



Corporate Report

Clerk's Files

Originator's
Files OZ 05/043 W2

PDC NOV 30 2009

DATE: November 10, 2009

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 30, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications
To permit a 15 storey, 113 unit condominium apartment
building with 544 m² (5,856 sq. ft.) of ground level commercial
uses
1969 and 1971 Lakeshore Road West
Northeast corner of Lakeshore Road West and Walden Circle
Owner: 607074 Ontario Limited
Applicant: Makow Associates Architect Inc.
Bill 20**

Supplementary Report

Ward 2

RECOMMENDATION: That the Report dated November 10, 2009, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 05/043 W2, 607074 Ontario Limited, 1969 and 1971 Lakeshore Road West, northeast corner of Lakeshore Road West and Walden Circle, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, 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 "Mainstreet Commercial" to "Mainstreet Commercial - Special Site" to permit a 15 storey, 113 unit condominium apartment building with 544 m² (5,856 sq. ft.) of ground level commercial uses, be approved.
3. That the application to change the Zoning from "C4" (Mainstreet Commercial) to "C4-Exception" (Mainstreet Commercial) to permit a 15 storey, 113 unit condominium apartment building with 544 m² (5,856 sq. ft.) of ground level commercial uses in accordance with the proposed zoning standards attached as Appendix S-6, be approved subject to the following conditions:
 - (a) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development;
 - (b) 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 Dufferin-Peel Catholic District School Board and Peel 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 March 17, 2008, 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-0017-2008 which was subsequently adopted by Council and is attached as Appendix S-2.

Subsequent to the public meeting, the applications have been amended to:

- change the requested Official Plan designation to "Mainstreet Commercial – Special Site";
- change the requested zone category to "C4 – Exception" (Mainstreet Commercial);
- decrease the unit count from 124 units to 113 units;
- increase the amount of ground floor commercial area from 506 m² (5,447 sq. ft.) to 544 m² (5,856 sq. ft.);
- request a reduced resident parking standard for 2 bedroom units from 1.40 spaces/unit to 1.25 spaces/unit;
- permit 4 of the required 2 bedroom unit parking spaces to be in a tandem configuration;
- eliminate the second driveway access on Walden Circle;
- reconfigure the underground parking to increase setbacks from the east property line;
- improve on-site pedestrian connections to Walden Circle and Lakeshore Road West;
- internalize garbage storage and set-out areas; and,
- reduce the amount of hard surface area at grade and the amount of surface parking.

The proposed "C4 - Exception Zone" provisions are contained within Appendix S-6.

Mississauga Urban Design Panel

The proposed development came before the Mississauga Urban Design Advisory Panel on May 13, 2008 at which time the panel advised that the building height and massing were appropriate and the design of the building was excellent. The panel did note that there was too much ground level parking and hard surface area, poor pedestrian connections with Lakeshore Road West and Walden Circle, insufficient landscaped buffer space along the east

property boundary and the podium element of the building was not tall enough to properly frame the north side of Lakeshore Road West. Changes to these elements of the proposal were undertaken by the applicant and the revised plans subsequently presented to the panel on September 1, 2009 at which time the panel spoke positively to all aspects of the revisions. The applicant's Revised Concept Plan and Elevations, which are attached as Appendices S-4 and S-5, are consistent with those presented to the panel.

COMMENTS:

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

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

Comments updated November 10, 2009, state that Transportation and Works (T & W) is in general agreement with the findings of the supporting Traffic Impact Study (and Addendum Reports) which indicate that the additional traffic associated with the proposed development can be accommodated by the existing road infrastructure. The applicant also provided an updated Environmental Noise Impact Study which concluded that the proposed development can be satisfactorily mitigated from a noise impact perspective. An updated noise study will be required prior to site plan approval addressing the specific implementation of noise mitigation measures.

Should the applications be approved by Council, the Owner will be required to address the following, to the satisfaction of T & W prior to by-law enactment:

- Gratuitously convey to the City a 7.5 m x 7.5 m (24.6 ft. x 24.6 ft.) sight triangle at the northeast corner of Walden Circle and Lakeshore Road West;

- Provide detailed design drawings, cost estimates and securities for the required works within the Lakeshore Road West and Walden Circle right-of-ways, in support of the proposed access points;
- Submit a complete Record of Site Condition (RSC; revised October 2004), in accordance with Ontario Regulation 153/04, which has also been posted to the Ministry of the Environment (MOE's) Environmental Site Registry; and,
- Enter into an Acknowledgement Agreement with the City, to acknowledge the Owner's maintenance responsibilities for the portion of the internal drive aisle proposed within the existing municipal easement along the rear portion of the lands.

Community Services Department – Culture Division

Comments updated on July 27, 2009, state that an acceptable Heritage Impact Statement has been received from the proponent.

COMMUNITY ISSUES

Area residents and other stakeholders became engaged in the development of the subject lands through the Community Meeting and Focus Group Meetings hosted by Ward 2 Councillor, Patricia Mullin and the statutory Public Information Meeting of the Planning and Development Committee held on March 17, 2008.

At these meetings and in letters, phone calls and emails received by the Planning and Building Department, area residents have expressed their views on the applicant's proposal and its potential impact on the immediate 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 has used these core issues to structure the Planning Comments section of this report which follows.

The Ward Councillor has also arranged for two further Focus Group meetings to be held on November 17, 2009 and November

25, 2009. Any additional comments arising from these meetings will be addressed in an Addendum Report, as necessary.

PLANNING COMMENTS

Current Provincial Policy Planning Framework

The proposed building is too tall and represents an overdevelopment of the lands

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 neighborhood 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 municipalities like Mississauga shall focus intensification. In hierarchical order, the Growth Plan calls for intensification in Urban Growth Centres (City Centre), Major Transit Station Areas (MTSA) and within Intensification Areas.

Mississauga's Urban Growth Centre has been identified as the City Centre area and portions of the Hurontario Street corridor north of the Q.E.W. 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 MTSA's, those lands located within a

500 m (1,640 ft.) radius of higher order transit stations, which equates to about a 10 minute walk. The subject lands are located approximately 400 m (1,312 ft.) from the Clarkson Go Station, within the above noted radius defining a MTSA.

Lastly, the Growth Plan calls for intensification within Intensification Areas. These areas are best described as identified areas that have the potential to provide a focus for higher density mixed-use development consistent with planned service levels.

Mississauga Plan describes this portion of Lakeshore Road West as an arterial roadway supporting several transit routes; a mixed use area; and, within the Clarkson Village Node. The subject lands clearly meet the defining criteria for an Intensification Area as described by the Growth Plan. Similar in structure to Mississauga Plan, the Growth Plan has earmarked major road corridors, particularly those that are well served by transit, as warranting intensification, but to a degree which is less than the Urban Growth Centre which serves a city wide role.

The Growth Plan also 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 density, but on more broad community issues such as the retention/intensification of employment and commercial lands and the availability and proximity of these services to the residential core which utilizes these services.

The proposed development includes 544 m² (5,856 sq. ft.) of ground level commercial uses, thereby retaining the historic commercial use of the lands and providing necessary commercial opportunities close to the concentrated residential lands within the Walden Spinney neighbourhood to the north.

What defines the existing established character of the area?

The proposed development is not consistent with the preliminary findings of the Clarkson Village Visioning Study and the existing established character of the area.

Residents have expressed concerns that the proposed development is not consistent with the existing established character of the area or the preliminary findings of the Clarkson Village Visioning Study. To respond appropriately a more accurate understanding of the community character is required.

Elements of Existing Character

The Clarkson-Lorne Park District is a stable, established residential district which has, in many parts, evolved into a unique area characterized by low density housing on large, spacious often heavily treed lots. The Clarkson Node provides a focus for the District with a mixture of street related shops, commercial plazas and community facilities.

Historically, higher density residential development has occurred on the north side of Lakeshore Road West, between Southdown Road and the CN Rail overpass within the Walden Spinney area. The following sets out some of the pertinent contextual statistics explaining existing residential development within the Clarkson Node.

- Residential units within the Clarkson Node are predominately made up of townhouse and apartment built forms. Presently there are approximately 900 dwelling units in the Clarkson Node area, of which 653 are apartment dwelling units (76%) and 206 are townhouse dwellings (24%). An additional 354 apartment and retirement dwelling units (in apartment built form) have recently been approved, but have not yet been constructed.
- All of the existing and recently approved apartment buildings and existing townhouse dwellings in the Clarkson Node are located at the west end, closest to the Clarkson Go Station.

- The proposed development is consistent with other apartment buildings in the Clarkson Node in regard to height. Apartment buildings located in the Clarkson Node range in height from 21 to 11 storeys. The tallest is located adjacent to the Clarkson Go Station, and the lowest is at the north end of the Walden Spinney area. An 18 storey apartment building has been approved on Southdown Road opposite the Go Station. A 15 storey apartment building (1271 Walden Circle) is situated on the west side of Walden Circle opposite the subject lands. An 8 storey retirement dwelling has been approved to the east of the subject lands. These as yet to be constructed apartments would maintain the established transition in building height. South of the subject lands, just outside of the Node, on the east and west sides of Inverhouse Drive are two apartment buildings of 17 and 11 storeys in height (965 and 966 Inverhouse Drive)..
- The 3.3 FSI of the proposed development is consistent with that of other apartment buildings within the Clarkson Node. Existing apartment buildings in the Node range in Floor Space Index (FSI) from 1.89 to 4.5. The as yet to be constructed retirement dwelling has been approved with a FSI of 2.34 and the 2 apartment buildings just north of Lakeshore Road on Southdown Road, the first recently completed and the second not yet started, have a combined FSI of 4.5.
- The proposed transition to adjacent townhouses is an established contextual characteristic. The 11 storey building at 1110 Walden Circle to the north, abuts the rear yards of townhouses on two sides with setbacks of approximately 11 m (36 ft.) and 14 m (46 ft.) respectively. The existing apartment building at 1201 Walden Circle close to Southdown Road is located within 22 m (72 ft.) of adjacent amenity areas for townhouses. Similarly, the proposed building will be approximately 10 m (33 ft.), at its closest point, from the nearest townhouse rear yard amenity area.

The Clarkson Village Visioning Study

The Study has not yet been completed and the review of the subject applications cannot draw upon any preliminary conclusions

or recommendations inferred from the Phase 1 (Summary of Public Engagement Process) element of the Study. That being said, a vast majority of stakeholders who participated in the Study identified that the lands west of the CN Rail overpass at the west end of the Village has a distinctly different character than the core of the Village located to the east, particularly in regard to built form typology and how the areas should redevelop over time.

The west end of Clarkson has historically been influenced by its proximity to the intersection of two arterial roads, Lakeshore Road West and Southdown Road, and the Clarkson Go Station. These locational factors remain present and under the current Provincial policy regime are even more critical in addressing residential intensification during the review of development applications.

Generally speaking, stakeholders spoke to maintaining the height and density trend as it exists today with a general downward transition in height from the GO station toward the core of the Village. At 15 storeys, the proposed development maintains this transition.

Further, the proposed development includes at grade retail, with a façade that is strongly connected with the public sidewalk, another aspect that was strongly communicated by stakeholders involved with the Clarkson Village Study. Generally speaking, the proposed development is consistent with the stakeholder feedback acquired during the information gathering stages of the Study.

What is the right interface and transition with abutting lands?

The proposed buildings will result in unacceptable shadow impacts on the abutting communal outdoor amenity area associated with the Walden Club to the north and on the private amenity areas associated with the townhouse dwellings to the east. In addition, the proposed landscaped setbacks to the north and east property lines are not adequate to ensure preservation of the existing trees located on or adjacent to the property boundaries and to permit supplementary landscape screen materials to be planted. There is also an inadequate amount of total landscaped open space area proposed for the development.

As previously mentioned, smart growth does not mean unlimited intensification, without regard for context. The location of the subject lands on Lakeshore Road West, an arterial road, and in proximity to the Clarkson GO Station meets provincial and local policy criteria for intensification. A specific evaluation of the proposal is therefore necessary to test whether the built form can be accommodated without tangible negative impact.

Transition to Walden Club recreational facilities

The proposed building is setback approximately 20 m (65.6 ft.) from the north property line, with a landscape buffer area, drive aisle and outdoor amenity space within this setback. This setback, in conjunction with a relatively narrow tower will result in minimal shadow impacts. Shadows will be experienced during the morning hours over a portion of the existing tennis courts, however, in light of the existing tree cover in the area, minimal increase in shadowing in regards to duration or breadth is expected.

In addition, a landscaped buffer of between 4.8 m (15.7 ft.) and 3.1 m (10 ft.) is proposed along the north property line. The underground parking structure is setback an additional 7.0 m (23 ft.) from the landscaped buffer. This setback should ensure that all trees located on the northerly abutting lands and those worthy of preservation on the subject lands, based upon their existing condition, will not be adversely impacted by the proposed construction works. Furthermore, there will be adequate space to supplement existing vegetation to improve transition and mitigate overlook. On this basis an acceptable transition to the northerly abutting lands has been accommodated.

Transition to existing townhouses to the east

The proposed building is setback between approximately 14 m (45.9 ft.) and 29 m (95 ft.) from the east property boundary at the ground level and 7.0 m (22.9 ft.) to 11.0 m (36 ft.) from the east property boundary for the upper levels. The setback includes landscaped buffer area, parking and drive aisle, parking garage stair entrance structure and outdoor amenity space. Shadowing

from the structure will move through the rear yards of the abutting townhouses between 9 a.m. and 4 p.m. in the spring and summer months, leaving the late afternoon and evening hours during this time of year free of shadows from the proposed development. During the winter and fall months shadowing will be more pronounced, but not result in significant changes based upon shadows from existing structures in the area. The landscaped buffer area (without impact by the underground parking structure) will range between approximately 2.0 m (6.6 ft.) and 9.0 m (29.5 ft.) along the east property boundary, providing adequate space to implement a buffer planting scheme through the site plan approval process. On this basis, transition to the abutting townhouses to the east has been appropriately accommodated.

Transition along Lakeshore Road West

Transition in regard to building height and massing was addressed in the Elements of Existing Character section of this report. The Mainstreet Commercial designation applicable to these lands calls for a 'zero' setback street condition, with grade related retail uses. The planned context along Lakeshore Road West is different than that along Walden Circle in regard to landscaped open space and building setback. The proposed development is consistent with the planned context along Lakeshore Road West.

Are commercial uses appropriate and compatible with the character of the area?

Commercial uses are not compatible with the character of the area. Service facilities including the garbage storage/pick-up and loading areas will result in negative impacts in regard to noise, odour and visual aesthetics for the abutting land uses.

The subject lands are presently designated Mainstreet Commercial and are located within the Clarkson Village Node. Section 3.13 City Centre, Nodes and Corridors of Mississauga Plan speaks in several subsections to Nodes being the focus of residential community and commercial activities, encouraging retail uses along main street frontages with direct access to sidewalks . In

addition, the lands are presently developed for two restaurant structures with a combined gross floor area of 476 m² (5,124 sq. ft.), approximately 68 m² (732 sq. ft.) less than included in the current proposal. The proposed development will intensify the commercial uses on site and better address the prescribed relationship of the buildings to the street edge.

The proposed development includes an internal garbage storage and pick up area. Internalizing operations thereby addresses these expressed concerns. Loading will be through the same service door used to access the garbage storage and transfer area. Noise from vehicles will be addressed through a supplementary noise impact assessment at the site plan approval stage. Any additional noise mitigation measures will be identified and implemented through this later process.

How does the proposal meet the objectives of Mississauga Plan?

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

The applicant is requesting an amendment to the Mississauga Plan Policies for the Clarkson-Lorne Park District from "Mainstreet Commercial" to "Mainstreet Commercial – Special Site". The special site provisions are necessary to accommodate the apartment built form and as such, provisions are proposed to set the maximum building height at 15 storeys and to restrict the floor space index to a maximum of 3.3.

The proposal appropriately addresses the overall intent and policies of Mississauga Plan. The following policies are relevant in determining that the proposed development addresses the overall policy direction established by Mississauga Plan.

Intensification Policies

Subsection 3.2.4.3 of Mississauga Plan is more specific in stating that residential intensification occurring outside of the Urban Growth Centre shall exceed 4 storeys only where it can be

demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved.

Subsection 3.2.4.4 states that development should be compatible with the scale and character of a planned residential area by having regard for the following elements: ...lot frontages and areas, street and block patterns, building height, coverage, massing, architectural character, streetscapes...privacy and overview, the pedestrian environment, parking.

As addressed previously, the proposed development demonstrates an appropriate transition to abutting lands, compatible character in addressing existing building heights and lot characteristics and by positively contributing to the streetscape and pedestrian environment.

Urban Design Policies

Section 3.18 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 appropriately addresses the above noted policies in matters of building and site compatibility, enhancing the community character, recognizing and reinforcing the established City structure and site context and by contributing to an appropriate pedestrian environment.

Clarkson-Lorne Park District Policies

Section 4.7.1, Planning Context states in part that the Clarkson Node provides a focus for the District with a mixture of street related shops, strip commercial/residential plazas, and a traditional shopping centre. Also, a combination of apartments and townhouses has developed in the vicinity of the Go Station. Section 4.7.3.1 c. states that the Clarkson Node, will be the focus of activity for the District, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

The Planning Context and Urban Design Policies sections recognize the Clarkson Node as the area of focus for activity, development activity and commerce and that higher intensity residential uses within the Node are focused to the west, in proximity to the GO Station.

Criteria for Site Specific Official Plan Amendments

As outlined in the Information Report, Mississauga Plan provides criteria for evaluating site specific Official Plan Amendments (Section 5.3.2.1). Each criterion is summarized below along with a discussion of how the proposed application addresses the intent of the criteria.

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 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.

The proposed redesignation of the lands to "Mainstreet Commercial – Special Site" to permit the proposed development will positively contribute towards achieving the overall intent, goals and objectives of Mississauga Plan. Specifically, the proposal appropriately addresses the urban form hierarchy in

locating a contextually appropriate high density residential building which is consistent and compatible with the surrounding context within a Node and within proximity to higher order transit.

Further, the proposed development supports the general goals and objectives of Mississauga Plan in calling for redevelopment which addresses the scope and character of the existing area by having regard for such matters as building height, coverage, mass, setback, privacy and overlook. In addition, the proposal meets the urban design goals and objectives which requires new development to respect and enhance the streetscape through building design, placement, scale and form.

The planning rationale provided by the applicant's planning consultant adequately assesses the proposed amendment in relation to the existing designation of the lands, including addressing the merits of retaining ground level commercial uses within the Node close to the Clarkson Go Station.

In view of the preceding, the proposed development adequately and appropriately addresses the provisions of Mississauga Plan for evaluating site specific Official Plan Amendments in accordance with Section 5.3.2.1.

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 Walden Circle will conflict with the existing driveway for 1271 Walden Circle and result in too much traffic infiltrating 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 updates submitted in support of the proposed development and are satisfied that the traffic volumes generated by the proposal can be accommodated by the existing transportation infrastructure without a loss in level of service. The Traffic Impact Study did not identify a conflict

with the proposed Walden Circle driveway and the existing one at 1271 Walden Circle.

On-site parking for the commercial uses is proposed to be provided in accordance with minimum By-law standards. As such, on-street parking and illegal parking on adjacent sites is not expected to occur. A small reduction in the residential parking requirement for 2 bedroom units has been requested as part of the proposal. The proposed reduction is consistent with other recent developments in the area and elsewhere in the City where the lands benefit from excellent transit service, including higher order transit, without reported complaint. Accordingly, issues are not expected to result from a parking or traffic perspective.

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 sewer and storm sewer capacity to service the proposed development.

Zoning

As outlined in the Background section, the applicant is now proposing to change the zoning for the subject lands from "C4" (Mainstreet Commercial) to "C4-Exception" (Mainstreet Commercial). Despite the change in the proposed zone category, the requested exception zone provisions are substantially consistent with those outlined previously, with the exception of the reduced unit count, an increase in commercial Gross Floor Area, a reduced resident parking standard for 2 bedroom units and alterations to the proposed exception schedule to reflect minor site alterations. A detailed list of the "C4-Exception" zone provisions are attached to this report as Appendix S-6.

In addition to building setbacks, building foot print and extent of hard surface areas, the proposed exception schedule will restrict

the minimum depth of landscaped buffers, extent of the underground parking structure and the location and size of the outdoor amenity area. The exception schedule will be consistent with the revised concept plan attached as Appendix S-4.

It should be noted, based upon community feedback, that although the "C4" zone category does not mandate a minimum landscaped open space requirement, revisions to the proposal have resulted in an increase from 25% to 44% of the lot area, when green roofs are included in the calculation.

The proposed "C4-Exception" (Mainstreet Commercial) zone provisions as outlined in Appendix S-6 are appropriate to accommodate the proposed development.

Green Development Initiatives

The applicant has indicated that green roofs will be constructed on the roof of the circular element at the southwest corner of the building, on the roof of the podium facing Lakeshore Road West and as part of the 11th floor outdoor amenity area. These components will be secured through the site plan approval process.

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 proposed revisions to the application which comprise a change to the zone category and specific zone standards, as well as site layout changes are deemed minor. Therefore, it is recommended that no further public meeting need be held regarding the proposed changes.

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

1. The proposed development meets the overall intent, goals, objectives and policies of Mississauga Plan.
2. The "Mainstreet Commercial - Special Site" and "C4-Exception" zone provisions are appropriate to accommodate the proposed development and will not adversely impact or destabilize the surrounding land uses.
3. The proposed development is compatible with the existing surrounding land uses and will enhance the character of the area.

ATTACHMENTS:

Appendix S-1 - Information Report
Appendix S-2 - Recommendation PDC-0017-2008
Appendix S-3 - Revised Land Use Map
Appendix S-4 - Revised Concept Plan
Appendix S-5 - Revised Elevations
Appendix S-6 - Proposed C4-Exception Zone Provisions

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner



Corporate Report

Clerk's Files

Originator's
Files OZ 05/043 W2

PDC MAR 17 2008

DATE: February 26, 2008

TO: Chair and Members of Planning and Development Committee
Meeting Date: March 17, 2008

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a 15 storey, 124 unit condominium apartment
building with 506 m² (5,447 sq. ft.) of ground level
commercial uses
1969 and 1971 Lakeshore Road West
Northeast corner of Lakeshore Road West and Walden Circle
Owner: 607074 Ontario Limited
Applicant: Makow Associates Architect Inc.
Bill 20

Public Meeting **Ward 2**

RECOMMENDATION: That the Report dated February 26, 2008, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Mainstreet Commercial" to "Residential High Density II - Special Site" and to change the Zoning from "C4" (Mainstreet Commercial) to "RA4-Exception" (Residential Apartment), to permit a 15 storey, 124 unit condominium apartment building with 506 m² (5,447 sq. ft.) of ground level commercial uses under file OZ 05/043 W2, 607074 Ontario Limited, 1969 and 1971 Lakeshore Road West, be received for information.

BACKGROUND:

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

The applicant provided revised supporting materials along with a detailed covering letter on November 23, 2007 which clarified the range of commercial uses being sought, proposed development standards and parking standards to be applied to the residential and commercial uses.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	December 5, 2005
Height:	15 storeys
Lot Coverage:	38%
Floor Space Index:	3.3
Landscaped Area:	25% (including green roofs)
Net Density:	202 units/ha (112 units/acre)
Gross Floor Area:	11 474 m ² (123,509 sq. ft.) – Residential 506 m ² (5,447 sq. ft.) – Commercial
Number of units:	55 – 1 bedroom 69 – 2 bedroom 124 units total
Anticipated Population:	285* *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:	68.8 spaces for 1 bedroom residential units (1.25 spaces/unit x 55 units) 96.6 spaces for 2 bedroom residential units (1.40 spaces/unit x 69 units)

Development Proposal	
	31 spaces for residential visitors (0.25 spaces/unit x 124 units) 10.1 spaces for commercial uses (4.3 spaces/100 m ² (1,076.43 sq. ft.) x 235 m ² (2,530 sq. ft.)) 43.4 spaces for restaurant uses (16 spaces/100 m ² (1,076.43 sq. ft.) x 271 m ² (2,917 sq. ft.)) Total Required Parking: 250
Parking Provided:	251
Supporting Documents:	Proposed Standards and Planning Justification Report; Phase I Environmental Site Assessment; Preliminary Servicing Report; Acoustical Impact Study; Traffic Impact Study; Heritage Impact Study; Shadow Study; and Arborist Report.

Site Characteristics	
Frontage:	56.08 m (184 ft.) - Lakeshore Road West
Depth:	55.26 m (181 ft.) – Walden Circle
Net Lot Area:	0.364 ha (0.9 ac.)
Existing Use:	Two free-standing restaurant structures; the Satellite Restaurant and Spoon and Fork Restaurant

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

Neighbourhood Context

The subject property is located on the north side of Lakeshore Road West, east of Southdown Road. The property is part of the linear commercial area which runs along Lakeshore Road West through Clarkson Village. The lands also abut the Walden Spinney neighbourhood to the north where there is a mix of buildings including two and three storey row dwellings and apartment buildings ranging in height from 11 to 21 storeys.

The surrounding land uses are described as follows:

North: Passive and active recreational facilities associated with the Walden Club, including outdoor tennis courts and swimming pool

East: Three storey row dwellings

South: 17 storey apartment building, south of Lakeshore Road West

West: 15 storey apartment building, west of Walden Circle

Current Mississauga Plan Designation and Policies for Clarkson-Lorne Park Planning District

"Mainstreet Commercial" which permits establishments for the sale of goods and services, recreation, entertainment and accommodation to the general public. Residential, community and office uses will also be permitted. Compatible development is encouraged which recognizes the scale and enhances the character of Mainstreet Commercial areas. Infilling is the preferred form of pedestrian-oriented street-related commercial development, including the combination of commercial and residential uses.

The subject lands are also located within the Clarkson Village Node. Section 3.13.3 - Nodes generally indicate that these areas are intended to act as the focus of activity for the surrounding community, benefiting from good accessibility, visibility and a relatively high level of existing and potential transit service.

A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent land uses, and distinguish the significance of nodes from surrounding areas.

The Mississauga Plan policies for the Clarkson-Lorne Park District were approved by the Region of Peel on May 5, 2003 with modifications adopted through Official Plan Amendment 25, which were subsequently approved by the Ontario Municipal Board on September 10, 2007, with the exception of individual sites which are the subject of active appeals.

The applications are not in conformity with the Mississauga Plan policies for Clarkson-Lorne Park District and propose to change the applicable land use designation to accommodate residential apartment built form.

There are other policies in the Official Plan which also are 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 3.18.2.3 – Heritage resources should be conserved and incorporated into community design and new development in a manner that enhances the heritage resources and makes them focal points for the community.

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.

Criteria for Site Specific Official Plan Amendments

Section 5.3.2 of Mississauga Plan contains criteria which require 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 along with an Addendum 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 Provincial Policy Statement (PPS)

The current PPS, which came into effect on March 1, 2005, contains several 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

The *Planning Act* was modified on January 1, 2007, to amongst other matters, require that decisions made by approval authorities, on development applications, conform with Provincial policies in place at the time of the decision. On June 16, 2006, the Growth Plan came into effect, more than five months after the receipt of these applications. Based upon the above noted changes to the *Planning Act*, the subject applications must conform to applicable Provincial policies, including the Growth Plan.

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 subject lands are located approximately 400 m (1,312 ft.) from the Clarkson GO Train Station, within 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 residential and ground level commercial uses and to permit the proposed maximum Floor Space Index (FSI) of 3.3, which exceeds the maximum FSI range of 1.0 to 2.5 permitted under the "Residential High Density II" policies of the Clarkson-Lorne Park District.

Existing Zoning

"C4" (**Mainstreet Commercial**), which permits a wide range of service commercial, office and entertainment/recreation uses.

Proposed Zoning By-law Amendment

"RA4-Exception" (**Residential Apartment**), to permit a 15 storey apartment building having a maximum of 124 dwelling units, with a maximum FSI of 3.3. A total Gross Floor Area (GFA) of 506 m² (5,447 sq. ft.) is proposed for ground level commercial uses, including a maximum GFA of 271 m² (2,917 sq. ft.) for restaurant uses and 235 m² (2,530 sq. ft.) for other specified commercial uses.

Ground level commercial uses proposed include restaurant, take-out restaurant, retail store, office, medical office, real estate office and personal service establishment.

In addition, the applicant proposes to reduce the minimum required landscaped open space from 40% of the lot area to 25%. Further, ten (10) of the required below grade parking spaces are proposed to be provided in a tandem configuration. An Exception Schedule is proposed to address minimum setbacks consistent with the concept site plan drawing attached as Appendix I-4.

COMMUNITY ISSUES

A community meeting was held by the Planning and Building Department and hosted by the Ward 2 Councillor, Patricia Mullin on May 16, 2007, at which more than 60 people were in attendance. Subsequent to this, a Focus Group was established and to date several meetings have been hosted by the Ward Councillor. 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 proposed configuration of the parking areas, including underground parking for commercial uses will result in overflow parking within the surface parking lot for 1271 Walden Circle and on-street parking along Walden Circle.
- The proposed buildings will result in unacceptable shadow impacts on the abutting communal outdoor amenity area associated with the Walden Club to the north and on the private amenity areas associated with row dwellings to the east.
- The proposed landscaped setbacks to the north and east property lines are not adequate to ensure preservation of the existing trees located on or adjacent to the property boundaries and to permit supplementary landscape screen materials to be planted. There is also an inadequate amount of total landscaped open space area proposed for the development.
- Traffic generated by the proposed development may exceed the capacities of Walden Circle and the intersection of Lakeshore Road West and Walden Circle. The resulting traffic volume increases may warrant the installation of traffic lights at Walden Circle and Lakeshore Road West. The proposed northerly driveway access onto Walden Circle will conflict with that of the existing Sheridan Club at 1271 Walden Circle.
- The proposed development is not consistent with the preliminary findings of the Clarkson Village Visioning Study.
- The proposed building is too tall and represents an overdevelopment of the lands.
- Commercial uses are not compatible with the character of the area and will result in greater traffic and parking conflicts than a proposal that includes only residential uses.

- Service facilities including garbage storage/pick-up and loading area will result in negative impacts in regard to noise, odour and visual aesthetics.

The above noted issues will be addressed in the Supplementary Report upon the receipt and review of all outstanding matters.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-6 and school accommodation information is contained in Appendix I-9. 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 building height and massing as they relate to the surrounding context. The applicant has been requested to demonstrate how the proposed development will not detract from the existing established character of the area and fulfill the planned function of the area for Mainstreet Commercial purposes.

Clarkson Village Visioning Study

The Planning and Building Department has initiated a review of the Mississauga Plan Policies for the Clarkson-Lorne Park District as they pertain to a defined area around Clarkson Village and Lakeshore Road West. The purpose of the review is to update the existing land use policies/designations in the District and to ensure a current and relevant vision for the District, to reflect changes in local circumstances and to be consistent with recent Provincial planning initiatives. This review includes 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 study at the time of the Supplementary Report for these applications.

Site Design and Interface with Adjacent Lands

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

- appropriate location for outdoor amenity space;
- appropriate setbacks, including the underground parking structure;
- design, function, location and number of vehicular driveways;
- relationship of the building to the pedestrian environment, including the location of underground vents and auxiliary stairwells;
- quantity and location of landscaped open space;
- transition in built form from abutting properties.

The applicant will be required to submit a site plan application in accordance with City requirements.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain engineering and other matters with respect to site access, 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.

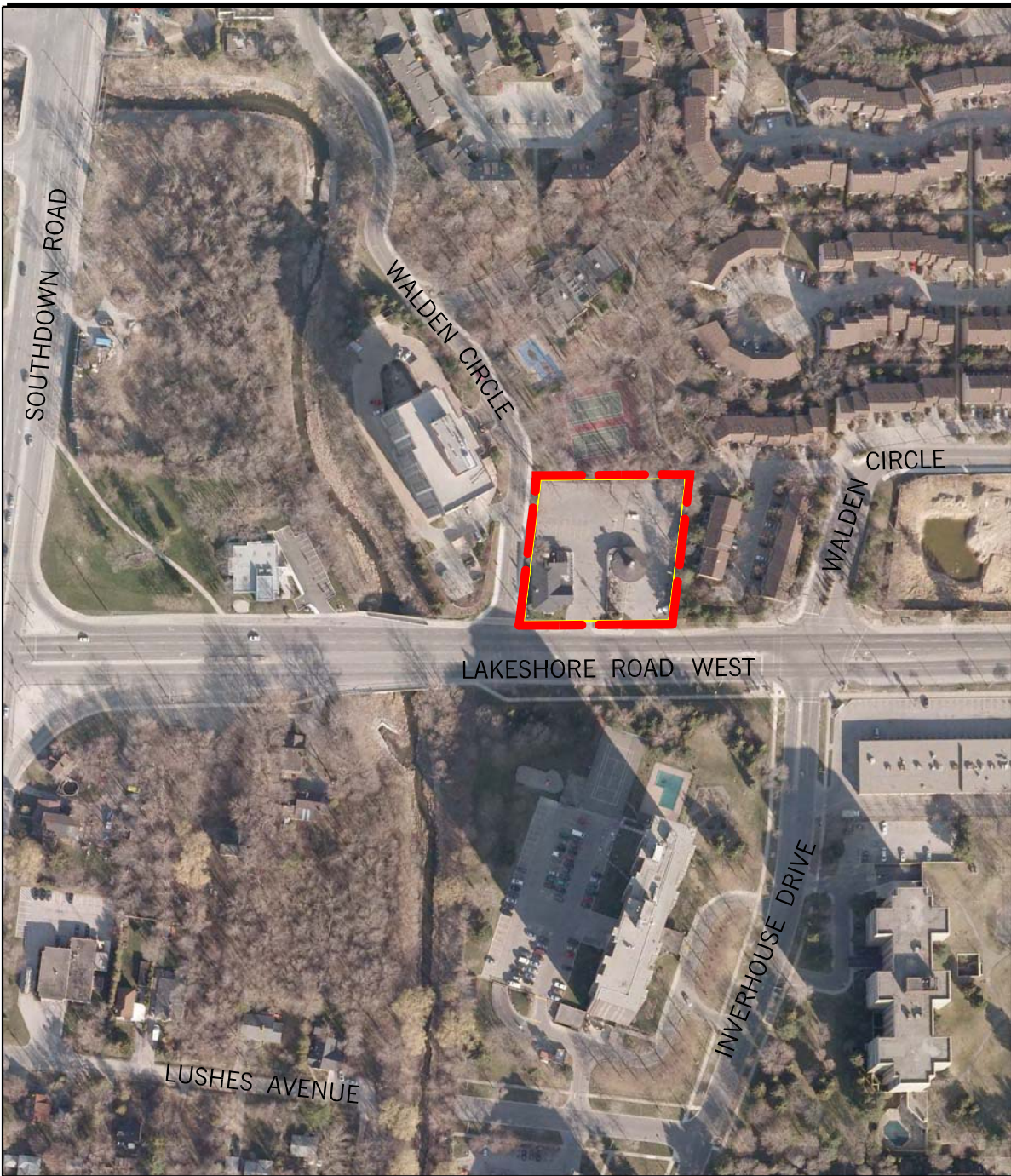
CONCLUSION: Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

- Appendix I-1 - Aerial Photograph
- Appendix I-2 - Excerpt of Clarkson-Lorne Park District Land Use Map
- Appendix I-3 - Excerpt of Existing Land Use Map
- Appendix I-4 - Concept Plan
- Appendix I-5 - Elevations
- Appendix I-6 - Agency Comments
- Appendix I-7 - School Accommodation
- Appendix I-8 - Residential Intensification (Interim Policies)
- Appendix I-9 - General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner



LEGEND:

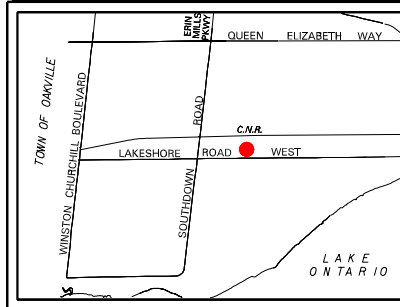


SUBJECT LANDS

DATE OF AERIAL PHOTO: 2007



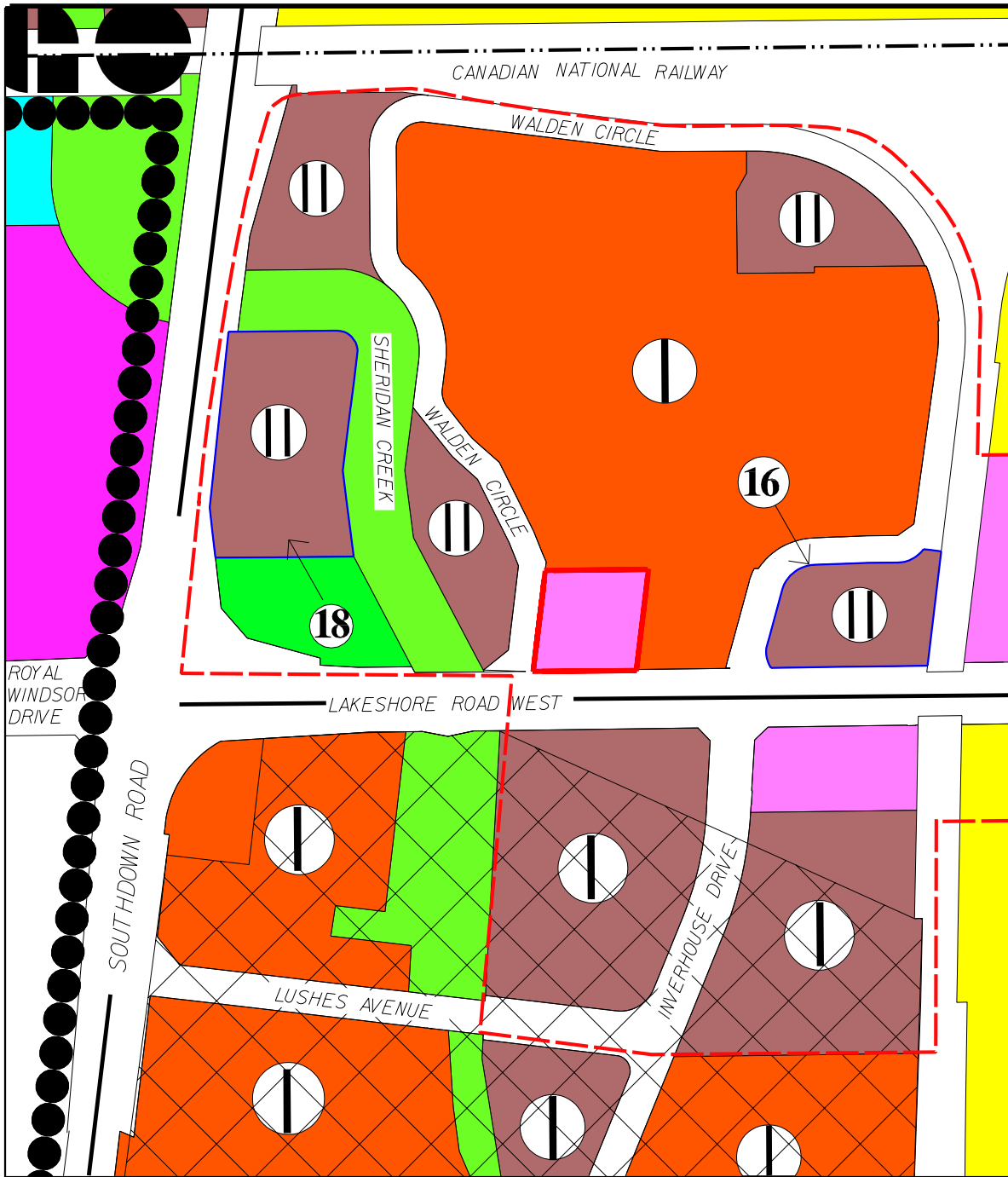
SUBJECT: 607074 ONTARIO LIMITED



FILE NO: OZ 05043 W2	APPENDIX I-1
DWG. NO: 05034A	
SCALE: NTS	
PDC DATE: 2008 03 17	
DRAWN BY: R.DICOSOLA	

MISSISSAUGA
Planning and Building

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T&W, Geomatics



**PART OF CLARKSON-LORNE PARK DISTRICT LAND USE MAP
CLARKSON-LORNE PARK 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
- Office
- Business Employment
- Public 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

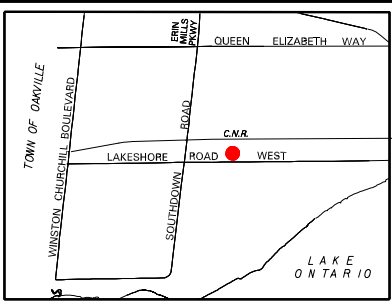
LAND USE LEGEND

- Regulatory Floodplain
- Node Boundary
- Cem - Cemetery
- Existing Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)

SUBJECT LANDS



SUBJECT: 607074 ONTARIO LIMITED



FILE NO:
OZ 05043 W2

DWG. NO:
05043L

SCALE:
1:5000

PDC DATE:
2008 03 17

DRAWN BY:
R.DICOSOLA

APPENDIX I-2

MISSISSAUGA
Planning and Building

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T&W, Geomatics

BY-LAW 0225-2007

LEGEND:



SUBJECT LANDS



PROPOSED OFFICIAL PLAN AMENDMENT FROM "MAINSTREET COMMERCIAL" TO "RESIDENTIAL HIGH DENSITY II-SPECIAL SITE" AND PROPOSED REZONING FROM "C4" (MAINSTREET COMMERCIAL) TO "RA5-EXCEPTION" (RESIDENTIAL APARTMENT) TO PERMIT A 15 STOREY, 124 UNIT APARTMENT BUILDING WITH 580 M² OF GROUND LEVEL COMMERCIAL USES.

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



SUBJECT:

607074 ONTARIO LIMITED

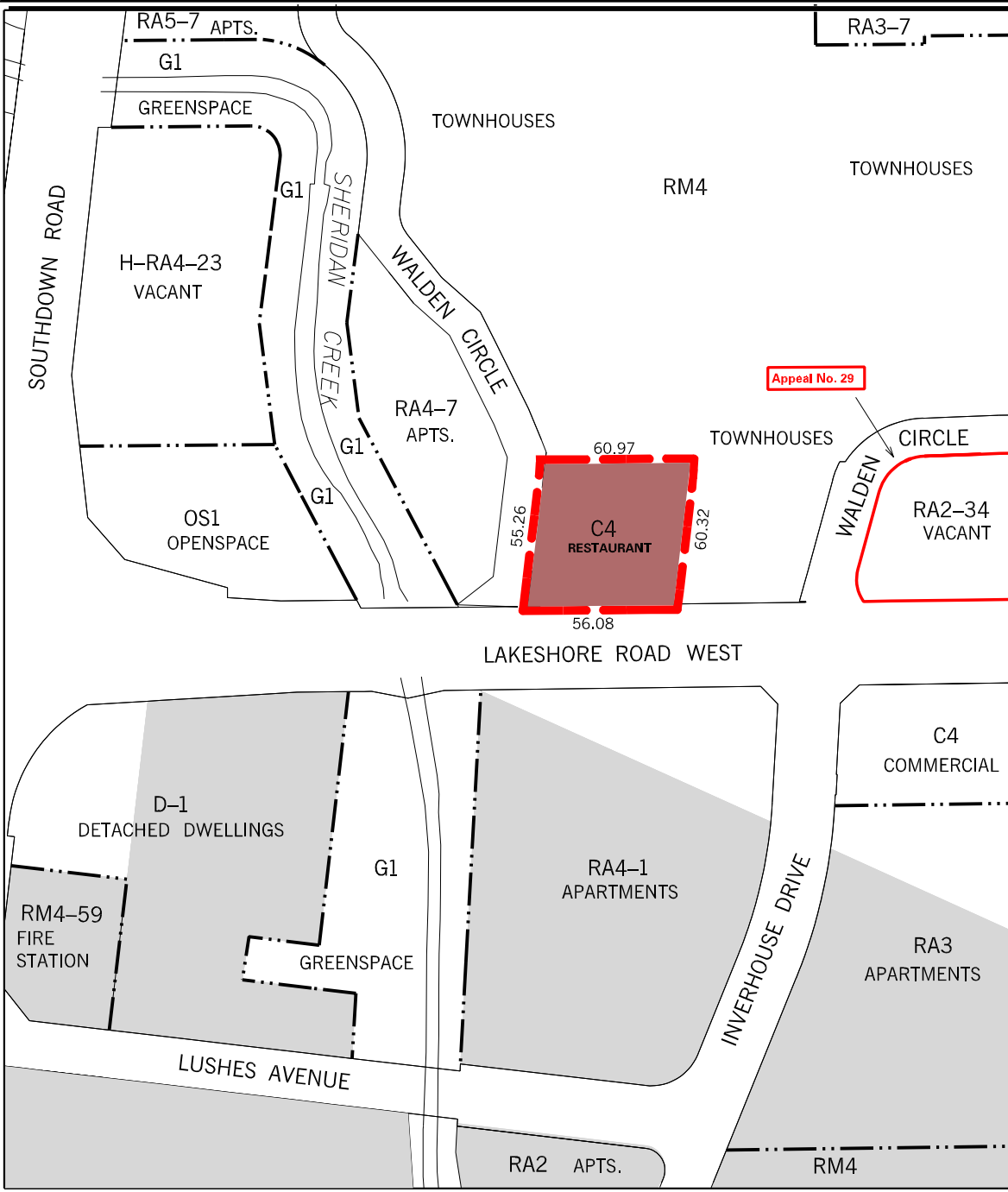


FILE NO:
OZ 05/043 W2
DWG. NO:
05043R
SCALE:
1:2500
PDC DATE:
2008 03 17
DRAWN BY:
R.DICOSOLA

APPENDIX I-3

MISSISSAUGA
Planning and Building

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NORTH

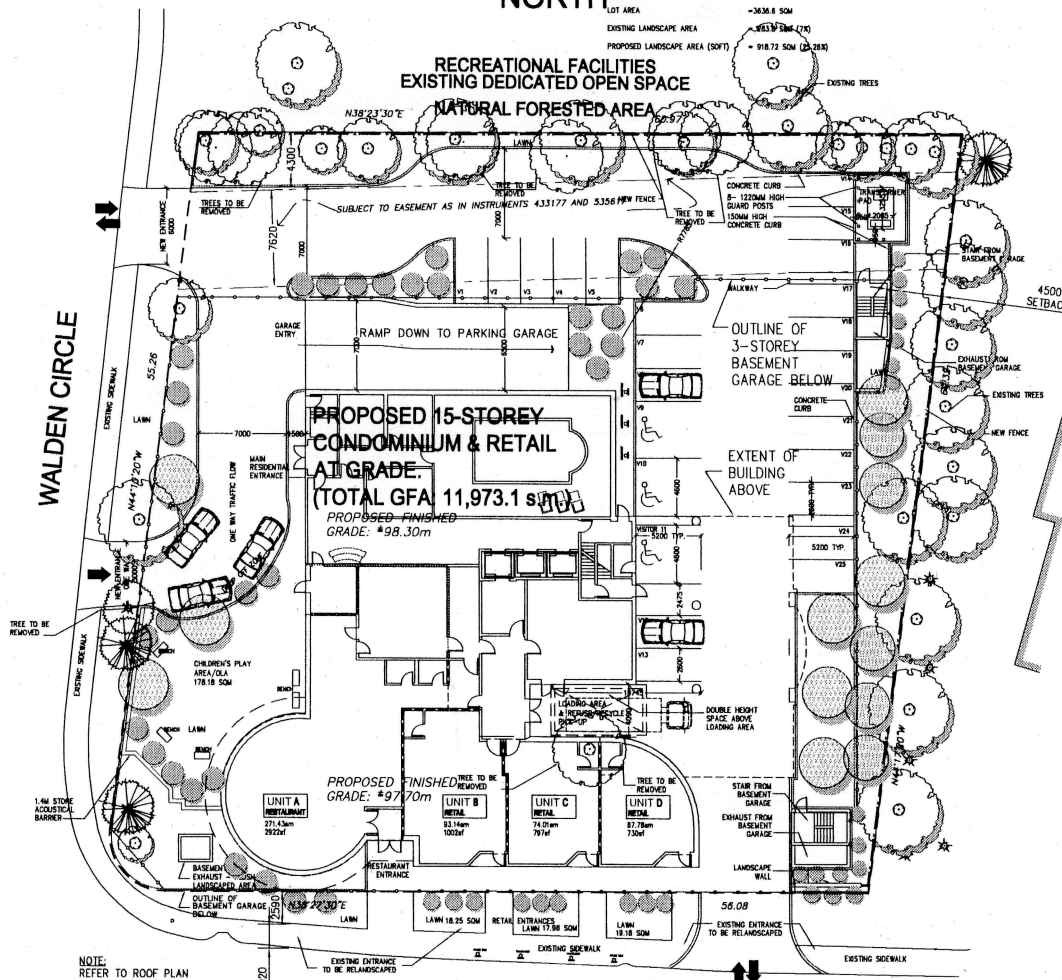
CONTEXT MAP
SITEPLAN SYMBOLS

	PROPOSED GRADE ELEVATION (N) TO REMAIN
	EXISTING GRADE ELEVATION (N) TO REMAIN
	EXISTING CONIFEROUS TREE TO REMAIN
	EXISTING DECIDUOUS TREE TO REMAIN
	PROPOSED SHRUBS & LANDSCAPING
	EXISTING BUILDING TO BE DEMOLISHED
	PROPOSED NEW BUILDING
	VEHICULAR ACCESS
	BELOW GRADE PARKING STRUCTURE
	LIMIT OF GROUND FLOOR RETAIL / COMMERCIAL USES
	ENTRANCE / EXIT TO PROPOSED BUILDING

WALDEN CIRCLE

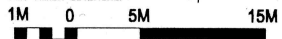
RECREATIONAL FACILITIES
EXISTING DEDICATED OPEN SPACE

NATURAL FORESTED AREA



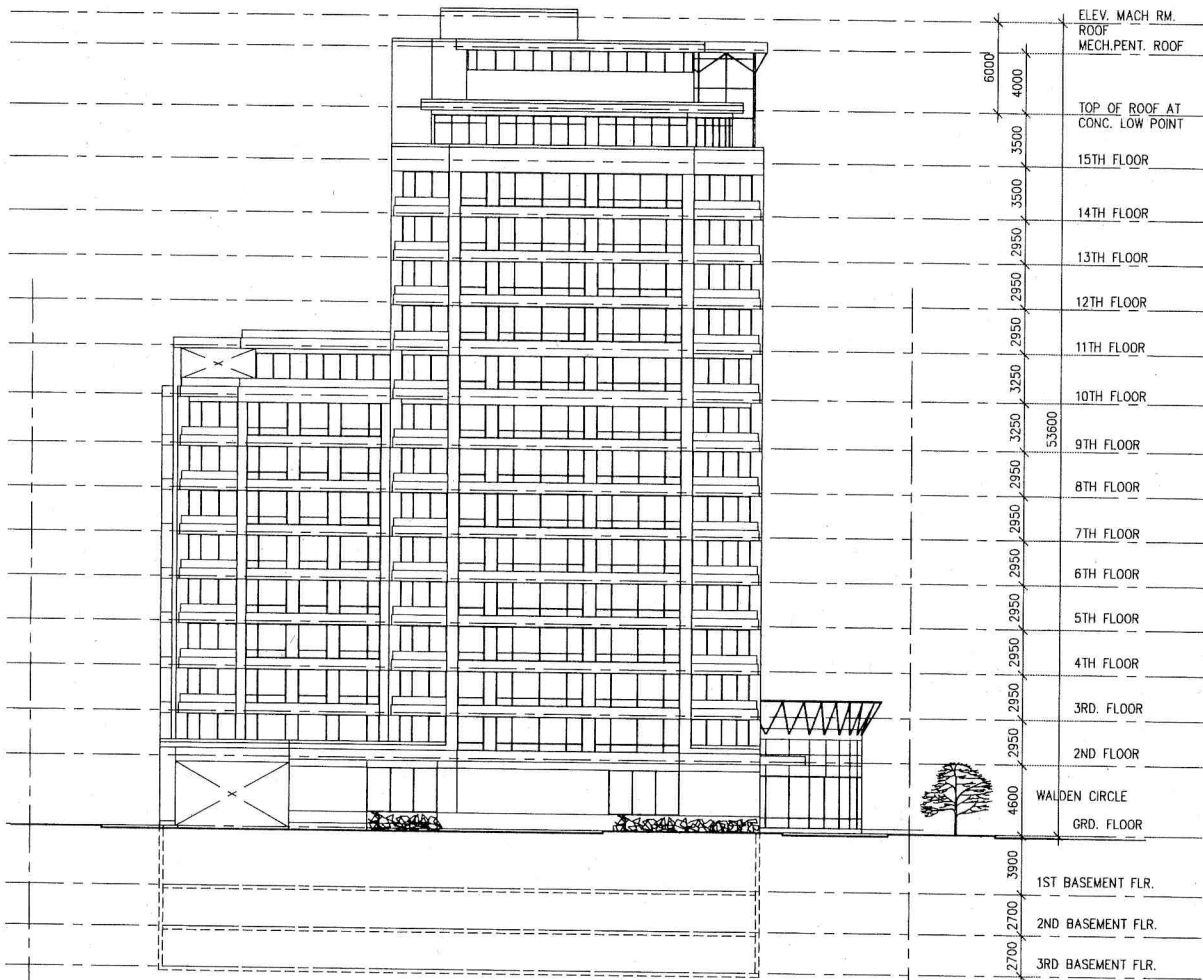
CONCEPT PLAN

NOTE:
REFER TO ROOF PLAN
FOR TOWER SETBACKS.

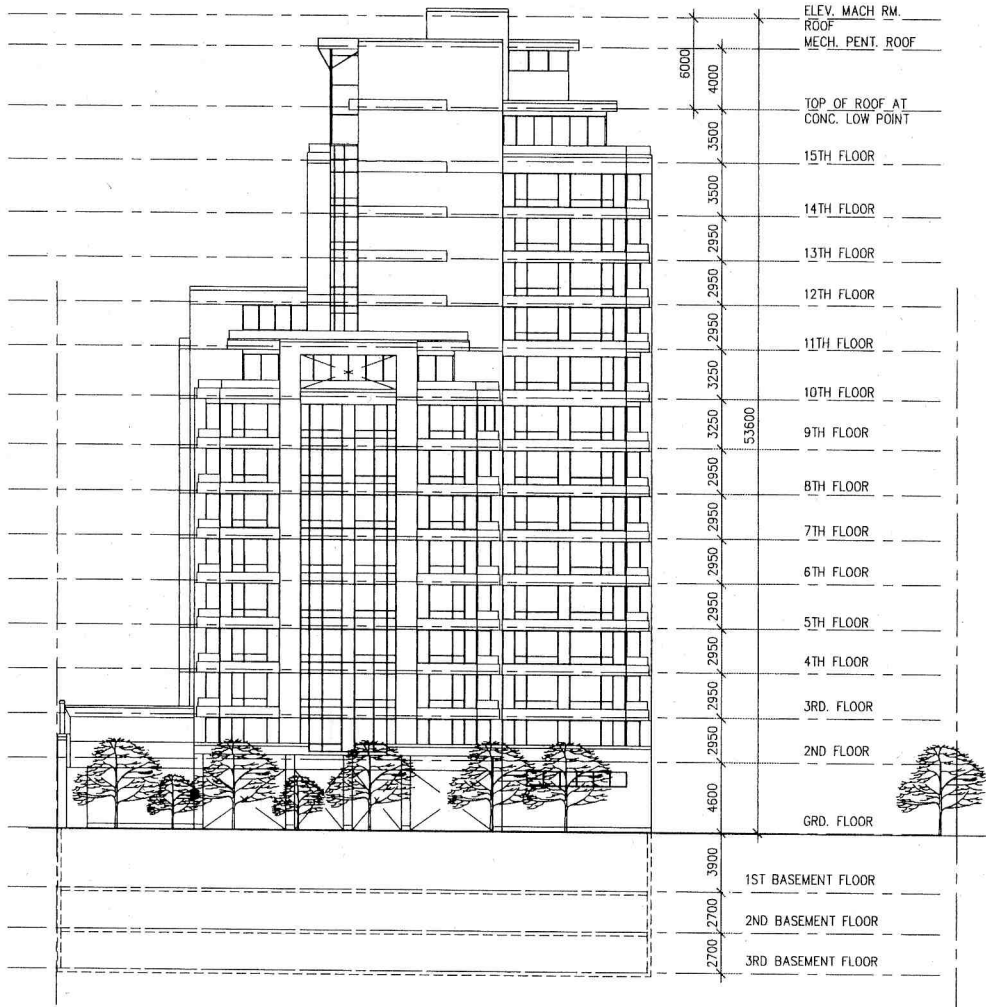


LAKESHORE ROAD WEST

APPENDIX I-4
02/05/043 W2



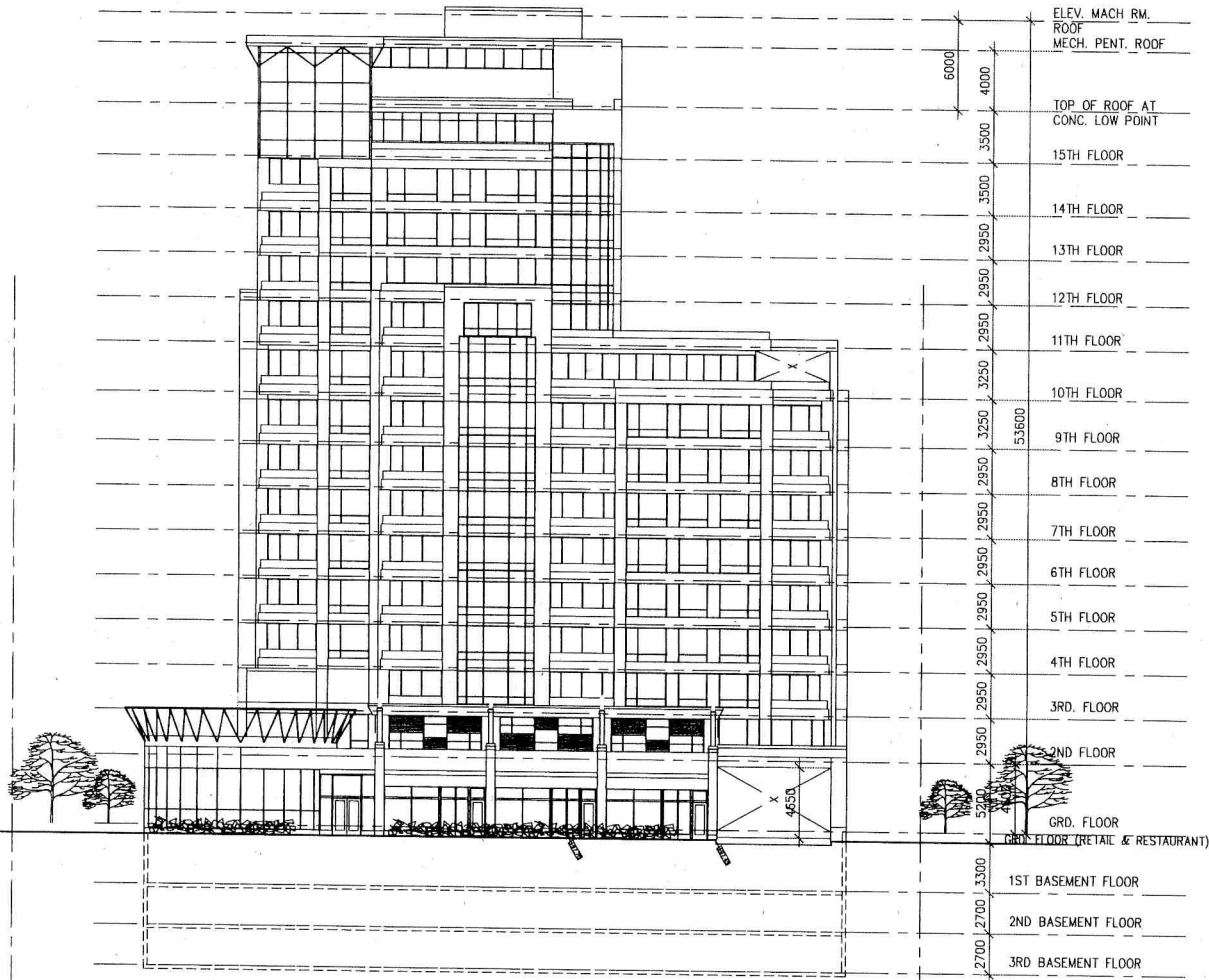
NORTH ELEVATION



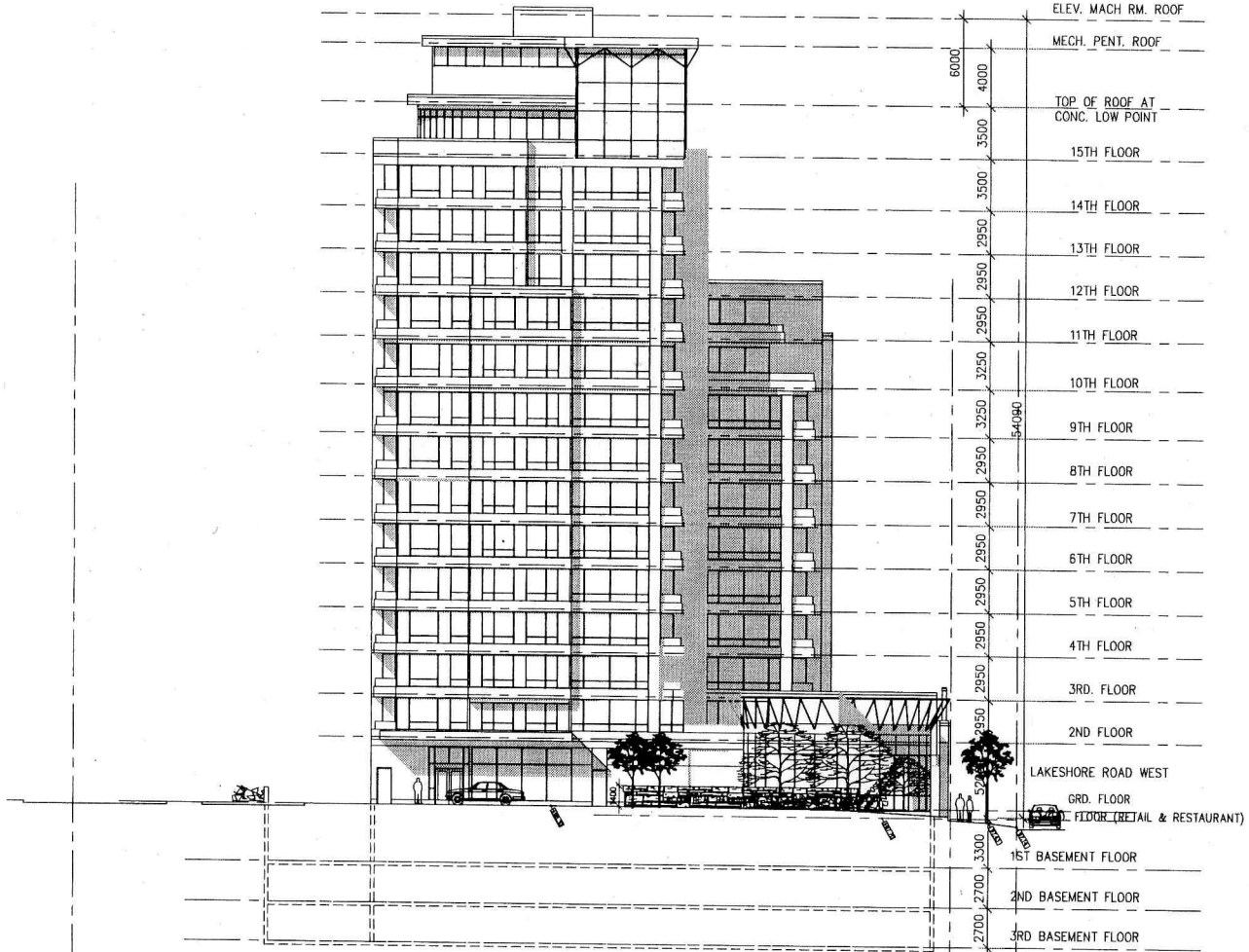
EAST ELEVATION

EAST ELEVATION

SOUTH ELEVATION - LAKESHORE ROAD WEST



SOUTH ELEVATION - LAKESHORE BLVD.



WEST ELEVATION - WALDEN CIRCLE

WEST ELEVATION - WALDEN CIRCLE

Agency Comments

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

Agency / Comment Date	Comment
<p>Region of Peel (December 7, 2007)</p>	<p>Regional Development Planning staff has reviewed the Addendum Proposed Standards and Planning Justification Report prepared by Lethbridge & Lawson Ltd., dated October 2007. The appropriate Provincial and Regional policies for urban development and mixed land uses have been identified.</p> <p>Municipal services consist of an existing 200 mm (8 in.) diameter watermain, located on Walden Circle and a 250 mm (10 in.) and 400 mm (16 in.) diameter watermain on Lakeshore Road West. An existing 375 mm (15 in.) diameter sanitary sewer is also located on Walden Circle.</p> <p>In the event that the subject applications are approved by Council, a Functional Servicing Report (FSR) must be submitted by the applicant to determine the adequacy of water and sanitary sewer services for the proposed development prior to By-law enactment.</p> <p>The loading area must have a minimum overhead clearance of 7.5 m (24.6 ft.). A minimum overhead clearance of 4.4 m (14.4 ft.) outside the loading area is required. In order to demonstrate compliance with these requirements, elevation drawings of the loading area and where the building extends over the waste collection route need to be provided.</p> <p>Additional requirement pertaining to the physical layout, functioning and operational requirements of the waste and recycling facilities shall be resolved through the site plan approval process.</p>
<p>Peel District School Board and Dufferin-Peel Catholic District School Board (January 17, 2008)</p>	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98</p>

Agency / Comment Date	Comment
	<p>pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, both School Boards require that conditions pertaining to the provision of local school facilities and bussing of students to schools outside of the normal catchment area be included in the required development agreements and any agreements of purchase and sale entered into.</p>
<p>City Community Services Department – Planning, Development and Business Services Division (December 14, 2007)</p>	<p>The subject property is listed on the City's Heritage Register. In accordance with City policies, the applicant is to submit a Heritage Impact Statement prepared to the satisfaction of this Department, prior to the Supplementary Report. Should the applications be approved, prior to by-law enactment, a cash contribution for street trees will be required. Further, prior to the issuance of any building permits, cash-in-lieu of park or other 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 policies and by-laws.</p>
<p>City Transportation and Works Department (January 17, 2008)</p>	<p>The applicant is to provide an updated Acoustic Impact Report to this Department for review to address the potential stationary noise impacts associated with the operations of the proposed loading area. The applicant is also to provide an updated Traffic Impact Study which addresses this Department's comments regarding background traffic, signal timing, and proposed access operations. Further, the applicant is to provide a copy of the Designated Substances Survey which was recommended in the submitted Phase I Environmental Site Assessment (ESA).</p> <p>Additional comments will be provided upon the receipt and review of the above-noted items.</p>

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>Community Services – Fire and Emergency Services Division Conseil Scolaire De District Catholique Centre-Sud Trans-Northern Pipelines Inc. Rogers Cable Economic Development Bell Canada Credit Valley Hospital Enersource – Hydro Mississauga</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Hydro One Networks Inc. Conseil Scolaire De District Centre-Sud-Ouest Go Transit CN Rail Trillium Health Centre</p>

607074 Ontario Limited

File: OZ 05/043 W2

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"> 11 Kindergarten to Grade 5 6 Grade 6 to Grade 8 12 Grade 9 to Grade 12/OAC • School Accommodation: <ul style="list-style-type: none"> Whiteoaks P.S. <ul style="list-style-type: none"> Enrolment: 497 Capacity: 479 Portables: 2 Hillcrest P.S. <ul style="list-style-type: none"> Enrolment: 483 Capacity: 582 Portables: 0 Lorne Park S.S. <ul style="list-style-type: none"> Enrolment: 1,336 Capacity: 1,236 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 23 Junior Kindergarten to Grade 8 7 Grade 9 to Grade 12/OAC • School Accommodation: <ul style="list-style-type: none"> St. Christopher Elementary School <ul style="list-style-type: none"> Enrolment: 566 Capacity: 474 Portables: 2 Iona Secondary School <ul style="list-style-type: none"> Enrolment: 1099 Capacity: 723 Portables: 11

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.

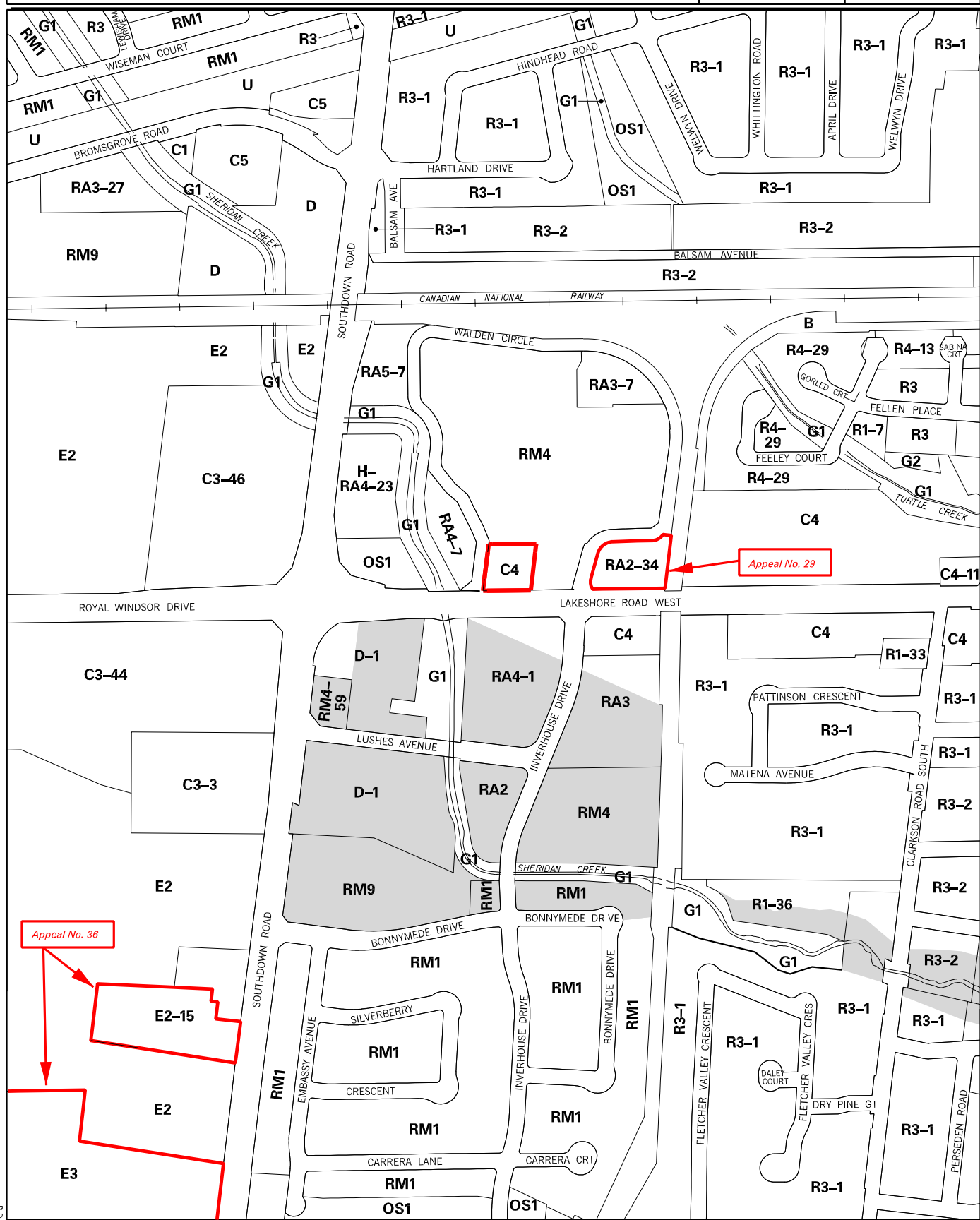
Section 3.2.4.3 (b) – Where there is no restriction on the heights of buildings in the District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will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



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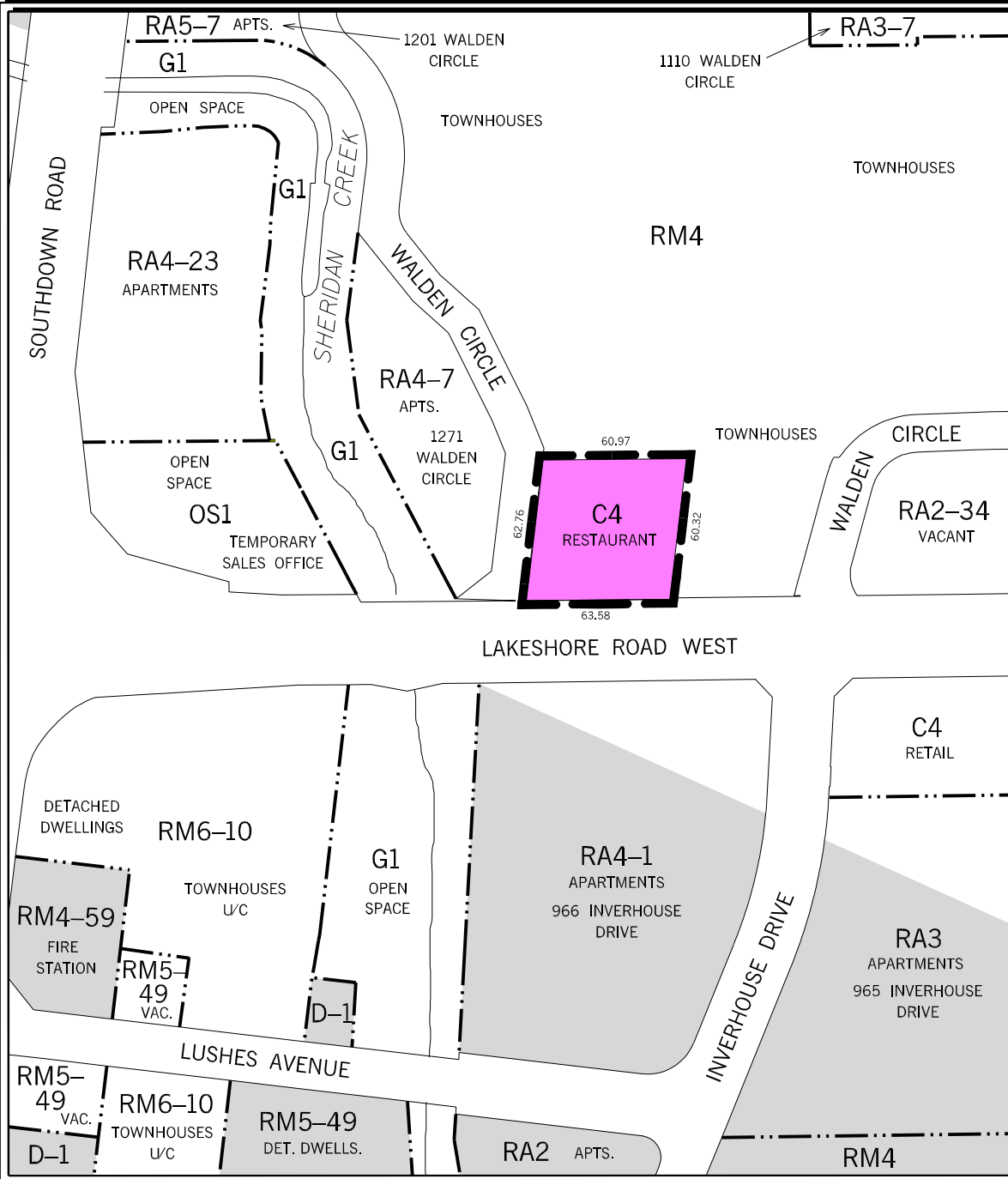
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Recommendation PDC-0017-2008


PDC-0017-2008


- "1. That the Report dated February 26, 2008, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Mainstreet Commercial" to "Residential High Density II - Special Site" and to change the Zoning from "C4" (Mainstreet Commercial) to "RA4-Exception" (Residential Apartment), to permit a 15 storey, 124 unit condominium apartment building with 506 m² (5,447 sq. ft.) of ground level commercial uses under file OZ 05/043 W2, 607074 Ontario Limited, 1969 and 1971 Lakeshore Road West, be received for information.


2. That the correspondence from Lynda Fichtenau, Jianping Wang, Sandra Osborn, Colin McAlpine and V.H. Aiken advising of their opposition to the above noted development application, be received."



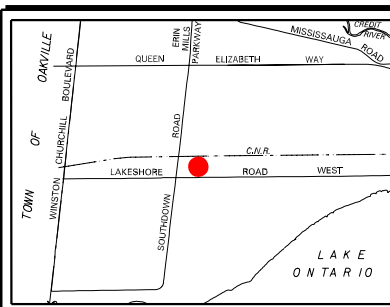
LEGEND:

 PROPOSED OFFICIAL PLAN AMENDMENT FROM "MAINSTREET COMMERCIAL" TO "MAINSTREET COMMERCIAL - SPECIAL SITE" AND PROPOSED REZONING FROM "C4" (MAINSTREET COMMERCIAL) TO "C4-EXCEPTION" (MAINSTREET COMMERCIAL) TO PERMIT A 15 STOREY, 113 UNIT CONDOMINIUM APARTMENT BUILDING WITH 544 m² (5,856 sq. ft) OF GROUND LEVEL COMMERCIAL USES.

 GREENBELT OVERLAY

NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY CROSS-HATCHING WITHIN THE APPLICATION AREA. 

SUBJECT: 607074 ONTARIO LIMITED



FILE NO:
OZ 05043 W2

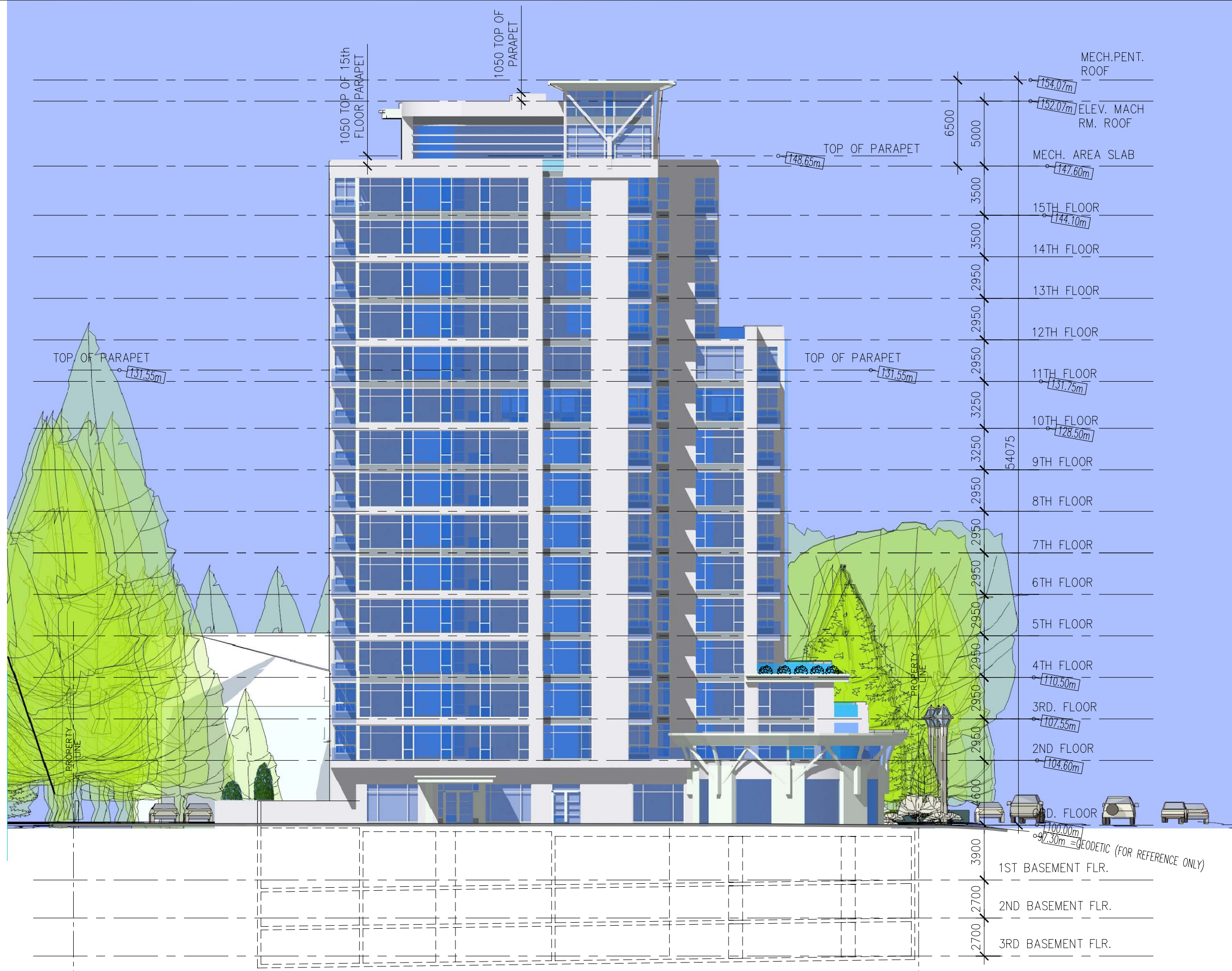
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05043R_SUP

SCALE:
1:2500

PDC DATE:
2009 11 30

DRAWN BY:
R.D., W.F.

APPENDIX S-3




WEST ELEVATION — WALDEN CIRCLE

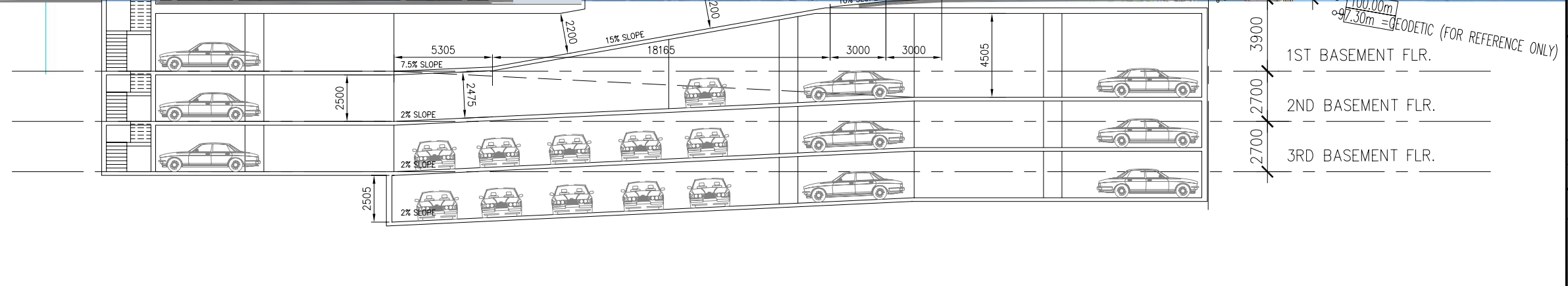
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2	OCT21 2008	ISSUED: OWNER REVIEW	JJD	SM
1	NOV.22.2007.	ISSUED: RE-ZONING RESUBMIT #1	ST/JJD	SM
0	DEC 5-2005	ISSUED: RE-ZONING SUBMISSION	ST/JJD	SM
No.	Date:	Revision / Issued	D'wn.	Ch'd.


MAKOW ASSOCIATES ARCHITECT INC.
 362 Davenport Road, Suite 200
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Contractor must verify all dimensions and be responsible for some reporting any discrepancies to architect before commencing the work. The drawing is an instrument of service and shall remain the property of the architect; the copyright of this drawing and work executed from the same being reserved. Do not scale drawing.
 This drawing shall not be used for construction unless signed by the architect.


 ONTARIO ASSOCIATION OF ARCHITECTS
 STAN P. MAKOW
 LICENCE 3490

Project	
Proposed Residential Condominium & Ground Floor Commercial	
OZ/OPA 05/043	
Rezoning #	
1969 / 1971 Lakeshore Road West	
Mississauga, Ontario	
Plot Date	Drawn
JUNE 2009	JJD
Checked	S.P.M.
Dwg. File Name	Project No.
04315-ELEV	04315
Scale	Dwg. No.
.	A501
Title	
WEST ELEVATION	



No.	Date:	Revision / Issued	D'wn.	Ch'd.
3	JUNE 3 2009	ISSUED: RE-ZONING RESUBM. #2	JJD	SM
2	OCT21 2008	ISSUED: OWNER REVIEW	JJD	SM
1	NOV.22.2007.	ISSUED: RE-ZONING RESUBMIT #1	ST/JJD	SM
0	DEC 5-2005	ISSUED: RE-ZONING SUBMISSION	ST/JJD	SM


MAKOW ASSOCIATES ARCHITECT INC.
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 of
 ARCHITECTS

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Project Proposed Residential Condominium & Ground Floor Commercial	
OZ/OPA 05/043 Rezoning # 1969 / 1971 Lakeshore Road West Mississauga, Ontario	
Plot Date JUNE 2009	Drawn JJD Checked S.P.M.
Dwg. File Name 04315-ELEV	
Scale -	Project No. 04315
Title NORTH ELEVATION	Dwg. No. A504

607074 Ontario Limited

File: OZ 05/043 W2

Proposed "C4 – Exception" Zone Provisions

- Restaurants and take-out restaurants shall be excluded from the minimum 60 m (196.8 ft.) separation distance from residential zones.
- Maximum number of apartment dwelling units: 113.
- Maximum gross floor area – non-residential: 544 m² (5,856 sq. ft.).
- Maximum gross floor area – restaurant: 302 m² (3,251 sq. ft.).
- Maximum floor space index: 3.3.
- Maximum building height: 15 storeys.
- Minimum required resident parking for 2 bedroom apartment units: 1.25 spaces/unit, of which a maximum of 4 spaces may be provided in a tandem configuration.
- Implementing Zoning By-law shall include an exception schedule to govern the location and/or size of: the buildable areas, building setbacks, build-to lines, landscaped buffer areas, driveways, surface parking areas, underground parking structure amongst other site layout details.