



Corporate Report

Clerk's Files

Originator's
Files OZ 06/003 W1

DATE: December 11, 2007

TO: Chair and Members of Planning and Development Committee
Meeting Date: January 14, 2008

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications**
To permit a 21 storey, 260 unit condominium apartment
building and 6 back-to-back row dwellings
1439, 1451 Lakeshore Road East and 1013, 1017 Deta Road
Northeast corner of Lakeshore Road East and Deta Road
Owner: Queenscorp (Lakeshore) Inc.
Applicant: John D. Rogers and Associates Inc.
Bill 20

Supplementary Report **Ward 1**

RECOMMENDATION: That the Report dated December 11, 2007, from the Commissioner of Planning and Building regarding applications under File OZ 06/003 W1, Queenscorp (Lakeshore) Inc., 1439, 1451 Lakeshore Road East and 1013, 1017 Deta Road, be adopted in accordance with the following:

1. That the application to amend Mississauga Plan from "Residential Low Density I" and "Motor Vehicle Commercial" to "Residential High Density II-Special Site" to permit a 21 storey, 260 unit condominium apartment building and 6 back-to-back row dwellings, be refused.
2. That the application to change the Zoning from "R4" (Residential Detached) and "AC" (Automotive Commercial)

to "RM7D5-Special Section" (Residential Multiple Family) to permit a 21 storey, 260 unit condominium apartment building and 6 back-to-back row dwellings, be refused.

3. That City Council direct Legal Services and representatives from the appropriate City Departments to attend any Ontario Municipal Board proceedings which may take place in connection with these applications in support of the recommendations outlined in the report dated December 11, 2007.

REPORT SUMMARY:

This report responds to the questions and comments raised by area residents who presented to Planning and Development Committee last October and in comments made after that meeting. It provides an evaluation of the development applications in the context of the relevant provincial and Mississauga Plan policies, the comments from various City Departments, agencies and the public, as well as the applicant's planning rationale for the proposed development.

The Planning and Building Department has evaluated the Official Plan Amendment and Rezoning applications in the context of the relevant policies in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and Mississauga Plan, in addition to comments received from City Departments, agencies and the public.

The report concludes that the applications do not represent good planning and should be refused and that Legal Services and appropriate City Departments be directed to attend any upcoming Ontario Municipal Board proceedings in support of the recommendations outlined in the report.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on October 15, 2007, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0075-2007 which was subsequently adopted by Council and is attached as Appendix S-2.

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

COMMENTS:**UPDATED AGENCY AND CITY DEPARTMENT
COMMENTS****City Transportation and Works Department**

In comments updated November 7, 2007, this Department indicated that they are satisfied with the Traffic Impact Study and associated update submitted in support of these development applications which concludes that the proposed traffic volumes generated can be accommodated by the existing transportation infrastructure.

As of the writing of this report, reliance letters in support of the submitted Phase I and Phase II Environmental Site Assessments (ESA) and an updated Acoustical Report previously requested by this Department prior to the preparation of the Supplementary Report, have not been addressed by the owner. Furthermore, the current proposal's conflict with the existing easement remains unresolved.

In the event that these applications are approved by Council, reliance letters in support of the submitted Phase I and Phase II Environmental Site Assessments (ESA) and the updated Acoustical Report must be addressed by the owner to the satisfaction of the Transportation and Works Department.

The owner will also be required to provide a Final Site Clean-Up Report and a Record of Site Condition (RSC), as remediation is required to meet the appropriate Ministry of Environment (MOE) criteria. In addition, securities are to be provided to ensure the satisfactory installation of air conditioning units and a cash contribution will be required toward 50% of the cost of reconstructing Deta Road to a paved, curb and gutter cross section, across the frontage of these lands.

Further, it is the understanding of this Department that this proposal will be developed as a standard condominium. Should any other form of tenure be contemplated, it will be necessary to

revise the Departmental comments. However, the owner has not confirmed to this Department what tenure is proposed for the development.

COMMUNITY ISSUES

Area residents and other stakeholders have become engaged in the development of the subject lands through the Community Meeting hosted by Ward 1 Councillor, Carmen Corbasson and the statutory Public Meeting of the Planning and Development Committee held on October 15, 2007.

At these meetings, and in numerous letters, phone calls, emails and petitions received by the Planning and Building Department, area residents have expressed their views on the applicant's proposal and its potential impact on the Lakeview community. The correspondence received can be grouped into similar key areas of concern. While not direct quotes, the italicized statements that follow are succinct summaries of comments made by the public. Staff have used these core issues to structure the Planning Comments section of this report which follows.

PLANNING COMMENTS

Current Provincial policy planning framework

'The developer should restrict their project to the scale contemplated by the existing policy framework.'

The Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe

Smart growth must be strategic in maximizing redevelopment densities only at locations where buildings can be designed to minimize negative impacts to be compatible with the established character of the neighbourhood and fulfill the hierarchy of established City structure. Smart growth does not mean unlimited intensification without regard to context. To this end, the Growth Plan has identified a number of locations and strategies to accommodate intensification while providing opportunities to maintain established City structure and organization.

The Growth Plan has identified where urban municipalities like Mississauga shall focus intensification. In hierarchical order, the Growth Plan calls for intensification in Urban Growth Centres, Major Transit Station Areas (MTSA) and along Intensification Corridors.

Mississauga's Urban Growth Centre has been identified as the City Centre area and portions of the Hurontario Street corridor north of the QEW. This area is to serve as a focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses which shall accommodate high levels of employment and residential intensification. The Growth Plan speaks to very specific minimum density levels for both residential and employment uses in Urban Growth Centres.

The Growth Plan further calls for increased residential and employment densities in MTSAs, those lands located within a 500 m (1,640 ft.) radius of higher order transit stations, which equates to about a 10 minute walk. According to the applicant's planning justification report, the lands are located approximately 720 m (2,362 ft.) from the Long Branch GO Station, an observed walking distance of approximately 13 minutes.

Lastly, the Growth Plan calls for intensification along Intensification Corridors. These corridors are best described as those areas along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned service levels.

Lakeshore Road East is an arterial roadway, presently supporting several transit routes and is a mixed-use area. Lakeshore Road East clearly meets criteria described in the Growth Plan to be identified as an Intensification Corridor. Similar in structure to Mississauga Plan, the Growth Plan has earmarked major road corridors, particularly those which are well served by transit, as warranting intensification, but to a degree which is less than other areas which serve a City or community wide function, such as the City Centre and Nodal Areas.

That being said, the Growth Plan calls for the development of healthy, safe and balanced communities which are vibrant, mixed use and transit supportive. To achieve these objectives, consideration of new development applications must not just focus on residential densities, but on more broad community issues such as the retention/intensification of employment lands and commercial uses and the availability and proximity of these services to the residential core.

Accordingly, the appropriate development of these lands must recognize the historic use of a portion of the lands for commercial/employment purposes and the void of retail and service commercial facilities in the immediate vicinity to serve the needs of the existing and expanded residential community.

Healthy, livable and vibrant communities are not achieved by considering the development of individual properties in the absence of contextual land use matters, community and City structure. Consideration of employment densities, commercial facilities, community services and transit must also be addressed. It can be concluded that the subject lands do warrant some degree of residential intensification, given the lands proximity to the MTSA associated with the Long Branch GO Station and the Lakeshore Road Intensification Corridor. Such residential intensification cannot be at the expense of the historic land use patterns, the planned use of the lands for commercial purposes and the planned City structure calling for the highest and most dense development within the City Centre and identified Nodes. The proposed development must be scaled back to be more consistent with the existing established area and planned vision for the area in terms of building height, mass, density, to accommodate appropriate built form transitions and to recognize established City form and structure.

What defines the existing established character of the Area?

'The proposed height and density are similar to those found in the City Centre and will negatively impact the existing established character of the area, influence future visioning exercises and set a precedent for redevelopment in the area.'

Residents have expressed concerns that the proposed development is not consistent with the existing established character of the area. To respond appropriately a more accurate understanding of the community character is required.

Elements of Existing Character

The Lakeview District is structured with a traditional compact grid of streets off of the major arterial roads in the area. The community is bounded by fixed elements, with Lake Ontario to the south and Queensway East to the north. Most of the residential lands are separated from employment lands by the Lakeshore Road East mainstreet commercial spine.

Historically, higher density residential development has occurred along the Lakeshore Road East spine in two storey, mixed-use buildings, later through more urban mid-rise apartment buildings. The following sets out some pertinent statistics for higher density residential development in the Lakeview District.

Residential High Density Statistics

- **Lakeview is predominately developed with ground based units.** Less than 27% of Lakeview residents live in apartment dwellings.
- **Most of the existing apartment buildings in Lakeview are located along the Lakeshore Road corridor.** There are 34 apartment buildings in the Lakeview District, 27 of which are located along the Lakeshore Road corridor.
- **The proposed development represents a significant departure from the existing apartment built form located within the Lakeshore Road East corridor.** Of the 27 existing apartment buildings located within the Lakeshore Road East corridor, 20 buildings are 10 storeys or less and only two buildings are 20 storeys in height.
- **The proposed development significantly exceeds the Floor Space Index (FSI) of other apartment buildings along the Lakeshore Road East corridor.** The average and highest FSI present along the Lakeshore Road East corridor are approximately 1.28 and 2.14, respectively; whereas the

proposed FSI is 3.9, 67% greater than the average and 45% greater than the highest existing FSI.

- **The density of the proposed development significantly exceeds the highest densities present along the Lakeshore Road East corridor.** At 493 units per net residential hectare (200 upa), the proposed development has a density which is 71 % greater than the 141 units per net residential hectare (57 upa) average density for apartment dwellings along the Lakeshore Road East corridor and 57% greater than the next highest density of 209 units per net residential hectare (85 upa).

These statistics demonstrate that Lakeview's character includes a range of housing types, including ground based and apartment dwellings. The greatest percentage of Lakeview residents live in ground based units; of those who reside in apartment buildings they are typically of a low to mid-rise form generally within the FSI range established by the existing Residential High Density I and II designations of the Lakeview District Policies of Mississauga Plan.

Only the two buildings located at 1535 and 1515 Lakeshore Road East, which are located to the east of the subject lands are of a height that is similar to the proposed development, as expressed in terms of storeys. However, these two examples are contextually very different than the majority of the buildings in the area in that they are located on a large parcel of land of about 3.58 ha (8.8 ac.), which affords an opportunity for significant landscape treatment and distance separation from sensitive land uses and from Lakeshore Road East.

The apartment buildings present within the Lakeshore Road East corridor can generally be grouped into two categories, as demonstrated by the buildings at 1535 and 1515 Lakeshore Road East, those built in Le Corbusier's style of towers in the park and main street urban, with lower building heights and higher lot coverage. While the built form differs in these two categories of development, in terms of FSI, the buildings located within this corridor generally fall in the FSI range of 1.1 to 1.8 as prescribed by the Lakeview District Residential High Density II designation.

The proposed apartment building with a height of 21 storeys, a FSI of 3.9 and density of 493 units per net residential hectare (200 upa) is taller, with a greater FSI and higher density than any other development in the Lakeview District. The height and density being proposed are unseen in this district and are more in keeping with those found in the City Centre or higher density nodes such as Port Credit.

What is the right built form and transition?

'The proposed building is too high, does not transition to the existing detached dwellings to the north, other abutting properties and Lakeshore Road East appropriately and will block view corridors to the lake for existing buildings to the north and east.'

As previously mentioned, smart growth does not mean unlimited intensification, without regard to context. The location of the subject lands on Lakeshore Road East, an arterial road, and in proximity to the Long Branch GO Station meets provincial and local policy criteria for some form of intensification. However, the lands proximity to detached dwellings to the north and as part of a Mainstreet Commercial environment along Lakeshore Road East, which is predominately made up of 2 storey buildings, warrants significant regard for contextually appropriate intensification. To this end, an evaluation of the subject proposal must consider the individual aspects of built form transition, including: the single detached dwellings and Orchard Hill Park to the north and northwest; the apartment buildings located to the northeast; and the commercial uses on the Lakeshore Road East corridor. In addition, any proposed development on the subject lands must demonstrate an appropriate downward transition in built form from the Long Branch GO Station to the east.

Transition to northerly abutting detached dwellings and Orchard Hill Park

The subject lands abut an existing established residential neighbourhood consisting of 69 detached dwellings to the north and northwest. This enclave of homes dates from the early 1940's and is made up of modest sized one and two storey homes on

generous lots, with typical frontages of approximately 15.0 m (49.2 ft.), and lot depths in excess of 40.0 m (131.2 ft.).

The subject lands include two parcels of land, that are designated "Residential Low Density I" and that previously contained detached dwellings similar to those found within this residential enclave. These homes were demolished by the proponent in order to increase the land area for the proposed development, as well as to accommodate the proposed transitional back-to-back row dwellings.

The proposed row dwellings do not serve the intended transitional purpose well in that they do not achieve the gradual height transition from the façade component of the apartment building to the detached dwellings to the north. In addition, the row dwellings do not provide a visual break or alleviate overlook from the taller apartment building. Further, the use of row dwellings, introduces a new built form into the area, which is not consistent in form or character with the existing established area.

Instead a more sensitive transition incorporating a lower built form on the proposed podium component of the apartment building and an increased spatial separation utilized for extensive landscape planting would be more effective, in addition to an overall reduction in the height of the tower component. Such a treatment would also prevent the encroachment of a dissimilar built form into this established neighbourhood. This treatment would improve the transition of development on these lands to the abutting Orchard Hill Park.

Transition to existing apartment developments

The subject lands are the fourth parcel west of the border between the Cities of Mississauga and Toronto. The first parcel contains two apartment buildings with municipal addresses of 1535 and 1515 Lakeshore Road East. These apartment buildings are both 20 storeys in height, have a combined FSI of 1.5 and a combined density of 53 units per net residential hectare (21.5 upa). This parcel is the closest land in the City of Mississauga to the Long Branch GO Station. Abutting this parcel to the west, is a 12 storey apartment building with a FSI of 1.27 and density of 115 units per

net residential hectare (46.6 upa), municipally known as 1285 Lakeshore Road East. Between 1285 Lakeshore Road East and the subject lands is a single storey manual, time pay car wash. Portions of these three parcels fall within 500 m (1,640 ft.) of the Long Branch GO Station.

In addition to concerns with the maintenance of the existing character of the area in terms of height, mass, coverage, setbacks and privacy, the proposed development fails to maintain the downward trend that has been established from 1535/1515 Lakeshore Road East to 1485 Lakeshore Road East. This downward trend should be continued with the proposed redevelopment of the subject lands. Significant reductions in height and FSI would be required to achieve this transition and to address concerns pertaining to character.

Lakeshore Road East

The north side of Lakeshore Road East has been identified in the Lakeview District Policies and Land Use Plan as predominately a mainstreet commercial corridor. Built form heights of 2 to 3 storeys are articulated by the Lakeshore Road Design Concept.

The built form transition established with the existing apartment buildings, located closer to the Long Branch GO Station, east of the subject lands should continue westerly to ultimately blend into the established built form and vision for the district established further to the west.

The principles of appropriate transition referenced in the above sections reinforce those included in the Growth Plan, and within Mississauga Plan for providing intensification at or in proximity to higher order transition stations and along intensification corridors, such as Lakeshore Road East, while having regard for established built forms to the north and west of the site. The location of the subject lands, which lie outside of the 500 m (1,640 ft.) radius of the Long Branch GO Station, have a significant function to perform to support the transitioning from the height and densities established within the prescribed radius, to the lower densities and building heights further west, to achieve appropriate building heights along Lakeshore Road East. The Interim Residential

Intensification policies presently set the height along this corridor at 4 storeys.

View Corridors

The proposed building is approximately 138 m (452 ft.) south of the 12 storey building located at 1485 Lakeshore Road East. The distance separation, orientation of the existing building relative to the lake and relatively slender profile of the proposed building would all contribute to a minor impact on existing sight lines presently enjoyed by the residents of 1485 Lakeshore Road East. Similarly, there is not expected to be a negative impact on the existing view corridors for the buildings at 1515 and 1535 Lakeshore Road East.

Will the proposed development provide an appropriate streetscape condition along the Lakeshore Road East frontage?

'The proposed setbacks and ground level street condition will not foster a pedestrian friendly streetscape condition that is vital to healthy and sustainable communities.'

The proposed streetscape condition along Lakeshore Road East, with a 1.5 m (4.9 ft.) protrusion of the underground parking structure right at the front lot line will not foster a desirable pedestrian environment. The wall may cause an increase in noise level due to the reflection of traffic noise off the wall. The blank façade will not animate the street edge and will minimize opportunities for eyes on the street.

A 0.3 m (1 ft.) setback, as proposed, is only acceptable where the floor elevation of the structure is level with the public sidewalk, or addressed in a different fashion, and commercial uses are employed. Any development of these lands should give consideration to ground level commercial uses, along with a more appropriate interface of the built form to the existing public sidewalk. Although a less desirable condition, a residential ground floor along with the underground parking structure should be set back at least 4.5 m (14.8 ft.) from the right-of-way to permit appropriate room for landscape planting, to ensure a safe and comfortable pedestrian environment and acceptable levels of

privacy for ground level occupants of the building. Additional discussion of the Lakeshore Road East streetscape condition is provided in the Zoning section of this report.

Will the proposed development result in negative impact on adjacent properties as a result of sun shadow effect and overlook?

'The proposed development will negatively impact adjacent residential lands in regard to sun shadow and overlook.'

The applicant has submitted an Urban Design and Streetscape Analysis Report, including sun shadow diagrams, which demonstrate that the northerly abutting residential lands and portions of Orchard Hill Park will be in shadow during the mornings at all times of the year, with the greatest number of properties being more heavily impacted during the fall and winter months. The shadow impacts would be minimized with reductions in height of the façade and tower components of the development and the elimination of the row dwellings.

The rear yard amenity areas associated with dwellings located on the east side of Deta Road will be negatively impacted by overlook. The proposed development does not appropriately accommodate the impact of overlook and the proposed row dwellings fail to achieve any degree of mitigation to this condition. A reduction in building height of the façade and tower components of the development in addition to extensive planting along the north property line would minimize the impact of overlook on the existing community.

How do the subject lands differ from other lands located along the Lakeshore Road East corridor ?

'The proposed applications are premature and will set a precedent for future redevelopment along Lakeshore Road East.'

There is nothing distinctive about the subject lands that distinguish them from other properties located along the north side of Lakeshore Road East, specifically in regard to proximity to sensitive built forms or to amenities such as parkland, commercial,

community and institutional uses. As such, approval of the proposed development would result in a significant shift in the application of policies to a degree in which the bulk of the Lakeshore Road East corridor could redevelop with similar densities and heights under the current policy regime. Such development is a significant departure from the existing character and vision for the community as established by the Lakeview District Policies of Mississauga Plan.

Lakeview District Policies Review and Growth Management Strategy

The City is presently in the midst of two separate studies that could affect the way in which applications for residential intensification are evaluated in the Lakeview District, particularly along the Lakeshore Road East corridor.

In response to the Growth Plan, a Growth Management Strategy is presently being developed. The expected result of this process is to evaluate appropriate forms and locations for intensification throughout the City. Residential intensification and local District policies are expected to be refined to implement the findings of this review.

The Lakeview District Policy Review is also presently underway as a 5 year review of the land use policies that will also consider recent provincial initiatives at a local level.

From a review of the applicable policy documents, it is clear that the proposed height and density are not consistent with and go well beyond the current policy environment and planned vision for the Lakeview District. However, in light of the current policy reviews that are presently underway, it would be premature to make specific alternate recommendations for Council consideration.

How does the proposal meet the objectives of Mississauga Plan?

'The proposal is not consistent with the City's Official Plan.

The proposal does not achieve the overall intent and policies of Mississauga Plan. The following policies are relevant in determining that the proposed development does not achieve the direction established in Mississauga Plan.

Intensification Policies

The Housing Goals and Objectives section of Mississauga Plan calls for compatible residential intensification, as in the provision of housing that fully implements the intent of Provincial Government housing policies.

Subsection 3.2.3.8 of Mississauga Plan is more specific in stating that residential intensification is encouraged subject to: adequate engineering and community services; compatibility with surrounding land uses; development proposals addressing the scale and character of the existing residential area by having regard for natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview.

Subsection 3.2.3.2 states that 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....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.

These items are addressed in separate sections of this report that speak to the proposal's lack of consideration for compatibility and character through such matters as building height, coverage, mass, setbacks and privacy/overlook.

Interim Residential Intensification Policies

The Interim Residential Intensification Policies are a direct response to recent provincial changes in the planning environment and provide direction on Council's desire to deal with intensification in the post Growth Plan policy environment.

As previously noted, work is presently underway on a Growth Management Strategy which will result in refinements to the interim policies put in place last October. In advance of the outcome of these evaluations, proposals which are fundamentally in conflict with the interim policies shall be deemed premature. Considerations of heights and densities above those presently contemplated in the current Mississauga Plan policies would best be addressed in a post strategy policy environment.

Residential Land Use Policies

Subsection 3.2.2.1.a indicates that these policies provide the principles and framework on which residential densities will be based in District Policies. Density categories as defined by built form and density range for each District will be determined by consideration of community character and scale specific to each District.

Urban Design Policies

Section 3.15 of Mississauga Plan contains a number of urban design policies, which are intended to address the following:

- establishing a hierarchy wherein the most prominent and intensive built form is located in the City Centre and Nodes;
- ensuring compatible building and site design;
- maintaining the existing character of areas;
- minimizing overlook and shadow conditions;
- creating a sense of identity through building and streetscape design with the use of landscape treatments to connect buildings to the street, and;
- encouraging the use of safe, comfortable and attractive streetscape environment for pedestrians.

The proposed development fails to appropriately address the above noted policies in matters of building and site compatibility, enhancing community character, recognizing and reinforcing the established City structure and site context and by contributing to an appropriate pedestrian environment.

Lakeview District Policies

Section 4.17.2, Development Concept states in part that the Lakeview District is generally a stable, established area with few sites remaining to be developed. The focus of these policies is to preserve and enhance the character of the existing development and transportation system. Infill and redevelopment will be facilitated/encouraged in a manner consistent with existing land uses in the surrounding area.

The proposed development does not achieve the objectives outlined in the Development Concept in that the established character along Lakeshore Road East is that of a mainstreet commercial area, typically with mixed-use buildings of 2 or 3 storeys. Apartment development also exists along this corridor, but the form and massing, individual elements which contribute to character, are significantly less than that proposed.

It should also be recognized that there are emerging pressures for redevelopment throughout the Lakeview District which will be addressed through the Lakeview District Policies Review, which is presently underway.

The District Policies set out specific FSI ranges for lands designated Residential High Density I and II. The Residential High Density I designation permits apartment dwellings at a FSI of 0.5 to 1.0 and the Residential High Density II designation permits apartment dwellings at a FSI of 1.1 to 1.8. In comparison, the proposal is to develop the subject lands with a FSI of 3.9; more than twice the stated upper end limit of the Residential High Density II designation.

Criteria for Site Specific Official Plan Amendments

Mississauga Plan policies require that matters such as the suitability of development, compatibility with existing and future land uses, and the adequacy of infrastructure and services, are taken into account when evaluating a development proposal. While matters such as market demand, and other trends that tend to dictate short-term objectives, it remains important to consider

long-term planned function of a community to ensure the fulfillment of intended planning goals and objectives.

All applications for site specific amendment to Mississauga Plan shall comply with the provisions of Section 5.3.2.1 as outlined in the Information Report.

The proposed redesignation of the lands to "Residential High Density II-Special Site" to permit the proposed development including a FSI of 3.9 would adversely impact the ability of the City to achieve the overall intent, goals, objectives and policies of Mississauga Plan, specifically in regard to maintaining the existing character of the Lakeshore Road East corridor, and adjacent residential communities in the Lakeview District. Introducing a high rise apartment building which is without peer in regard to height, density and FSI in the area will compromise the "Mainstreet Commercial" planned function and long term vision of the area. In addition, the proposed development represents a piecemeal approach to the redevelopment of lands along the Lakeshore Road East corridor in the Lakeview Planning District.

As previously indicated, there are no special characteristics that set these lands aside from others located along the north side of Lakeshore Road East in regard to their appropriateness for high density residential development. Accordingly, to permit the proposed development would open the door for redevelopment of a similar scope and scale along this entire corridor. Given that a 5 year review of the Lakeview District Policies is underway, such a departure from the established policy framework is inappropriate and premature.

Further, the proposal does not support the general goals and objectives of Mississauga Plan in calling for redevelopment which address the scope and character of existing areas by having regard for such matters as building height, coverage, mass, setback, privacy and overlook. Nor does it meet the urban design goals and objectives requiring new developments to respect streetscape in building design, placement, scale and form.

The planning rationale provided by the applicant's consultant fails to assess the proposed amendments in relation to the existing

designation of the lands, thereby neglecting to address the merits of retaining some commercial uses in the general area.

The proposed development in its current form is not compatible with the existing and future uses of the surrounding lands and does not support the redevelopment of these lands in accordance with their planned function.

In view of the preceding, the proposed development fails to comply with the provisions for evaluating site specific Official Plan Amendments in accordance with the provisions of Section 5.3.2.1 of Mississauga Plan.

What about traffic and parking?

'This development will generate too much traffic in an area that is already too congested. The proposed driveway location on Deta Road will cause too much traffic to infiltrate into the local road network. Parking will also be a problem.'

The Transportation and Works Department have reviewed the provided Traffic Impact Study and associated update submitted in support of the proposed development and is satisfied that the traffic volumes generated by the proposal can be accommodated by the existing transportation infrastructure. On-site parking is proposed in accordance with minimum By-law standards, including the provision of visitor parking spaces. Accordingly, on-street parking is not expected to increase to a level in which it will pose significant functional problems on the local road network.

Are the lands large enough to appropriately accommodate the proposed development?

'Too much development is being proposed for such a small parcel of land.'

The proposed underground parking structure is located too close to the exterior property boundaries to appropriately accommodate tree preservation efforts on abutting lands. The underground parking structure is located only 0.3 m (1 ft.) from each property boundary, at the closest point.

To ensure that tree preservation efforts on abutting lands are successful and to provide adequate space around the perimeter of the site to accommodate tree planting which will not be impacted by future maintenance of the underground parking structure, a setback of at least 4.5 m (14.8 ft.) is required from all property boundaries to the underground parking structure. It will not be possible to provide the required parking in three levels of underground parking as currently proposed, if the underground structure is reduced in size to accommodate appropriate setbacks and landscape planting areas. The subject lands are, therefore, too small to accommodate the proposed development.

Additional discussion of setbacks and the streetscape condition is provided within the Zoning section of this report.

Is there available infrastructure?

'Is there enough infrastructure capacity to support this proposal?'

Both the City's Transportation and Works Department and the Region of Peel have confirmed that there is sufficient water main, sanitary and storm sewer capacity to serve the proposed development.

Why are units being sold prior to a Council and Ontario Municipal Board decision?

'The City should have prevented the marketing and pre-selling of units, as the project has not received the appropriate approvals.'

The City is not legally able to prevent an applicant from advertising or pre-selling units related to a condominium proposal before Council has made a decision. Notwithstanding the above, on September 26, 2007, the Planning and Building Department sent a letter to the applicant advising of its concerns with the sale of units before any decision on the applications had been made.

Zoning

The applicant has proposed an "RM7D5-Special Section" (Residential Multiple Family) zoning for the subject lands which

includes a Schedule "I" reflective of the concept site plan attached to the Information Report.

Significant concerns remain pertaining to the Schedule "I" provisions for setback to the underground parking structure and row dwellings to the north property line. Specifically, the underground parking structure, as proposed, would project 1.5 m (4.9 ft.) above ground along the Lakeshore Road East frontage, and run only 0.3 m (1 ft.) inside the property line, at its closest point. This condition will result in an unacceptable streetscape condition. The lack of an appropriate setback will not foster a safe and comfortable pedestrian environment and will pose problems from a tree preservation perspective.

The underground parking structure should be located at least 4.5 m (14.8 ft.) from all property lines. Such a setback will ensure that more extensive landscape buffer plantings can be located along the property lines and such plantings will not be subject to removal during routine maintenance of the underground parking structure. Further, encroachments onto abutting properties during construction and future maintenance can be avoided with an increased setback.

The back-to-back row dwellings are proposed with a 2.0 m (6.6 ft.) side yard abutting the detached dwelling to the north, located at 1023 Deta Road. The increased building height and massing of this structure warrants an increased setback to maintain a consistent streetscape condition and spacing between structures on Deta Road. Consideration should also be given to the elimination of these units in conjunction with other measures previously described, to achieve a better transition to the northerly abutting lands.

New Mississauga Zoning By-law 0225-2007

As noted in the Information Report, attached as Appendix S-1, the applicant has submitted a motion to the Ontario Municipal Board (OMB) requesting that the lands continue to be subject to Zoning By-law 5500, as amended. As of the date of preparation of this report the OMB has not yet considered the motion filed by the applicant. Further OMB proceedings to consider outstanding

appeals and motions are scheduled to commence on January 21, 2008. The applicant's motion is expected to be considered at this time.

Technical Items

Existing Easement

The proposed development conflicts with a mutual access easement which exists between 1451 and 1459 Lakeshore Road East. The applicant has advised that they are seeking to remove the easement through court proceedings, but have not yet advised of the outcome of this process. This easement is an impediment to the development as currently proposed.

Environmental Issues

Although the applicant has provided Phase I and II Environmental Site Assessments, the required Letter's of Reliance, Final Clean-up Report and Record of Site Condition have not yet been provided. Any amendments cannot be implemented until such time as these matters are resolved.

Tree Preservation

The Community Services Department noted in comments provided for the Information Report that the subject applications about Orchard Hill Park along the north property boundary. Further information pertaining to grading and vegetation was requested to justify the setbacks of the underground structure to the existing park. The Planning and Building Department has requested similar information for all property boundaries to determine the impact of development on abutting lands. This information has not been provided to date. Additional grading and tree preservation plans, including supporting reports, are required to better assess the impact of the proposed development and determine appropriate building setbacks.

The above noted matters must be resolved prior to the implementation of any amendments approved by Council or the Ontario Municipal Board.

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: Provincial policies, namely the Growth Plan encourage compact urban form and intensification as fundamental components of developing and redeveloping complete communities. Residential intensification is only one component of a complex matrix of principles and initiatives that must be adopted to achieve viable, health, livable and complete communities.

Being located within 720 m (2,362 ft.) of the Long Branch GO Station and on Lakeshore Road East, a major arterial roadway which is well served by public transit, the subject lands warrant some level of residential intensification. Such intensification cannot come at the expense of other principles of proper planning and ultimately those principles of complete communities.

Complete communities shall meet people's daily living needs by providing convenient access to an appropriate mix of jobs, local services, and a full range of schools, recreation and open space for their residents. The proposed development has only considered one aspect of provincial policies, residential intensification, at the expense of greater community considerations. A comprehensive approach to redevelopment is necessary and the applicant in their submission has not addressed these matters.

The proposed Official Plan Amendment and Rezoning applications cannot be supported from a planning standpoint and should not be approved for the following reasons:

1. The subject applications do not have full regard for the Growth Plan for the Greater Golden Horseshoe in achieving healthy, vibrant, livable and complete communities, nor do they contribute toward the achievement of the overall intent, goals, objectives and policies of Mississauga Plan.
2. The proposed built form is not consistent and compatible with the existing Mainstreet Commercial planned vision for the Lakeshore Road East corridor. Further, there has not been

appropriate consideration of the impact of the proposed development on the sensitive land uses to the north and northwest.

3. The site is too small to accommodate the proposed development and does not achieve an appropriate built form transition, without encroaching and negatively impacting the existing stable residential community.
4. The proposed development is considered premature on the basis that the proposed height, FSI and density are without precedent in the Lakeview District, as this degree of intensification is not contemplated in either Mississauga Plan nor the current Lakeview District Policies, and furthermore policy evaluations are presently underway pertaining to the Lakeview District Policies Review and a Growth Management Strategy for the City.
5. Outstanding technical concerns have not been addressed as of the date of preparation of this report.

ATTACHMENTS:

Appendix S-1 - Information Report

Appendix S-2 - Recommendation PDC-0075-2007

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner



Corporate Report

Clerk's Files

 Originator's
Files OZ 06/003 W1

PDC OCT 15 2007

DATE: September 25, 2007

TO: Chair and Members of Planning and Development Committee
Meeting Date: October 15, 2007

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a 21 storey, 260 unit condominium apartment
building and 6 back-to-back row dwellings
1439, 1451 Lakeshore Road East and 1013, 1017 Deta Road
Northeast corner of Lakeshore Road East and Deta Road
Owner: Queenscorp (Lakeshore) Inc.
Applicant: John D. Rogers and Associates Inc.
Bill 20

Public Meeting **Ward 1**

RECOMMENDATION: That the Report dated September 25, 2007, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Residential Low Density I" and "Motor Vehicle Commercial" to "Residential High Density II - Special Site" and to change the Zoning from "R4" (Residential Detached) and "AC" (Automotive Commercial) to "RM7D5-Special Section" (Residential Multiple Family) to permit a 21 storey, 260 unit condominium apartment building and 6 back-to-back row dwellings under file OZ 06/003 W1, Queenscorp (Lakeshore) Inc., 1439, 1451 Lakeshore Road East and 1013, 1017 Deta Road, be received for information.

BACKGROUND:

The above-noted applications have been circulated for technical comments and a community meeting has been held.

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

The subject applications were amended by Queenscorp (Lakeshore) Inc. in a letter dated April 19, 2007. The substantive changes include an increase in the total number of units to 266 (260 apartment dwellings and 6 back-to-back row dwellings), up from 245 (235 apartment dwellings and 10 back-to-back row dwellings) as originally proposed and the elimination of live/work units from the 6 storey façade component of the apartment building.

In a letter dated August 8, 2007, the subject applications were appealed to the Ontario Municipal Board by Queenscorp (Lakeshore) Inc. on the basis that the approval authority did not render a decision within the timeframe prescribed under the *Planning Act*. A hearing date has not yet been scheduled.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted: Revised:	February 24, 2006 and considered complete on March 27, 2006 April 19, 2007
Height:	21 storey condominium apartment building with a 6 storey façade and 6 back-to-back row dwellings, 3 storeys in height
Lot Coverage:	35%
Floor Space Index:	3.9
Landscaped Area:	43% of the lot area
Net Density:	493 units/ha (200 units/acre)
Gross Floor Area:	21 160 m ² (227,772 sq. ft.)

Development Proposal	
Number of units:	266
Anticipated Population:	614* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2005 Growth Forecasts for the City of Mississauga.
Parking Required:	414
Parking Provided:	422 (9 surface and 413 underground spaces)
Supporting Documents:	Planning Justification Report; Phase I and Phase II Environmental Assessments; Traffic Impact Study; Noise Control Feasibility Study; Functional Servicing Report; Vegetation Analysis Plan; Shadow Study; and, Urban Design and Streetscape Analysis

Site Characteristics	
Frontage:	79.36 m (260 ft.) - Lakeshore Road East
Depth:	60.93 m (200 ft.) – Deta Road
Net Lot Area:	0.54 ha (1.33 ac.)
Existing Use:	Vacant – Previously utilized for detached dwellings and motor vehicle commercial uses

Additional information is provided in Appendices I-1 to I-9.

Neighbourhood Context

The subject lands are located on the north side of Lakeshore Road East near the eastern fringe of the Lakeview Planning District. The southern portion of the subject lands is part of a linear commercial area which runs along Lakeshore Road East; whereas the northern portion of the lands that front onto Deta Road is an integral part of a residential neighbourhood, comprised of detached dwellings to the north and northwest. There are three apartment buildings

located to the northeast of the subject lands which range in height from 12 to 20 storeys.

The surrounding land uses are described as follows:

North: Detached dwellings and Orchard Hill Community Park

East: Manual car wash

South: Across Lakeshore Road East, future City Park (not yet named) on the former Arsenal lands

West: Across Deta Road, gas bar and detached dwellings

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

"Motor Vehicle Commercial" which permits only gas bars and service stations; motor vehicle washes; establishments for minor motor vehicle repairs; and commercial uses of a convenience nature, including an accessory take-out restaurant which may include a drive through facility, in conjunction with other Motor Vehicle Commercial uses.

"Residential Low Density I" which permits detached, semi-detached and duplex dwellings to a maximum density of 17 units per net residential hectare (6.9 units per net residential acre).

The applications are not in conformity with the existing land use designations.

There are other policies in the Official Plan which are also applicable in the review of these applications including, but not limited to:

Urban Design Policies

Section 3.18.2.1 – The most prominent, most intensive and highest built form in terms of density and height will be encouraged in the City Centre.

Section 3.18.2.4 – Building and site design will be compatible with site conditions, the surrounding context, features and surrounding landscape and intended character of the area.

Section 3.18.2.5 – Building, landscaping and site design will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.

Section 4.17.3.1 – The scale and character of all building and landscape designs will take into consideration the guidelines established in the Lakeshore Road Design Concept.

The Lakeshore Road Design Concept encourages the reduction in the automobile-oriented character and the development of an attractive pedestrian environment along Lakeshore Road East by accommodating mixed use development, two storey building heights and well defined pedestrian walkways along Lakeshore Road East.

Criteria for Site Specific Official Plan Amendments

Section 5.3.2 of Mississauga Plan contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- the proposed land use is suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- there is adequate infrastructure and community services to support the proposed development.

The applicant has provided a Planning Justification Report which discusses how, in their opinion, the proposed development addresses this and other criterion. City staff are in the process of reviewing this report and detailed comments will be provided within the Supplementary Report.

The *Planning Act* and the Provincial Policy Statement (PPS)

In 2004 and again on January 1, 2007, the *Planning Act* was changed to require municipal councils and the OMB to make decisions that shall be consistent with policy statements that are in effect on the date of the decision. This is a higher standard of compliance than was contained in previous iterations of the *Planning Act*, where decisions were to "have regard to" the PPS. Further, these changes require decisions to conform with the provincial plans (including the Growth Plan for the Greater Golden Horseshoe) that are in effect on the decision date.

The 2005 PPS contains several other specific policies requiring municipalities to identify and promote opportunities to achieve certain goals, including: intensification; redevelopment; compact form; transit supportive densities; development close to existing public facilities and infrastructure; mixture of land uses; and efficient use of land. These goals differ from the previous PPS, which was approved in 1997, which only spoke generally to the concepts of residential intensification and the efficient use of land in built-up areas.

Growth Plan for the Greater Golden Horseshoe

On June 16, 2006, the Growth Plan came into effect, more than four months after the receipt of the applications. However, based upon the above noted changes to the *Planning Act*, the subject applications must conform with the Growth Plan for the Greater Golden Horseshoe.

The Growth Plan contains policies to manage growth and development to a 2031 planning horizon for the defined Greater Golden Horseshoe area. The Plan directs growth to built-up areas, promotes transit-supportive densities and supports a mix of residential and employment land uses. Given recent changes to the *Planning Act*, there are a number of policies contained within the Growth Plan that must be considered in reviewing the subject applications:

Section 2.2.2.1 – "Population and employment growth will be accommodated by – (a) directing a significant portion of new

growth to the built-up areas of the community through intensification; (d) reducing dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments; encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services."

Section 2.2.3.6 – "All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will -(e) recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification.....(g) identify the appropriate type and scale of development in intensification areas..."

Section 2.2.3.7 – "All intensification areas will be planned and designed to – (a) cumulatively attract a significant portion of population and employment growth; (b) provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods; (e) generally achieve higher densities than the surrounding areas; and, (f) achieve an appropriate transition of built form to adjacent areas."

Section 2.2.5.1 – "Major Transit station areas and intensification corridors will be designated in official plans and planned to achieve – (a) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels; and, (b) a mix of residential, office, institutional, and commercial development wherever appropriate."

The Growth Plan defines a Major Transit Station Area as "The area including around any existing or planned higher order transit station within a settlement area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 m (1,640 ft.) radius of a transit station, representing about a 10 minute walk."

The applicant has indicated that subject lands are located approximately 720 m (2,362 ft.) from the Longbranch GO Train

Station, outside of the above noted radius defining a Major Transit Station Area.

Residential Intensification (Interim Policies)

On October 26, 2006, interim residential intensification policies came into effect, replacing subsection 3.2.3.8 of Mississauga Plan, with the exception of two site specific appeals. Mississauga Plan was amended in response to numerous changes in the Provincial policy environment, including the Growth Plan for the Greater Golden Horseshoe. The City's Urban Growth Centre has been defined, as have intensification policies within and outside of its boundaries. The term interim has been applied to these policies to permit the incorporation of additional policies resulting from the conclusions of the ongoing comprehensive intensification study. As the subject applications are considered under the local policy framework in place at the time of application submission, only regard can be had for these policies during the review of the subject applications.

Several of the Residential Intensification policies are relevant in the review of the subject applications and have been included in Appendix I-8.

Proposed Official Plan Designation and Policies

"Residential High Density II - Special Site" to accommodate the proposed mixture of back-to-back row dwellings and apartments on the site and to permit the proposed development with a maximum Floor Space Index (FSI) of 3.9 which exceeds the maximum FSI range of 1.1 to 1.8 permitted under the Lakeview District "Residential High Density II" policies.

Existing Zoning (By-law 5500, as amended)

"R4" (Residential Detached), which permits detached dwellings with minimum lot frontages of 15 m (49.2 ft.) and **"AC" (Automotive Commercial)**, which permits an automobile service station, which may include a convenience service and retail kiosk.

Proposed Zoning By-law Amendment

The applicant has requested that the lands be rezoned to the following:

"RM7D5-Special Section" (Residential Multiple Family), to permit a 21 storey condominium apartment building having a maximum of 260 dwelling units and 6 back-to-back row dwelling units, 3 storeys in height, with a maximum FSI of 3.9 and a minimum open space of 42% of the lot area.

All zoning setbacks are proposed in accordance with the provisions of a Schedule 'I' as depicted on the applicant's concept plan shown as Appendix I-4.

By-law 0225-2007 (Under Motion to Appeal)

The zoning for this property under By-law 0225-2007 is **"R3" (Detached Dwelling – Typical Lot)**, which permits detached dwellings with minimum lot frontages of 15 m (49.2 ft.) and **"C5" (Motor Vehicle Commercial)**, which permits a gas bar, motor vehicle service station, motor vehicle repair facility – restricted and motor vehicle wash facility – restricted.

Ontario Municipal Board (OMB) Decision/Order 2452, dated September 10, 2007 approved Zoning By-law 0225-2007, with the exception of individual sites which are the subject of active appeals and motions to the new By-law. Although Queenscorp (Lakeshore) Inc. did not appeal By-law 0225-2007 within the prescribed timeframe, a motion was presented to the Board prior to the September 10, 2007 proceedings by legal counsel representing Queenscorp (Lakeshore) Inc. requesting party status at future OMB proceedings. Although the Board did not render a decision specifically pertaining to this motion, the Board did order that the zoning of the subject lands remain under By-law 5500, as amended, for the time being. Further OMB proceedings will commence on December 10, 2007, to in part consider the Queenscorp (Lakeshore) Inc. motion. Accordingly, the subject application will continue to be considered under By-law 5500, as amended, until such time as the Board has rendered a decision pertaining to the applicant's motion.

COMMUNITY ISSUES

A community meeting was held by Ward 1, Councillor Carmen Corbasson on October 26, 2006, at which more than 80 people were present, including representatives of the Lakeview Ratepayers Association. In addition, numerous phone calls, emails and correspondence, including a 300 person petition have been received subsequent to the submission of the applications.

The following is a summary of issues and comments raised to date by the Community:

- the need for an appropriate built form transition from the proposed building to the low density residential to the north and northwest and to the commercial development east and west along Lakeshore Road East.
- the proposed density and height are similar to those in the City Centre and do not maintain the established character of the area.
- these applications will set an undesirable precedent along the Lakeshore Road East corridor within the Lakeview Planning District.
- too much development is being proposed for such a small parcel of land.
- the proposed apartment building does not provide an adequate setback to accommodate a comfortable pedestrian environment along Lakeshore Road East.
- the proposed development will cast unacceptable shadows onto the adjacent lands, including the detached dwellings and Orchard Hill Park to the north.
- the proposed development will exacerbate existing traffic delays turning left onto Lakeshore Road East from Deta Road, particularly during peak times.

- Deta Road, Orchard Hill Road and Cherriebell Road cannot accommodate the anticipated increases in traffic volume and parking while remaining safe.
- the proposed development will result in an unacceptable overlook condition for the existing detached dwellings to the north and northwest.
- the proposed development will negatively impact property values in the area.
- the proposed development will negatively impact sightlines of Lake Ontario for the existing apartment units at 1485, 1515 and 1535 Lakeshore Road East.
- the proposed development will result in increased noise levels during and after construction.
- the proposed development will impact the ability of adjacent lands along Lakeshore Road East to develop in accordance with their planned function due to increased restrictions for noise.
- The proposed development is not visually compatible with the existing detached dwellings to the north/northwest, the commercial uses along Lakeshore Road East and apartment buildings to the east/northeast.

DEVELOPMENT ISSUES

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

Impacts Associated with Height and Massing

Planning staff have expressed concerns to the applicant about the proposed apartment building massing and height as they relate to the surrounding context. The applicant has been requested to

demonstrate how the proposed apartment building will not detract from the existing established character of the area. Of particular concern are the potential impacts to the abutting low density residential area, established motor vehicle commercial uses and the pedestrian environment surrounding the site, in particular the Lakeshore Road East frontage. The applicant has provided an urban design and streetscape study which is presently being reviewed by the Planning and Building Department.

Criteria for Site Specific Official Plan Amendments

The applicant must demonstrate how the proposed development is superior to the applicable Official Plan designations. The applicant is required to make specific reference to the criteria under Section 5.3.2 of Mississauga Plan which pertains to site specific official plan amendments.

Lakeview District Policies Review

A review of the Lakeview District Policies has been initiated by the Planning and Building Department. The review area covers the entirety of the Planning District, with particular focus on the Lakeshore Road corridor area. The purpose of the review is to examine the existing land use policies/designations in the District and to update them to reflect changes in local circumstances and to be consistent with recent Provincial planning initiatives. This review will include consultation with City departments and agencies as well as local community stakeholder groups.

Notwithstanding the ongoing review, the subject applications will be evaluated on their own merits but also with regard to relevant work that will have been undertaken on the review at the time of the Supplementary Report for these applications.

Site Design and Interface with Adjacent Uses

A number of issues related to site design need to be addressed, including the following:

- appropriate building setbacks, including the underground parking structure;
- pedestrian and open space linkages;
- relationship of the buildings to the pedestrian environment, in particular along the Lakeshore Road East frontage;
- design and functioning of the loading, service, waste collection and surface parking areas;
- transition in built form from the abutting properties.

The applicant will be required to submit a site plan application in accordance with City requirements which indicates proposed grading information.

Ground Level Land Uses

Queenscorp (Lakeshore) Inc. are not proposing any form of commercial uses within the ground level of the building at the street. The applicant is strongly encouraged to explore opportunities to provide commercial uses at grade along the Lakeshore Road East frontage, in particular given the proximity of the built form to the front property line.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering matters with respect to site access, storm drainage, site servicing, encroachments, streetscape and utility requirements which will require the applicant to enter into appropriate agreements with the City. The applicant will also be required to obtain site plan approval for the proposed development.

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.

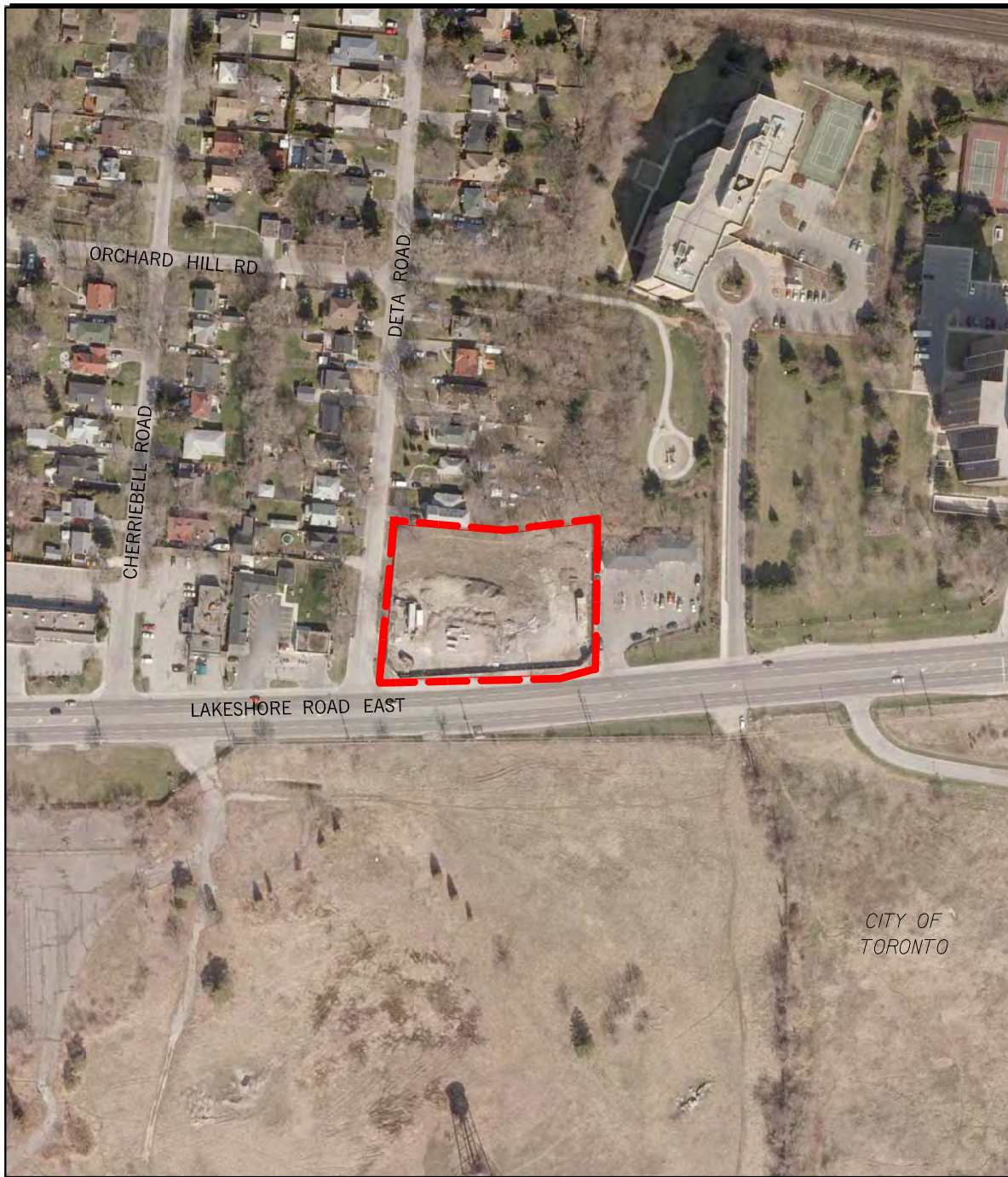
CONCLUSION: All agency and City department comments have been received and after the public meeting has been held and the review of outstanding materials completed, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

- Appendix I-1 - Aerial Photograph
- Appendix I-2 - Excerpt of Lakeview District Land Use Map
- Appendix I-3a - Excerpt of Existing Land Use Map-By-law 5500
- Appendix I-3b - Excerpt of Existing Land Use Map-By-law 0225-2007
- Appendix I-4 - Concept Plan
- Appendix I-5 - Elevations
- Appendix I-6 - Agency Comments
- Appendix I-7 - School Accommodation
- Appendix I-8 - Residential Intensification Policies
- Appendix I-9 - General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner



LEGEND:



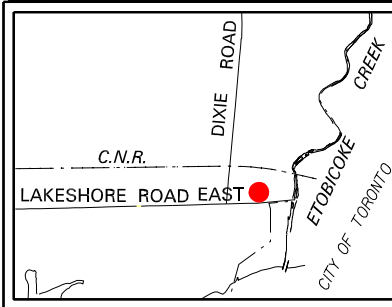
SUBJECT LAND

DATE OF AERIAL PHOTO: APRIL 2007



SUBJECT:

QUEENSCORP (LAKESHORE) INC.



FILE NO:
OZ 06003 W1

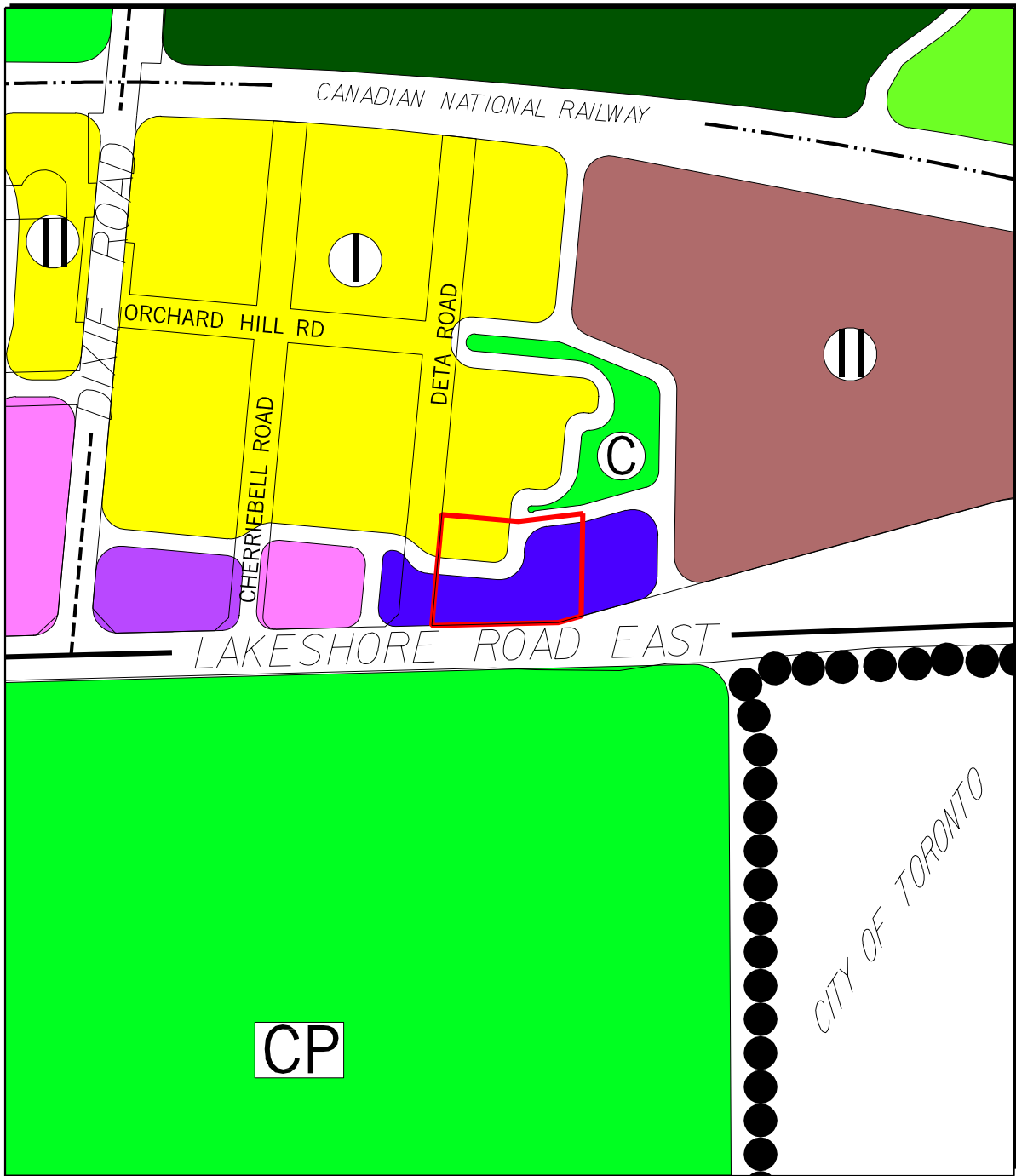
DWG. NO:
06003A

SCALE:
1:2500

PDC DATE:
2007 10 15

DRAWN BY:
N.H.

APPENDIX I-1



PART OF LAKEVIEW DISTRICT LAND USE MAP
LAKEVIEW DISTRICT POLICIES OF MISSISSAUGA PLAN

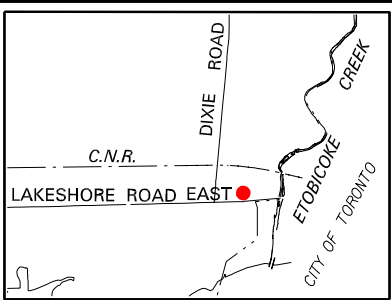
- LAND USE DESIGNATIONS**
- Residential - Low Density I
 - Residential - Low Density II
 - Residential - Medium Density I
 - Residential - High Density I
 - Residential - High Density II
 - Mainstreet Commercial
 - General Commercial
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Business Employment
 - Open Space
 - Private Open Space
 - Greenbelt
 - Utility
- TRANSPORTATION LEGEND**
- Provincial Highway and Interchange
 - Arterial
 - Major Collector
 - Major Collector (Scenic Route)
 - Minor Collector
 - Local Road
 - Existing Commuter Rail
 - GO Transit Station
- LAND USE LEGEND**
- Regulatory Floodplain
 - City Park
 - Community Park
 - Golf Course
 - Proposed Stormwater Management Facility
 - Planning District

NOTE:
ANY PART OF THE ROAD NETWORK SHOWN
OUTSIDE THE CITY BOUNDARIES IS SHOWN
FOR INFORMATION PURPOSES ONLY.

SUBJECT LANDS



SUBJECT:
QUEENSCORP (LAKESTORE) INC.



FILE NO:
OZ 06003 W1

DWG. NO:
06003L

SCALE:
NTS

PDC DATE:
2007 10 15

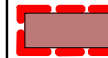
DRAWN BY:
N.H.

APPENDIX I-2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY I" AND "MOTOR VEHICLE COMMERCIAL" TO "RESIDENTIAL HIGH DENSITY II - SPECIAL SITE" AND PROPOSED REZONING FROM "R4" (RESIDENTIAL DETACHED) AND "AC" (AUTOMOTIVE COMMERCIAL) TO "RM7D5-SPECIAL SECTION" (RESIDENTIAL MULTIPLE FAMILY) TO PERMIT A 21 STOREY APARTMENT BUILDING CONTAINING 260 UNITS AND 6 BACK-TO-BACK ROW DWELLINGS, THREE STOREYS IN HEIGHT.

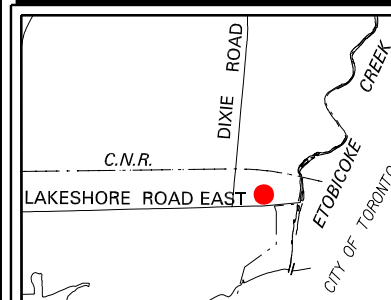
NOTE: THE NEW ZONING BY-LAW (BY-LAW 0225-2007) IS IN FORCE EXCEPT FOR THOSE PROPERTIES WHICH ARE UNDER APPEAL AND MOTION TO APPEAL INCLUDING THE SUBJECT LANDS. SHOULD BY-LAW 0225-2007 COME INTO FORCE FOR THE SUBJECT LANDS, THE ABOVE NOTED APPLICATIONS WOULD NEED TO BE CHANGED IN ACORDANCE WITH APPENDIX I-3b

NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA.



SUBJECT:

QUEENSCORP (LAKESHORE) INC.



FILE NO:
OZ 06003 W1

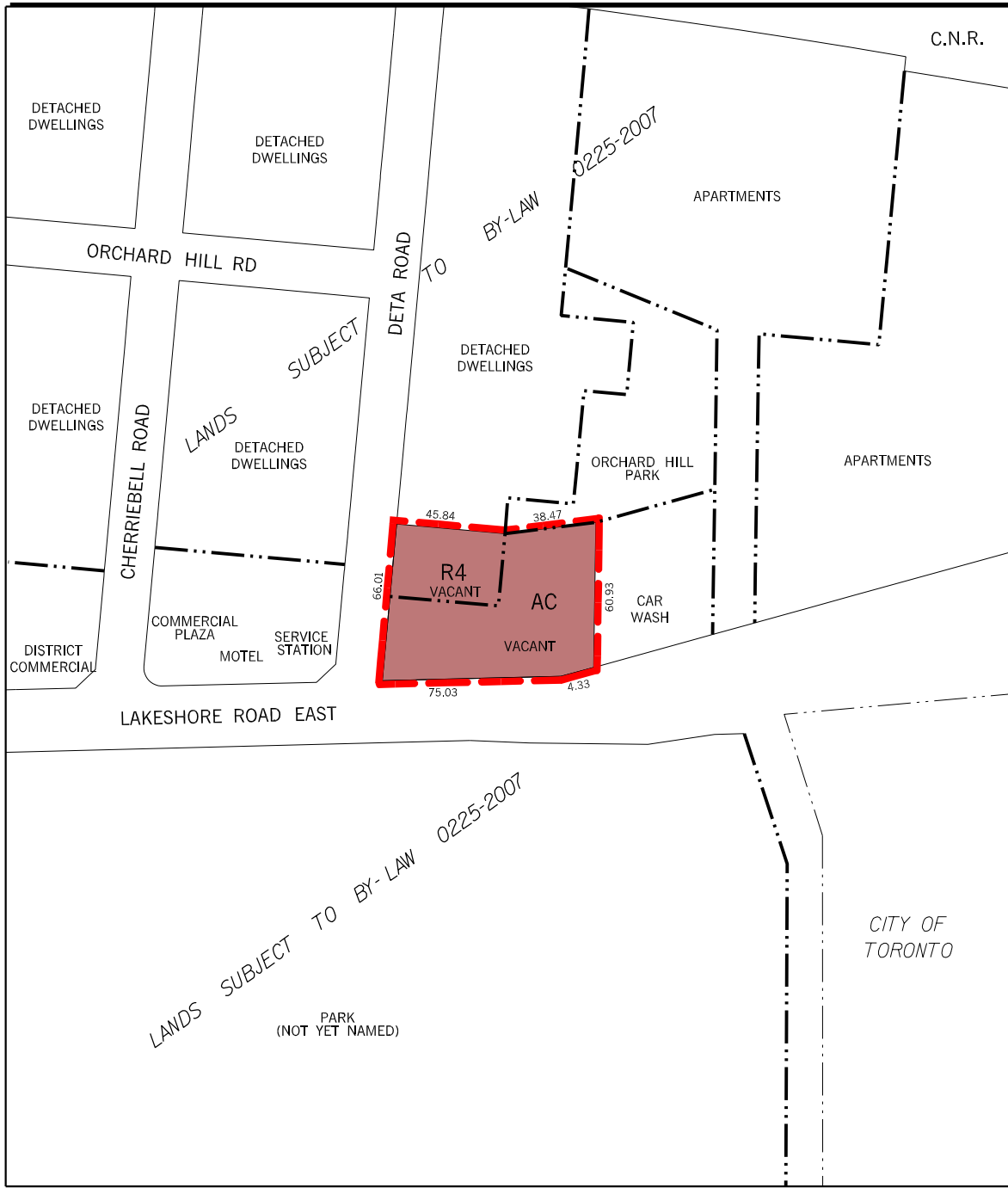
DWG. NO:
06003R

SCALE:
1:2500

PDC DATE:
2007 10 15

DRAWN BY:
N.H.

APPENDIX I-3a



LEGEND:

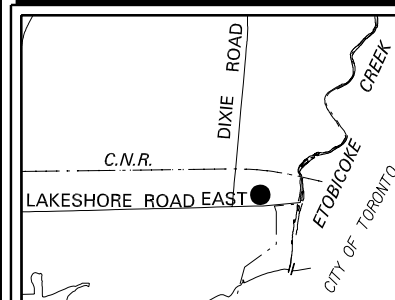
PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY I" AND "MOTOR VEHICLE COMMERCIAL" TO "RESIDENTIAL HIGH DENSITY II - SPECIAL SITE" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS-TYPICAL LOTS) AND "C5" (MOTOR VEHICLE COMMERCIAL) TO "RA5-EXCEPTION" (APARTMENT DWELLING) TO PERMIT A 21 STOREY APARTMENT BUILDING CONTAINING 260 UNITS AND 6 BACK-TO-BACK ROW DWELLINGS, THREE STOREYS IN HEIGHT.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN
PROPOSED ZONING INDICATED BY SHADING WITHIN
THE APPLICATION AREA.



SUBJECT:

QUEENSCORP (LAKESHORE) INC.



FILE NO:
OZ 06003 W1

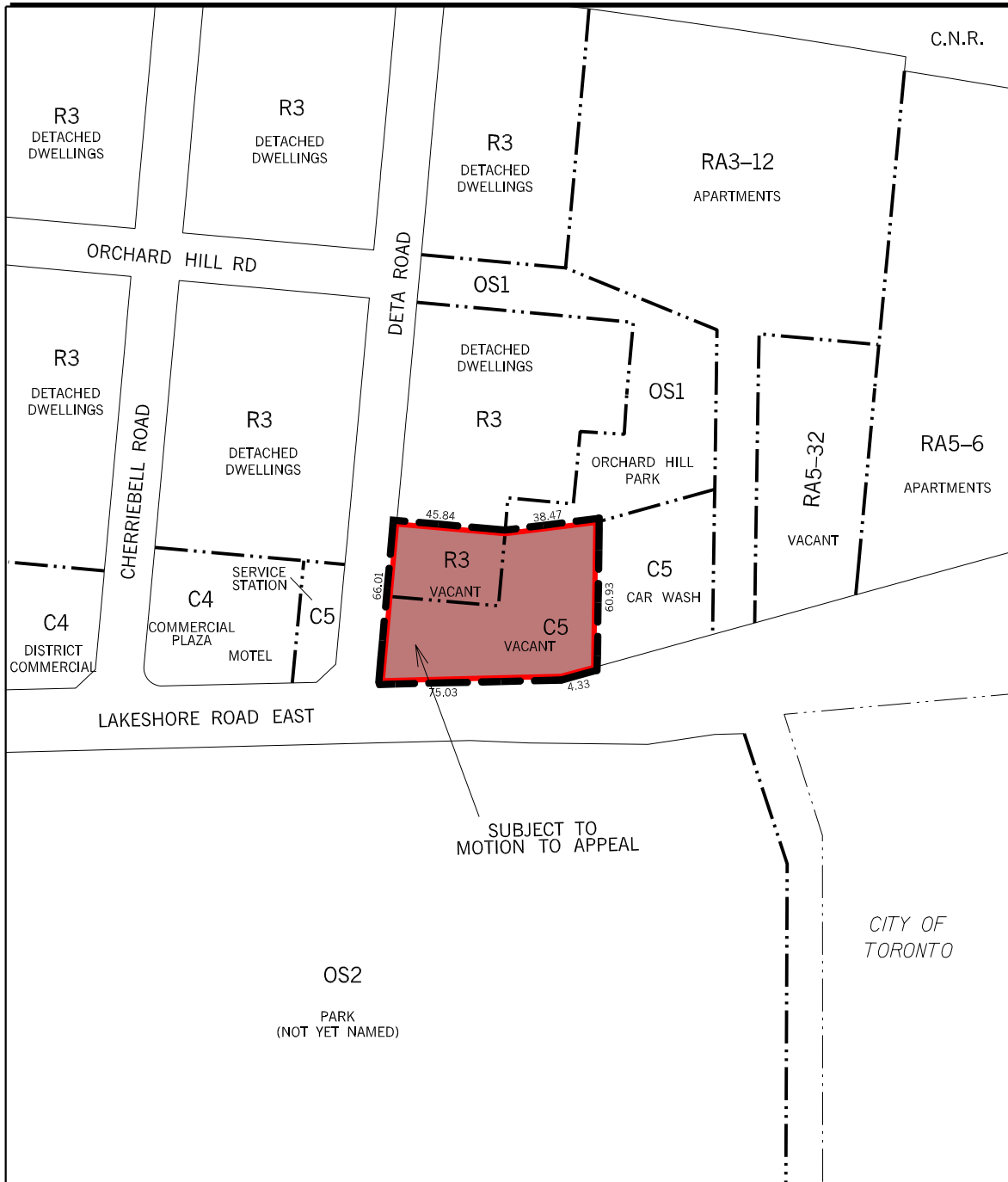
DWG. NO:
06003R

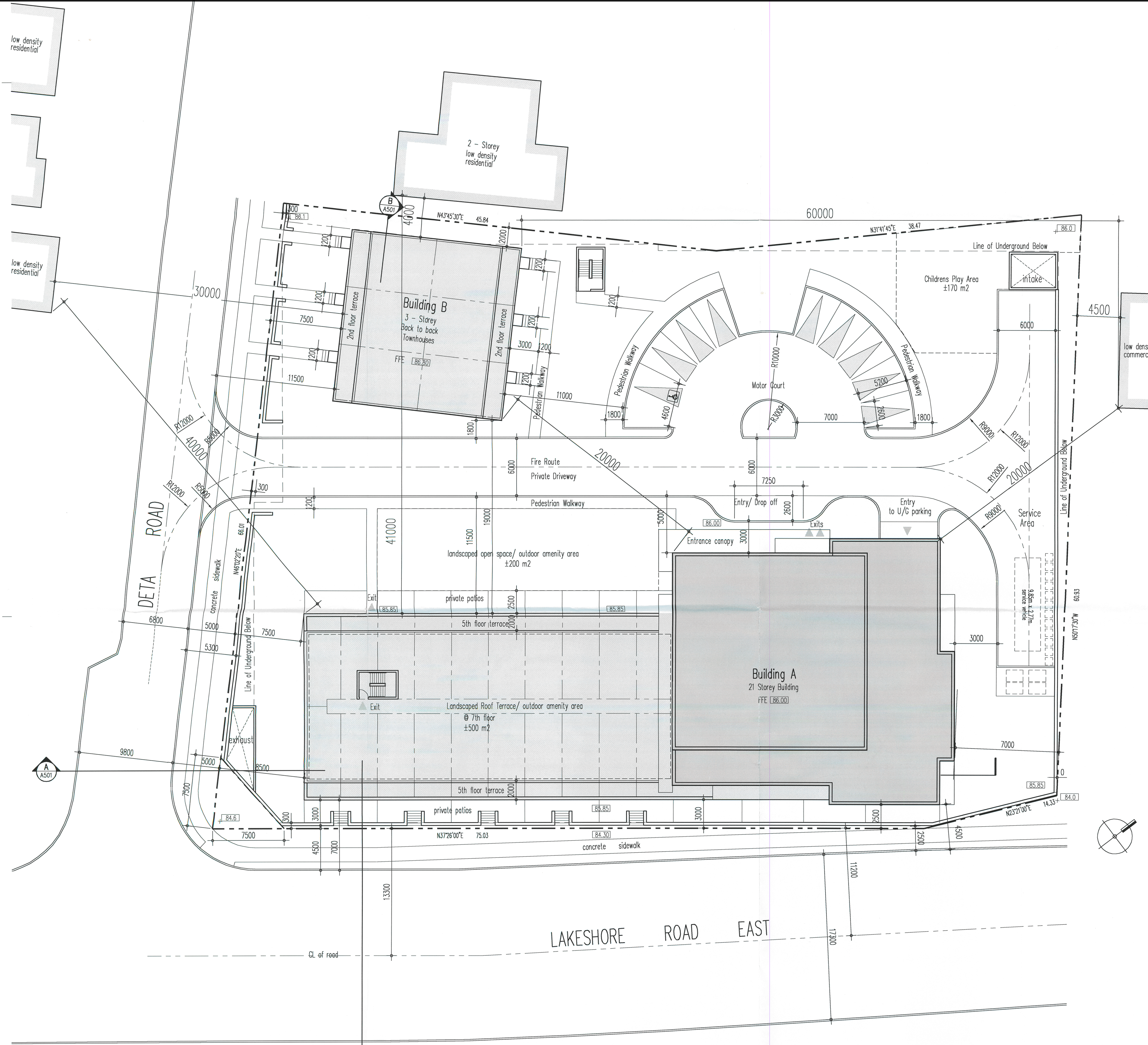
SCALE:
1:2500

PDC DATE:
2007 10 15

DRAWN BY:
N.H.

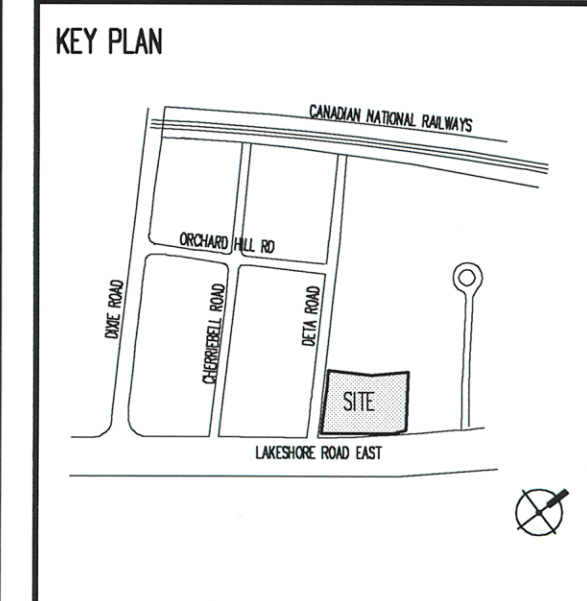
APPENDIX I-3b





GENERAL NOTES

1. FOR LANDSCAPING REFER TO LANDSCAPE DRAWINGS.
2. FOR PROPOSED GRADING, REFER TO LANDSCAPE DRAWINGS.
3. ALL PERIMETER EXISTING INFORMATION INDICATED TAKEN FROM SURVEY.
4. ALL WORK TO BE DONE IN CONFORMANCE WITH THE 1997 ONTARIO BUILDING CODE. [O.Reg. 403/07, OBC]



- LIST OF DRAWINGS**
- A101 SITE PLAN AND STATISTICS
 - A102 SHADOW DIAGRAMS
 - A103 SHADOW DIAGRAMS
 - A201 UG PLAN- P3+P2
 - A301 GROUND FLOOR PLAN
 - A302 7TH FLOOR PLAN
 - A303 TYPICAL FLOOR PLAN [8TH-21ST FLOORS]
 - A401 ELEVATIONS
 - A501 BUILDING SECTIONS

SURVEY INFORMATION

PLAN OF SURVEY AND TOPOGRAPHY OF PART OF LOT 5 CONCESSION 2, SOUTH OF DUNDAS STREET CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEI

RABOEAU & CZERNIWSKI ONTARIO LAND SURVEYORS 777 THE QUEENSWAY, UNIT E TORONTO, ONTARIO M2Z 1N4 P: 416-252-2511

PROJECT STATISTICS	BYLAW	PROPOSED
1. Zoning		
2. Site Area		5,382 m ² 1.33 ac 57,934 ft ² 0.53 ha
3. F.S.I.		3.9
4. G.F.A.		Highrise/Podium Grd [Bldg A] 1,510 m ² 2nd - 4th 1,600 x 3 ft = 4,800 m ² 5th + 6th 1,350 x 2 ft = 2,700 m ² 7th - 21st 745 x 15 ft = 11,175 m ² 20,185 m ² Townhouses [Bldg B] 325 m ² x 3 ft = 975 m ² total 21,160 m ² [227,770 ft ²]
5. Units		Highrise/Podium [Bldg A] 260 units Townhouses [Bldg B] 6 units total *266 units
6. Unit Mix		Highrise/Podium Grd [Bldg A] 1BL 1B 1B+D 2B 2B+D total 2nd - 3 4 2 1 10 3rd - 4th 40 12 16 8 4 80 7th 1 3 2 1 7 8th - 21st - 42 56 28 14 140 Townhouses [Bldg B] 59 58 81 41 21 *266 total 59 58 81 41 27 *266
7. Building Height		Highrise/Podium [Bldg A] 21 storeys 68.5 m [225 ft] Townhouses [Bldg B] 3 storeys 12 m [39 ft]
8. Building Setbacks	Deta Rd. 7.5 m [24.6 ft] min.	Lakeshore Rd. 2.5 m [8.0 ft] min. Deta Rd. 7.5 m [24.6 ft] min. North P.L. 2.0 m [6.6 ft] min. East P.L. 7.0 m [22.9 ft] min.
9. Parking	1BR 1.5u [1.25 res +0.25 vis] [198] =297 required 2BR 1.65u [1.4 res +0.25 vis] [62] =103 required 2BRTH 2.3u [2.0 res, 0.25 vis + 0.05 rec] =14 required total required= 414	Surface Visitor Res. total P1 58 79 137 P2 137 139 139 P3 67 355 422
10. Coverage		Buildings 1,965 m ² 35 % Landscape 2,327 m ² 43 % Drive/Park 1,190 m ² 22 % total 5,382 m ² 100 %

* Final Unit Count & Breakdown May Vary Depending On Market Demand.

This drawing, as an instrument of service, is provided by and is the property of Grazianni + Corazza Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify grazianni + corazza Architects Inc. of any variations from the supplied information. grazianni + corazza Architects Inc. is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., engineering information shown on this drawing. Refer to the appropriate engineering drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of the authorities having jurisdiction. Unless otherwise noted, no investigation has been undertaken or reported on by this office in regards to the environmental condition of this site.

This drawing is not to be used for construction purposes until countersigned by the Architect.

COUNTERSIGNED
B. GRAZIANI, OAA, MRAIC

DATE
This drawing is not to be scaled. All architectural symbols indicated on this drawing are graphic representations only.

- | | | |
|----------------|-----------------------------------|------|
| 1. MAY.05.2005 | ISSUED TO THE CITY OF MISSISSAUGA | B.G. |
| 2. DEC.20.2005 | ISSUED FOR REZONING AND O.P.A. | B.G. |
| 3. DEC.14.2006 | RE-ISSUED FOR REZONING AND O.P.A. | B.G. |
| 4. APR.17.2007 | RE-ISSUED FOR REZONING AND O.P.A. | P.I. |

GRAZIANI + CORAZZA ARCHITECTS INC.

1320 SHAWNSON DRIVE, SUITE 100, MISSISSAUGA ONTARIO L4W 1C3
T: 905.795.2801
F: 905.795.2844
info@gc-architects.com

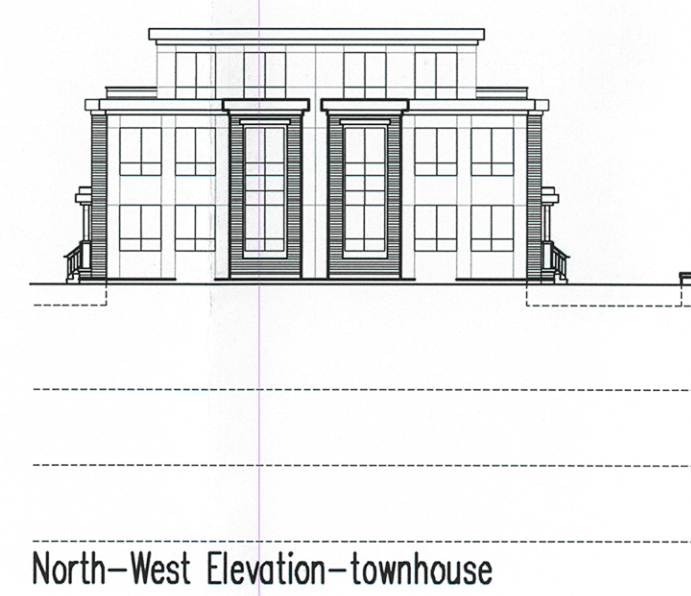
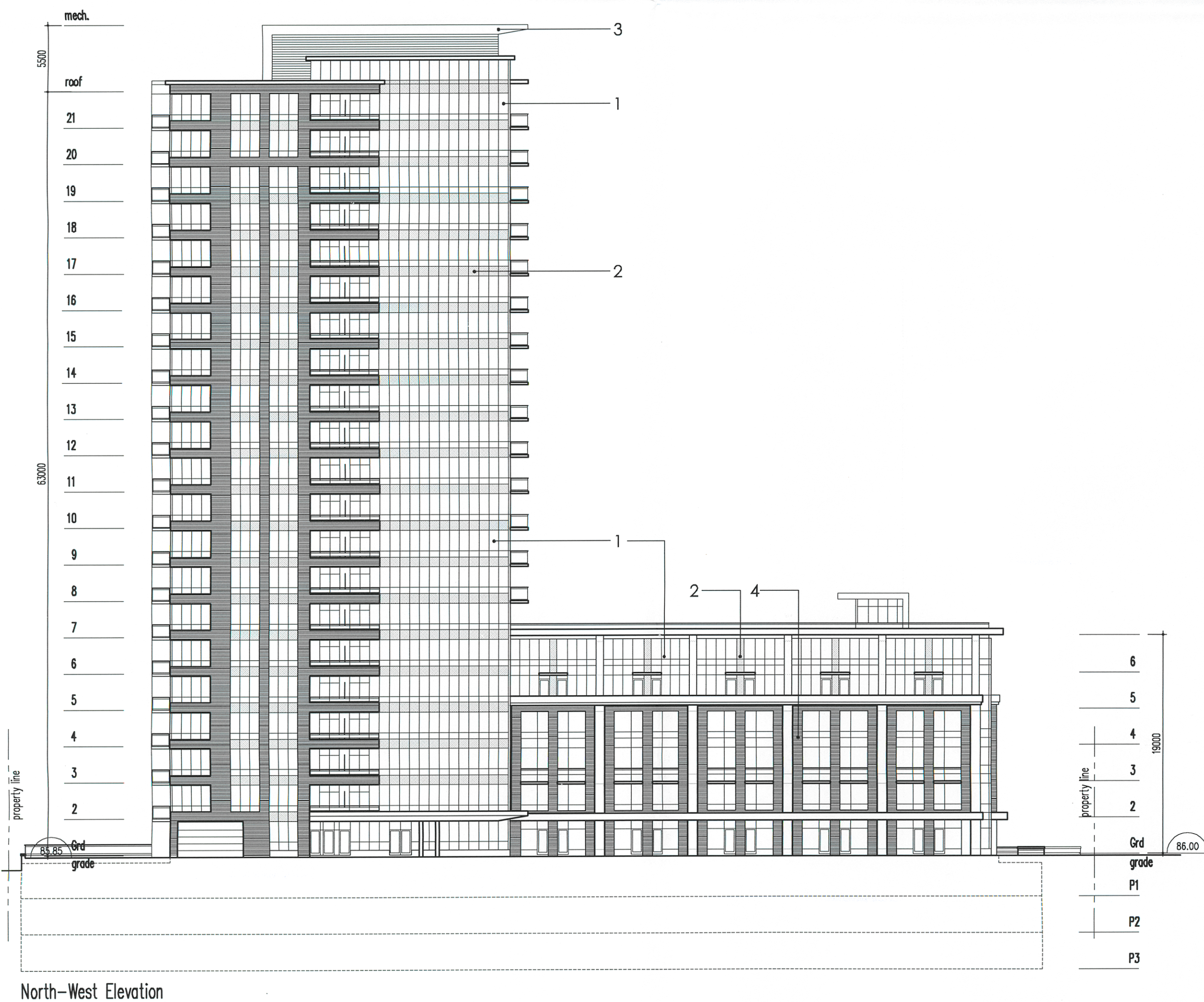
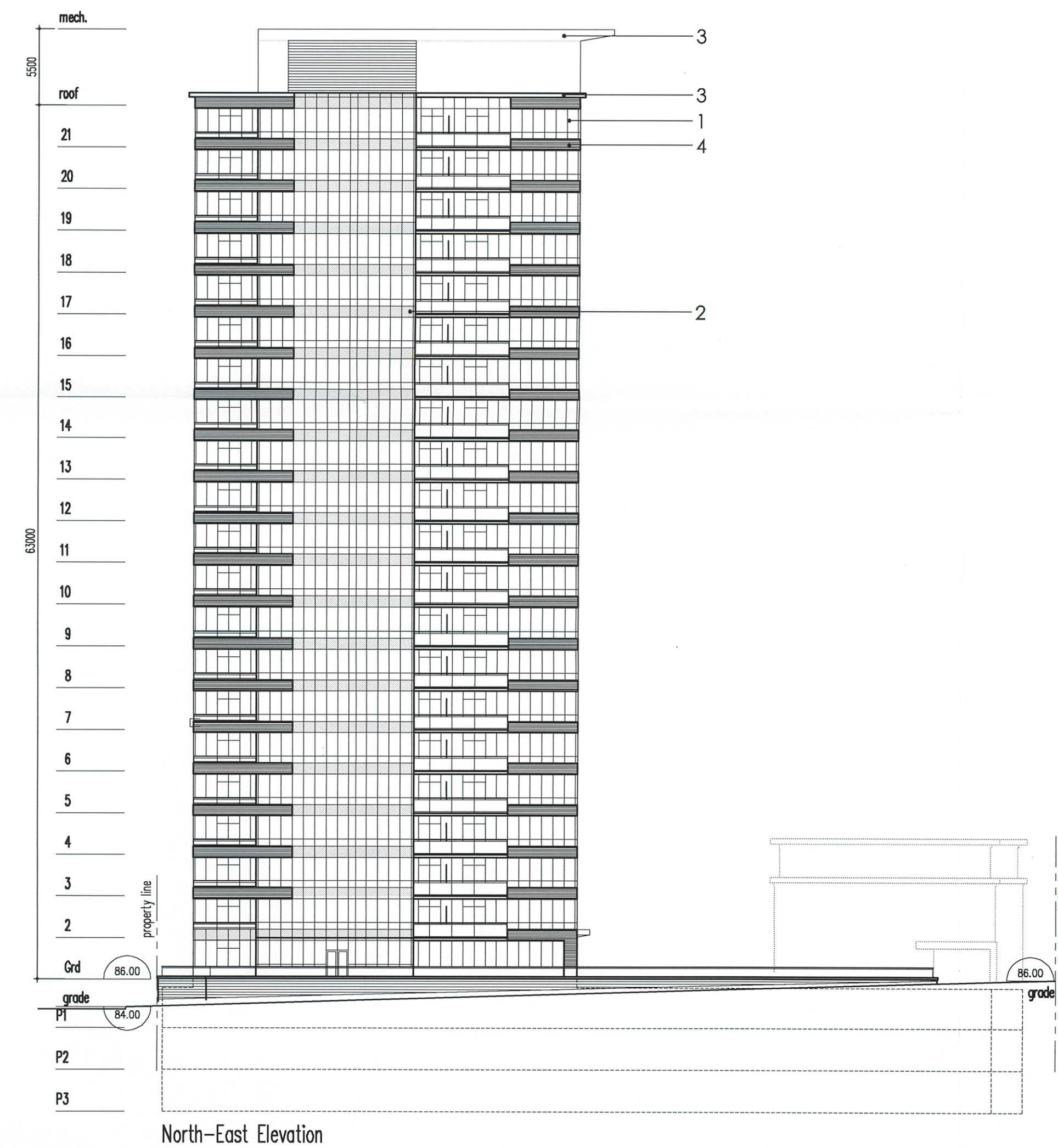
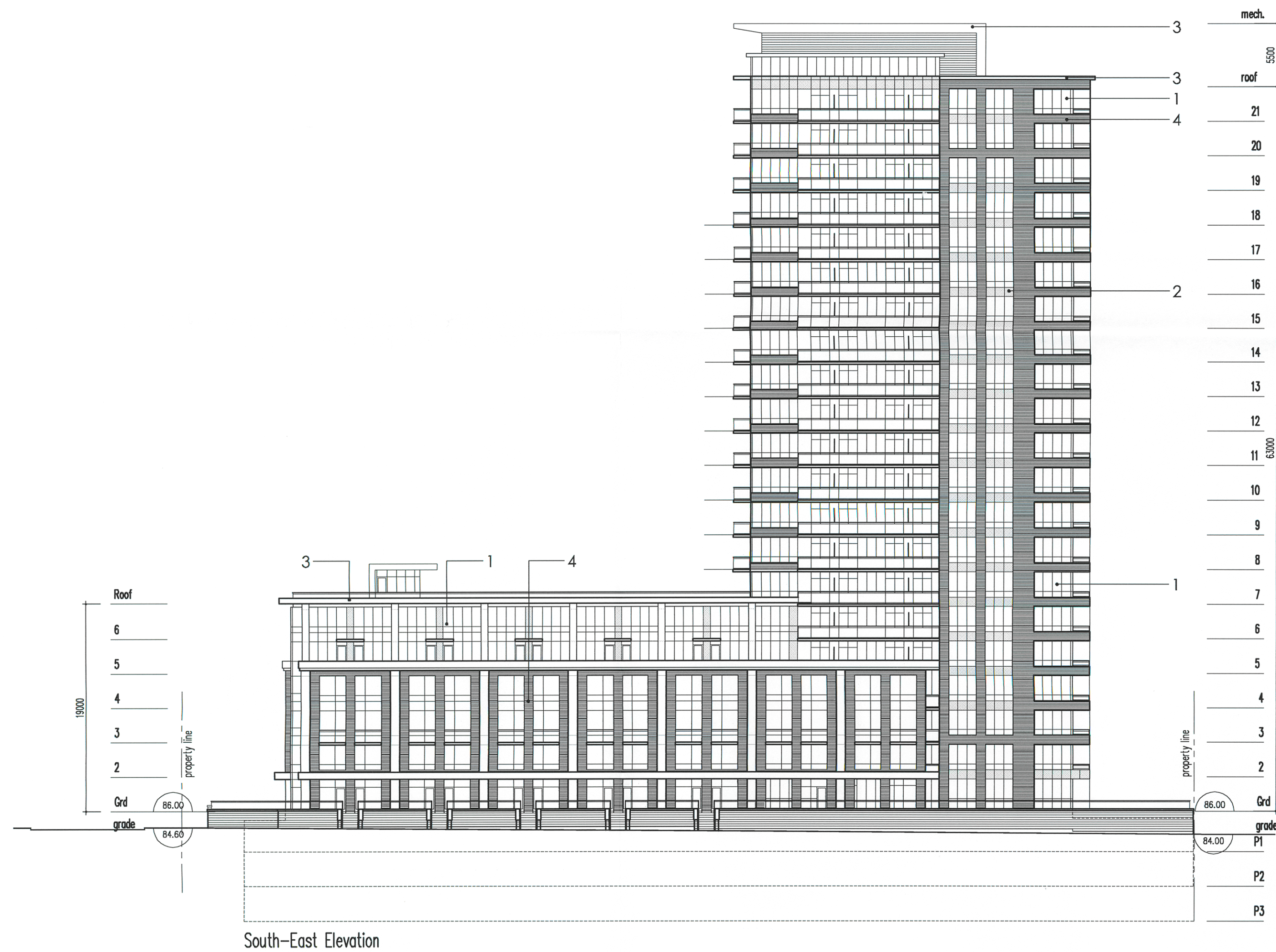
PROPOSED RESIDENTIAL DEVELOPEMNT LAKESHORE & DETA RD.

MISSISSAUGA ONTARIO

SITE PLAN + STATISTICS

PROJECT ARCHITECT:	B. GRAZIANI	JOB #	474.04
ASSISTANT DESIGNER:	P. JICKE		
DRAWN BY:	M.F.		
CHECKED BY:	D. BIASE	SHEET NO.	A.101
DATE:	APR.17.2007		
SCALE:	1:200		

APPENDIX I-4



- Materials Legend**
- 1 - Glazing
 - 2 - Spandrel Glass/Metal Panel
 - 3 - Precast/Slucco
 - 4 - Masonry Units

This drawing, as an instrument of service, is provided by and is the property of Graziani + Corazza Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Graziani + Corazza Architects Inc. of any variations from the supplied information. Graziani + Corazza Architects Inc. is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., engineering information shown on this drawing. Refer to the appropriate engineering drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of the authorities having jurisdiction. Unless otherwise noted, no investigation has been undertaken or reported on by this office in regards to the environmental condition of this site.

This drawing is not to be used for construction purposes until countersigned by the Architect.

COUNTERSIGNED
S. M.D., O.A.A., M.R.A.I.C.

DATE

This drawing is not to be scaled. All architectural symbols indicated on this drawing are graphic representations only.

1.	MAY.05.2005	ISSUED TO THE CITY OF MISSISSAUGA.	B.G.
2.	DEC.20.2005	ISSUED FOR REZONING AND O.P.A.	B.G.
3.	DEC.14.2006	RE-ISSUED FOR REZONING AND O.P.A.	B.G.
4.	APR.17.2007	RE-ISSUED FOR REZONING AND O.P.A.	P.J.

GRAZIANI + CORAZZA ARCHITECTS INC.

1320 SHAWINSON DRIVE, SUITE 100,
MISSISSAUGA, ONTARIO L4W 1C3
T. 905.795.2801
F. 905.795.2844
info@gc-architects.com

PROPOSED RESIDENTIAL DEVELOPEMNT
LAKESHORE & DETA RD.

MISSISSAUGA ONTARIO

ELEVATIONS

PROJECT ARCHITECT:	B. GRAZIANI	JOB #
ASSISTANT DESIGNER:	P. JOCKE	474.04
DRAWN BY:	M.F.	SHEET NO.
CHECKED BY:	D. BIASE	A.401
DATE:	APR.17.2007	
SCALE	1:300	

Queenscorp (Lakeshore) Inc.

File: OZ 06/003 W1

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 28, 2007)	<p>Municipal services consist of a 300 mm (12 in.) diameter watermain on Lakeshore Road East and a 150 mm (6 in.) diameter watermain on Deta Road.</p> <p>Municipal sanitary services consist of a 300 mm (12 in.) diameter sanitary sewer on Lakeshore Road East and a 250 mm (10 in.) diameter sanitary sewer on Deta Road.</p> <p>The applicant is required to enter into a Condominium Water Servicing Agreement with the Regional Municipality of Peel.</p> <p>Should the subject applications be approved, the applicant will be required to submit an updated Functional Servicing Report that addresses both water and sanitary sewer capacity at the site plan stage once the unit yield for the proposed development has been finalized.</p> <p>Curbside collection will be provided by the Region of Peel to the townhouse units fronting Deta Road, a waste collection plan will be required at the time of site plan application for those townhouse units without street frontage.</p> <p>We have no concerns with the Traffic Impact Study (TIS) as it relates to the proposed development. The TIS indicates that the proposed development will have minimal impact on Regional Road # 4, Dixie Road. The Region of Peel will monitor the intersection of Dixie Road and Lakeshore Road East and make necessary improvements, if required.</p>
Dufferin-Peel Catholic District School Board (May 14, 2007)	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of education facilities need not be applied for these

Queenscorp (Lakeshore) Inc.

File: OZ 06/003 W1

Agency / Comment Date	Comment
	<p>applications.</p> <p>The Board requests that the following conditions be incorporated into the Servicing and Development Agreements and included in all offers of purchase and sale of residential lots/units until the permanent school for the area has been completed.</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>
Peel District School Board (May 14, 2007)	<p>Based on the Peel District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of education facilities need not be applied for these applications.</p> <p>Although there is available current capacity, the Board has requested that the following condition be placed in the Development and Servicing Agreements, in the event the applications are approved:</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</p>

Queenscorp (Lakeshore) Inc.

File: OZ 06/003 W1

Agency / Comment Date	Comment
	the Peel District School Board to determine the exact schools.”
City Community Services Department – Planning, Development and Business Services Division (August 2, 2007)	<p>The subject property is adjacent to Orchard Hill Park (P-145), and a future park located on the south side of Lakeshore Road East (P-358). Further information on grading and vegetation impacts are required to justify the proposed underground parking setbacks. At this time, access to Orchard Hill Park is being considered, however, should this option be pursued, CPTED principles are to be applied and access must be satisfactory to this Department. Further, the Vegetation Analysis Plan is to be revised to include vegetation along the northern property line within Orchard Hill Park.</p> <p>Should these applications be approved, prior to by-law enactment, contributions for street tree planting on Lakeshore Road East and Deta Road will be required. Further, securities for the existing London Plane street trees will also be required prior to by-law enactment. To ensure protection of the parkland, hoarding, fencing and clean-up securities are required from the applicant.</p> <p>Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Transportation and Works Department (September 6, 2007)	<p>The applicant has provided a supporting Traffic Impact Study which is currently being reviewed by staff. Comments on this study will be finalized prior to the preparation of a Supplementary Report.</p> <p>The applicant is to provide reliance letters in support of the submitted Phase I and Phase II Environmental Site Assessments (ESA) and an updated Acoustical Report for review. In addition, the applicant is to clarify the status of a mutual access easement which exists between 1451 and 1459 Lakeshore Road East. The current proposal does not accommodate this easement.</p> <p>Updated comments on the above will be finalized prior to the preparation of a Supplementary Report.</p>
Bell Canada (September 5, 2006)	An easement may be required to provide service to the development.

Queenscorp (Lakeshore) Inc.**File: OZ 06/003 W1**

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Economic Development Realty Services Enersource – Hydro Mississauga Rogers Cable Enbridge Credit Valley Hospital Community Services – Fire and Emergency Services Division</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Enbridge Gas Distribution Conseil Scholaire de District Catholic Centre-Sud Conseil Scholaire de District Centre-Sud-Ouest GO Transit CN Rail Canada Post Corporation Rogers Cable Trillium Health Centre City of Toronto Hydro One Networks</p>

Queenscorp (Lakeshore) Inc.

File: OZ 06/003 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 20 Kindergarten to Grade 5 12 Grade 6 to Grade 8 16 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> Neil C. Matheson P.S. <ul style="list-style-type: none"> Enrolment: 278 Capacity: 354 Portables: 0 Allan A. Martin Sr. P.S. <ul style="list-style-type: none"> Enrolment: 455 Capacity: 538 Portables: 0 Gordon Graydon Memorial S.S. <ul style="list-style-type: none"> Enrolment: 1,150 Capacity: 1,125 Portables: 6 <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"> 50 Junior Kindergarten to Grade 8 14 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> Queen of Heaven Elementary School <ul style="list-style-type: none"> Enrolment: 490 Capacity: 561 Portables: 0 St. Paul Secondary School <ul style="list-style-type: none"> Enrolment: 822 Capacity: 807 Portables: 0

Queenscorp (Lakeshore) Inc.

Residential Intensification (Interim Policies)

Section 3.2.4.1 (b) – Intensification outside the Urban Growth Centre will occur through the development of vacant or underutilized lands in accordance with the intent of this Plan.

Section 3.2.4.3 (a) – Applications for residential intensification not in compliance with Section 3.2.4.1.b and requiring amendments to Mississauga Plan will generally be considered premature. Increases in density may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned community and is consistent with the intent of this Plan.

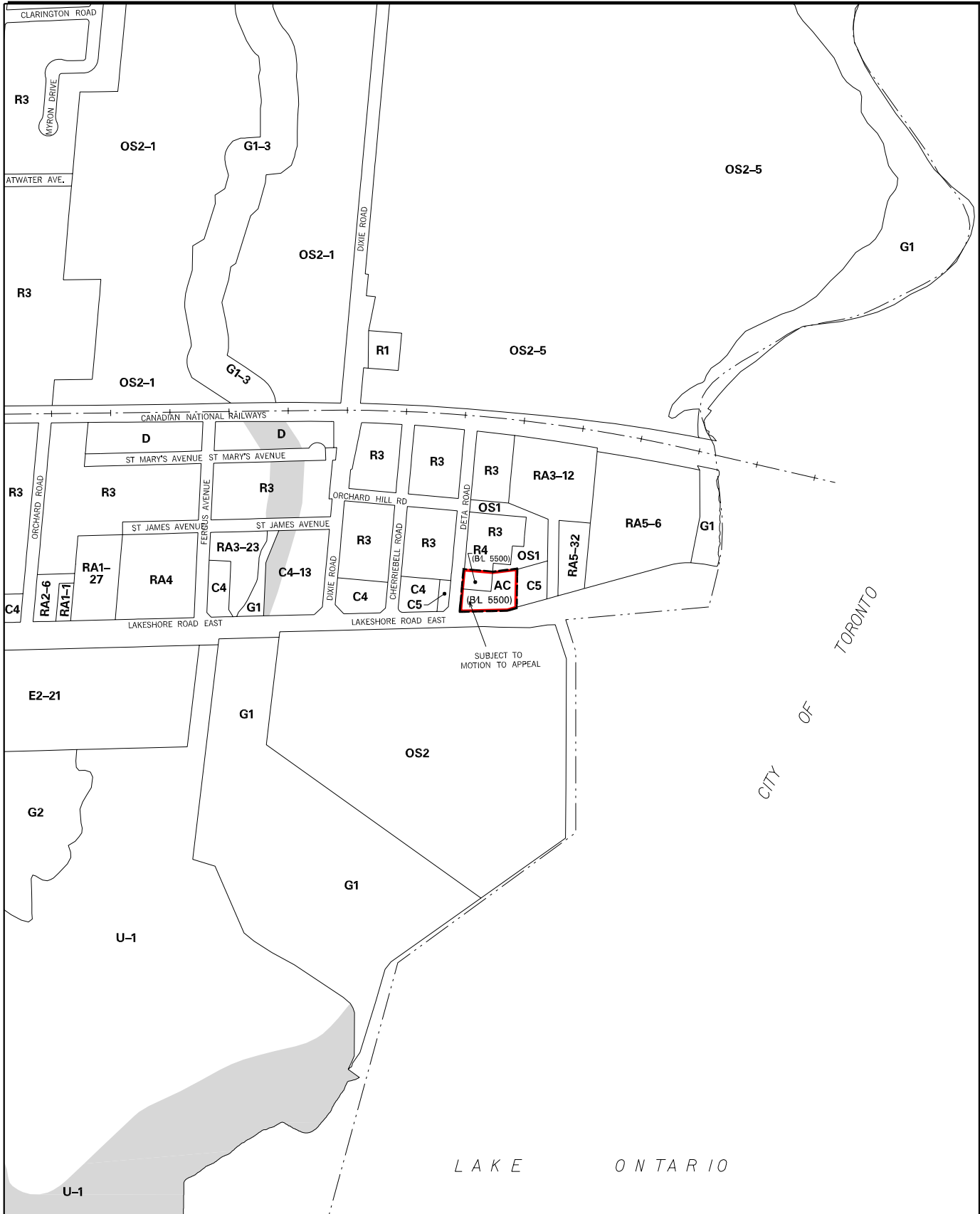
Section 3.2.4.3 (b) – Where there is no restriction on the heights of buildings in the District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved.

Section 3.2.4.4 (a) – Development should be compatible with the scale and character of a planned residential area by having regard for the following elements: natural environment; natural hazards; natural heritage features/natural areas system; lot frontages and areas; street and block patterns; building height; coverage; massing; architectural character; streetscapes; heritage features; setbacks; privacy and overview; the pedestrian environment; parking.

Section 3.2.4.4 (b) – 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 open and amenity space.

Section 3.2.4.4(e) – Development applications should complete streets and existing development patterns.

* The above noted policies are not exhaustive of what may be applicable, but are illustrative of key directions found in Mississauga Plan pertaining to residential intensification.



Queenscorp (Lakeshore) Inc.

File: OZ 06/003 W1

Recommendation PDC-0075-2007

- PDC-0075-2007
- "1. That the Report dated September 25, 2007, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Residential Low Density I" and "Motor Vehicle Commercial" to "Residential High Density II-Special Site" and to change the zoning from "R4" (Residential Detached) and "AC" (Automotive Commercial) to "RM7D5-Special Section" (Residential Multiple Family) to permit a 21 storey, 260 unit condominium apartment building and 6 back-to-back row dwellings under file OZ 06/003 W1, Queenscorp (Lakeshore) Inc., 1439, 1451 Lakeshore Road East and 1013, 1017 Deta Road, be received for information.
 2. That the petitions with signatures, form letters and form emails distributed prior to and presented at the Planning and Development Committee expressing objection to the above mentioned development, be received and referred to the Planning and Building Department.
 3. That the e-mails from area residents expressing objection to the above noted development be received."