrally located street which is parallel to Hickory Drive and Dixie Road. The proposed street will connect to Dixie Road and align with the Rockwood Mall entrance on Dixie Road.

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

Proposed Official Plan Amendment Provisions

The lands are proposed to be re-designated **Residential High Density – Special Site** to permit an apartment dwelling with a maximum height of 14 storeys and stacked townhouses with a total maximum FSI of 3.19.

Note: The Special Site policies reflect the concept plan and draft official plan amendment submitted by the applicant. The policies are subject to revisions as the application is processed.

Hazelton Development Corp.

File: OZ 17/003 W3

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	5.0 5.3 5.3.3 5.4 5.5	<p>Community Nodes will be focus of a mix of use including commercial, residential, educational and open spaces.</p> <p>Community Nodes are Intensification Areas. Community nodes are subject to minimum building height of two storeys and a maximum building height of four storeys.</p> <p>Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.</p> <p>Community Nodes will be served by frequent transit services that provide city wide connections.</p> <p>Community Nodes will be developed to support and encourage active transportation as a mode of transportation.</p> <p>Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is expected that more efficient use of land within Intensification Areas will occur as single storey buildings and surface parking lots are replaced with multistorey developments and structured parking facilities.</p>
Section 7 – Complete Communities	7.1 7.2	<p>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.</p> <p>The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes</p>

Hazelton Development Corp.

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	Specific Policies	General Intent
Section 9 – Build a Desirable Urban Form	9.0 9.1 9.2.1 9.3 9.4 9.5	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities. It is important that infill "fits" within the existing building urban context.</p> <p>High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character. Development will be sited and massed to contribute to a false and comfortable environment. Site development should respect and maintain the existing grades, conserve energy, provide enhanced streetscaping and contribute to the quality and character of existing streets.</p> <p>Buildings will minimize undue physical and visual negative impacts relating to noise, sun, shadow, views, skyview and wind.</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights</p> <p>There are various policies within this Section that relate to development within Intensification Areas and tall buildings including built form transitions to surrounding sites, street edge, skyviews and minimizing adverse microclimatic impacts on the public realm and private amenity areas.</p>
Section 11 – General Land Use Designations	11.2.5 11.2.5.6	<p>Lands designated Residential High Density will permit apartment dwellings.</p>

Hazelton Development Corp.

File: OZ 17/003 W3

	Specific Policies	General Intent
Section 14 – Community Nodes	14.1.1 14.8	<p>For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply,</p> <p>Proposals for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that an appropriate transition in heights that respects the surrounding context will be achieved; the development proposal enhances the existing or planned development; the City Structure hierarchy is maintained and the development proposal is consistent with the policies of this Plan.</p>
Section 19 - Implementation	19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • 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.

Hazelton Development Corp.

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Summary of Existing and Proposed Zoning Provisions

Existing Zoning By-law Provisions

D-1 (Development) which permits legally existing detached dwellings.

Proposed Zoning Standards

Zone Standards	Required RA5 (Apartment Dwellings) Zoning By-law Standards	Proposed RA5 – Exception (Apartment Dwellings) Zoning By-law Standards
Additional Permitted Use		Horizontal Multiple Dwelling
Maximum number of dwelling units	n/a	270
Maximum floor space index (FSI)	2.9	3.19
Maximum total gross floor area	n/a	16 900 m ² (181,910 ft ²)
Maximum total gross floor area for each storey above 12 storeys	1,000 m ² (10,763 ft ²)	Included in total
Maximum Height	25 storeys	14 storeys
Minimum setback from a surface parking space or aisle to a street line	4.5 m (14.8 ft.)	0 m (0 ft.)
Minimum setback from a parking structure below finished grade	3.0 m (9.8 ft.)	0 m (0 ft.)
Minimum setback from a waste enclosure/loading area to a zone permitting detached dwellings	10.0 m (32.8 ft.)	0 m (0 ft.)
Minimum depth of a landscaped buffer	3 m (9.8 ft.) - 4.5 m (14.8 ft.)	0 m (0 ft.)
Minimum number of parking spaces per dwelling unit	Loft: 1 1 Bedroom: 1.24 2 Bedroom: 1.4 1 Bedroom townhouse: 1.1 3 Bedroom townhouse: 1.75	1.23 for all unit types
Minimum number of visitor parking spaces per dwelling unit	Apartment unit: 0.20 Townhouse unit : 0.25	0.1 for all unit types
Minimum landscaped area	40%	35%
Minimum amenity area to be provided outside at grade	55 m ² (592 ft ²)	220 m ² (2,368.1 ft ²)
Maximum encroachment of a balcony located above the first storey	1 m (3.3 ft.)	0 m (0 ft.)

Hazelton Development Corp.

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Zone Standards	Required RA5 (Apartment Dwellings) Zoning By-law Standards	Proposed RA5 – Exception (Apartment Dwellings) Zoning By-law Standards
Maximum encroachment of a balcony above the first storey measured from the outermost face of the building	1.0 m (3.3 ft.)	1.5 m (5 ft.)
		All development plans shall comply with an exception schedule.

Note: The zoning by-law standards listed reflect the concept plan and draft zoning by-law amendment submitted by the applicant. The standards are subject to revisions as the applications are processed.

Hazelton Development Corp.

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Agency Comments

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

Agency / Comment Date	Comment
<p>Region of Peel (September 29, 2017)</p>	<p>An existing 400 mm (15.7 in.) diameter water main and 2400 mm (94.5 in.) water main are located on Dixie Road. The site does not have frontage on an existing municipal sanitary sewer. A Functional Servicing and Storm Water Management Report (FSR/SWMR) was submitted that proposes to extend services from Rockwood Mall. A revised FSR/SWMR is required.</p> <p>An addendum to the Traffic Impact Study will be required along with a functional design of the access. The proposed access must comply with the Region's Controlled Access By-law and Road Characterization Study. The Region will support a single, shared, right in/right out access via Dixie Road to serve the proposed development and the development at 4050 Dixie Road.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (May 4, 2017 and May 19, 2017)</p>	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board also require that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the agreement:</p> <p>Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.</p>

Hazelton Development Corp.

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Agency / Comment Date	Comment
	<p>The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board.</p> <p>The Dufferin-Peel Catholic District School Board requires the Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law: That the applicant shall agree in the Servicing Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <p>Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.</p> <p>That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.</p> <p>The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchasers that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (October 11, 2017)</p>	<p>Golden Orchard Park (P-183) and the Burnhamthorpe Public Library constitute the closest recreational facilities located approximately 300m (984.2 ft.) from the proposed development.</p> <p>Should the application be approved that cash-in-lieu for park or other public recreational purposes will be required prior to building permit pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>

Hazelton Development Corp.

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Agency / Comment Date	Comment
City Community Services Department – Fire and Emergency Services Division (June 30, 2017)	Fire has reviewed the OPA/rezoning application from an emergency response perspective to the site and has no concerns; emergency response time to the site and watersupply available are acceptable. Fire does have concerns with respect to the fire route running through the structure. A revised design is under review.
City Transportation and Works Department (October 11, 2017)	The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include: <ul style="list-style-type: none"> • Grading, Servicing and Site Plan; • Noise Feasibility Study; • North-South interconnection along the entire west (rear) lot line; • Traffic Impact Study, to provide details with respect to TDM measures; • Functional Servicing Report; and • Stormwater Management Report. The above aspects will be addressed in detail prior to the Recommendation Report.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: <ul style="list-style-type: none"> • City Community Services Department– Heritage • City Planning and Building Department – Development Services • City Economic Development Office • Canada Post • Rogers Cable • Greater Toronto Airport Authority • Alectra Utilities • Bell Canada
	The following City Departments and external agencies were circulated the applications but provided no comments: <ul style="list-style-type: none"> • City Community Services Department – Culture Division, Heritage • Trillium Health • City Realty Services • City Community Services Department – Culture Division, Public Art • Conseil Scolaire Viamonde • Conseil Scolaire de District Catholique Centre-Sud

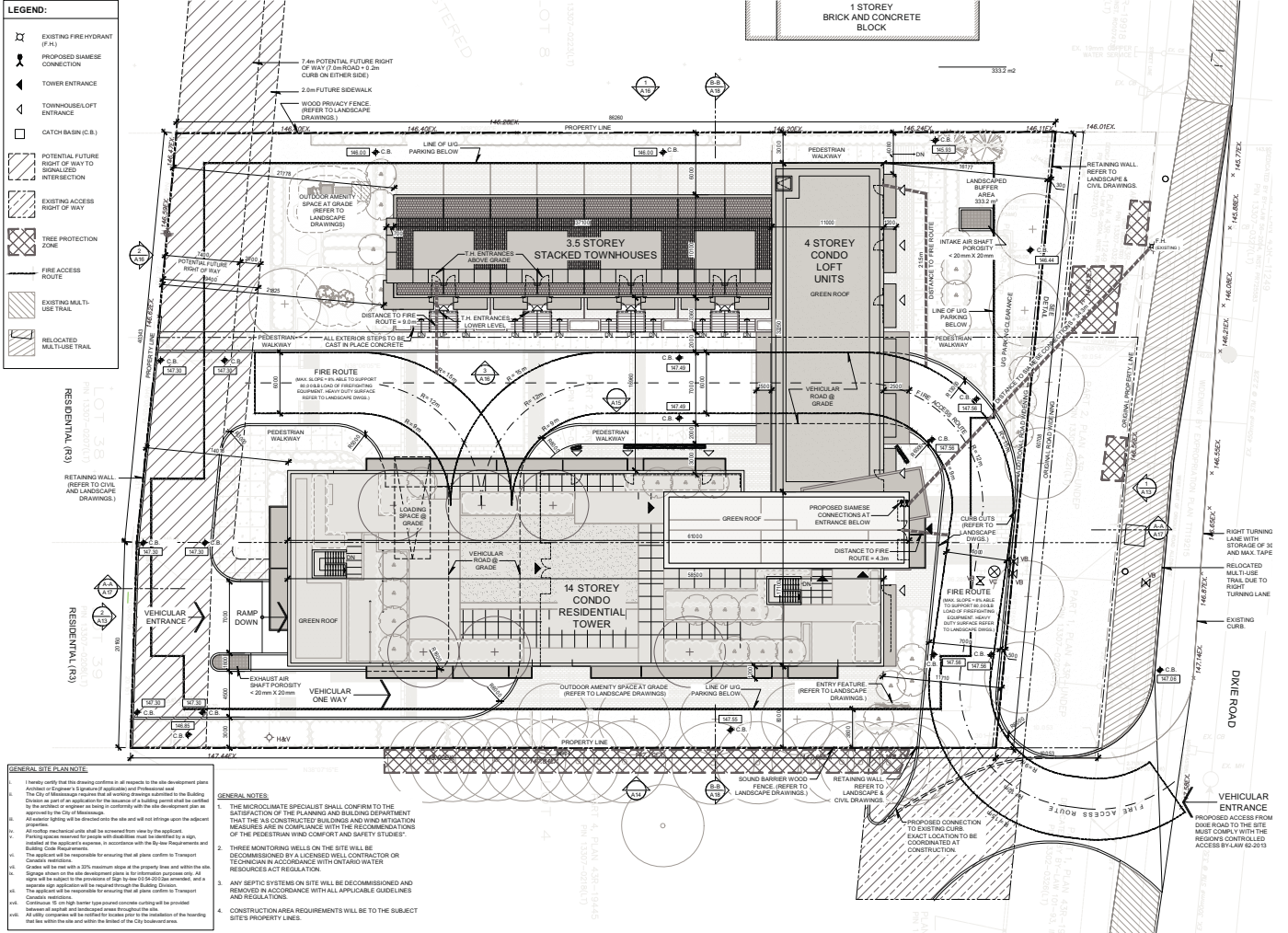
Hazelton Development Corp.

File: OZ 17/003 W3

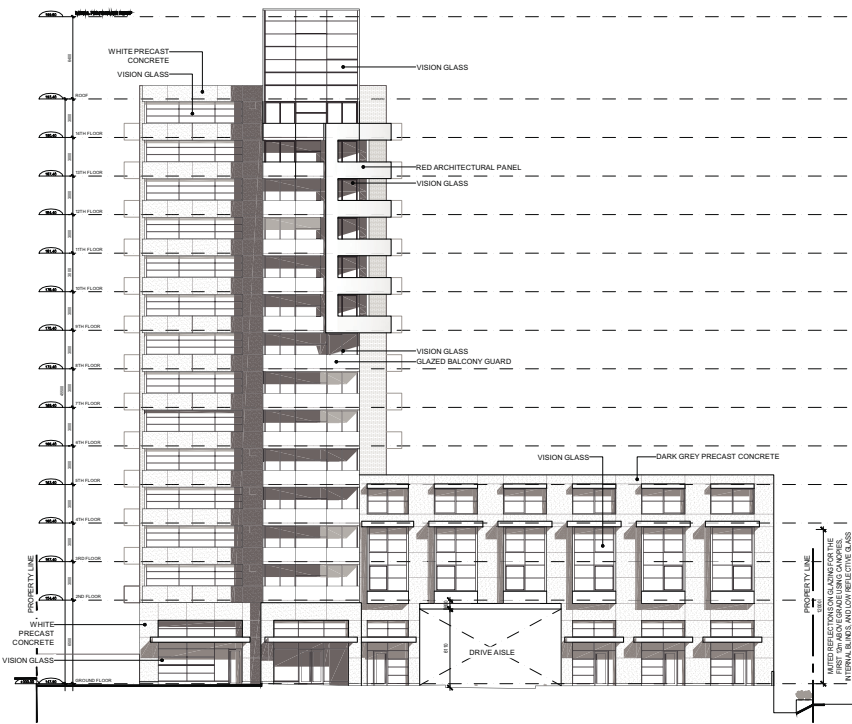
School Accommodation

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"> 28 Kindergarten to Grade 5 12 Grade 6 to Grade 8 12 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> Burnhamthorpe Public School <ul style="list-style-type: none"> Enrolment: 685 Capacity: 504 Portables: 9 Tomken Road Middle School <ul style="list-style-type: none"> Enrolment: 1,047 Capacity: 947 Portables: 7 Applewood Heights Secondary School <ul style="list-style-type: none"> Enrolment: 1,059 Capacity: 1,284 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 5 Junior Kindergarten to Grade 8 4 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> St. Basil Elementary School <ul style="list-style-type: none"> Enrolment: 270 Capacity: 268 Portables: 8 Phillip Pocock <ul style="list-style-type: none"> Enrolment: 1,257 Capacity: 1,048 Portables: 5

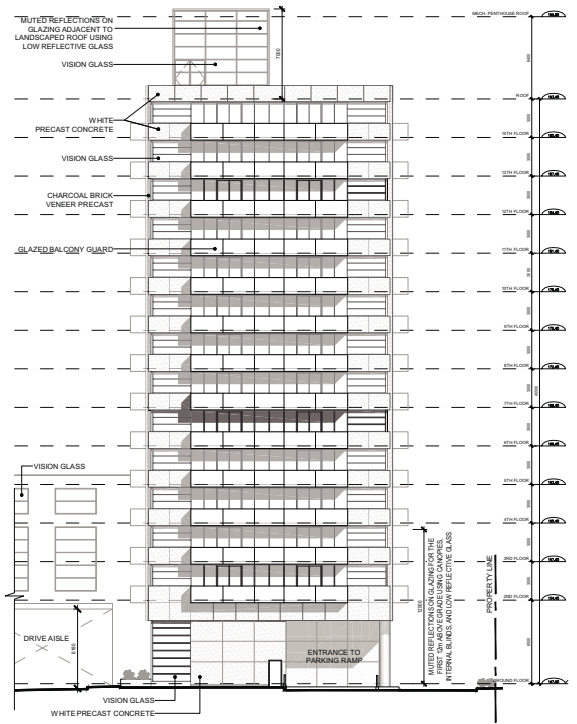
4.8 - 39



4.8 - 40

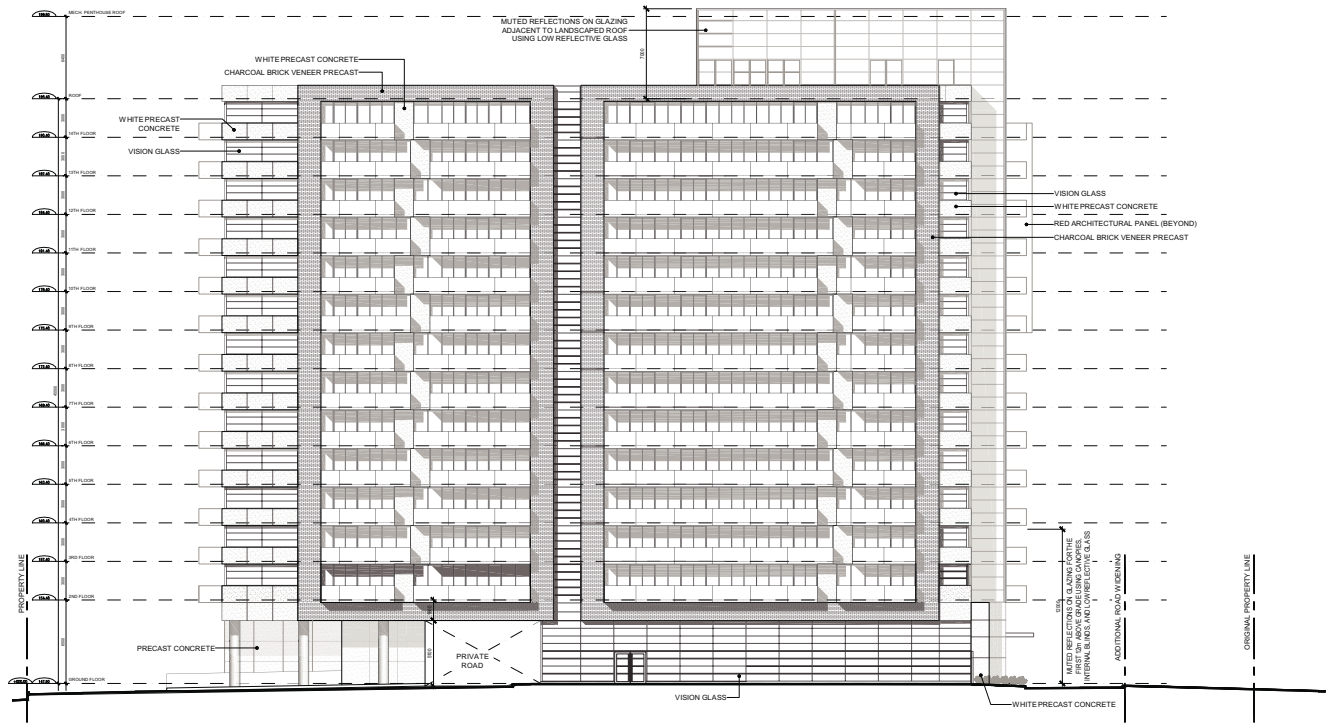


1 EAST ELEVATION
A13



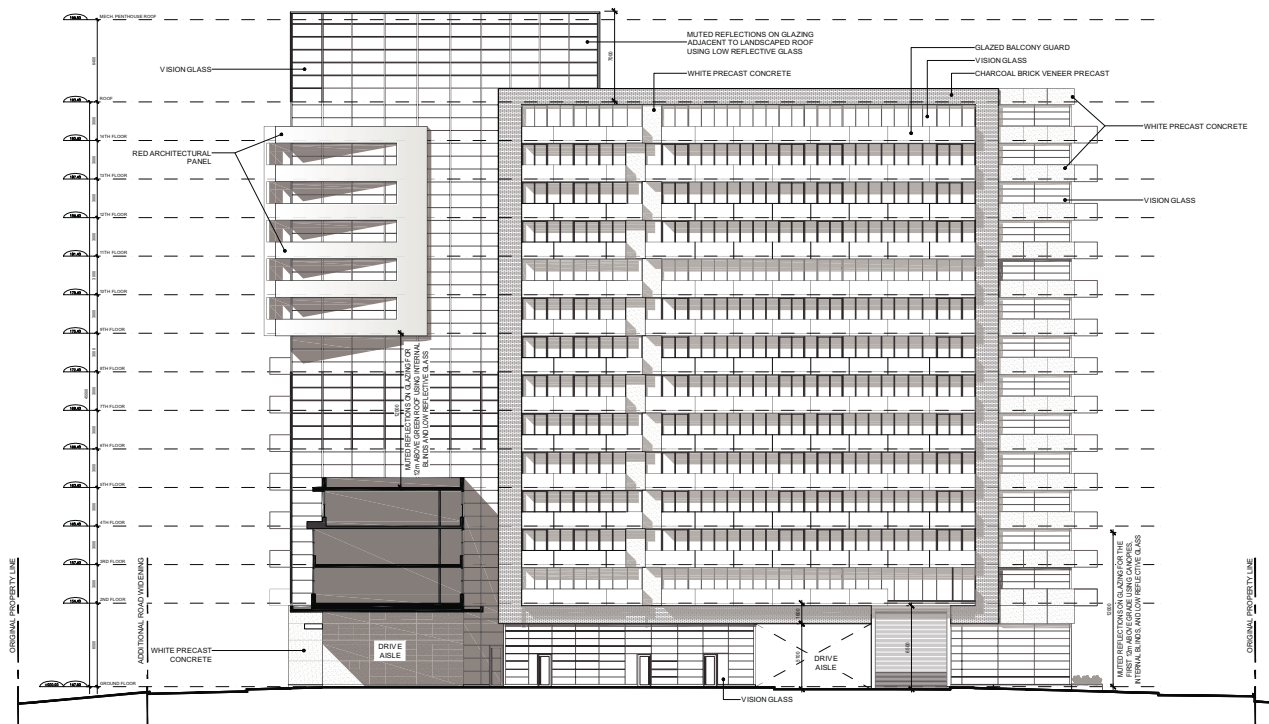
2 WEST ELEVATION
A13

4.8 - 41



1 SOUTH ELEVATION
A14

4.8 - 42

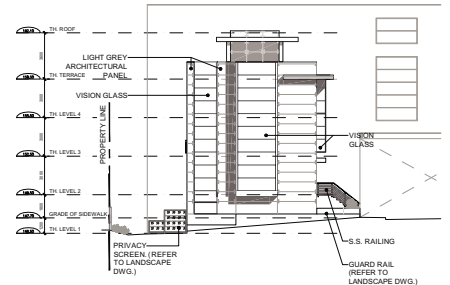


1 NORTH ELEVATION
AR

4.8 - 43



1 NORTH ELEVATION



2 WEST ELEVATION



3 SOUTH ELEVATION

Hazelton Development Corp.

File: OZ 17/003 W3

Revised Proposed Zoning By-law Standards

Proposed Zoning Standards

	Required RA5 (Apartments) Zoning By-law Standards	Proposed RA5 – Exception (Apartments) Zoning By- law Standards
Additional Permitted Use		Horizontal Multiple Dwelling
Maximum floor space index (FSI)	2.9	3.24
Maximum Building Height	25 storeys	14 storeys
Maximum encroachment of a balcony located above the first storey	1.0 m (3.3 ft.)	1.5 m (5 ft.)
Maximum encroachment of a balcony located on the first storey	1.8 m (5.9 ft)	2.0 m (6.6 ft.)
Minimum number of parking spaces per dwelling unit	1BR: 1.25 2BR: 1.4 3 BR: 1.75 2BR (Horizontal Multiple): 1.5	1.15 1.3 1.65 1.4
Minimum number of visitor parking spaces per dwelling unit	.20	.15
Maximum number of car share parking spaces* *for each car share parking space provided, total parking reduced by 4 spaces	n/a	2
Minimum setback from surface parking spaces to a street line	4.5 m (14.8 ft.)	0 m (0 ft.)
Minimum setback from a parking structure to any lot line above or partially above grade	7.5 m (24.6 ft.)	0 m (0 ft.)
Minimum setback from a parking structure below finished grade	3.0 m (9.8 ft.)	0 m (0 ft.)
Minimum setback from a waste enclosure/loading area to a zone permitting detached dwellings	10.0 m (32.8 ft.)	0 m (0 ft.)
Minimum landscaped area	40 %	35 %
Minimum depth of a	4.5 m (14.8 ft.)	0 m (0 ft.)

Hazelton Development Corp.

File: OZ 17/003 W3

	Required RA5 (Apartments) Zoning By-law Standards	Proposed RA5 – Exception (Apartments) Zoning By- law Standards
landscaped buffer abutting a street		
Minimum depth of a landscape buffer abutting a residential zone	4.5 m (14.8 ft.)	3 m (9.8 ft.)
Minimum amenity area to be provided outside at grade	Greater of 5.6 m ² (60.2 ft ²) /dwelling unit or 10% of site area	220 m ² (2,368.1 ft ²)