



Corporate Report

Clerk's Files

Originator's
Files OZ 05/019 W3

DATE: January 29, 2008

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 19, 2008

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications**
To permit 385 additional apartment and 28 townhouse
dwelling on an existing apartment site
1315 Bough Beeches Boulevard
Northeast corner of Dixie Road and Rathburn Road East
Owner: 1315 Bough Beeches Boulevard Limited
(Stamford Homes)
Applicant: Anne McCauley
Bill 20

Supplementary Report

Ward 3

RECOMMENDATION: That the Report dated January 29, 2008, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 05/019 W3, 1315 Bough Beeches Boulevard Limited, 1315 Bough Beeches Boulevard, northeast corner of Dixie Road and Rathburn Road East, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.

2. That the application to amend Mississauga Plan from "Residential - High Density II" to "Residential - High Density II - Special Site" to permit development at a maximum Floor Space Index of 2.56, and to include townhouse dwellings as an additional use, be approved.
3. That the application to change the Zoning from "RA5-4" (Apartment Dwellings) to "RA5-Exception" (Apartment Dwellings) to permit apartment and townhouse dwelling development in accordance with the proposed zoning standards described in the staff report, be approved subject to the following conditions:
 - (a) A scoped review of the development proposal by the Mississauga Urban Design Advisory Panel, with any recommended changes noted in a subsequent report prior to consideration of an implementing zoning by-law.
 - (b) That the implementing zoning by-law incorporate a Holding Symbol which can be lifted upon the resolution of matters as noted in the staff report.
 - (c) That the applicant agrees to satisfy all the requirements of the City and any other official agency concerned with the development.
 - (d) That in accordance with Council Resolution 152-98:

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

"That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate

provision and distribution of educational facilities have been made between the developer/applicant and the Peel District School Board not apply to the subject lands."

4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on May 28, 2007, at which time a Planning and Building Department Information Report (Appendix S-1) and Addendum Report (Appendix S-2) were presented and received for information.

At the Public Meeting, the Planning and Development Committee passed Recommendation PDC-0041-2007 which was subsequently adopted by Council and is attached as Appendix S-3.

In order to address staff and community concerns regarding site layout details and concentrations of density, the applicant has made a number of substantive modifications to the plan. The most recent change was confirmed in a letter dated October 10, 2007 which further reduced the height of the building proposed for the northwest corner of Bough Beeches Boulevard and Rathburn Road East from 8 storeys down to 5 storeys, as reported in the above referenced Addendum Report and Appendix S-7. The following chart illustrates the evolution of the unit numbers and associated densities with each application submission to date:

Phase	Apartment Dwellings	Townhouse Dwellings	Total Dwellings	FSI	Density uph/upa
Existing Condition	270	0	270	1.12	114/46
Original Submission (Oct 28/05)	537	24	831	3.21	350/142
Public Meeting (May 28/07)	413	28	711	2.72	300/121

Current Submission (Oct 10/07)	385	28	683	2.56	288/117
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COMMENTS:

See Appendix S-1 - Information Report and Appendix S-2 - Addendum Report, prepared by the Planning and Building Department.

COMMUNITY ISSUES

As noted in Appendices S-1 and S-2, a total of six community and focus group meetings were conducted by Ward 3 Councillor Prentice prior to the Public Hearing. Since then, additional meetings were conducted on September 18, 2007 and October 30, 2007. The following provides a summary on how issues identified in Appendix S-1 and at the community and focus group meetings have been addressed:

Comment

The proposal in regards to density, building height and scale is not in keeping with the character of the surrounding community.

Response

Staff have determined that the proposal, as most recently modified by the applicant, is in keeping with the surrounding community from a density, building height and scale perspective. See Planning Comment section for a detailed analysis of the applications.

Comment

The project will create additional traffic volumes and conflicts with pedestrians, in particular at mid-block crossings along Rathburn Road East.

Response

Regional and City traffic planners have determined, through a review of the submitted studies, that the additional traffic

generated by the development can be acceptably accommodated. Internal sidewalks have been located to funnel pedestrians to the signalized intersections to encourage their use instead of a mid-block crossing.

Comment

The proposal will result in additional traffic congestion resulting from morning and afternoon school bus operations on Bough Beeches Boulevard, beyond what is currently being experienced.

Response

Both school boards are involved in the pick up and delivery of children for schools in the area, as identified on Appendix S-1, I-10. Buses operate along Bough Beeches Boulevard during the following approximate times: between 8:25 and 8:40 a.m., around 11:40 a.m., 12:10 p.m. and 12:30 p.m., and between 3:30 p.m. and 3:45 p.m. While concerns have been expressed about stopped buses blocking traffic exiting from Grazia Court, and the confusion that can arise when drivers choose not to use red light stopping signals when within 200 ft (60 m) of the signalized Bough Beeches Boulevard and Rathburn Road East intersection, these matters are viewed as an everyday function of any neighbourhood. While bus stoppages can be frustrating for motorists, they must be conducted in a controlled environment for safety. The Traffic Safety Council, in conjunction with the Transportation and Works Department and Transportation staff from the affected school boards, have determined that no changes to the current situation are warranted at this time. The matter will continue to be monitored as development occurs (see Transportation and Works Department comment section for additional details).

Comment

Development will result in additional conflicts with Mississauga Transit buses stopping on Rathburn Road East at Dixie Road.

Response

No changes are recommended at this time as it relates to the location of the bus stop and level of service provided. This matter will continue to be monitored. Development will accommodate the bus stop from a design perspective.

Comment

The development will result in shadowing effects on existing residents.

Response

The applicant has submitted a shadow study which demonstrates that new development will not generate excessive shadows over adjacent lands. Additional details are provided in the report.

Comments

The existing building and lands are not well maintained, and should be upgraded through any redevelopment proposal. There is also a concern about the mixed tenure of the lands as it relates to ongoing maintenance. Fire and property standard by-law visits to the property appear to be frequent.

Response

The applicant has proposed modifications to the existing tower, in conjunction with its surroundings, as detailed in the report. With the exception of the existing building, the remainder of the development will be governed by several condominium boards. Condominium properties in the City to date have been reasonably maintained. Accordingly, no major issues are anticipated. Matters regarding the coordination of maintenance of parking and amenity areas associated with the existing tower and new development will be addressed through the phasing and development agreements.

Staff have no objection to the existing building continuing to operate as a rental property, as the structure adds to the range of tenure options available in the community.

A check of emergency response calls over the past several years have indicated that numbers are proportionately higher than similar sites in the City. A number of these calls are medical related. The number of property standard calls have been limited, with complaints addressed by management cooperatively and within the timeframes imposed.

Comment

Are the technical studies submitted in support of the subject applications acceptable.

Response

As noted further in the report, studies that speak to traffic, environmental matters, noise, servicing and parking have been reviewed by staff, and their conclusions found to be acceptable.

Comment

Phasing of the development, and the adequacy of schools and parks in the area to serve the new residents.

Response

Phasing of development is addressed in the staff report. As noted in Appendix S-1, I-9, the Community Services Department has indicated that parkland provisions for the subject lands have been satisfied. The Peel District School Board has indicated they are satisfied with the current provision of educational facilities. The Dufferin-Peel Catholic District School Board has requested, as a condition of final approval and through the development agreement, that satisfactory arrangements be made regarding educational facilities.

Comment

Concern for increased wind velocities on existing apartment buildings in the area as a result of the new point tower.

Response

A wind study that would determine any impacts on neighbouring buildings was not requested of the applicant, given the distance separation between the proposed building and existing structures (minimum 70 m or 230 ft). Unacceptable impacts are not anticipated.

Comment

The existing site provides opportunities, due to poor visibility, for undesirable activities.

Response

The development changes proposed for the lands will substantially reduce the possibility of undesirable activities continuing. The plan has been reviewed by a Crime Prevention Through Environmental Design (CPTED) representative, with changes made to the design accordingly.

Comments

Mature vegetation will be lost with the development on the lands.

Response

All vegetation lost will be replaced with appropriate material. See Planning Comment section for an analysis of the landscape aspects of the development.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Greater Toronto Airports Authority

Comments updated on November 29, 2007 indicate that the maximum building height as reflected on the revised plans is acceptable.

Region of Peel

Comments updated on February 21, 2007 indicate that matters respecting the submission and review of studies relating to noise, storm water management as it pertains to Dixie Road, servicing, and the storage and collection of on-site garbage and recycling materials shall be addressed prior to the adoption of an implementing zoning by-law. The Region will be party to the development agreement.

City Transportation and Works Department

Comments dated December 6, 2007 indicate that a letter of reliance has been received from the applicant's Environmental Consultant allowing the City to rely on the findings of the Phase 1 Environmental Site Assessment (ESA) report. It was also indicated that the applicant has submitted a satisfactory Noise Feasibility Report, to address traffic noise, dated February 16, 2007 and a Functional Servicing Report, confirming appropriate storm water management practices, dated October 26, 2005.

The Department has reviewed the updated Traffic Impact Study (TIS) dated February 2007 by BA Group, which is based on the revised (reduced) development proposal, and are in general agreement with the conclusion that the proposed site access facilities will appropriately provide for the access needs of the development and will acceptably accommodate the forecasted site traffic. In addition, staff generally agree with the findings of the TIS that the surrounding road network will continue to operate

within acceptable engineering tolerances once the subject property is fully developed.

This Department has committed to monitor bus operations (both public transit and school bus) as they affect roadway traffic within the vicinity of the subject site. This Department will field concerns should they arise through this process.

Access and servicing to Dixie Road shall be determined to the satisfaction of the Region of Peel as this road is under their jurisdiction.

In the event these applications are approved by Council, the owner is to make satisfactory arrangements with the Transportation and Works Department for the appropriate improvements to Rathburn Road East in support of access to this development. In addition the owner will be required to enter into a private maintenance agreement for the underground storm water storage facility.

PLANNING COMMENTS

The proposal requires an amendment to the "Residential - High Density II" provisions of the Mississauga Plan Policies for the Rathwood District, in conjunction with a site specific rezoning, to permit an increase in density, and to allow for townhouse dwellings as a permitted use (see Appendices S-1 and S-2 for details).

In order to control urban sprawl and to address the associated environmental, infrastructure and social costs, it has become all the more important to implement strategies commonly referred to as "smart growth". In a general sense, this term refers to the management of growth and the efficient use of existing land and infrastructure resources, through the development of communities with compact urban form, high densities and transit supportive development.

Staff have no objections to the development applications as revised, subject to certain conditions as noted in the report, as the

proposal is a good example of smart growth that achieves the intent of Provincial legislation and the policies of both the Region of Peel and City of Mississauga Official Plans. These policies promote residential intensification, compatible built form with surrounding land uses, appropriate transition in use and building scale, and well designed communities. The following discussion provides the rationale for the above statement.

Provincial Legislation

Provincial Policy Statement

On March 1, 2005, a new Provincial Policy Statement (PPS) took effect which set the broad policy direction for planning decisions province-wide and laid the groundwork for other Government initiatives including the Greenbelt Plan, Places to Grow Plan and the Transportation Strategy. The Policies state that “new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities”. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The subject applications are in conformity with the goals and objectives of the PPS.

Growth Plan for the Greater Golden Horseshoe

On June 16, 2006, the *Growth Plan for the Greater Golden Horseshoe* came into effect. This document contains policies for managing growth and development in the Greater Golden Horseshoe by directing growth to built-up areas, promoting transit-supportive densities, and supporting a mix of residential and employment land uses. There is a clear priority on intensification, with the identification of an urban growth centre, encouragement of transit supportive densities, and the efficient use of land and infrastructure, while discouraging sprawl. Under the recent *Planning Act* changes (Bill 51), decisions of Council must conform with provisional plans that are in effect at the time of the decisions.

While the applications were filed prior to these policies coming into effect, the subject applications are nonetheless in conformity with the goals and objectives of this document.

Region of Peel Official Plan

The Official Plan for the Region of Peel was approved on October 22, 1996. The Plan is a broad land use policy document which provides guidance to area municipalities in the preparation and implementation of local Official Plans. Section 5.3.1.3 states as a general objective for “Urban Systems” (which the subject lands are designated) “to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.” The subject applications are in conformity with this document.

Mississauga Official Plan

The Information Report (Appendix S-1) references the Mississauga Plan policies, provisions and criteria that apply to evaluating site specific high density infill Official Plan Amendments. The discussion below provides for a summary of how these matters have been addressed and resolved to the satisfaction of staff. Information on previous Official Plan designations applying to the lands, as requested at the Public Meeting, is attached as Appendix S-4.

Mississauga Nodes and Intensification Policies

The development of the City is based on a structure characterized by residential communities, employment districts, and major open space corridors. To accommodate growth, this structure is further broken down into areas that include City Centre and a series of nodes, which have been set aside to accommodate a greater variety and concentration of uses than in the surrounding areas. A node acts as a focus of activity for more compact, mixed use and more intensive transit supportive development.

The subject lands are located within the Applewood/Rathwood Node which is centred on Dixie Road at the intersections of Burnhamthorpe Road East and Rathburn Road East. The predominant feature of the node is Rockwood Mall, an enclosed shopping centre that provides a number of services to eastern Mississauga. Development around the mall includes other commercial centres, a number of medium and high density residential developments, and community uses. The location of the subject lands within the node makes it an excellent location for intensification for residential development.

The maximum density permitted at this time in the Applewood/Rockwood node is a FSI (Floor Space Index) of 1.8, whereas the applicant has requested an FSI of 2.56. The applicant is also requesting that townhouses be included as a permitted use. Staff have no objection to the changes, as the development conforms with node and intensification policies of the Official Plan in the following manner:

- The development will result in a desirable increase in activity for the node, supportive of all forms of hard and soft servicing and infrastructure. The lands are well situated to take advantage of a range of community services including the Burnhamthorpe Library, Burnhamthorpe Community Centre, a number of parks, all levels of schools and a wide range of commercial opportunities. Many of the above services can be accessed from the subject lands without the use of a vehicle (see below for transit information);
- The proposal reinforces and enhances the local community character by introducing a well designed development that is compatible with, and would have no adverse impacts on surrounding existing low, medium and high density land uses;
- The development of the lands for townhouses and apartments will achieve a compact urban and orderly built form for the area, creating an appropriate transition in

density and scale back from the Dixie/Rathburn and Rathburn/Bough Beeches intersections north and west into the interior of the community;

- The massing and scale of the proposed buildings have been designed to integrate and relate appropriately with the surrounding residential community, having proper regard for building height and setbacks. The buildings have been well oriented to achieve an appropriate relationship with Dixie Road and Rathburn Road East through the introduction of front doors and active building facades (see Urban Design section below). The proposed built form appropriately respects its immediate context;
- Technical studies submitted in support of the applications have confirmed that development would appear to have no negative impacts from a traffic, environmental, noise, and servicing perspective;
- Appropriate regard has been had for protecting the viability and continued functioning of the existing apartment building on the lands, as it relates to access, servicing and retention of amenity area. These matters will be protected through the entering of various agreements (see below for additional information on these matters);
- The development offers to the community a diverse range of living opportunities, offering both condominium and rental tenure, in a built form that includes two and three storey townhouses, four and five storey apartment complexes, and tall twenty storey towers.

Staff have undertaken a broad analysis of nodes that are suburban and similar in development and character to Applewood/Rathwood (i.e. they are supported by a shopping centre, served by only bus transit, and are not "historical villages") to understand if an increase in density is also warranted through a comparative analysis. The following table provides a general synopsis of multi-residential uses and density within these nodes.

Node	OP Max. FSI	* Max. FSI Constructed	Highest Building	**Current Density uph/upa
Applewood/Rathwood (Rockwood Mall)	1.8	1.85	20	31.2/12.6
Central Erin Mills (Erin Mills Centre)	2.5	2.79	19	15.0/6.1
Erin Mills (South Common)	3.0	2.95	19	29.7/12.0
Hurontario (Eglinton/Hurontario)	2.9	3.86	37	63.7/25.8
Malton (Westwood Mall)	1.5	1.48	7	26.9/10.9
Meadowvale (Meadowvale Centre)	1.3	1.94	12	31.6/12.8
Sheridan (Sheridan Mall)	2.0	2.16	14	35.1/14.2

* Additional density permitted in certain circumstances by special site provisions.

** Node Density, taken from Housing Matters: Density, City of Mississauga, 2005

As the table notes, many of these nodes already permit a maximum density that is close to or above the 2.56 FSI density requested by the applicant. In several instances, this maximum has been increased to reflect site specific provisions. As with Applewood/Rathwood, density and activity in these nodes reflect Official Plan policies that speak to more compact development and a broad range of uses, all which support transit and services. Many of these nodes also contain buildings that are the same or similar in height to those proposed by the applicant. In conclusion, the density requested by the applicant is in keeping with that already permitted in similar nodes across the City.

Transit Supportive Development

As noted above, the support and operation of transit is a critical consideration in the review of development applications for intensification within nodes. Transit operations passing through the Applewood/Rathwood node currently consist of the following:

- Dixie Road (Routes 5 and 5B): A north-south route along Dixie Road that extends from the Long Branch GO station north to Derry Road East, with significant connections at Dixie Outlet Mall, the Dixie GO station and the industrial area to the north;
- Rathburn Road (Route 20): An east-west route that extends west from the Islington Toronto Transit Commission (TTC) Subway Station to the City Centre Transit Bus Terminal at Square One;
- Burnhamthorpe Road (Routes 26 and Express 76): An east-west route that extends west from the Islington TTC Subway Station, through the City Centre Transit Bus Terminal at Square One, to South Common Centre.

For peak time transit services to be viable, Province of Ontario guidelines recommend that the surrounding density be at a minimum of 30 uph (12 upa). At the present time, the Applewood/Rathwood node has a density of 31.2 uph (12.6 upa) (see above table). Intensification of the subject lands will increase the viability of transit services in the node, which is currently provided with excellent connections to employment and shopping opportunities in the City, and to locations beyond in the adjoining communities of Toronto, Brampton and Oakville.

Mississauga Transit is currently embarking upon an aggressive Ridership Growth Strategy, which will see the deployment of an additional 15 buses per year for the next five years. During this time, service improvements will be systematically implemented and aimed at increasing service during the peak, off-peak and weekend periods. Two significant components of this plan include the following:

Bus Rapid Transit (BRT) - The BRT is part of an 100 km (62 mile) east-west transit corridor connecting Greater Toronto Area municipalities from Oakville to Pickering. The system is proposed to be a bus exclusive, grade separated road, with stations that permit integration with local transit services and other modes of

transportation. The BRT in Mississauga will be comprised of an 18 km (11 mile) corridor that will run adjacent to Highway 403, Eastgate Parkway, and Eglinton Avenue between Winston Churchill Boulevard and Renforth Drive, connecting to the dedicated bus bypass shoulders on Highway 403. A BRT station is proposed for the intersection of Dixie Road and Eastgate Parkway, approximately 700 m (0.43 miles) north of the subject lands. Being the closest residential node to a BRT station east of City Centre, it is important to ensure that densities move in the direction of being more transit supportive. The approval of the subject applications will achieve this objective, assisting in the viability of the line. The close proximity of the BRT station to the subject lands will be a large advantage for those residents who choose to live at this location, providing excellent connections east to the employment lands in Airport Corporate and west to City Centre.

Dixie Road Secondary Transit Corridor - Dixie Road has been identified as a future secondary transit corridor, which involves strategic links between transit focal points and the higher-order network, upgrading current services in both frequency and in the number of connections. The intensification of the subject lands will assist in the viability of this project.

Urban Design Considerations

Critical to the success of a development is its design, and the relationship it forms with the surrounding built context. The applicant has taken steps to accomplish these objectives. Appendix S-1, Page 6 provides a brief summary of the urban design principles that apply to the lands. The following points detail how the development has achieved conformity with these provisions:

- The proposed buildings for the lands provide for an appropriate transition in height and scale to existing apartment development to the west (20 storey building and townhouses), to the southwest (18 storey building), to the east (11 storey building), and to the southeast (3 and 4 storey retirement buildings). The above buildings will

create focal points at their respective intersections, forming an appropriate enclosure that can be enhanced by the design and architecture of the future buildings;

- The built form and associated density are appropriately distributed on the site, locating the highest density at the main intersection of Dixie/Rathburn followed by the lower building at the corner of Rathburn/Bough Beeches. These two locations are the most desirable for intensification, to support transit with limited impact on the surrounding residential community. The four storey extension of the larger apartment building along Dixie Road, combined with three storey townhouse dwellings in select locations, will fill in the street gaps. Two storey townhouse dwellings will abut existing two storey dwellings to the north. At the same time, the location and function of the existing building is respected;
- As referenced above, the proposed townhouses abutting the north property line, with 7.5 m (24.6 ft.) rear yards, will have an appropriate relationship adjacent to narrow lot, two storey detached homes to the north;
- Proposed buildings have been sited to provide a direct and comfortable relationship with all three road frontages. The four storey podium along Dixie Road will properly define the street edge, while reducing the visual impact of the associated 20 storey tower on the street. In addition, a reasonably continuous built form is provided along the Rathburn and Bough Beeches street edges, with gaps to allow for site access and view corridors internal to the site;
- Direct access will be provided into ground related units, combined with active façade treatments that include usable front doors and window treatment. Through the site plan approval process, staff will look to further enhance these initiatives (see below for details);

- The majority of the parking is located below grade, including spaces associated with the northerly townhouses, with the exception of some visitor parking. This allows for a greater maximization of landscape and amenity areas above grade. No parking spaces exist between the street and the front wall of any building. Along the east-west access lane, certain spaces are in parallel to create a more urban feel, act as a traffic calming measure, and to protect the adjacent sidewalk from vehicular traffic;
- Appropriate and safe pedestrian connections are provided, both internal to the site to connect building entrances with parking and amenity areas, and external to link with municipal sidewalks that lead to traffic signals, transit stops, and school bus loading areas. Apartment building lobbies are designed to be visible and accessible from both the street façade and the internal parking drop-off area;
- The higher buildings are situated on the lands with an orientation that will maximize view corridors for future residents, with limited obstruction;
- Shadow studies have been filed for the lands that are in keeping with the Department's guidelines, which demonstrate that new development will not generate excessive shadows over adjacent lands, and ensure adequate sun exposure is provided for residential amenity spaces and children play areas. As the taller new structures are proposed for the southern extremity of the site, limited overview concerns exist.

Landscape Urban Design

The subject lands currently contain a significant amount of landscape material, in particular along the edges of the property, which has matured since first being planted. This mature landscaping has been planted on a berm of varying heights. The effect of this landscaping and berm combination has created a visual and physical barrier from both the street into the property,

and conversely from the existing apartment building towards the street. This has led to certain problems on the lands, where surveillance is hampered by the location and size of the trees. Redevelopment on the lands will correct this situation, including removal of the berm and a timely renewal of the landscaping component of the lands, allowing for the ability to properly police the area. These changes are in keeping with the urban design objectives of the Official Plan as previously noted above, which will be accomplished through the processing of the site plan, as follows:

- Creation of landscaped urban courtyards at the intersections of Dixie/Rathburn and at Rathburn/Bough Beeches, which will include seating and gathering areas, with direct connections to both transit stops and the front doors and lobbies of the apartment buildings themselves;
- Replacement of the berm and perimeter wall of trees with selected landscaping, designed with CPTED principles in mind. As noted above, the perimeter area will become active through the introduction of patios, front doors and windows;
- Introduction of functional landscaped yard areas associated with all units that have direct ground floor access, which include units from both apartment buildings and the townhouses. The two townhouse blocks that are three storeys in height will contain upper level decks with direct access from the kitchen, to protect opposite front yards facing the street from becoming storage/barbeque areas;
- The creation of a large, cohesive amenity area in the centre of the development, to include both passive and active areas including a playground, accessible to all residents;
- Creation of an accessible landscaped roof deck, on top of the four storey podium abutting Dixie Road, which will connect directly into the indoor amenity areas of the apartment building.

In summary, the proposal adequately addresses the provisions of Mississauga Plan that speak to new residential development and residential intensification by achieving a compact urban and orderly built form for the area, and ensuring compatibility with surrounding residential development. The lands are suitable for the apartment and townhouse uses proposed at the density prescribed, as development will reinforce and enhance the local residential community character, and maximize the use of existing hard and soft services, in particular transit. In addition, the proposal has had appropriate regard for Urban Design Policies of the Plan by having consideration for the massing and scale of the proposed development. No unacceptable adverse impacts from the development on surrounding land uses are anticipated. The above statements are born out in the Justification Report filed by the applicant.

Zoning

On September 10, 2007, the new Mississauga Zoning By-law (By-law 0225-2007) was approved by the Ontario Municipal Board, except for those sites that are under appeal. As a result, the zoning for the subject lands changed from "RM7D4-934" (Multiple Residential) to "RA5-4" (Apartment Dwellings) (see Appendix S-1 for details). The applicant has consented to converting their application from By-law 5500 to the new Zoning By-law, requesting a "RA5-Exception" (Apartment Dwellings) zone in place of the above referenced "RA5-4" (Apartment Dwellings) zone (see Appendix S-5).

The proposed "RA5-Exception" (Apartment Dwellings) zone is appropriate to accommodate the development, subject to incorporation of the following exception requirements:

- The inclusion of townhouse dwellings as a permitted use;
- A maximum Floor Space Index - Apartment Dwelling Zone of 2.56;
- A maximum building height of 20 storeys;

- A maximum encroachment of a porch of 2.6 m (8.5 ft.);
- Recognition of a rental apartment parking standard of 1.25 spaces per dwelling (including visitor), for the existing rental building. The reduction is supported based on the conclusions reached in the parking study prepared by BA Group Transportation Consultants, dated February 2007. Accordingly, a total of 338 spaces shall be provided, as opposed to the 426 required. No reductions will apply to any new development proposed for the lands;
- That site development plans comply, from a building footprint, setback (including underground parking) and access perspective, with Appendix S-6.

It is recommended that the implementing zoning by-law incorporate a Holding Symbol which can be lifted upon the clearance of conditions imposed (see below for a summary of these conditions).

Mississauga Urban Design Advisory Panel

On November 12, 2007, the Planning and Development Committee considered a report regarding the function and operation of the Mississauga Urban Design Advisory Panel. At this meeting, a request was made that consideration be given to having the subject applications reviewed by the Panel. The continued operation of the Panel itself was confirmed by Council at its meeting of November 21, 2007, for a two year period.

The purpose of the Panel is to provide advice to staff on major applications. As the submission of the subject applications had preceded the original establishment of the Panel, and the applicant had placed a substantial effort into providing an appropriate development form for the lands, in consultation with staff and the community, the matter was not tabled before the Panel.

Notwithstanding, staff have no objection to a scoped review of the development proposal by the Panel, which may consider amongst other matters the following:

- relationship of the built form to the public street areas;
- design of the open space areas, including pedestrian and vehicular connections;
- building elevations and materials.

As the advice of the Panel may impact upon the site layout as identified in Appendix S-6 referenced above, it is recommended that advice from the Panel be sought prior to consideration of an implementing Zoning By-law by Council. A subsequent report can be provided which updates Council on any changes recommended.

Interim Residential Intensification Policies

On September 27, 2006, City Council adopted OPA No. 58. This amendment added interim residential policies to Mississauga Plan that spoke to the following: that intensification be directed to the Urban Growth Centre which is located along Hurontario Street, including City Centre; that vacant or under utilized lands outside the Urban Growth Centre can accommodate development in accordance with the existing policies of Mississauga Plan; and, that applications to amend Mississauga Plan for increased residential density must be within the intent of the Plan, be based on sound planning principles, and enhance the surrounding community. Council has indicated its commitment to ensuring that intensification and redevelopment is promoted in the appropriate areas. As this document was adopted by Council after the submission of the applications, the policies do not apply. Notwithstanding, the applications are in conformity with the above policies. It has been demonstrated that an appropriate transition in building height, that respects the surrounding context, will be achieved.

Site Plan Approval

Development on the lands is subject to site plan approval. In support of the applications, detailed site concept plans, elevations and landscaping plans have already been provided which contain a significant amount of information that has assisted staff in their review of the applications. In a general sense, these plans are

reasonably satisfactory as a number of previously raised urban design and landscape matters have been addressed.

Notwithstanding, it is through the site plan review process that these matters will be implemented and additional details provided where required. Given how critical these details are to the success of the project, staff are recommending that approval of the site plan be a condition of the removal of a Holding Symbol recommended for the lands.

Review of the detailed site plan will have regard for, and permit the implementation of the following matters:

- Building articulation, characteristics and massing;
- Proportion of fenestration and architectural details, including balconies;
- Material selection and variation;
- Roof top details, in particular the treatment of mechanical heating and cooling units;
- Building entrances (both pedestrian and vehicular), urban plazas, and walkways;
- Building relationship with the existing tower;
- Treatment of exposed parking garage and other retaining walls, where applicable;
- Facilitation of garbage, recycling and loading areas;
- Complete landscape plan approval process, addressing relationships with streets, perimeter landscaping, and amenity areas;
- Access into parking garages, in particular from Rathburn Road East;
- Fencing details, in particular abutting public streets and existing residential lands to the north;
- Porch and balcony details, in particular their interface with the public realm;
- Internal pedestrian connections;
- Details regarding sidewalks, light standards, and street furniture.

Building and Condominium Phasing

The applicants have filed detailed phasing plans for the proposal, which indicate that the development will be phased and constructed in the following manner:

Phase 1A and 1B: Demolition and reconstruction of the western portion of the underground parking garage associated with the existing building, construction of the 20 storey tower, 4 storey podium, and associated parking at the northeast corner of Dixie Road and Rathburn Road East.

Phase 2: Demolition and reconstruction of the northern portion of the underground parking garage associated with the existing building, construction of townhouse dwellings abutting the northern property line and facing Rathburn Road East, and associated parking.

Phase 3A and 3B: Demolition and reconstruction of the eastern portion of the underground parking garage associated with the existing building, construction of the 5 storey apartment building and townhouses facing Bough Beeches Boulevard, and associated parking.

To implement the above, phasing and development agreements will be required, as a condition of the removal of the Holding Symbol, to address matters that include the following:

- the ongoing functionality of the existing building on the lands, including amenities, servicing, parking, and fire access, as development occurs. The same level of protection will be required for each new phase as it is constructed;
- the location of construction access points, storage of materials, and crane operations and locations;
- the establishment of appropriate easements for access, servicing, amenities and parking;
- phasing of condominium corporations on the lands;

- ensuring that contingencies are in place to restore the site in the event that there is a lag between phases.

The applicant has advised that a total of three condominium corporations may ultimately be created for the lands as follows: one each for the apartment buildings, and one for all townhouse dwellings. The existing building will remain as a rental structure.

Existing Apartment Building Upgrade

As noted in Appendix S-2, the applicant has committed to upgrading the façade treatment of the existing building, with work to be undertaken and completed in conjunction with the first phase of the proposed development. Subject to review of the associated details, staff have no objection to the nature of the works proposed. The existing building is an example of the age in which it was constructed. Although this style of apartment design is not currently in vogue, care should be taken to ensure that any modifications are sympathetic to its character and do not create an unharmonious façade. The use of materials for all buildings on the lands should be complementary in manner to each other. To ensure this work is undertaken in the appropriate way, site plan approval will be required for the building changes, along with any required agreements to tie in the work with the first phase of the development. These matters will be a condition of the removal of the Holding Symbol.

Conditions for the Removal of a Holding Symbol

The following is a summary of the matters that will need to be addressed, prior to the lifting of the Holding Symbol:

- Satisfactory Site Plan approval, with the Holding Symbol to be lifted in stages as approval is granted for each phase of the development;
- Satisfactory Site Plan approval for the rehabilitation of the existing tower on the lands, to be lifted as part of the first phase of the development;

- The execution of agreements that speak to the phasing and coordination of all development on the lands.

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: In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, Council is given authority to determine if further public notice is required. The request by the applicant is to reduce the scale of the proposed development from that originally proposed. It is recommended that no further public meeting need be held regarding the proposed changes.

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

1. The proposal for additional apartments and townhouses on the lands is in keeping with the policies of the Official Plan that speak to compatible and transit supportive residential development and intensification, within nodes;
2. The proposal is compatible with the surrounding land uses, with no unacceptable adverse impact from a development, traffic and servicing perspective anticipated;
3. The proposed Official Plan provisions and zoning standards are appropriate to accommodate the requested apartment and townhouse uses, subject to the incorporation of a Holding Symbol as described in the staff report.

ATTACHMENTS: Appendix S-1 - Information Report
Appendix S-2 - Addendum Report
Appendix S-3 - Recommendation PDC-0041-2007
Appendix S-4 - Official Plan History

Appendix S-5 - Revised Zoning Map

Appendix S-6 - Revised Site Plan and Zoning Schedule

Appendix S-7 - Revised Building Elevation

Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Rob Hughes, Development Planner



Corporate Report

Clerk's Files

Originator's
Files OZ 05/019 W3

PDC MAY 28 2007

DATE: May 8, 2007

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 28, 2007

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit 413 additional apartment dwellings and 28
townhouse dwellings on an existing apartment site
1315 Bough Beeches Boulevard
Northeast corner of Dixie Road and Rathburn Road East
Owner: 1315 Bough Beeches Boulevard Limited (Stanford
Homes)
Applicant: Anne McCauley
Bill 20

Public Meeting

Ward 3

RECOMMENDATION: That the Report dated May 8, 2007, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Residential - High Density II" to "Residential - High Density II - Special Site" and to change the Zoning from "RM7D4-934" (Multiple Residential) to "RM7D4-Special Section" (Multiple Residential) to permit additional apartment dwellings in conjunction with townhouse dwellings under file OZ 05/019 W3, 1315 Bough Beeches Boulevard Limited, 1315 Bough Beeches Boulevard, be received for information.

BACKGROUND:

The above noted Official Plan Amendment and Rezoning applications have been circulated for technical comments and a number of community meetings have been held.

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

COMMENTS:

The applications are to intensify the use of an existing rental apartment site. It is the owner's intention to undertake the following works on the lands (see also Appendix I-5):

- Upgrading of the façade of the existing structure to include a new building cap, improvements to the balcony and window areas, and a new building entry feature. The building is proposed to remain a rental structure while all new construction would be under a standard condominium tenure;
- Removal of the landscaped berms that presently enclose the majority of the site, and replace them with hard and soft landscaping including entry features at the major intersections;
- Construction of a 20-storey point tower at the northeast corner of Dixie Road and Rathburn Road East, oriented towards the intersection. The tower would rest on a 3-storey podium, composed of garden apartments, that would extend north along the Dixie Road frontage (pedestrian access proposed directly to Dixie Road and internal to the site);
- Construction of an 8-storey building at the northwest corner of Bough Beeches Boulevard and Rathburn Road East, proposed to step down in increments to 4-storeys, oriented towards the intersection;
- Construction of two 3-storey townhouse blocks, one facing Rathburn Road East and the other Bough Beeches Boulevard;
- Construction of three 2-storey townhouse blocks, abutting the north property line of lands that front onto Poltava Crescent;

- Three access points into the development, two being at the north end of the site (one at Dixie Road and the other at Bough Beeches Boulevard), and one at the south end entering from Rathburn Road East directly into a parking garage. Slip-off lanes for access are proposed for both Rathburn Road East and Dixie Road;
- A mixture of surface and underground parking (two levels), to be shared by all tenants and visitors within the buildings.

Additional details of the proposal are as follows:

Development Proposal	
Applications submitted:	October 28, 2005, revised on February 16, 2007
Building Height Existing:	20 storeys (located in the centre of the property)
Building 1:	3 stepping to 20 storeys (northeast corner of Dixie Road and Rathburn Road East)
Building 2:	4 to 8 storeys (northwest corner of Dixie Road and Bough Beeches Boulevard)
Townhouses:	2 to 3 storeys (around perimeter of site, 2 storeys backing onto Poltava Crescent)
Proposed Lot Coverage:	31.2%
Floor Space Index:	2.72 (including the existing building)
Landscaped Area:	44.3%
Net Density:	313 units/ha 121 units/acre
Gross Floor Area Existing:	26,606 m ² (286,384 sq. ft.)
Building 1:	23,038 m ² (247,995 sq. ft.)
Building 2:	10,941 m ² (117,779 sq. ft.)
Townhouses:	3,855 m ² (41,503 sq. ft.)
Total:	64,442 m ² (693,650 sq. ft.)

Development Proposal	
Number of units:	
Existing:	270
Building 1:	275
Building 2:	138
Townhouses:	28
Total:	711
Anticipated Population	
Existing:	619 people*
Proposed:	1,030 people*
Total:	1,649 people*
	*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	
Existing:	426 spaces
Required:	1,119 spaces
Proposed:	1,127 spaces
Supporting Documents:	Planning Justification Study Functional Servicing Report Transportation Report Environmental Noise Report Phase One ESA

Site Characteristics	
Frontage:	123.5 m (405 ft.) Dixie Road 154.4 m (506 ft.) Rathburn Road East 121.1 m (397 ft.) Bough Beeches Boulevard
Net Lot Area:	2.37 ha (5.86 ac.)
Existing Use:	One 20-storey rental apartment building as detailed above, with associated parking, landscape and amenity areas.

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

Neighbourhood Context

The subject property is located at the northeast corner of Dixie Road and Rathburn Road East, extending east to Bough Beeches Boulevard. Surrounding the subject lands are a mix of low, medium and high density uses, in conjunction with a neighbourhood shopping mall directly to the south. The lands form part of the Rockwood Node, as described below. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Detached dwellings facing Poltava Crescent, connected below grade
- East: Detached dwellings facing Grazia Court, and an 11 storey apartment building
- South: Across Rathburn Road East, Rockwood Mall, and a 3-4 storey retirement complex
- West: Across Dixie Road, townhouse dwellings, and a 20 storey apartment building

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

"Residential - High Density II" which permits apartment dwellings at a Floor Space Index (FSI) of 1.1 to 1.8.

The applications are not in conformity with the land use designation as the proposal exceeds the maximum FSI, and townhouse dwellings are not permitted.

There are other policies in the Official Plan which also are applicable in the review of these applications including:

Residential Policies:

Section 3.2.3.2 of Mississauga Plan indicates that 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. Section 3.2.3.8 of Mississauga Plan indicates that residential intensification, in the

form of more compact development and higher densities in appropriate development areas, is encouraged subject to certain criteria. This criteria speaks to meeting the following: adequate engineering and community services; compatibility with surrounding land uses; and, development proposals addressing the scale and character of the existing residential area.

Urban Design Policies:

Section 3.2.3.2 of Mississauga Plan indicates that design matters related to built form, scale, massing, orientation, parking, overshadowing, and the quality and quantity of open space will be priorities in assessing the merits of residential development. Section 3.15 of Mississauga Plan provides for policies which speak to appropriate built form and scale, streetscape and context, and compatibility with the surrounding built form.

Nodes:

The subject lands are part of the Rockwood Node which is centred on Dixie Road at the intersection of Burnhamthorpe Road East and Rathburn Road East. Within Mississauga Plan, nodes exist in order to create a focus of activity for the surrounding areas at locations which are afforded good accessibility, visibility and a relatively high level of existing and potential transit service. The following is encouraged within nodes: a high quality, compact and urban built form with a relationship to the streetline; retail uses, with direct access to the sidewalk; sufficiently high residential and employment density to support transit usage; and community, cultural and recreational facilities.

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.

Interim Residential Policies:

On September 27, 2006, City Council endorsed OPA No. 58. This amendment added interim residential policies to Mississauga Plan. These policies protect stable neighbourhoods from inappropriate intensification and direct intensification to the Urban Growth Centre which runs south from Matheson Boulevard East to the Queen Elizabeth Way (QEW) along both sides of Hurontario Street and includes all of City Centre. Although the application was submitted prior to the adoption of OPA 58, Council has indicated its commitment to ensure that intensification and redevelopment is promoted in the appropriate areas. The proposal is located within a Node, as detailed above.

Proposed Official Plan Designation and Policies

The applicant is proposing to redesignate the lands to “Residential - High Density II - Special Site” to permit townhouse dwellings, at a maximum FSI of 2.72.

Existing Zoning

"RM7D4-934" (Multiple Residential), which permits a maximum of 270 apartment units, at a maximum gross floor area of 1.5 times the lot area.

Proposed Zoning By-law Amendment

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

"RM7D4-Special Section" (Multiple Residential), to permit apartment and townhouse dwellings, at a gross floor area of 2.72 times the lot area. The development form as it pertains to building heights and setbacks is proposed to be in accordance with Appendix I-5.

Draft Mississauga Zoning By-law

The latest report on the new draft Zoning By-law was received by Planning and Development Committee on April 30, 2007 with the request that staff provide further information at a future meeting of Council. An Addendum report will be presented to Council on May 23, 2007. The draft Zoning for this property is "RA5-4" which permits apartment buildings with a minimum FSI of 1.0 and a maximum FSI of 1.5.

The timing of the site specific Zoning By-law to permit the proposed development may be affected by the passage of the new Mississauga Zoning By-law and potential appeals. A recommendation will be included in the supplementary report to address the new Mississauga Zoning By-law.

COMMUNITY ISSUES

A community meeting was originally held by Ward 3, Councillor Prentice on April 4, 2006. Following the meeting, a Focus Group made up of interested area residents was convened which met on the following dates: July 17, 2006, September 11, 2006, October 10, 2006, and March 26, 2007. At the meetings, a number of constructive suggestions were made by the residents to address concerns expressed by the community regarding the proposed development form for the lands. The following is a summary of issues raised by the Community:

Comments

- The proposal in regards to density, building height and scale is not in keeping with the character of the surrounding community;

- The project will result in additional traffic issues being experienced at the intersection of Dixie Road and Rathburn Road East, and on Bough Beeches Boulevard. This is further complicated by school bus operations, and the inclusion of a number of access points. As well, additional traffic will provide safety concerns for pedestrians looking access Rockwood Mall and other locations;
- The development will result in a shadowing effect on residents to the north facing Poltava Crescent, in addition to an overlook condition;
- The existing building and lands are not well maintained, and should be upgraded through any redevelopment proposal, including the façade treatment, parking areas, landscaping and amenities. There is also a concern about the mixed tenure of the lands as it relates to ongoing maintenance;
- The submission of acceptable noise and other studies in support of the subject applications;
- Phasing of the development, and the adequacy of schools and parks in the area to serve the new residents;
- Concern for increased wind velocities as a result of the new point tower;
- The existing site provides opportunities, due to poor visibility, for undesirable activities.

Response

The comments regarding compatibility and design of the proposed development will be considered by the Planning and Building Department in a future Supplementary Report. The applicant has provided a phasing plan and traffic study that are currently under review. In addition, the applicant has committed to upgrading the façade of the existing building and improving the grounds. Plans to this effect are under review.

DEVELOPMENT ISSUES

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

- Compatibility with stable neighbourhoods to the north and east;
- Resolution of outstanding traffic, access and bussing concerns;
- Pedestrian connections both internal and external to the site;
- Provision of on-site servicing including utilities and waste management;
- Phasing of the development;
- Review of plans provided to facilitate the upgrading of the existing building, including landscaping and amenities;
- Urban design issues as it relates to building form and massing.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain engineering and other matters which will require the applicant to enter into appropriate agreements with the City.

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

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

ATTACHMENTS:

Appendix I-1 - Site History
Appendix I-2 - Aerial Photograph
Appendix I-3 - Excerpt of Rathwood District Land Use Map
Appendix I-4 - Excerpt of Existing Land Use Map
Appendix I-5 - Concept Plan
Appendix I-6 - Dixie Road Apartment Building Elevations
Appendix I-7 - Bough Beeches Apartment Building Elevations
Appendix I-8 - Townhouse Building Elevations
Appendix I-9- Agency Comments
Appendix I-10 - School Accommodation
Appendix I-11 - General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

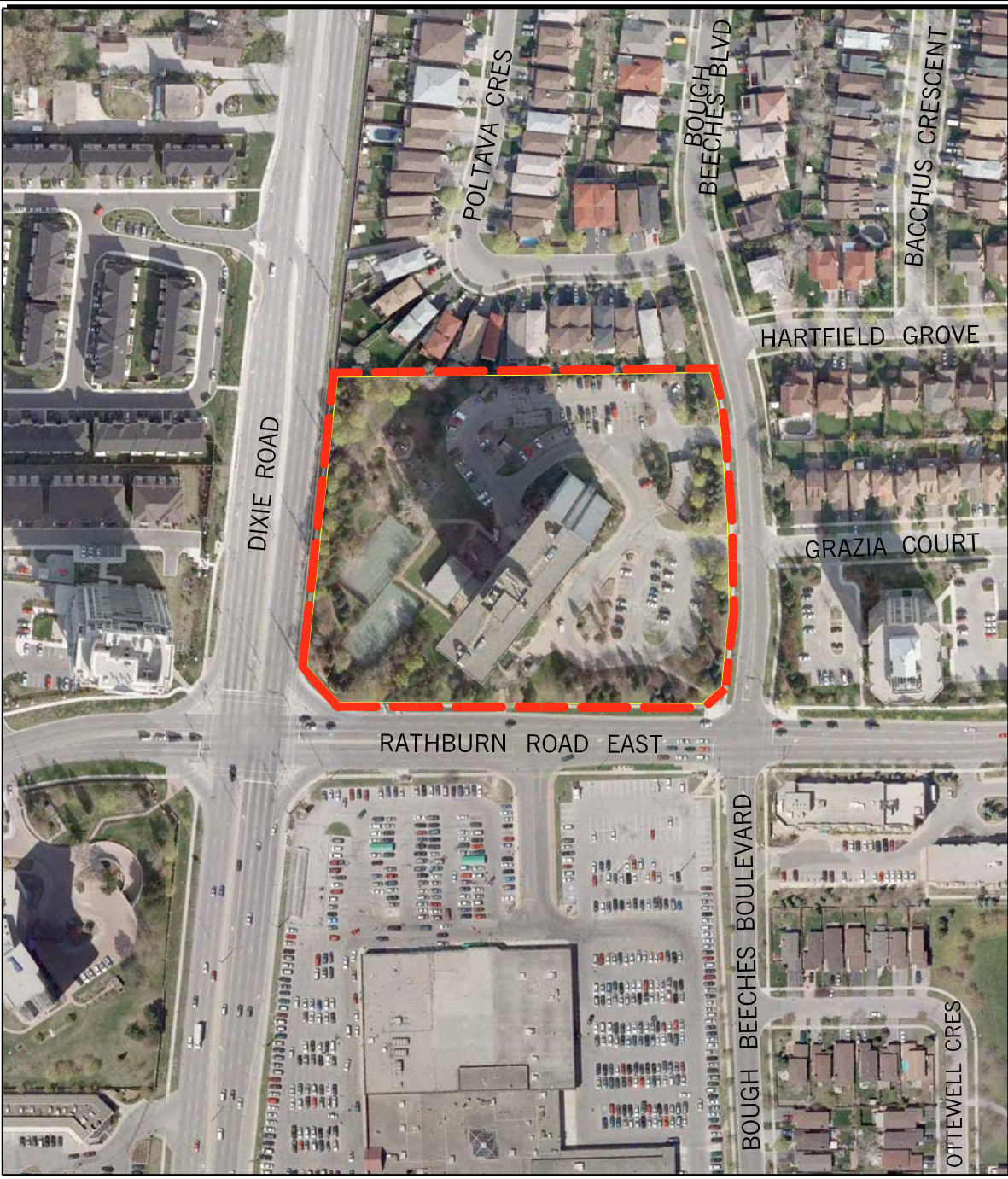
Prepared By: Rob Hughes, Development Planner

1315 Bough Beeches Boulevard Limited

File: OZ 05/019 W3

Site History

- December 22, 1978 - The Ontario Municipal Board approved By-law 709-1978 to rezone the subject lands from “R4” (Detached Residential) to “RM7D4-934” (Multiple Residential).
- February 8, 1982 - Council authorized the execution of a Site Development Plan Agreement to be entered into with Silver Rose Construction Limited and Pastoria Holdings Limited to permit the construction of a 20 storey, 270 unit apartment building on the lands.
- May 5, 2003 - The Region of Peel approved the Mississauga Plan Policies for the Rathwood District which designated the subject lands as “Residential - High Density II”.



LEGEND:

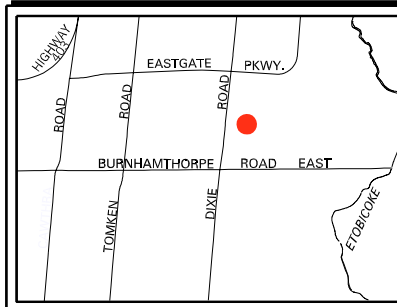


DATE OF AERIAL PHOTO: 2006



SUBJECT:

1315 BOUGH BEECHES BLVD. LIMITED



FILE NO:	OZ 05019 W3
DWG. NO:	05019A
SCALE:	NTS
PDC DATE:	2007 05 28
DRAWN BY:	R.DICOSOLA














APPENDIX 1-2











Produced by
T&W, Geomatics

**PART OF RATHWOOD DISTRICT LAND USE MAP
RATHWOOD 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
-  General Commercial
-  Convenience Commercial
-  Motor Vehicle Commercial
-  Office
-  Open Space
-  Greenbelt
-  Parkway Belt West
-  Utility

TRANSPORTATION LEGEND

-  Provincial Highway and Interchange
-  Arterial
-  Major Collector
-  Minor Collector
-  Local Road
-  Transitway
-  Transitway Station
-  Major Transit Corridor

LAND USE LEGEND

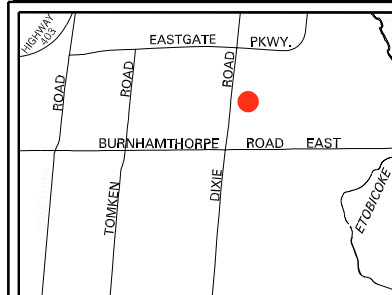
-  Regulatory Floodplain
-  Node Boundary
-  Community Park
-  1996 NEP2000 NEF Composite Noise Contours
-  Planning District

 **SUBJECT LANDS**



SUBJECT:

1315 BOUGH BEECHES BLVD. LIMITED



FILE NO:
OZ 05019 W3

DWG. NO:
05019L

SCALE:
1:5000

PDC DATE:
2007 05 28

DRAWN BY:
R.DICOSOLA

APPENDIX I-3

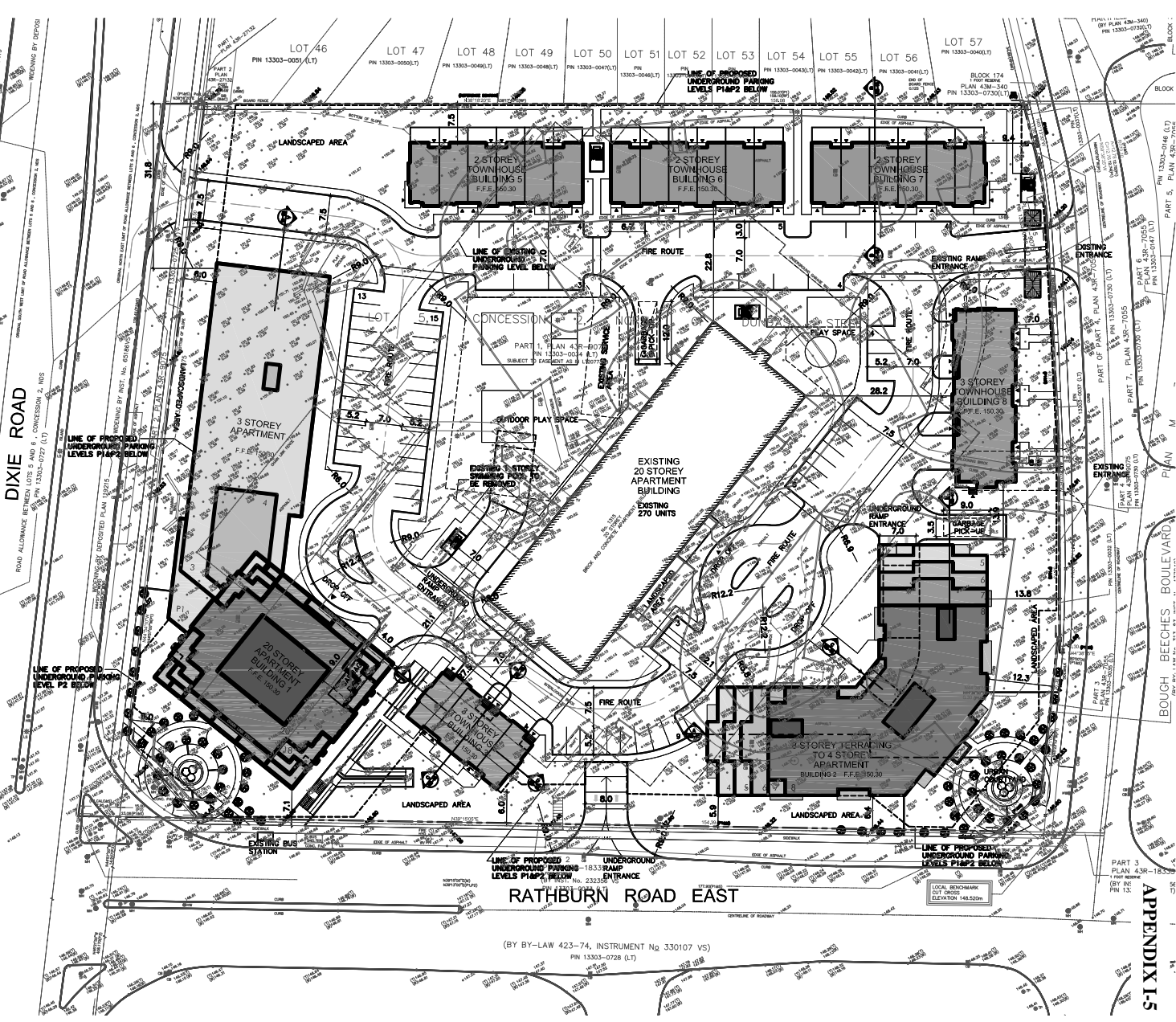
MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

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DIXIE ROAD

ROAD ALLOWANCE BETWEEN LOTS 5 AND 6, CONCESSION 2, NOS
13303-0227 (L1)

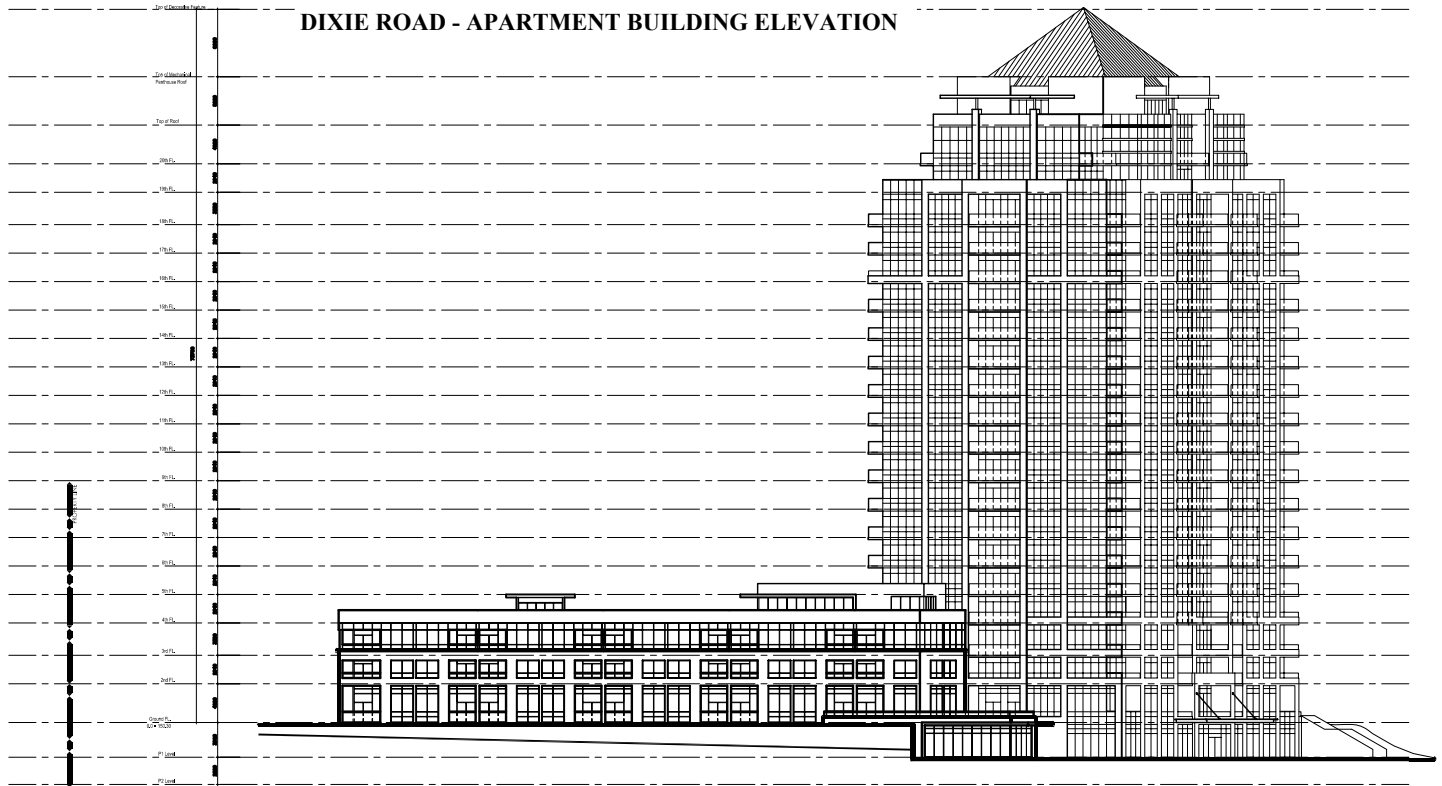


RATHBURN ROAD EAST

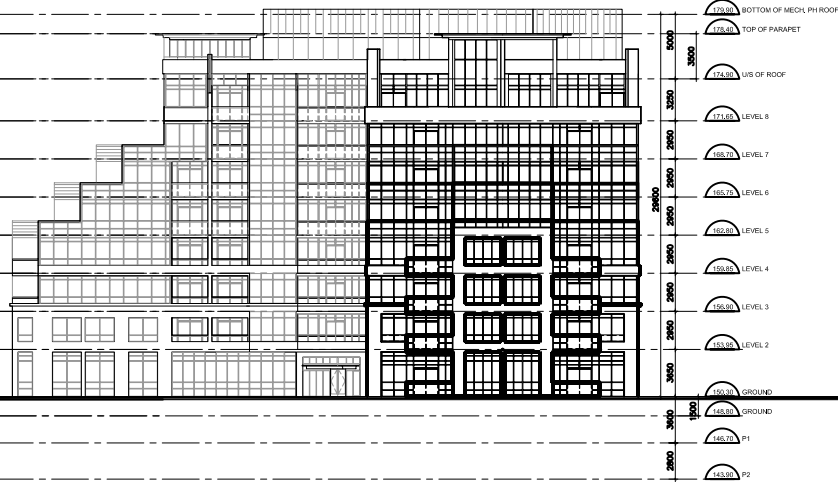
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PIN 13303-0728 (L1)

APPENDIX I-5

DIXIE ROAD - APARTMENT BUILDING ELEVATION



BOUGH BEECHES - APARTMENT BUILDING ELEVATION

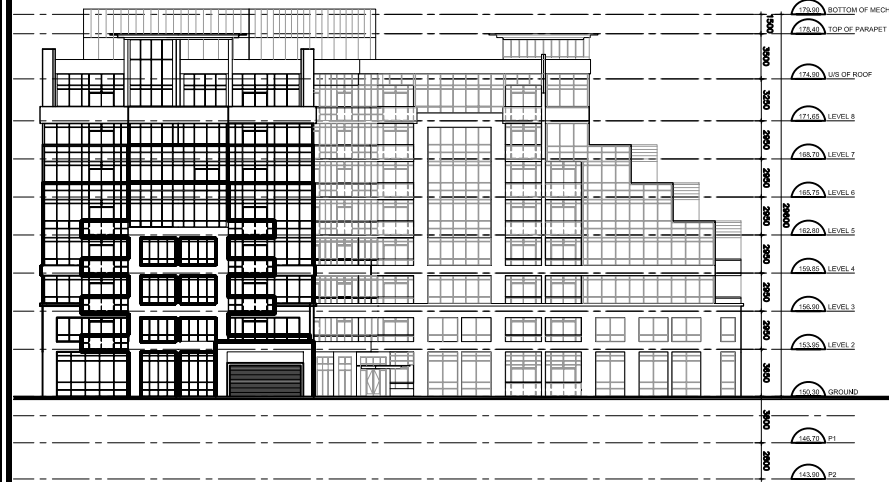


Building "2" - West Elevation

SCALE 1:150

4

RZ-12

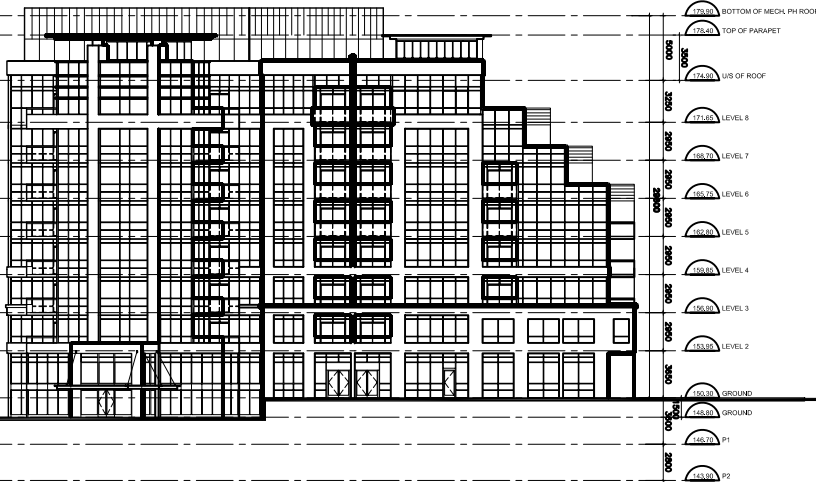


Building "2" - North Elevation

SCALE 1:150

2

RZ-12

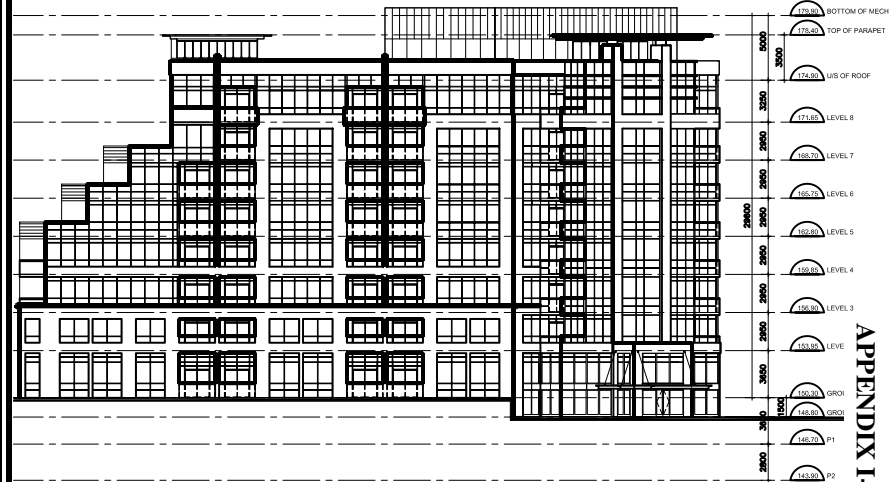


Building "2" - East Elevation

SCALE 1:150

3

RZ-12



Building "2" - South Elevation

SCALE 1:150

1

RZ-12

TOWNHOUSE ELEVATIONS



Buildings "8" - East Elevation



Buildings "8"- West Elevation



Buildings "8" - North Elevation



Buildings "8" - South Elevation



Buildings "3" - East Elevation



Buildings "3"- West Elevation



Buildings "3" - North Elevation

Block 3



Buildings "3" - South Elevation

1315 Bough Beeches Boulevard Limited**File: OZ 05/019 W3****Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (March 22, 2007)	This Agency indicated that they do not object to the subject applications, however will require the submission of the following studies: Storm Water Management Report; revised Functional Servicing Report. In regards to access, the preferred arrangement from Dixie Road is a right in/out access, in conjunction with associated turn lanes. Additional lands along the Dixie Road frontage to achieve a 22.5 m (74 ft.) right-of-way may be required. The applicant will be required to amend the concept plan to illustrate how the Region's waste collection design standards can be accommodated, as identified in the comments.
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 28, 2007 and February 27, 2007)	<p>The Dufferin-Peel Catholic District School Board has indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a the development application include the following as a condition of approval:</p> <p>“Prior to final approval, the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding educational facilities have been made between the developer/applicant and the School Board for this plan.”</p> <p>The Peel District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition need not be applied for these development applications.</p>

1315 Bough Beeches Boulevard Limited

File: OZ 05/019 W3

Agency / Comment Date	Comment
	In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require the clearance of certain conditions of draft plan approval respecting bussing and accommodation of students.
City Community Services Department – Planning, Development and Business Services Division (March 9, 2007)	<p>This Department indicated that the parkland provisions for the subject lands are satisfied by P#184 - Beechwood Park and P#185 - Rockwood Glen, both located approximately 200 m (656 ft.) from the site. Beechwood Park is a 2.39 ha (5.91 ac) community park which contains one playground and one minor softball field. Rockwood Glen is a 1.73 ha (4.27 ac) community park which contains one playground and one minor soccer field.</p> <p>Should these applications be approved, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required. Further, a cash contribution for street tree planting and trail signs will be required prior to by-law enactment. Securities for the existing street trees on Bough Beeches Boulevard will also be required prior to by-law enactment.</p>
City Community Services Department – Fire and Emergency Services Division (February 13, 2006)	This Department has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (April 20, 2007)	<p>Comments dated May 1, 2007 indicate that prior to the Supplementary Report proceeding to Council, a letter of reliance is required from the applicant's Environmental Consultant allowing the City to rely on the findings of the Phase 1 Environmental Site Assessment (ESA) report.</p> <p>It was also indicated that the applicant has submitted a Noise Feasibility Report dated February 16, 2007, a Functional Servicing Report dated October 26, 2005 and an updated Traffic Impact Study dated February 2007 which are currently under review by this department. Furthermore, the applicant has been requested to provide further grading information and revised site plan depicting municipal road improvements</p>

1315 Bough Beeches Boulevard Limited**File: OZ 05/019 W3**

Agency / Comment Date	Comment
	<p>required in support of access to this development. Based on concerns expressed by area residents, Mississauga Transit operations along Rathburn Road East and school bus operations on Bough Beeches Boulevard are currently being reviewed.</p> <p>Further detailed comments/conditions concerning the above matters will be provided prior to the Supplementary Meeting pending the review of the foregoing.</p> <p>Access and servicing to Dixie Road shall be determined to the satisfaction of the Region of Peel as this road is under their jurisdiction.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Bell Canada - Canada Post - Development Services - Enersource Hydro Mississauga - Economic Development
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire de District Centre-Sud-Ouest - Enbridge Gas Distribution - Hydro One Networks Inc. - Realty Services

1325 Bough Beeches Boulevard Limited

File: OZ 05/019 W3

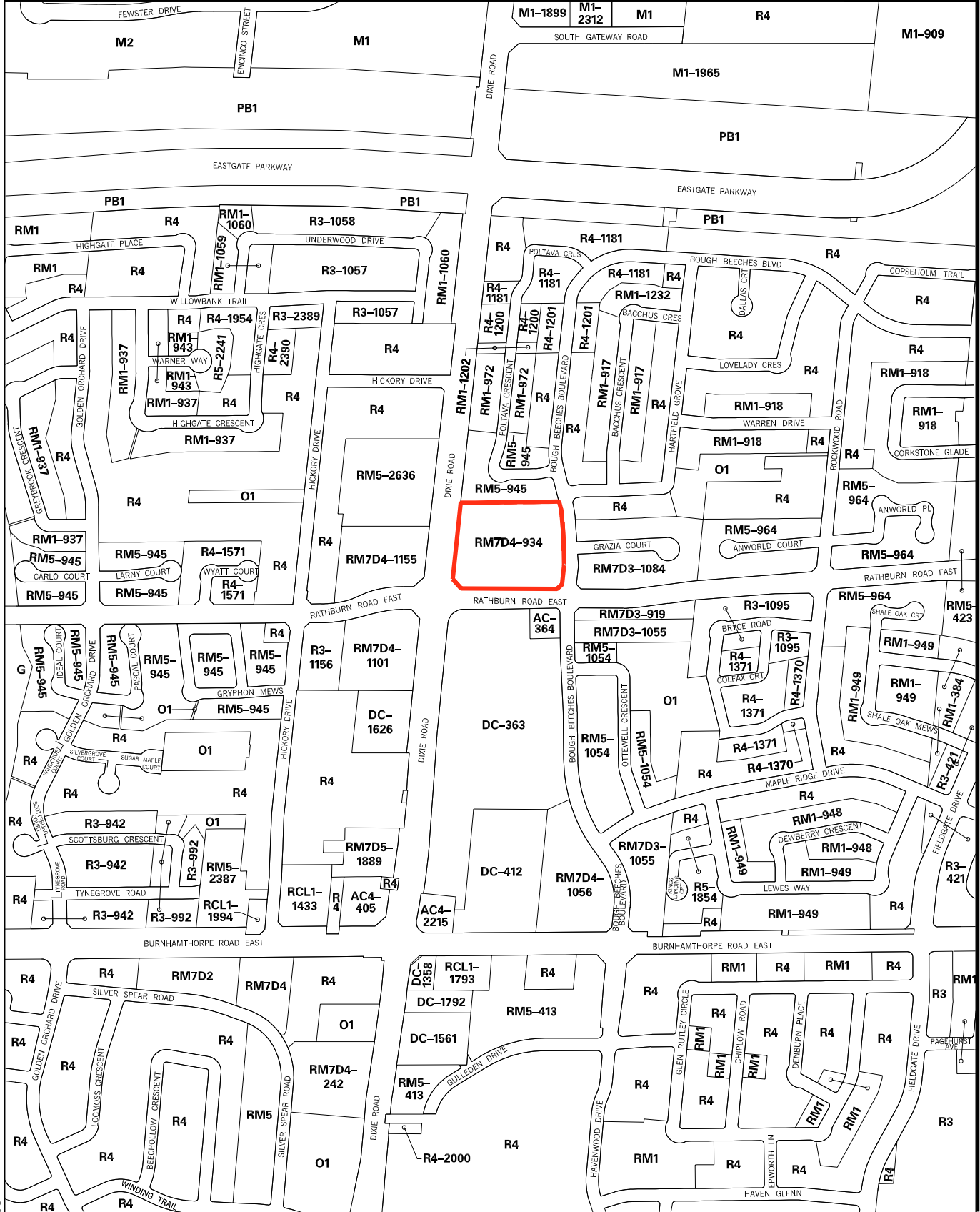
School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 44 Kindergarten to Grade 5 22 Grade 6 to Grade 8 46 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> Havenwood Public School <ul style="list-style-type: none"> Enrolment: 760 Capacity: 923 Portables: 6 Glenhaven Senior Public School <ul style="list-style-type: none"> Enrolment: 514 Capacity: 545 Portables: 1 Glenforest Secondary School <ul style="list-style-type: none"> Enrolment: 1,353 Capacity: 1,023 Portables: 3 <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"> 88 Junior Kindergarten to Grade 8 25 Grade 9 to Grade 12/OAC School Accommodation: <ul style="list-style-type: none"> St. Basil Elementary School <ul style="list-style-type: none"> Enrolment: 376 Capacity: 256 Portables: 8 Philip Pocock Secondary School <ul style="list-style-type: none"> Enrolment: 1,384 Capacity: 1,257 Portables: 5

GENERAL CONTEXT MAP

OZ 05019 W3

APPENDIX I-11





Corporate Report

Clerk's Files

Originator's
Files OZ 05/019 W3

PDC MAY 28 2007

DATE: May 15, 2007

TO: Chair and Members of Planning Committee
Meeting Date: May 28, 2007

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Addendum Report**
Official Plan Amendment and Rezoning Applications
To permit 413 additional apartment dwellings and 28
townhouse dwellings on an existing apartment site
1315 Bough Beeches Boulevard
Northeast corner of Dixie Road and Rathburn Road East
Owner: 1315 Bough Beeches Boulevard Limited
(Stanford Homes)
Applicant: Anne McCauley
Bill 20

Public Meeting **Ward 3**

The report from the Commissioner of Planning and Building dated May 8, 2007, was prepared and finalized in advance of two residents' meetings held on May 9, 2007 (Ward 3 Focus Group meeting conducted by Councillor Prentice) and on May 14, 2007 (2007 Annual General Meeting of the Rockwood Homeowners Association).

At both meetings, representatives of the applicant presented a revised plan for the subject lands. Changes included the following:

- Reduction in the height of the apartment building proposed for the northwest corner of Rathburn Road East and Bough Beeches Boulevard from eight storeys down to five storeys, stepping at the ends to four storeys;
- A resultant overall decrease in the Floor Space Index for the site from 2.72 down to 2.56 and a unit drop from 711 down to 683 (for the modified building from 138 down to 92).

The above details and the associated revised concept plan (see attached Appendix I-1) were presented to the residents to address concerns as expressed at previous Focus Group and other community meetings. To date, the applications have not been formally modified to reflect the revised plan. Concerns expressed at the meetings are similar to those identified in the May 8, 2007 report.

In addition, representatives of the applicant at the meetings provided additional details on the work proposed for the existing apartment building on the lands, including the following:

- Replacement of metal balconies with glass;
- Painting of all trim and other works;
- Cleaning of brick, along with consideration for altering the colour of the concrete;
- Revisions to the top two stories of the building, using materials and cladding proposed for the new apartment structures;
- Revisions to the base of the building, including a new canopy and other entry features, once again using materials and cladding proposed for the new apartment structures;
- Internal storage for all garbage areas.

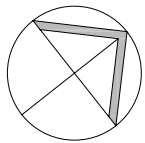
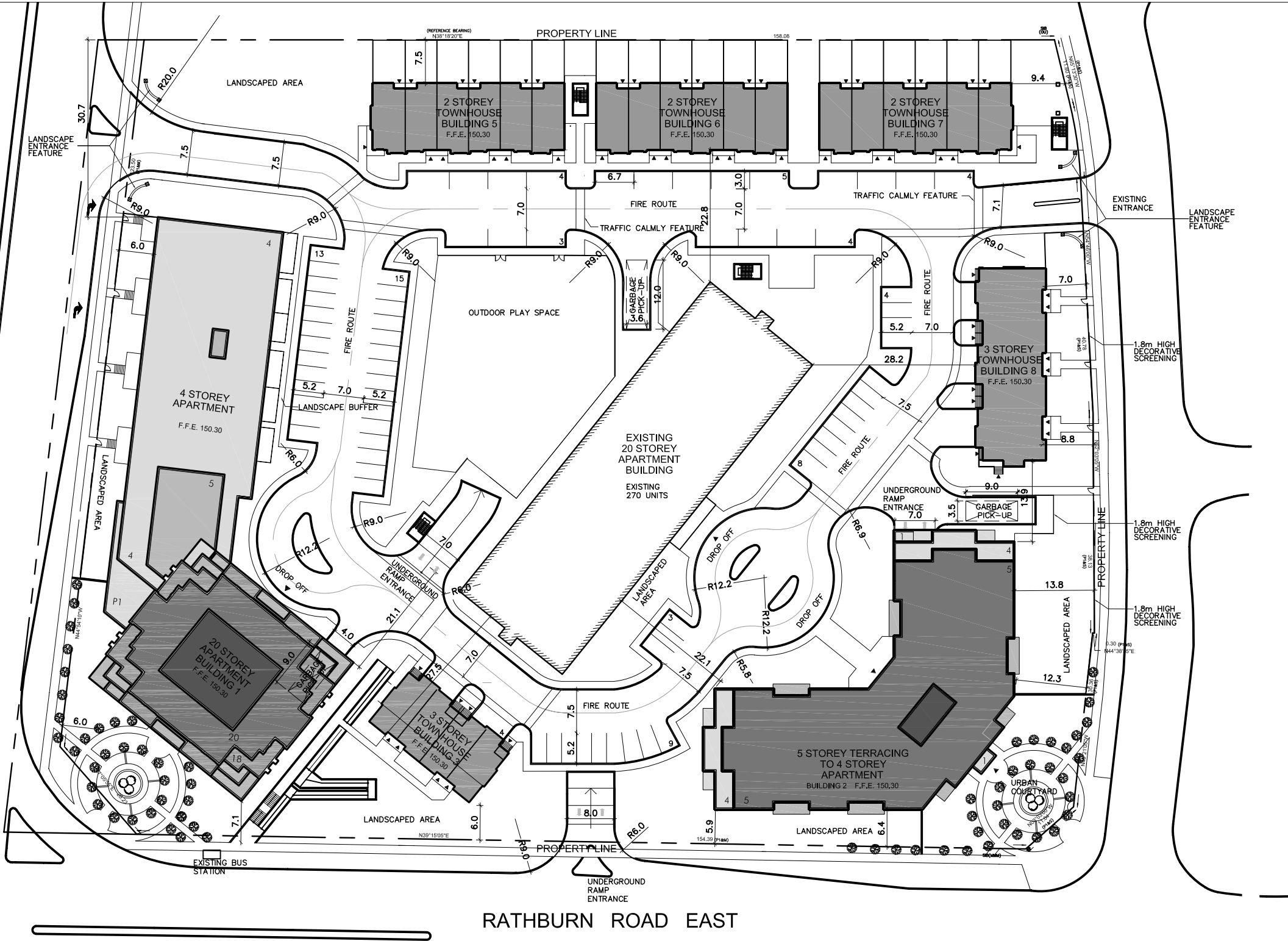
The representatives of the applicant committed to ensuring that a building permit for any new development on the lands would not be issued until a permit was likewise issued for the upgrade of the existing building.

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Rob Hughes, Development Planner

DIXIE ROAD

RATHBURN ROAD EAST



May 08, 2007

PROPOSED
RESIDENTIAL DEVELOPMENT
DIXIE AND RATHBURN
MISSISSAUGA, ONTARIO
SITE PLAN
SCALE : 1 : 800 PROJECT NO. 05-032



1315 Bough Beeches Boulevard Limited

File: OZ 05/019 W3

Recommendation PDC-0041-2007

- PDC-0041-2007
1. Recommendation PDC-0041-2007 PDC-0041-2007 1. That the Report dated May 8, 2007, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from 'Residential - High Density II' to 'Residential - High Density II - Special Site' and to change the Zoning from 'RM7D4-934' (Multiple Residential) to 'RM7D4- Special Section' (Multiple Residential) to permit additional apartment dwellings in conjunction with townhouse dwellings under file OZ 05/019 W3, 1315 Bough Beeches Boulevard Limited, 1315 Bough Beeches Boulevard, be received for information.
 2. That the letter dated May 25, 2007 from the Greater Toronto Airports Authority with respect to their comments relating to 1315 Bough Beeches Boulevard, be received.
 3. That the correspondence from the area residents expressing opposition and concerns with respect to the above application, be received.

Official Plan Background Information

The following information is a chronological list of the Official Plan designations that have applied to the subject lands over time.

May 29, 1953	Township of Toronto Official Plan approved, which designated the subject lands as "Residential". No specific uses or density are prescribed in the plan, as it applies to the subject lands.
December 17, 1963	Town of Mississauga Official Plan Amendment No. 160 approved, which designated the subject lands as an "Area of Supplementary Amendment - Land Use To Be Determined" (further study required).
August 29, 1973	City of Mississauga Official Plan Amendment No. 225 (North Dixie Community Plan - Hickory & Rockwood Neighbourhoods) approved which designated the subject lands as "Residential - Apartments", permitting a maximum FSI of 1.0.
April 16, 1981	City of Mississauga Official (Primary) Plan approved, which retitled OPA No. 225 as the North Dixie Secondary Plan. No further changes were made, pertaining to the subject lands.
March 25, 1994	Rathwood Secondary Plan approved (OPA No. 169), which designated the subject lands as "Residential - High Density II". A density range of 114-185 uph (46-75 upa) was provided for, with density above the range to be considered subject to the evaluation of certain criteria.
July 8, 1997	City (Official) Plan approved, which retitled OPA No. 169 as the Rathwood District Plan. No further changes were made, pertaining to the subject lands.
October 19, 1998	Rathwood District Policies approved (OPA No. 12) which designated the subject lands as "Residential - High Density II", within a Multi-Use Centre. The FSI applying to the lands was 1.1 to 1.8.
May 5, 2003	Mississauga (Official) Plan approved. No additional changes were made to the land use provisions applying to the lands, with the exception of Multi-Use Centres being retitled as Nodes.

BY-LAW 0225-2007

LEGEND:



SUBJECT LANDS



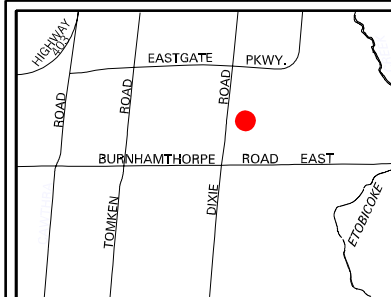
PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL-HIGH DENSITY II" TO "RESIDENTIAL-HIGH DENSITY II-SPECIAL SITE" AND PROPOSED REZONING FROM "RA5-4"(APARTMENT DWELLINGS) TO "RA5-EXCEPTION" (APARTMENT DWELLINGS) TO PERMIT 385 ADDITIONAL APARTMENT AND 28 TOWNHOUSE DWELLINGS ON AN EXISTING APARTMENT SITE.

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



SUBJECT:

BOUGH BEECHES BOULEVARD LIMITED

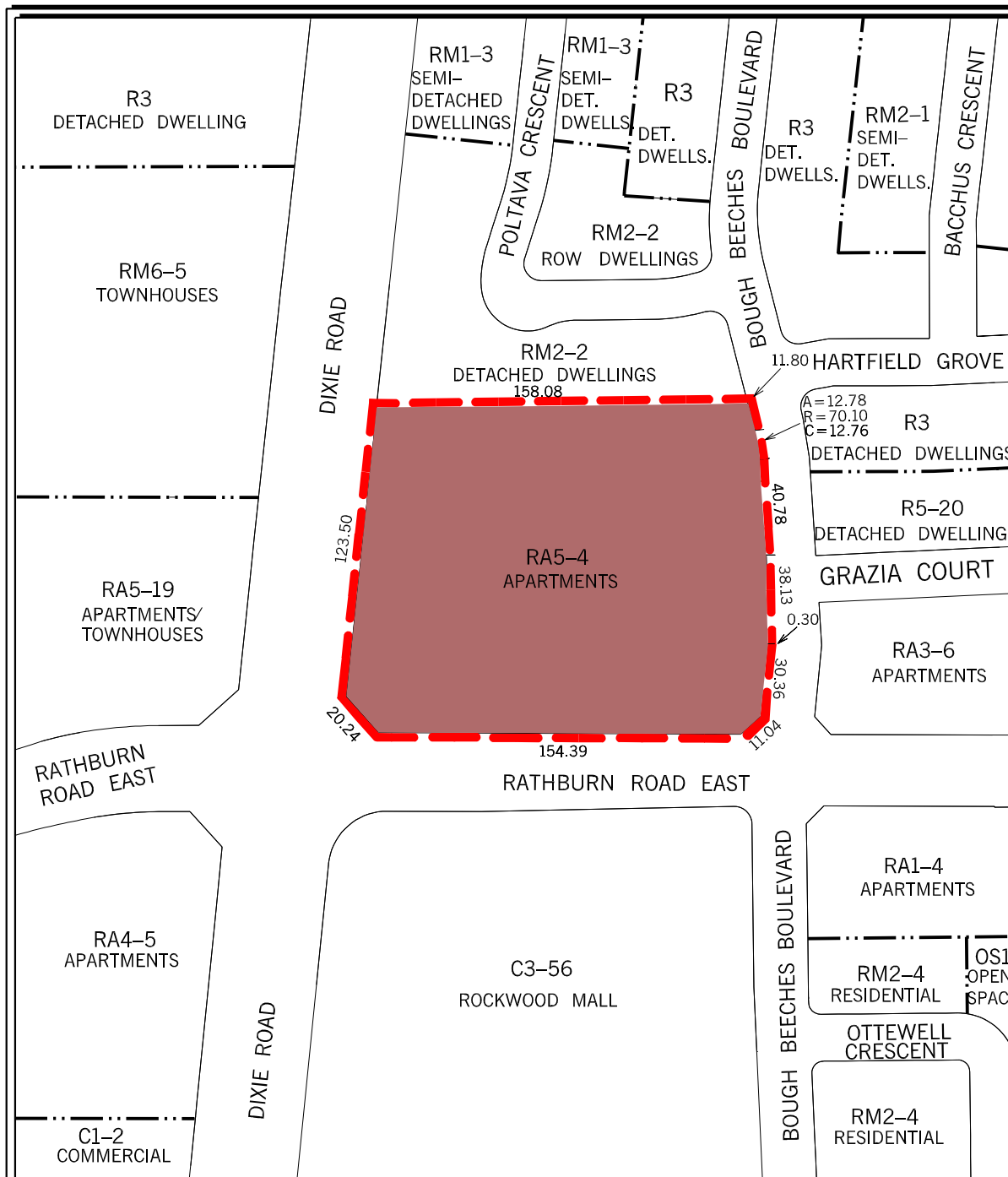


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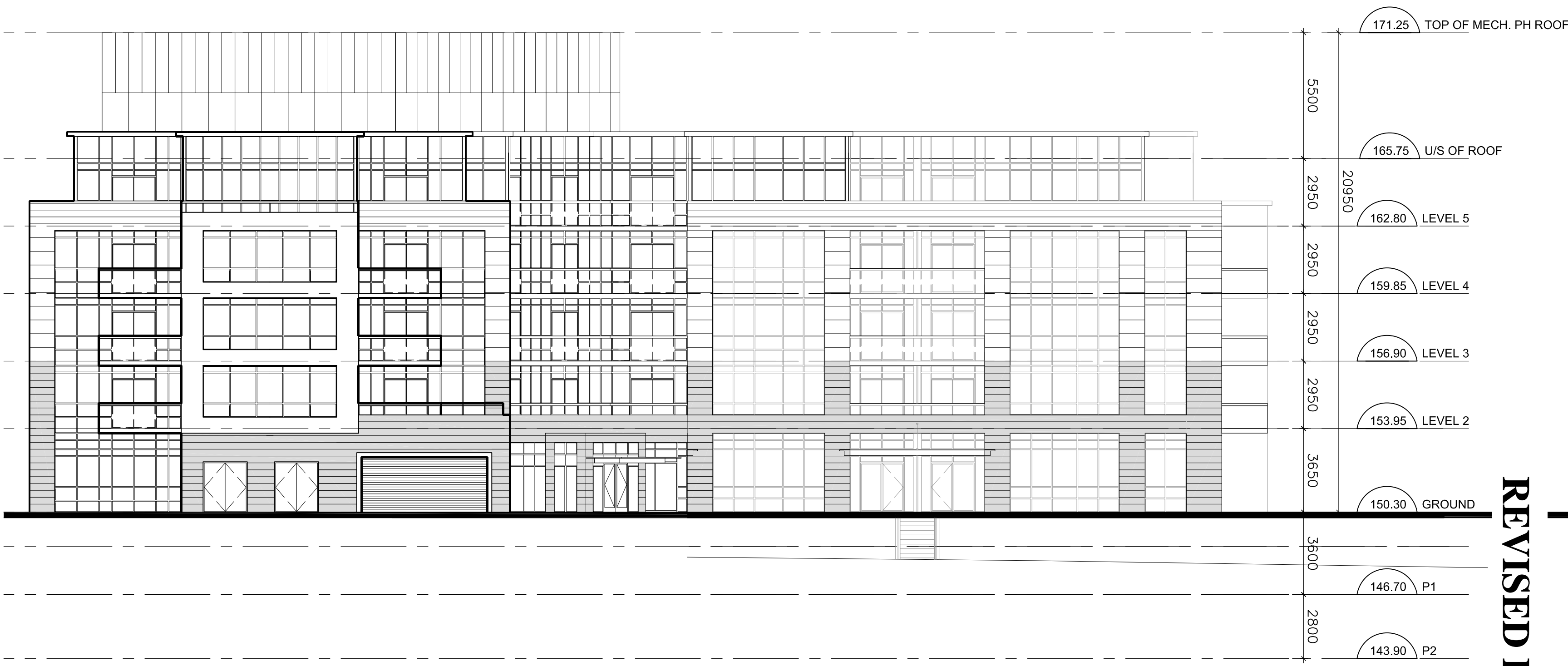
APPENDIX S-5

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

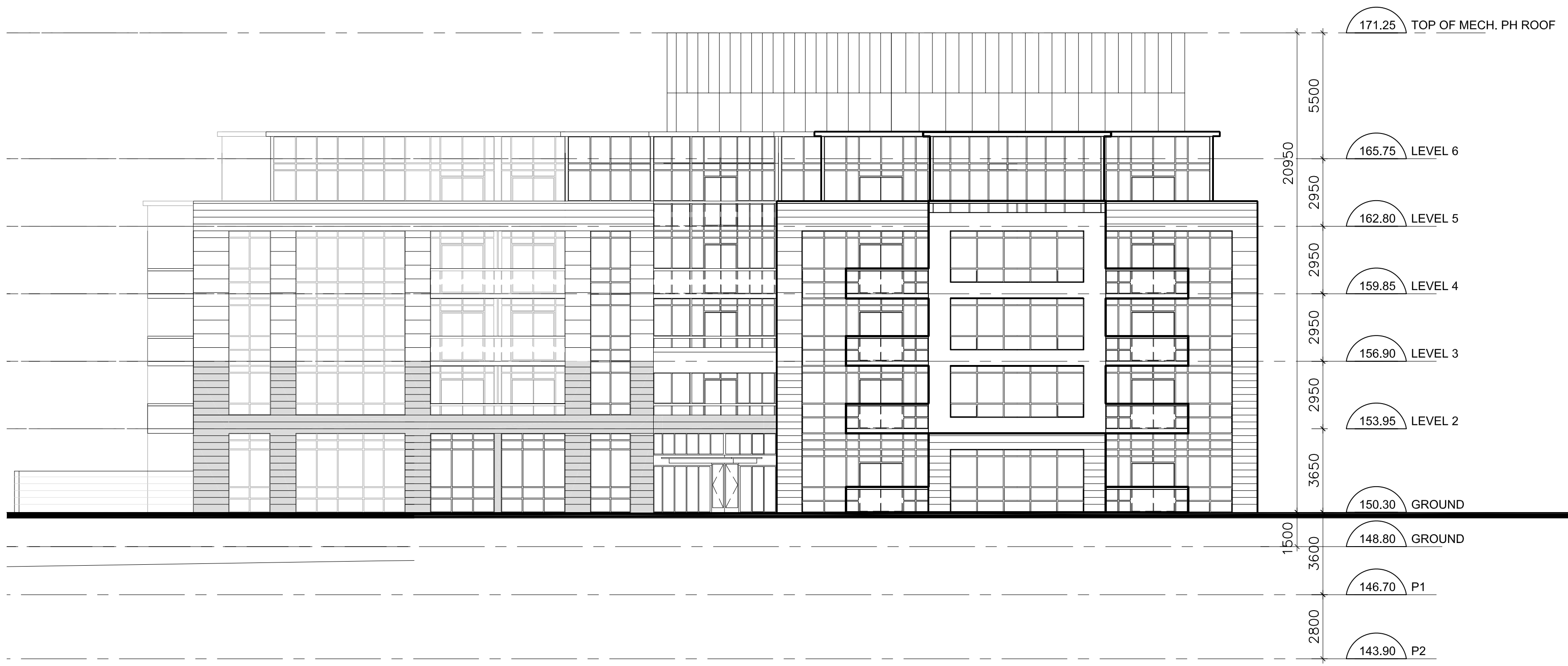






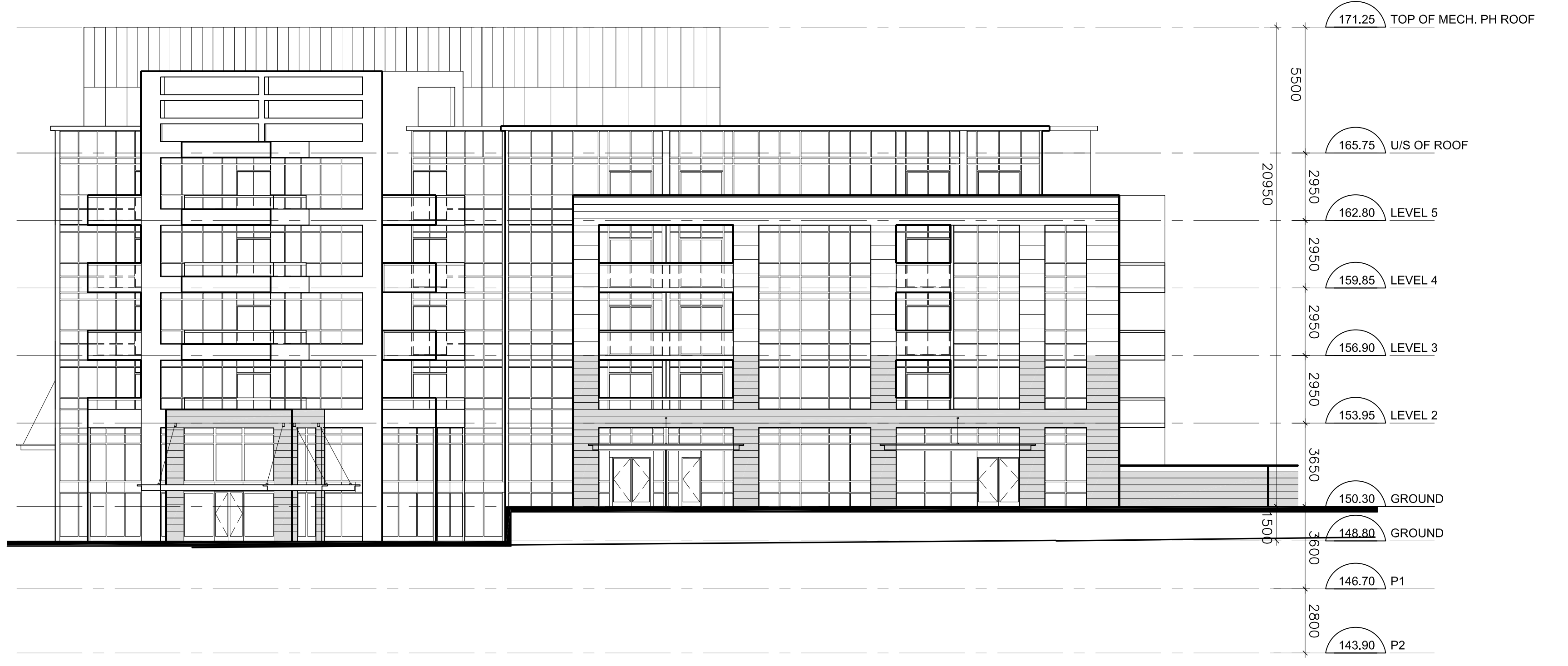
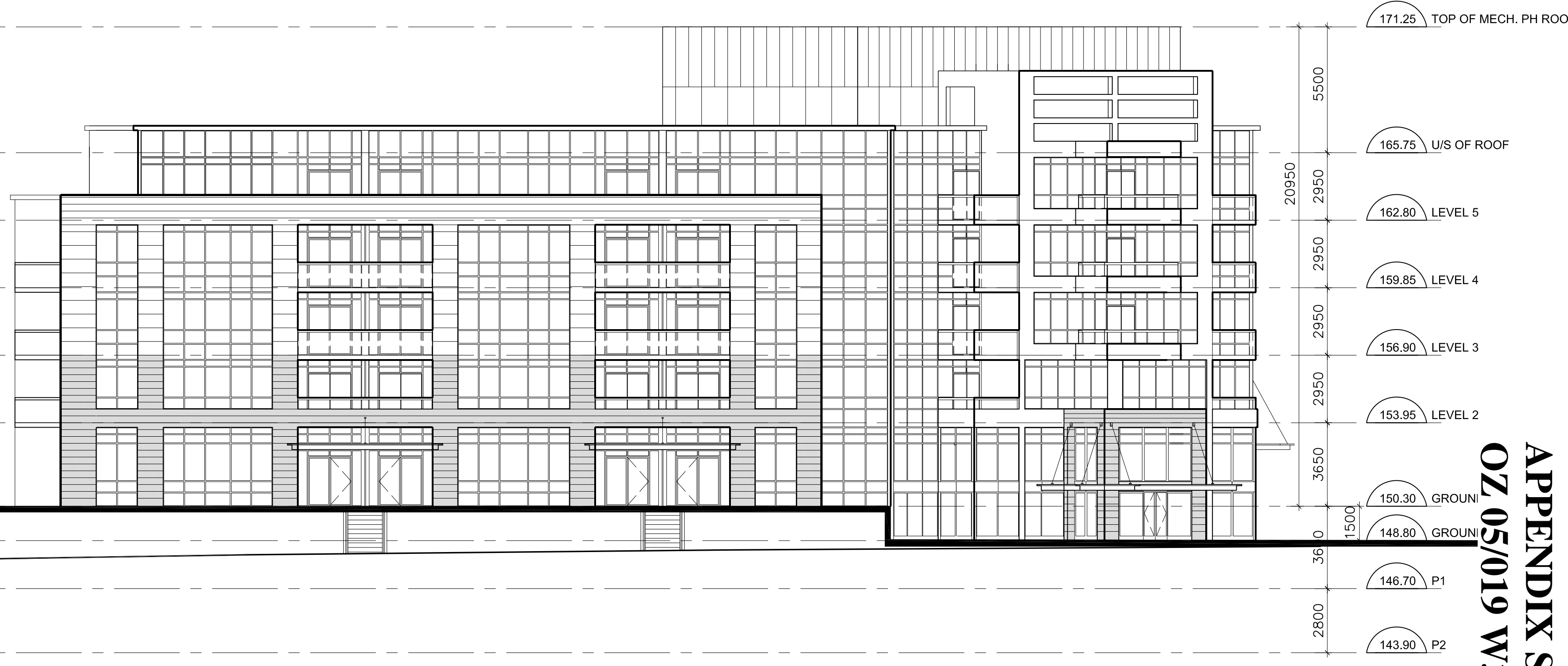
Building "2" - North Elevation

SCALE 1:150



Building "2" - West Elevation

SCALE 1:150



REVISED BUILDING ELEVATION