



Corporate Report

Clerk's Files

Originator's
Files OZ 11/016 W1

PDC FEB 25 2013

DATE: February 5, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 25, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications
To permit a 137 unit, 4-storey condominium apartment
building
1224, 1230, 1236, 1240, 1244 Cawthra Road and
636 Atwater Avenue
Southwest corner of Cawthra Road and Atwater Avenue
Owner: Windcatcher Development Corporation
Applicant: Lethbridge & Lawson Inc.
Bill 51**

Supplementary Report **Ward 1**

RECOMMENDATION: That the Report dated February 5, 2013, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 11/016 W1, Windcatcher Development Corporation, 1224, 1230, 1236, 1240, 1244 Cawthra Road and 636 Atwater Avenue, southwest corner of Cawthra Road and Atwater Avenue, 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 Official Plan from "Residential Medium Density - Special Site 1" to "Residential High Density - Special Site" to permit a 137 unit, 4-storey condominium apartment building, be approved.
3. That the application to change the Zoning from "R3-1" (Detached Dwellings - Typical Lots) to "RA1-Exception" (Apartment Dwellings) to permit a 137 unit, 4-storey condominium apartment building in accordance with the proposed revised zoning standards described in Appendix S-7 of this report, 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 School Boards not apply to the subject lands.
4. In the event these applications are approved in principle by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.
5. 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.

**REPORT
HIGHLIGHTS:**

- A Public Meeting was held on September 4, 2012 and comments were received relating to traffic, flooding and the appropriateness of the proposal within the existing residential context;
- Since the Public Meeting minor revisions have been made to the proposal, additional materials have been submitted regarding the regulatory spill analysis and the Traffic Impact Study has been reviewed;
- Staff are satisfied with the revisions and additional information provided and recommend that the applications be approved to permit a 4 storey condominium apartment building subject to certain conditions.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on September 4, 2012, 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-0050-2012 which was subsequently adopted by Council and is attached as Appendix S-2.

Subsequent to the Public Meeting the applicant has made some minor modifications to the proposed building elevations (see Appendices S-5 and S-6). These changes include creating a more angular edge on the southeast corner of the building, relocating doorways to better accommodate barrier-free access and modifying planters along Cawthra Road to reflect the grading condition. The proposed number of apartment units have been reduced from 138 to 137 units. The applicant has indicated that the corner property identified as 642 Atwater Avenue is also recognized as 1244 Cawthra Road and that the latter address more properly reflects the historically used address for the site. This Report has been amended accordingly.

COMMENTS:

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

COMMUNITY ISSUES

A number of issues were raised by area residents at the March 27, 2012 community meeting, the September 4, 2012 public meeting and through written comments sent to the City. These issues are listed below along with responses:

Comment

Concerns were raised regarding the volume of traffic, both present and future, queuing of vehicles at the signalized intersection and pedestrian safety.

Response

Comments from the Transportation and Works Department regarding traffic volume, queuing of vehicles and pedestrian safety are included in the Planning Comments section of this Report.

Comment

Concerns were raised regarding the adequacy of the number of visitor parking spaces proposed.

Response

The applicant has not requested to reduce the visitor parking requirement and is providing 27 visitor parking spaces which meets the Zoning By-law requirement.

Comment

Comments were raised regarding the impact the proposed development would have on flooding concerns associated with Cawthra Creek, particularly as it pertains to the residents of Dexter Crescent, located north of Atwater Avenue.

Response

Comments from Credit Valley Conservation regarding the post-development impact on the Cawthra Creek flood line are included in the Planning Comments section of this Report.

Comment

Concerns were raised regarding the suitability and compatibility of a 4 storey condominium apartment building within a low density context.

Response

Comments regarding the appropriateness of the proposed development are included in the Planning Comments section of this Report.

**UPDATED AGENCY AND CITY DEPARTMENT
COMMENTS****Region of Peel**

In comments updated January 11, 2013, the Region confirmed receipt of an addendum to the Traffic Impact Study dated October 15, 2012 which incorporates traffic projections for Janet I. McDougald Public School as well as the maximum permitted density for the vacant lands on the east side of Cawthra Road. The Region finds the study to be satisfactory and accepts the recommendation of an extension of the east-west green signal time during weekday peak periods to better accommodate the eastbound left turn demand, particularly during the morning peak hour. While this extension can be either a direct addition to the existing phase or a short protected left turn phase, use of a protected phase should delay the pedestrian/student crossing of Cawthra Road and create a short period of unimpeded left turn flow. Prior to the implementation of any changes to the signal timing, the Region shall carry out an evaluative analysis of the actual changes in traffic patterns once the proposal is constructed.

Credit Valley Conservation (CVC)

In comments updated January 14, 2013, CVC advises that subsequent the Public Meeting, and concerns raised by area regarding the proposal exacerbating flooding conditions associated with Cawthra Creek, the applicant submitted two addendums reports to the Regulatory Spill Analysis. The reports indicate that

the overland flow route for the Cawthra Creek spill condition will be along Atwater Avenue and south along Cawthra Road. The reports prepared by Sernas Associates were deemed to be satisfactory and confirm that the proposed development will not have any negative impacts on the existing Cawthra Creek floodplain north of Atwater Avenue and will not increase flooding risks to the upstream properties including Dexter Crescent.

City Transportation and Works Department

In comments updated January 21, 2013, this Department confirmed receipt of a Site Plan, Site Servicing and Grading Plan, Functional Servicing Report (FSR), revised Regulatory Spill Analysis, Composite Utilities Plan, Noise Feasibility Study, updated Traffic Impact Study, and Phase 1 and 2 Environmental Site Assessments in support of this development.

To address concerns raised at the Public Meeting, the Traffic Impact Study Addendum dated October 15, 2012 by Transtech analysed the operations at the Cawthra Road and Atwater Avenue intersection, including the additional traffic generated by the newly constructed Janet I. McDougald Public School and the transit/passenger interaction at the Miway transit stop on the north side of Atwater Avenue. The consultant has recommended modifications to the traffic signal timing and/or a left turn signal phase and the introduction of a bus lay-by on the north side of Atwater Avenue as possible solutions. The Region of Peel, having jurisdiction over the intersection, has agreed to monitor this location upon completion of the development and make the appropriate adjustments to the signal timing; and the City's Traffic Operations Section will be requested to review the traffic, transit, pedestrian operations and interaction on Atwater Avenue, west of Cawthra Road and determine the necessity and feasibility of any improvements.

The FSR and the Regulatory Spill Analysis dated November 2012 by Sernas Associates confirmed that the overland flows from north of Atwater Avenue will be directed to Atwater Avenue and Cawthra Road and flood levels upstream of Atwater Avenue will

remain unchanged as a result of this development. This Department and Credit Valley Conservation are satisfied with the analysis.

In the event these applications are approved by Council, the applicant will be required to pay a cash contribution to the City for the construction of sidewalks along the Atwater Avenue and Cawthra Road frontages of the site.

Site specific details will be addressed through the processing of a future site plan application.

PLANNING COMMENTS

Official Plan

Mississauga Official Plan (2012) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Plan was appealed in its entirety; however, on November 14, 2012 the Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals which have no effect on the subject applications. While the applications were submitted under the policies of Mississauga Plan, the applicant has consented to the applications being converted to amend Mississauga Official Plan (2012).

The subject site is located within the Mineola Neighbourhood Character Area and is on a Corridor. The subject properties are designated "**Residential Medium Density – Special Site 1**" which permits detached, semi-detached and townhouse dwellings within a net density range of 25-37 units per net residential hectare (10-15 units per net residential acre) and encourage an assembly of separate parcels.

The proposal requires an amendment to the Mississauga Official Plan Policies for the Mineola Neighbourhood Character Area to change the designation to "**Residential High Density – Special Site**" to permit an apartment building with a maximum of four

storeys and a maximum density of 190 units per net residential hectare (77 units per net residential acre).

Section 19.5 of Mississauga Official Plan provides criteria for evaluating site specific Official Plan Amendments. Each criterion is summarized below along with a discussion of how the proposal addresses the intent of the criteria.

Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?

While the Plan characterizes Neighbourhoods as stable residential areas, it also articulates provisions under which certain higher density uses can be considered. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development and enhances the existing or planned development. Further, where higher density uses are proposed, they should be located on sites along Corridors or in conjunction with existing apartment sites or commercial centres. Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhood and provide appropriate transition in heights, built form and density to the surrounding lands.

The Plan stipulates that within a Neighbourhood, a maximum building height of four storeys will apply unless otherwise stated in other Character Area policies. Proposals greater than four storeys may still be considered where they demonstrate an appropriate transition in height and built form that respects the surrounding context.

Other policies in the Plan speak to desirable urban form based on the urban system and city structure. While new development need not mirror existing development, new development in Neighbourhoods must be sensitive to such matters as lotting pattern, setbacks, scale, overshadowing, overlook, tree

preservation. Further, development of corridors are encouraged to assemble small parcels to create efficient development parcels, not locate parking between the building and the street, face the street with transparent windows and doors, consolidate access points and support transit.

The subject lands comprise an assembly of parcels at the eastern periphery of the Mineola neighbourhood at the intersection of Cawthra Road (a major Regional arterial corridor) and Atwater Avenue (a major City collector road). The proposed development provides adequate setbacks to surrounding properties by providing landscaped buffers and not obstructing sunlight, enhancing the streetscape through the built form and landscaping, and providing an appropriate height transition by providing a recessed fourth storey. The proposed redesignation will therefore not adversely impact or destabilize the overall intent of the above referenced goals and objectives of the Plan and meets the criteria under which a higher density development can be considered. Matters related to desirable urban form should be evaluated through building design, placement and form.

The proposed 4 storey apartment building has been designed to frame the intersection, with the bulk of the building being oriented towards both roads and integrated into the public realm through an animated streetscape and landscaping. The proposed setbacks are sufficient such that there are no significant shadow impacts on the adjacent land owners and there is a generous landscaped area provided on the west side of the site for tree preservation and new tree plantings. As such, the proposal will not adversely impact or destabilize the development or function of neighbouring lands.

Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?

Given the context of the site as noted above, the proposal does not have any impact on any surrounding properties within the Mineola residential neighbourhood. While the area south of Atwater Avenue on the west side of Cawthra Road contains detached

dwellings, the Plan's policies are not intended that this area remain static in built form. This is apparent through the relevant "Medium Density – Special Site I" policies applicable to these lands which permit townhouses. A change in built form in this area is also evident through the approval of the townhouse development located further south on the west side of Cawthra Road at the railway line. In addition, the vacant lands directly across Cawthra Road from the subject site are part of Lakeview Neighbourhood and located on the same Corridor. These lands permit apartment buildings with a maximum height of 6 storeys along the Cawthra Road frontage and up to 12 storeys internal to the site. Additional townhouses exist on the east side of Cawthra Road, south of Village Green Boulevard.

The proposed 4 storey apartment building also establishes an appropriate interface to the residential properties designated "Residential Low Density I" to the west by providing a significant landscape buffer setback and as noted previously, by providing a recessed fourth storey thereby reducing the buildings scale from a pedestrian perspective.

Is there adequate infrastructure and community services to support the proposed development?

Based on the comments received from the applicable City departments and agencies, the existing infrastructure is adequate to support the proposed development.

Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?

Staff have viewed the applicant's Planning Justification Report, which spoke to various relevant policies and merits of the proposal, including reference to the policies contained within Mississauga Plan which were applicable at the time of original submission as well as the policies contained in Mississauga Official Plan. The report was found to be acceptable.

Zoning

The proposed "RA1-Exception" (Apartment Dwellings) zone is appropriate to accommodate the proposed 4 storey condominium apartment building. Appendix S-7 contains the proposed revised site specific zoning provisions for the proposed development. The proposed provisions will be compatible with the surrounding lands for the reasons noted in the Official Plan section of this Report.

Bonus Zoning

Since September 4, 2012, when the Information Report for these applications was received at Planning and Development Committee, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application.

Should these applications be approved in principle by Council, the recommendations contained in this report request Council to direct staff to hold discussions with the applicant to secure community benefits and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.

Site Plan

The applicant will be required to obtain Site Plan approval for the proposed development. While the applicant has worked with City departments to address many site plan related issues through review of the Rezoning concept plan, further revisions will be needed to address matters related to architectural elements, tree preservation and landscaping.

Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Rainwater harvesting for on-site irrigation;
- Electrical conduits in the parking garage to allow for charging station for electrical vehicles;
- Internal bicycle storage;
- Reflective roofing; and
- High efficiency lighting, glazing and toilets.

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 applications which consist of introducing an angular edge to the southeast corner of the building, revised door and stair locations and modified planters along the façade are deemed to be 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 proposal is compatible with the surrounding land uses based on similar residential land uses in proximity to the site and the complementary nature of the design which achieves appropriate built form relationships within its context.
2. The proposed Official Plan provisions and zoning standards are appropriate to accommodate the requested uses based on the proposed height, massing landscaping and general site design.

- ATTACHMENTS:**
- Appendix S-1: Information Report
 - Appendix S-2: Recommendation PDC-0050-2012
 - Appendix S-3: Excerpt of Mineola Neighbourhood Character
Area Land Use Map
 - Appendix S-4: Excerpt of Existing Land Use Map
 - Appendix S-5: Revised Concept Plan
 - Appendix S-6: Revised Elevations
 - Appendix S-7: Revised Proposed Zoning Standards

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: David Breveglieri, Development Planner



Corporate Report

Clerk's Files

 Originator's
Files OZ 11/016 W1

PDC SEP 04 2012

DATE: August 14, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 4, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a 138 unit, 4 storey condominium apartment building
1224, 1230, 1236, 1240 Cawthra Road and
636 and 642 Atwater Avenue
Southwest corner of Atwater Avenue and Cawthra Road
Owner: Windcatcher Development Corporation
Applicant: Lethbridge & Lawson Inc.
Bill 51

Public Meeting **Ward 1**

RECOMMENDATION: That the Report dated August 14, 2012, from the Commissioner of Planning and Building regarding the application to amend the Official Plan from "Residential Medium Density I - Special Site 1" to "Residential High Density I - Special Site" and to change the Zoning from "R3-1" (Detached Dwellings – Typical Lots) to "RA1 – Exception" (Apartment Dwellings), to permit a 138 unit, 4 storey condominium apartment building under file OZ 11/016 W1, Windcatcher Development Corporation, 1224, 1230, 1236, 1240 Cawthra Road and 636 and 642 Atwater Avenue, be received for information.

REPORT HIGHLIGHTS:

- The applications have been made in order to allow the development of a 4 storey, 138 unit, condominium apartment building;
- Community concerns include impact of the proposed development on traffic and nearby overflowing creeks and the adequacy of visitor parking proposed;
- Prior to the Supplementary Report, matters to be addressed include the appropriateness of the proposed Official Plan and Zoning By-law amendments, resolution of design details, and submission and review of revised plans and technical materials.

BACKGROUND:

The above-noted applications have been circulated for technical comments and a community meeting was held on March 27, 2012.

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

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	November 7, 2011 (Received) November 28, 2011 (Deemed complete) April 26, 2012 (Revised)
Existing on site:	1 detached dwelling
Height:	4 storeys
Lot Coverage:	36%
Floor Space Index:	1.44
Landscaped Area:	46%
Net Density:	190 units/ha (77 units/acre)
Gross Floor Area:	10 424 m ² (112,206 sq. ft.)
Number of units:	138 units

Development Proposal	
Anticipated Population:	337* *Average household sizes for all units (by type) for the year 2012 (city average) based on the 2008 Growth Forecasts for the City of Mississauga.
Parking Required:	178 resident parking spaces 28 visitor parking spaces
Parking Provided:	169 resident parking spaces, including 30 tandem spaces (all underground) 28 visitor parking spaces (underground, except for 6 surface spaces)
Supporting Documents:	Planning Justification Report Regulatory Spill Analysis Geotechnical Report Traffic Impact Study Functional Servicing and Stormwater Management Report Noise Feasibility Study Phase I & II Environmental Site Assessment Archeological Assessment

Site Characteristics	
Frontage:	87 m (285 ft.) - Atwater Avenue 69 m (226 ft.) - Cawthra Road
Depth:	87 m (285 ft.)
Lot Area:	0.725 ha (1.79 ac.)
Existing Use:	The site comprises of 6 residential lots, 1 of which currently accommodates a detached dwelling and the remainder being vacant lots.

Green

Development Initiatives

The applicant has proposed that the site will accommodate rainwater harvesting for on-site irrigation and that the building will contain conduits in the parking areas to allow for charging stations for electric vehicles. In addition, high efficient lighting, low

flow fixtures and sustainable building practices and materials will be used in the construction of the proposed building. Additional information is provided in Appendices I-1 to I-10.

Neighbourhood Context

The subject property is located on the southwest corner of Atwater Avenue and Cawthra Road. The residential area is characterized by predominantly detached dwellings. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: St. Dominic's Church across Atwater Avenue

East: Across Cawthra Road, Cawthra Park Secondary School north of Atwater Avenue, townhouses, apartments and a remnant vacant parcel zoned to permit townhouses, stacked townhouses and/or apartment dwellings not exceeding 4 storeys in height

South: Detached dwellings and vacant lots further to the south

West: Detached dwellings

Current Mississauga Plan Designation and Policies for Mineola District (November 2, 2006)

"Residential Medium Density I – Special Site 1" which permits detached, semi-detached and townhouse dwellings within a net density range of 25-37 units per net residential hectare (10-15 units per net residential acre). The policies stipulate that the assembly of separate parcels will be encouraged.

Residential Policies for Mississauga Plan

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

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

Intensification Policies for Mississauga Plan

3.13.5.2 – Residential intensification outside intensification areas will generally occur through infilling.

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

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

Urban Design Policies for Mississauga Plan

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.

3.18.2.6 – Building, landscaping and site design will minimize the effects of noise, unattractive views, other negative impacts and will buffer adjacent land uses.

3.18.4.1 – Areas of high and medium density residential buildings should manifest a broad range of building types and forms.

3.18.5.2 – Buildings should address the street with main entrances facing the street, with strong pedestrian connections and landscape treatments that connect buildings to the street.

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

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

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 lands are 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.

Mississauga Official Plan (2011)

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety; therefore, the existing Mississauga Plan (2003) remains in effect. While the existing Mississauga Plan (2003) is the plan of record against which the application is being reviewed, regard should also be given to the new Mississauga Official Plan (2011). Under the new Mississauga Official Plan, the subject lands are designated "**Residential Medium Density**". Should Mississauga Official Plan come into effect before these applications are approved, an amendment will be required to the new Plan to change the designation to "**Residential High Density**".

Proposed Official Plan Designation and Policies

"**Residential High Density - Special Site**" to permit an apartment building with a maximum height of four storeys and a maximum density of 190 units per net residential hectare (77 units per net residential acre).

Existing

Zoning

"**R3-1 (Detached Dwellings – Typical Lots)**, which permits detached dwellings on lots with a minimum area of 550 m² (5,920 sq. ft.) and minimum lot frontage of 15 m (49.2 ft.) for interior lots and a minimum area of 720 m² (7,750 sq. ft.) and minimum lot frontage of 19.5 m (64 ft.) for corner lots.

Proposed

Zoning By-law Amendment

"**RA1- Exception (Apartment Dwellings)**, to permit a 4 storey apartment building in accordance with the proposed zone standards contained within Appendix I-9.

COMMUNITY ISSUES

A community meeting was held by Ward 1 Councillor, Jim Tovey on March 27, 2012. Issues raised by the community are summarized below and will be addressed in the Supplementary Report:

- The volume of traffic, both present and future, and the queuing of vehicles at the signalized intersection;
- The accommodation of the appropriate number of visitor parking spaces;
- The impact of the development on the overflowing of nearby creeks;
- The inclusion of an apartment building within the context of detached dwellings.

DEVELOPMENT ISSUES

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

- appropriateness of proposed Zoning By-law amendment including the increased density and built form transition;
- resolution of design details and zoning standards;
- submission and review of revised plans and technical material including revised site, grading plans and landscape plans, and revised Stormwater Management Report.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to storm drainage, noise attenuation, land dedications, boulevard improvements and streetscape and utility requirements which will

require the applicant to enter into appropriate agreements with the City.

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

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

ATTACHMENTS:

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Mineola District Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Concept Plan
- Appendix I-6: Elevations
- Appendix I-7: Agency Comments
- Appendix I-8: School Accommodation
- Appendix I-9: Proposed Zoning Standards
- Appendix I-10: General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

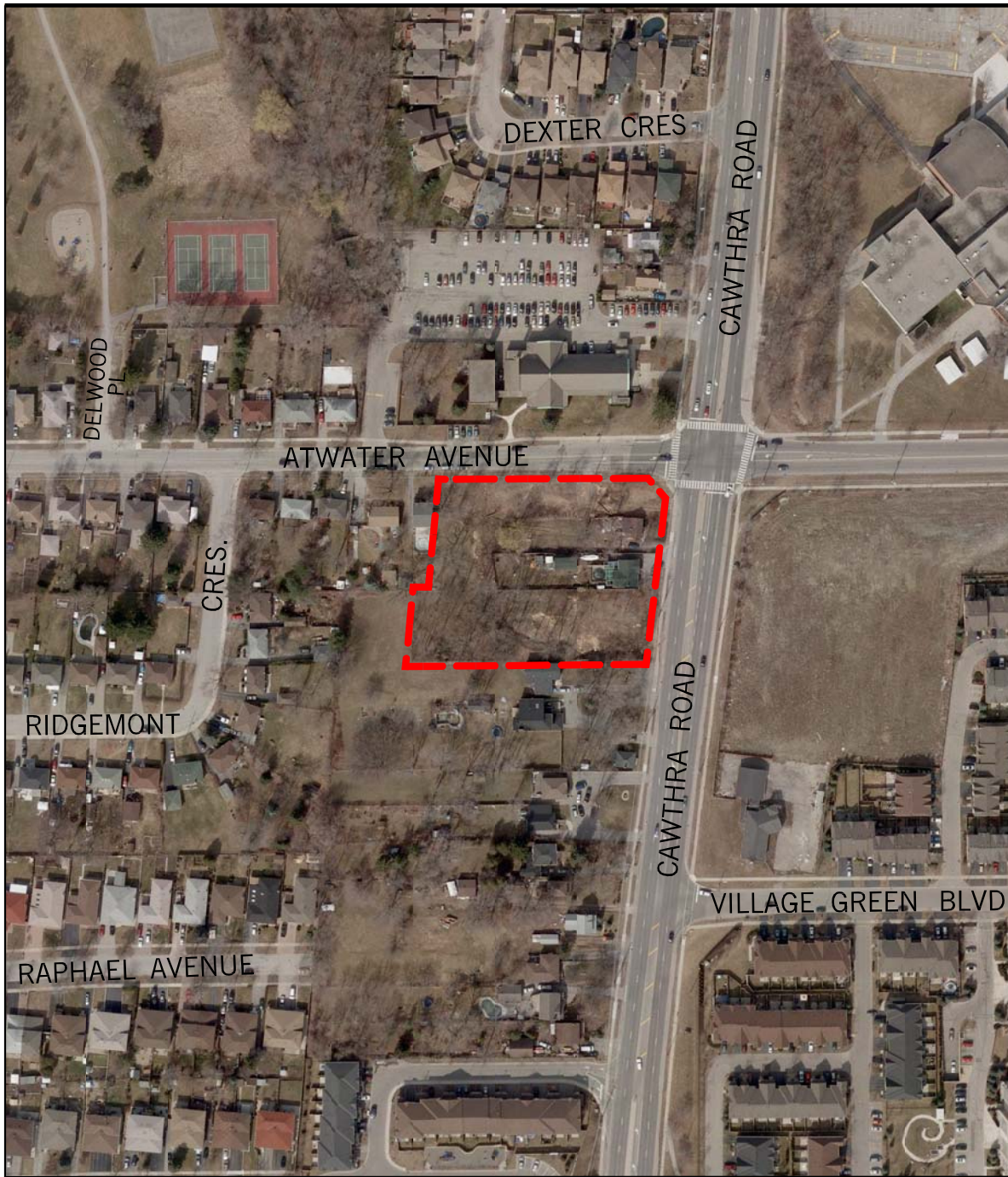
Prepared By: David Breveglieri, Development Planner

Windcatcher Development Corporation

File: OZ 11/016 W1

Site History

- May 5, 2003 – The Mineola District Policies and Land Use Map (Mississauga Plan) were partially approved with modifications by the Region of Peel. The subject lands were designated "Residential Medium Density I - Special Site 1".
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned "R3-1" (Detached Dwellings – Typical Lots).



LEGEND:

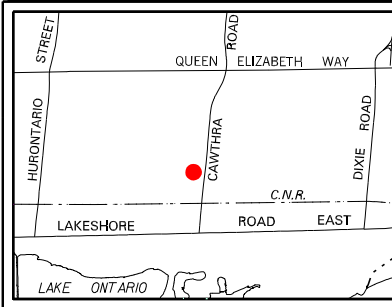


SUBJECT LANDS

DATE OF AERIAL PHOTO: 04 2011



SUBJECT: WINDCATCHER DEVELOPMENT CORPORATION



FILE NO:
OZ 11016 W1

DWG. NO:
11016A

SCALE:
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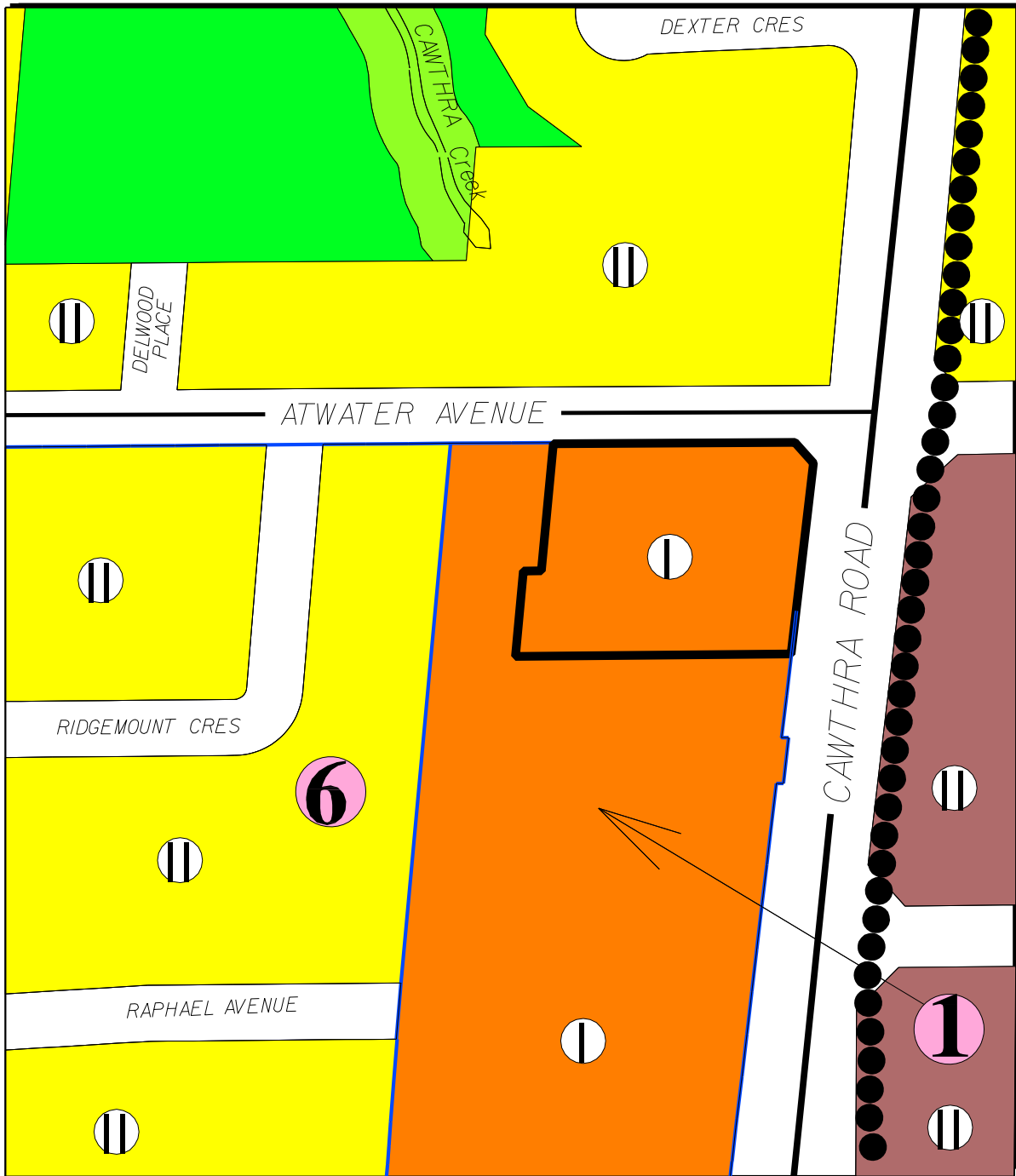
PDC DATE:
2012 09 04

DRAWN BY:
K. PROKOP

APPENDIX I-2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



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

LAND USE DESIGNATIONS

- Residential - Low Density I
- Residential - Low Density II
- Residential - Medium Density I
- Residential - High Density II
- Convenience Retail Commercial
- Motor Vehicle Commercial
- Office
- Public Open Space
- Greenbelt
- Utility

LAND USE LEGEND

- Regulatory Floodplain
- Planning District
- Special Site Areas (See Special Site Policies)

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Minor Collector (Scenic Route)
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Major Transit Corridor

Amendment No. 95 Appealed to the Ontario Municipal Board.

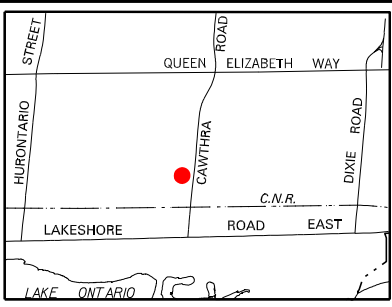
Delete and replace with Higher Order Transit Corridor

Amendment No. 95 Appealed to the Ontario Municipal Board

SUBJECT LANDS



SUBJECT: WINDCATCHER DEVELOPMENT CORPORATION



FILE NO:
OZ 11016 W1

DWG. NO:
11016L

SCALE:
NTS

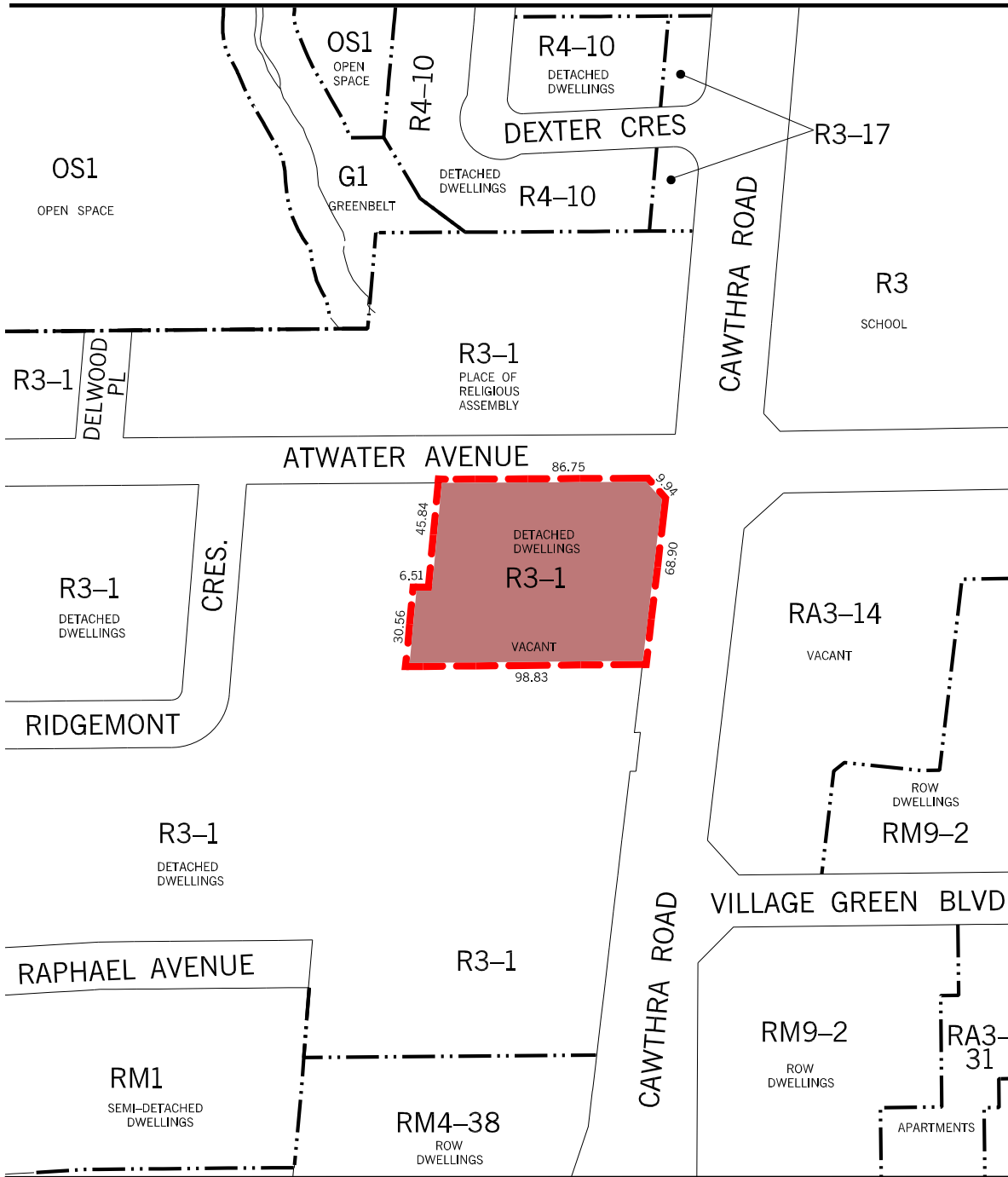
PDC DATE:
2012 09 04

DRAWN BY:
K. PROKOP


APPENDIX I-3

MISSISSAUGA
Planning and Building


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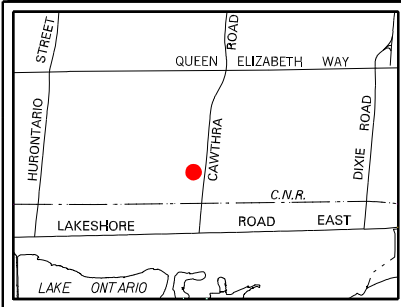
LEGEND:

 PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL-MEDIUM DENSITY 1-SPECIAL SITE 1" TO "RESIDENTIAL-HIGH DENSITY 1-SPECIAL SITE" AND PROPOSED REZONING FROM "R3-1" (DETACHED DWELLINGS-TYPICAL LOTS) TO "RA1-EXCEPTION" (APARTMENT DWELLINGS) TO PERMIT A 138 UNIT, 4 STOREY CONDOMINIUM APARTMENT BUILDING.

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



SUBJECT: WINDCATCHER DEVELOPMENT CORPORATION



FILE NO:
OZ 11016 W1

DWG. NO:
11016R

SCALE:
1:2500

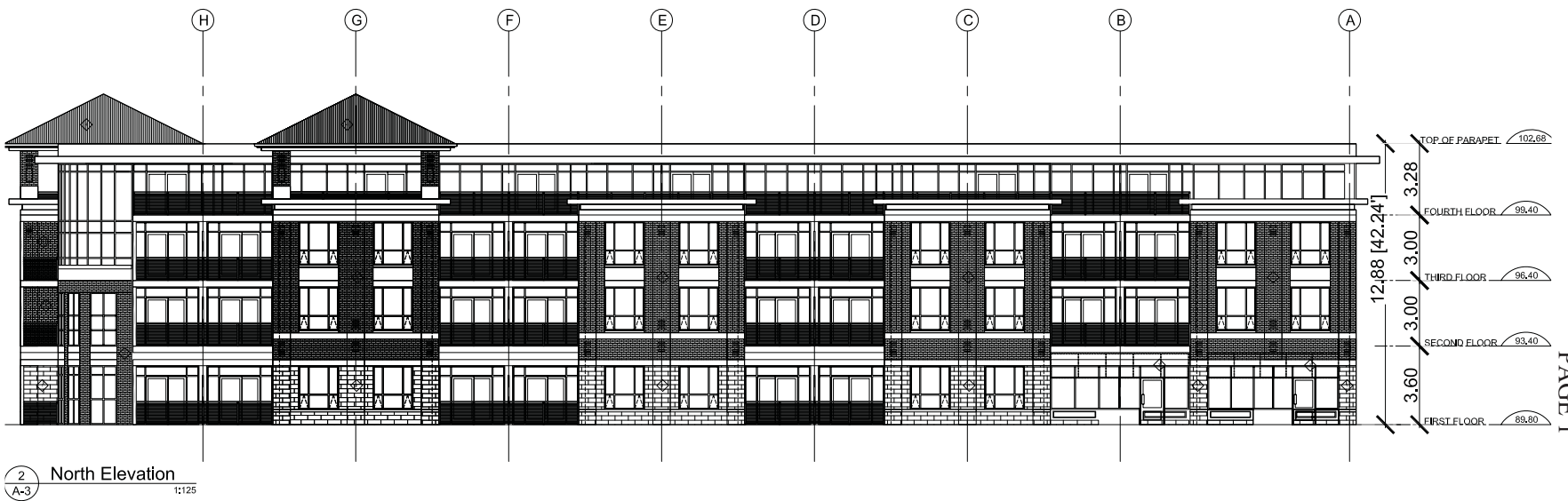
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2012 09 04

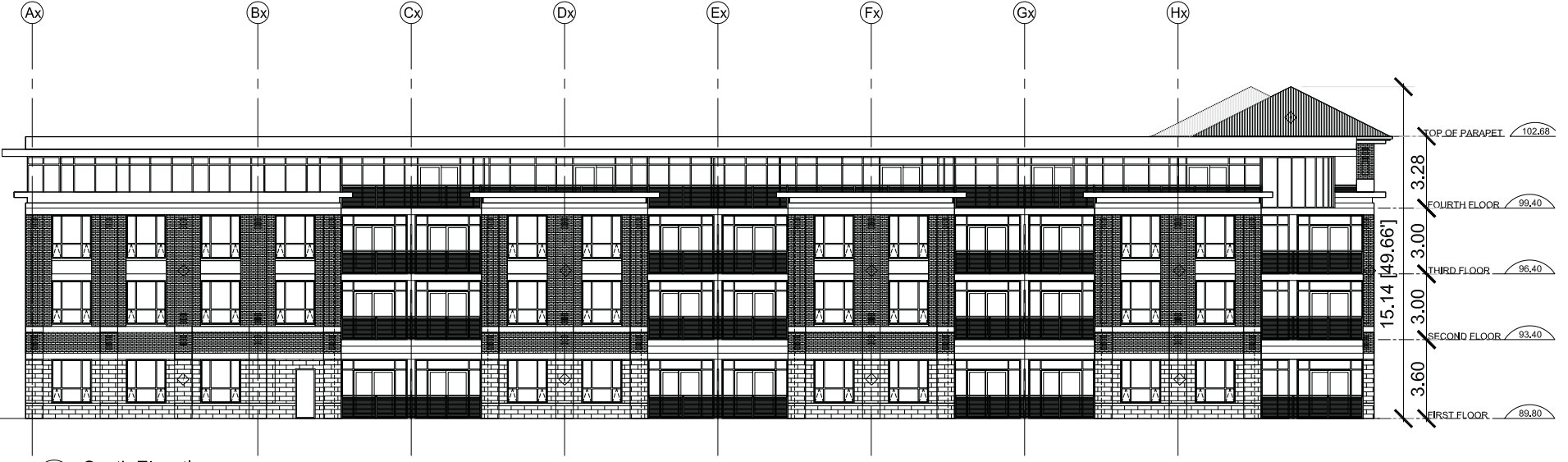
DRAWN BY:
K. PROKOP

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX I-4

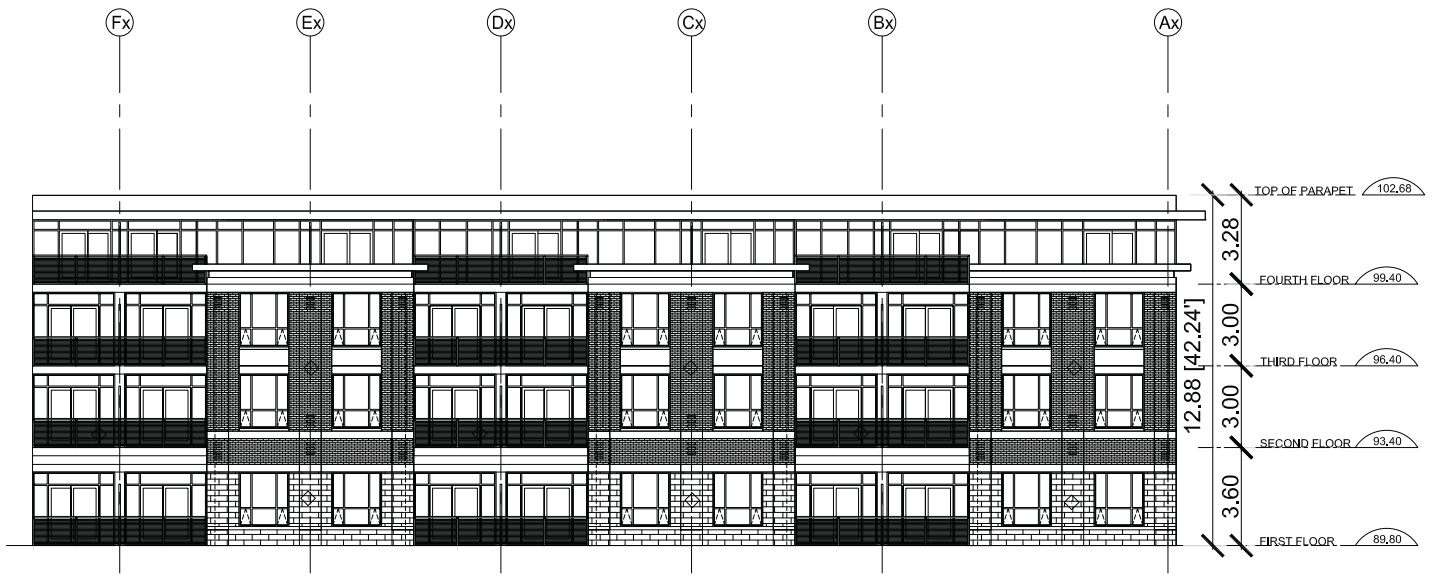




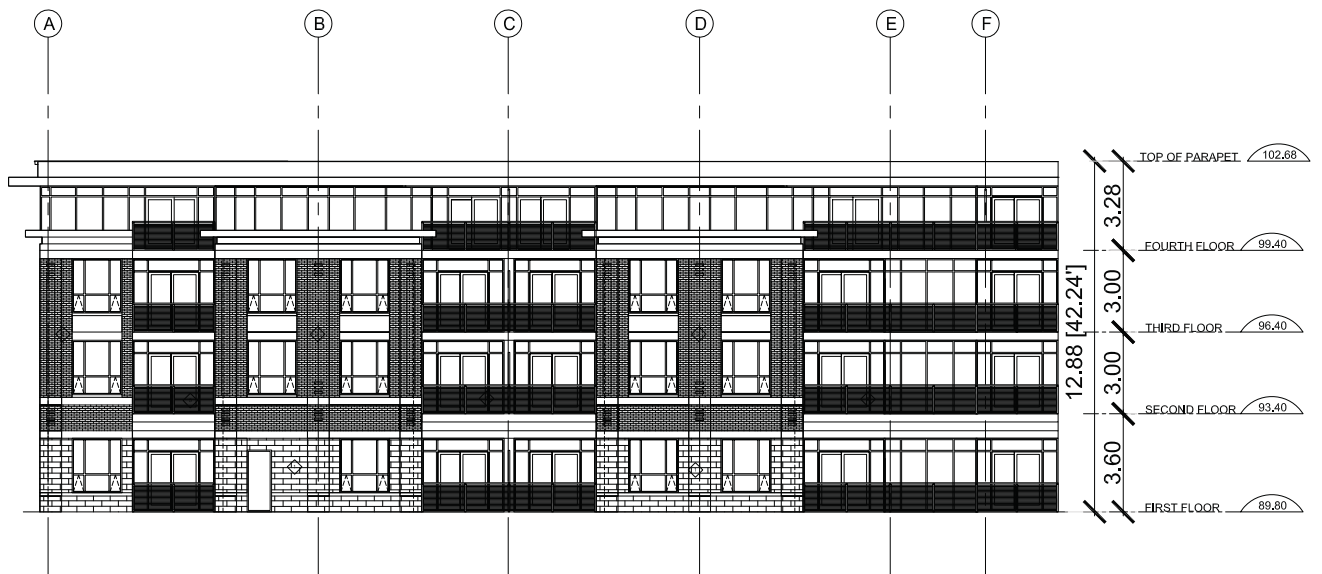
1 South Elevation
A-4 1:125



2 West Elevation
A-4 1:125



2 Inside South Elev.
A-5 1:125



2 Inside North Elev.
A-5 1:125

Windcatcher Development Corporation**File: OZ 11/016 W1****Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (July 31, 2012)	<p>The Region is in receipt of a Functional Servicing Report (FSR) dated November 2011, prepared by Sernas Associates. However, before it can be circulated for review, we require sanitary sewer flow calculations. In addition, we require revised water calculations to reflect the specific development. Currently they are generic and based on the site area. They must refer to the Fire Underwriters Survey documents. A fire flow test conducted at the nearest hydrant to the proposed development must also be included. The Region must be satisfied with the FSR in regards to sanitary and water capacity prior to final approval. We require an additional complete copy of the functional servicing report and storm water management report.</p> <p>An existing 150 mm (6 in.) diameter main is located on Atwater Avenue and a 300 mm (12 in.) diameter water main is located on Cawthra Road. An existing 250 mm (10 in.) diameter sanitary sewer is located on Cawthra Road. An existing 150 mm (6 in.) diameter sanitary sewer is located on Atwater Avenue, however connection to this main will not be permitted due to the size and function of this main.</p> <p>A Condominium Water Servicing Agreement may be required at Draft Plan of Condominium stage. This will be confirmed with the submission of the site servicing proposal.</p> <p>The waste collection vehicle access route throughout the complex indicating turning radii and turning areas is to be shown on a revised Site Plan drawing. The turning radius from the centre line must be a minimum of 13 m (42.6 ft.) on all turns. For waste collection vehicle dimensions and minimum turnaround requirements, please refer to Appendix 1 and Appendix 3 respectively of the Waste Collection Design Standards Manual.</p>

Windcatcher Development Corporation

File: OZ 11/016 W1

Agency / Comment Date	Comment
	<p>A minimum 18 m (59 ft.) straight head-on approach to the collection area will be required, which is to be the same width as the collection area. Refer to Appendix 4 of the Waste Collection Design Standards Manual for an illustration of these requirements. These changes are to be shown on a revised Site Plan drawing.</p> <p>Traffic Engineering have reviewed the Traffic Impact Study, and offer the following finding: extension of the east-west green time during weekday peak periods is recommended to better accommodate the eastbound left turn demand, particularly during the a.m. peak hour. While this extension can be either a direct addition to the existing phase or a short protected left turn phase, use of a protected phase should delay the pedestrian/student crossing of Cawthra Road and create a short period of unimpeded left turn flow.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (July 20, 2012)</p>	<p>Both School Boards responded indicating that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, both School Boards also require that warning clauses with respect to temporary school and transportation arrangement be included in any Agreement of Purchase and Sale and the Development and/or Servicing Agreements.</p>
<p>Credit Valley Conservation (July 20, 2012)</p>	<p>The subject lands are located within the Cawthra Creek flood spill zone. The applicant's engineer has provided a satisfactory report confirming that the site can be graded to direct the spill to the municipal right-of-way and not impact adjacent properties. The report also recommends that the proposed building openings are to be at the 89 m (292 ft.) geodetic elevation. Prior to the preparation of the Supplementary Report, the applicant's engineer is to confirm that the proposed building and grading of the lands meet CVC's floodproofing requirements.</p>

Windcatcher Development Corporation

File: OZ 11/016 W1

Agency / Comment Date	Comment
City Community Services Department - Parks and Forestry Division/Park Planning Section (May 11, 2012)	<p>The subject property is located within 300 m (984 ft.) of Dellwood Park (P-005) which contains a pathway system and play site. Prior to the Supplementary Report proceeding, a satisfactory streetscape plan is to be submitted.</p> <p>In the event that the applications are approved, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Transportation and Works Department (June 1, 2012)	<p>Transportation and Works has confirmed receipt of a Site Plan, Stormwater Management Report, Site Servicing and Grading Plan, Noise Feasibility Study, Traffic Impact Review and Phase 1 and 2 Environmental Site Assessments.</p> <p>Prior to the Supplementary Report proceeding, the applicant has been requested to revise the plans to address certain grading concerns, technical discrepancies and to include additional details to clearly illustrate the proposal.</p> <p>The applicant has also been requested to update the Stormwater Management Report to evaluate the impact of the upstream Cawthra Creek overland flow drainage on the proposed development.</p> <p>Further detailed comments/conditions will be provided prior to the preparation of the Supplementary Report, pending receipt and review of the foregoing.</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"> - City of Mississauga - Fire Prevention - Canada Post - Rogers - Bell
	<p>The following City Department was circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Community Services Department – Culture Division

Windcatcher Development Corporation

File: OZ 11/016 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 12 Kindergarten to Grade 6 6 Grade 7 to Grade 8 13 Grade 9 to Grade 12/OAC • School Accommodation: <ul style="list-style-type: none"> Janey I. McDougald P.S. <ul style="list-style-type: none"> Enrolment: 514 Capacity: 544 Portables: 0 Allan A. Martin <ul style="list-style-type: none"> Enrolment: 466 Capacity: 538 Portables: 2 Cawthra Park Secondary School <ul style="list-style-type: none"> Enrolment: 1,314 Capacity: 1,044 Portables: 8 <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"> 3 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12/OAC • School Accommodation: <ul style="list-style-type: none"> St. Dominic Elementary School <ul style="list-style-type: none"> Enrolment: 291 Capacity: 253 Portables: 5 St. Paul Secondary School <ul style="list-style-type: none"> Enrolment: 715 Capacity: 807 Portables: 0

Windcatcher Development Corporation

File: OZ 11/016 W1

Proposed Zoning Standards

Item	Base "RA1" By-law Standard	Proposed "RA1-Exception" By-law Standard
Minimum Lot Frontage	30.0 m (98.4 ft.)	30.0 m (98.4 ft.)
Maximum Lot Coverage	n/a	36%
Minimum Front and Exterior Side Yards	<p>7.5 m (24.6 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)</p> <p>8.5 m (27.9 ft.) for that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)</p>	4.5 m (14.8 ft.)
Minimum Interior Side Yard	7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of dwelling height, or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback requirement of 25.5 m (83.7 ft.) where an interior lot line abuts a zone permitting detached and/or semi-detached dwellings	9.0 m (29.5 ft.)
Minimum Floor Space Index – Apartment Dwelling Zone	0.4	0.4
Maximum Floor Space Index – Apartment Dwelling Zone	0.9	1.46

Windcatcher Development Corporation

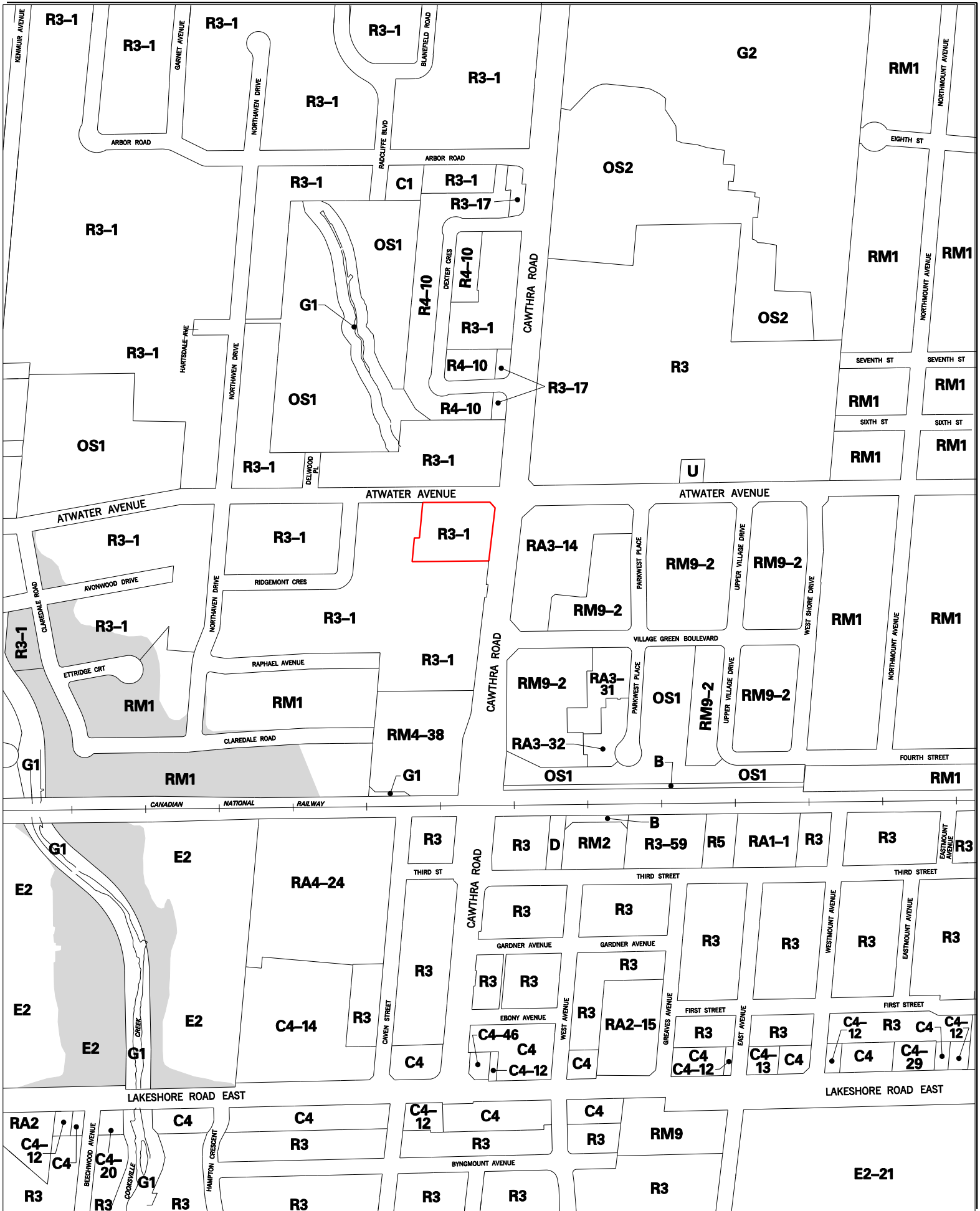
File: OZ 11/016 W1

Item	Base "RA1" By-law Standard	Proposed "RA1-Exception" By-law Standard
Minimum Rear Yard – Interior lot/corner lot	7.5 m (24.6 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.) 10.0 m (32.8 ft.) for that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)	27 m (24.6 ft.)
Maximum Height	13.0 m (42.7 ft.) and 4 storeys	4 storeys
Parking Standard	1.25 resident spaces per one-bedroom unit (130 parking space requirement) 1.4 resident spaces per two-bedroom apartment unit (48 parking space requirements) 0.2 visitor spaces per unit (28 space requirement)	1.2 resident spaces per one-bedroom unit (125 parking space requirement) 1.3 resident spaces per two-bedroom unit (44 parking space requirement) 0.2 visitor spaces per unit (28 space requirement) Provision for 30 tandem parking spaces

GENERAL CONTEXT MAP

OZ 11/016 W1

APPENDIX I-10



Windcatcher Development Corporation

File: OZ 11/016 W1

Recommendation PDC-0050-2012

- "1. That the Report dated August 14, 2012, from the Commissioner of Planning and Building regarding the application to amend the Official Plan from 'Residential Medium Density I - Special Site 1' to 'Residential High Density I - Special Site' and to change the Zoning from 'R3-1' (Detached Dwellings - Typical Lots) to 'RA1 - Exception' (Apartment Dwellings), to permit a 138 unit, 4 storey condominium apartment building under file OZ 11/016 W1, Windcatcher Development Corporation, 1224, 1230, 1236, 1240 Cawthra Road and 636 and 642 Atwater Avenue, be received for information.

2. That the following correspondences expressing concerns with respect to file OZ 11/016 W1 be received:
 - a. Email dated August 31, 2012 from Paula Elliot
 - b. Email dated August 31, 2012 from Sandra Cordovado
 - c. Email dated September 4, 2012 from Dorota, Janusz and Tom Irlik
 - d. Email dated September 4, 2012 from Cheryl McIntyre."

HARTSDALE AVENUE

DRIVE

DELWOOD PLACE

DEXTER CRES.

ROAD

ATWATER AVENUE

NORTHAVEN

CRESCENT

RIDGEMOUNT

RAPHAEL AVENUE

CAWTHRA

VILLAGE GREEN BLVD.

LOWER VILLAGE CRES.

CLAREDALE ROAD

C.N.R.

CAVEN ST.

THIRD STREET

PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Downtown Mixed Use | Public Open Space |
| Downtown Core Commercial | Private Open Space |
| Mixed Use | Greenbelt |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | To Be Determined |

LAND USE LEGEND

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

CITY STRUCTURE

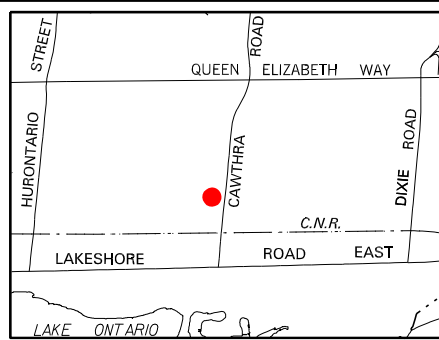
- Elements
- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

ND2 Region of Peel Non-Decision

SUBJECT LANDS



SUBJECT: WINDCATCHER DEVELOPMENT CORPORATION



FILE NO:
OZ 11016 W1

DWG. NO:
11016L

SCALE:
NTS

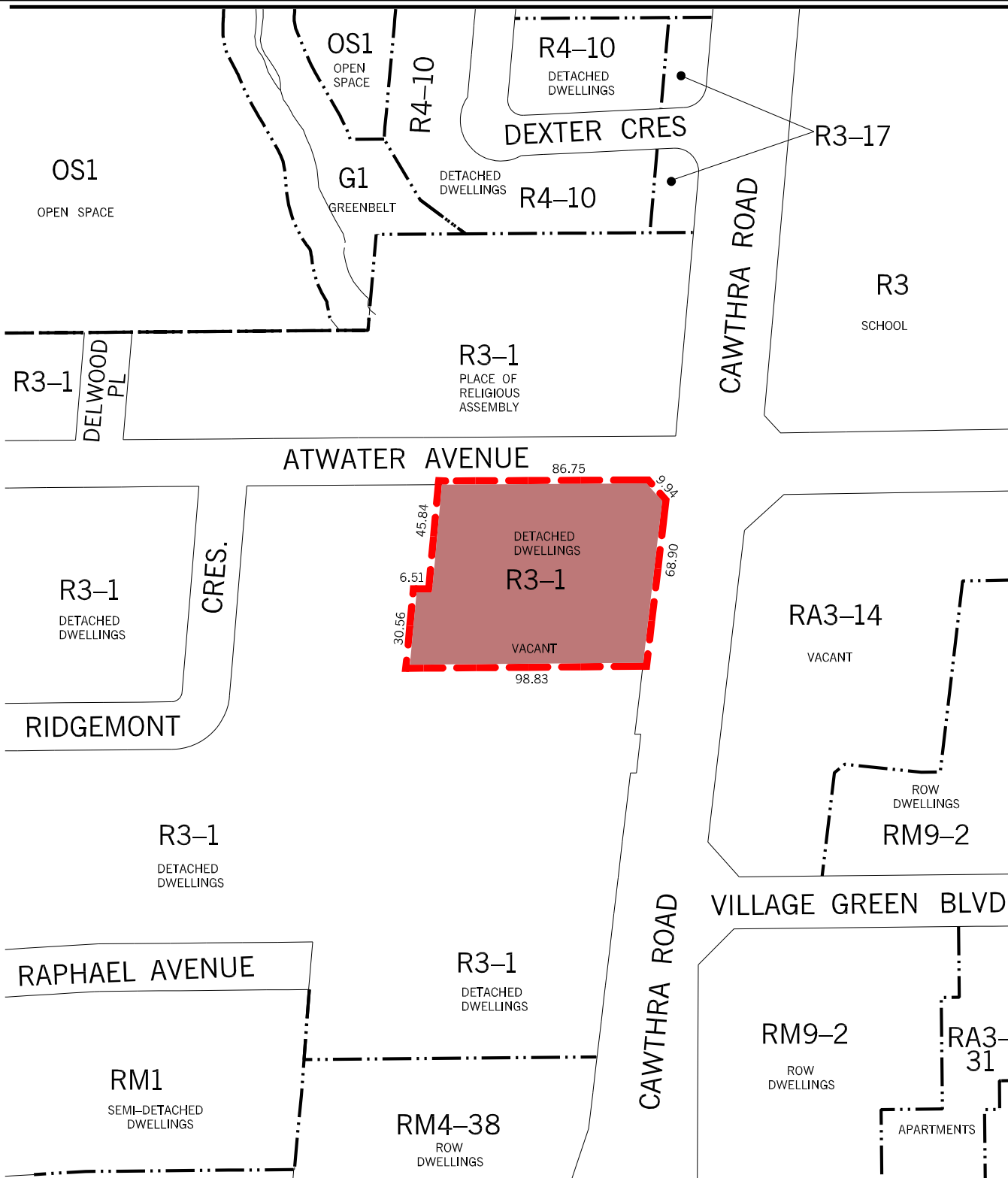
DATE:
2013 02 25

DRAWN BY:
K. PROKOP

APPENDIX S-3

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



LEGEND:

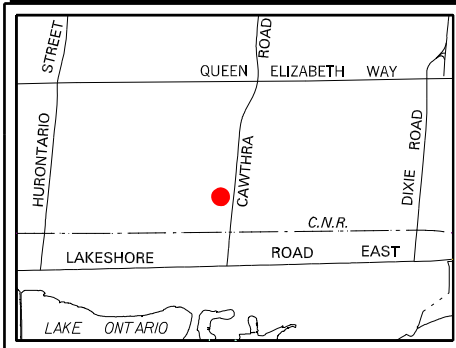


PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL MEDIUM DENSITY - SPECIAL SITE 1" TO "RESIDENTIAL HIGH DENSITY -SPECIAL SITE" AND PROPOSED REZONING FROM "R3-1" (DETACHED DWELLINGS-TYPICAL LOTS) TO "RA1-EXCEPTION" (APARTMENT DWELLINGS) TO PERMIT A 138 UNIT, 4 STOREY CONDOMINIUM APARTMENT BUILDING.

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

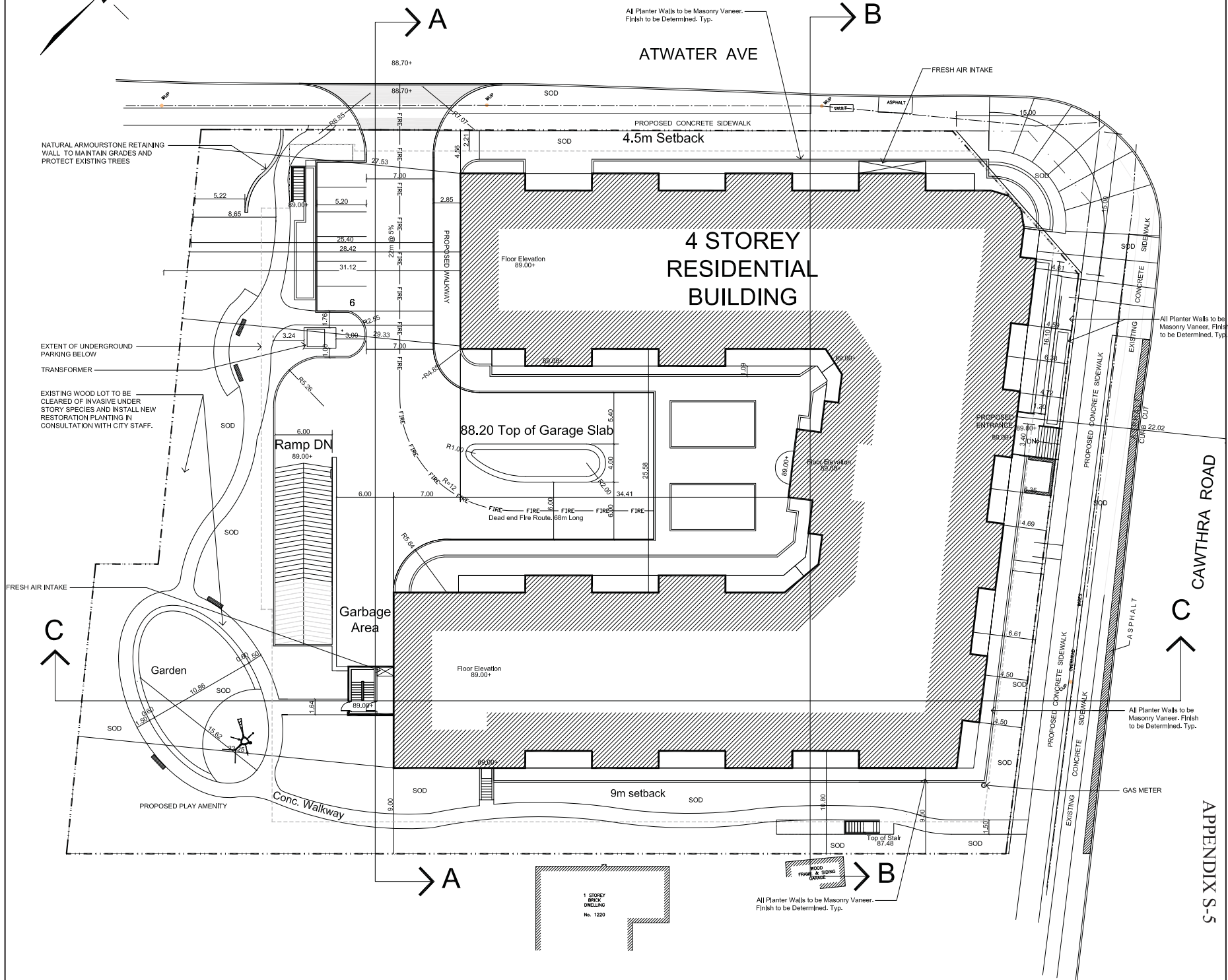


SUBJECT: WINDCATCHER DEVELOPMENT CORPORATION



FILE NO: OZ 11016 W1	
DWG. NO: 11016R	
SCALE: 1:2500	
PDC DATE: 2013 02 25	
DRAWN BY: K. PROKOP	
APPENDIX S-4	

CONCEPT PLAN



NATURAL ARMOURSTONE RETAINING WALL TO MAINTAIN GRADES AND PROTECT EXISTING TREES

EXTENT OF UNDERGROUND PARKING BELOW TRANSFORMER

EXISTING WOOD LOT TO BE CLEARED OF INVASIVE UNDER STORY SPECIES AND INSTALL NEW RESTORATION PLANTING IN CONSULTATION WITH CITY STAFF.

FRESH AIR INTAKE

PROPOSED PLAY AMENITY

1 STOREY BRICK DWELLING No. 1220

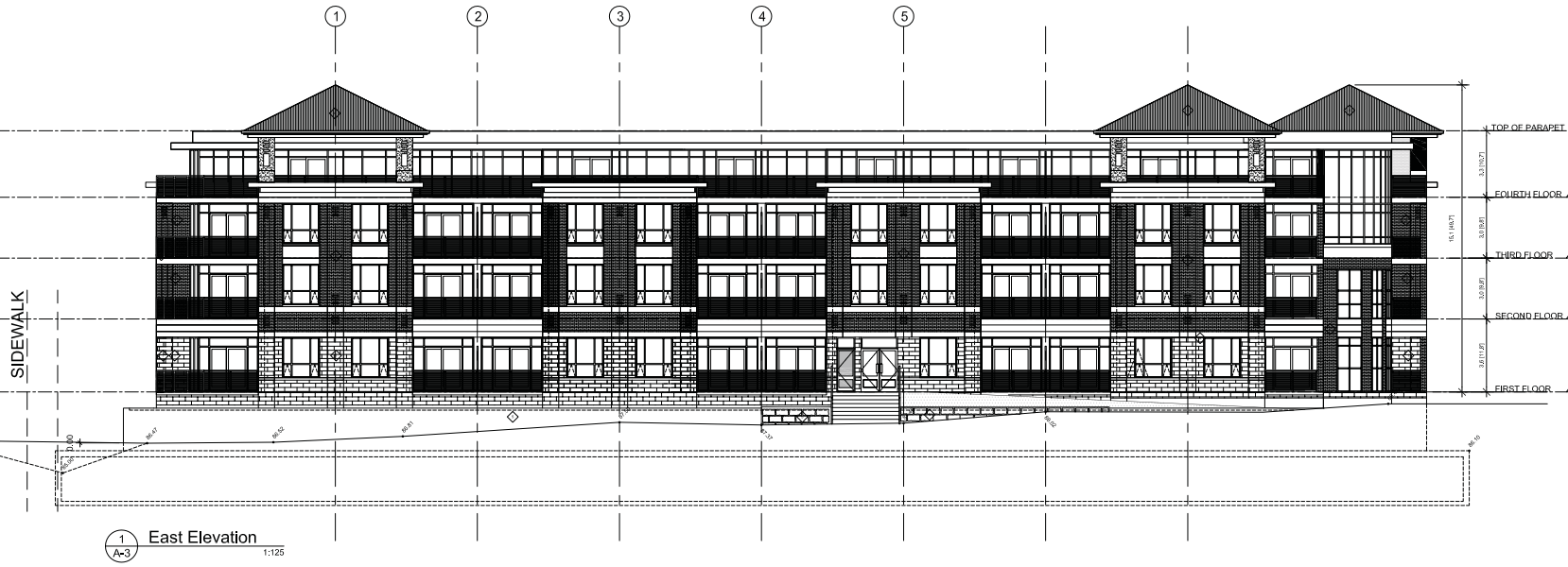
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All Planter Walls to be Masonry Vaneer. Finish to be Determined. Typ.

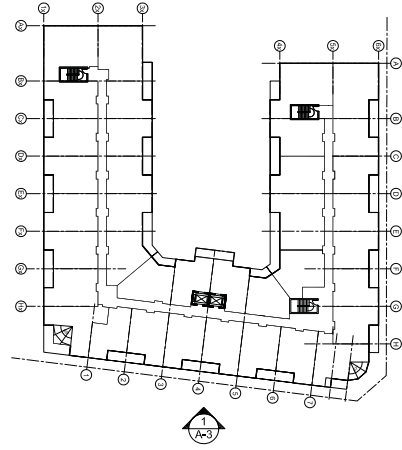
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All Planter Walls to be Masonry Vaneer. Finish to be Determined. Typ.

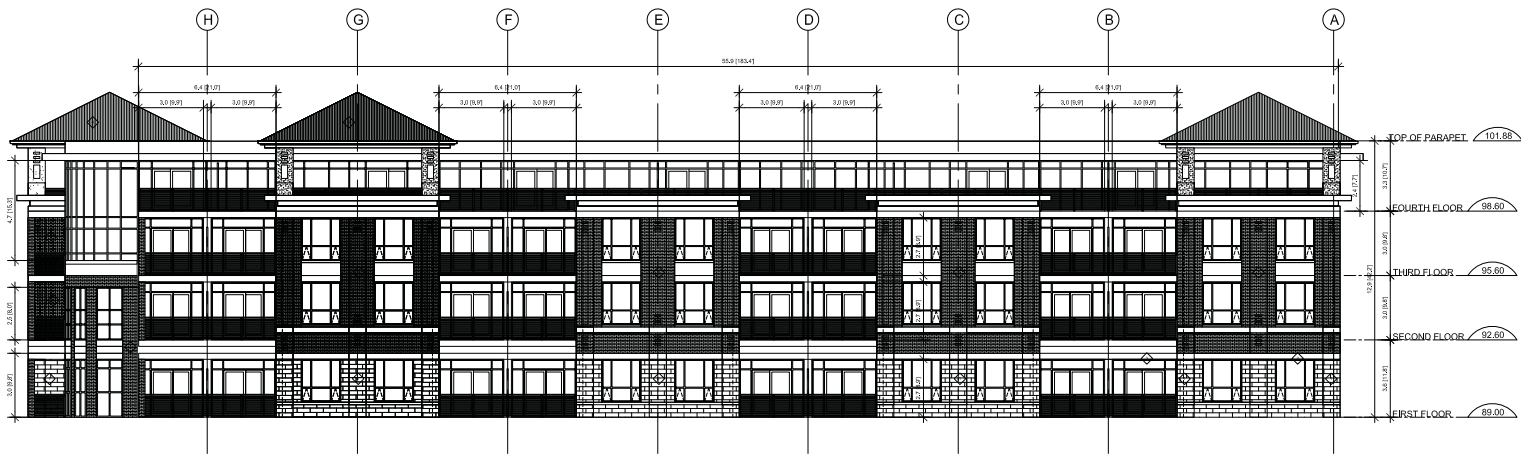
ELEVATIONS



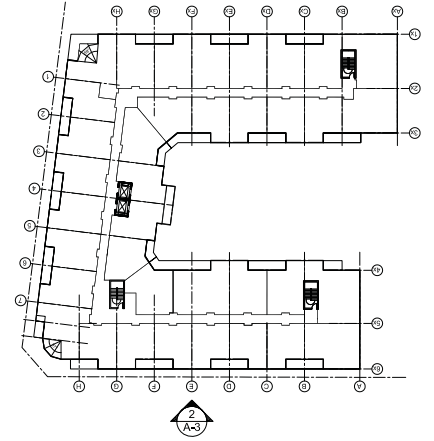
1 East Elevation
A-3 1:125



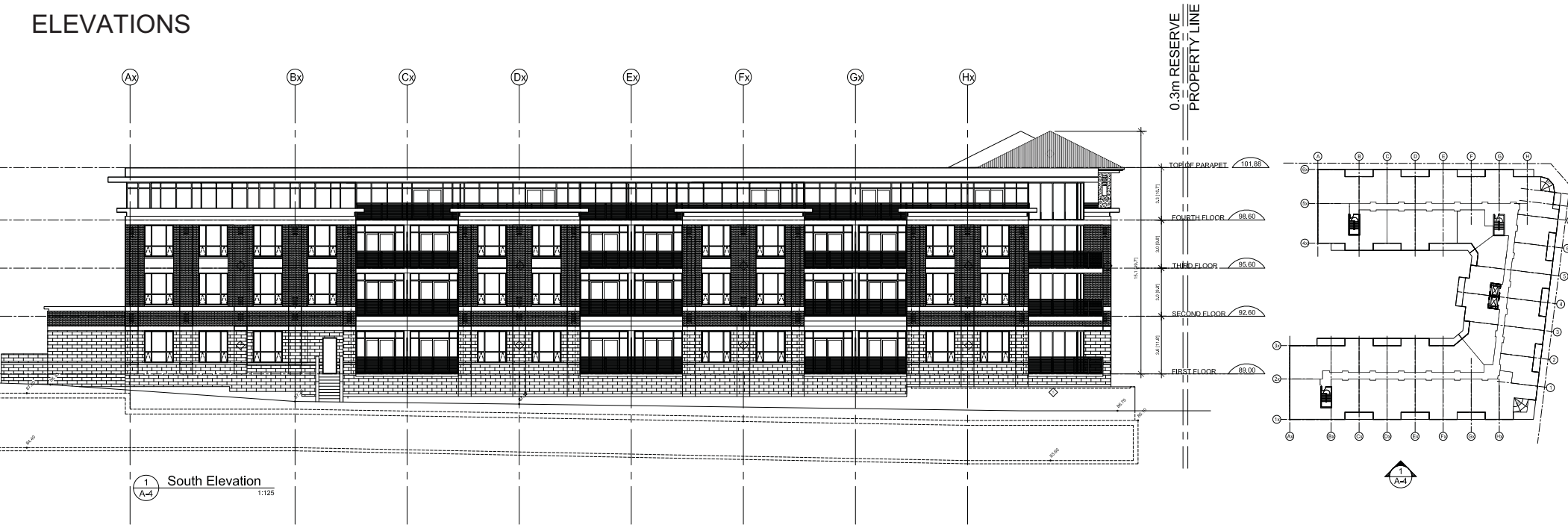
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◆	BRICK
◆	AWNING
◆	METAL ROOF
◆	MASONRY VANEER PLANTER WALL FINISH.



2 North Elevation
A-3 1:125



ELEVATIONS



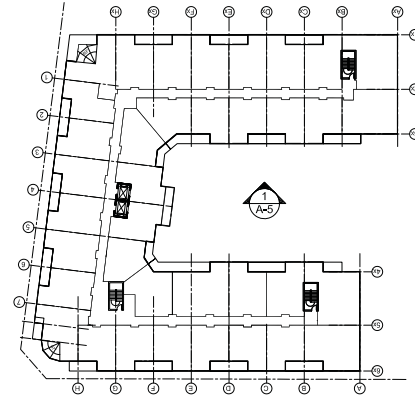
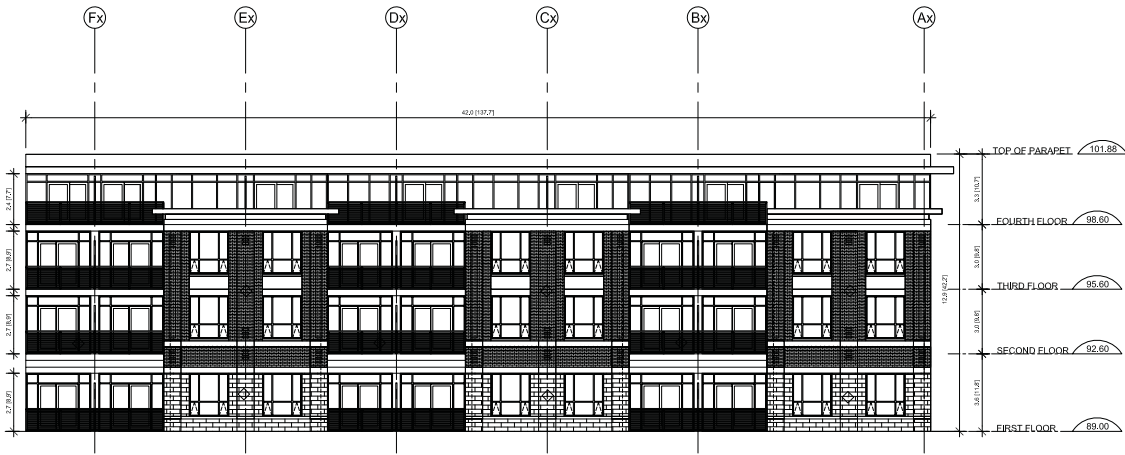
1 South Elevation
A-4
1:125

FINISH SCHEDULE	
◇	BLOCK
◇	BRICK
◇	AWNING
◇	METAL ROOF
◇	MASONRY VANEER PLANTER WALL FINISH.



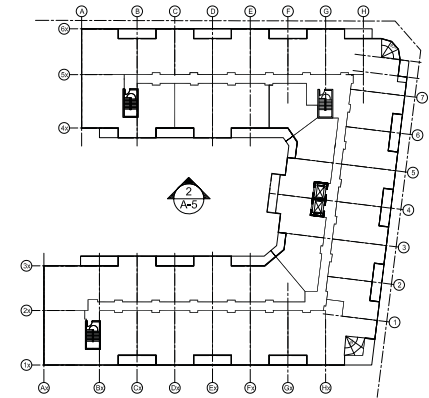
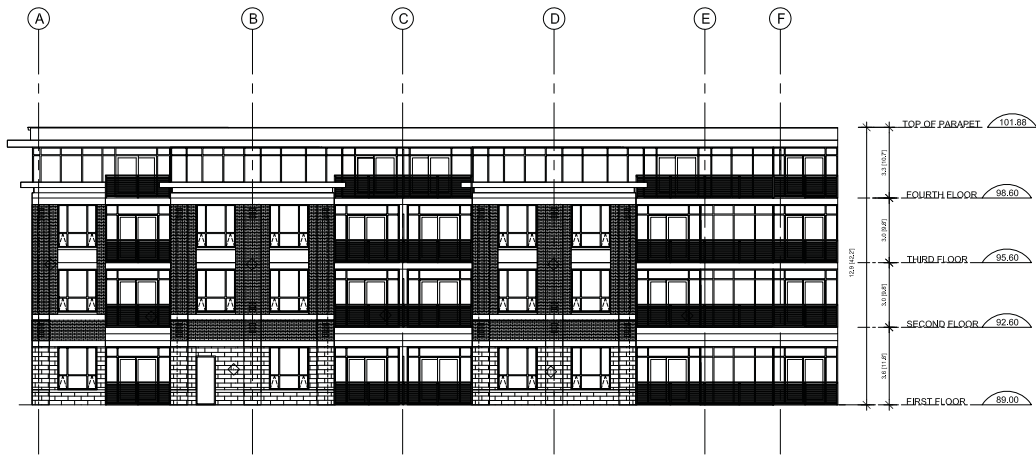
2 West Elevation
A-4
1:125

ELEVATIONS



2 Inside North Elev.
A-5 1:125

FINISH SCHEDULE	
◇	BLOCK
◇	BRICK
◇	AWNING
◇	METAL ROOF
◇	MASONRY VANEER PLANTER WALL FINISH.



2 Inside South Elev.
A-5 1:125

Windcatcher Development Corporation

File: OZ 11/016 W1

Proposed Zoning Standards

Item	Base "RA1" By-law Standard	Proposed "RA1-Exception" By-law Standard
Minimum Lot Frontage	30.0 m (98.4 ft.)	30.0 m (98.4 ft.)
Minimum Front and Exterior Side Yards	<p>7.5 m (24.6 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)</p> <p>8.5 m (27.9 ft.) for that portion of the dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.)</p>	4.5 m (14.8 ft.)
Minimum Interior Side Yard	7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of dwelling height, or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback requirement of 25.5 m (83.7 ft.) where an interior lot line abuts a zone permitting detached and/or semi-detached dwellings	9.0 m (29.5 ft.)
Minimum Floor Space Index – Apartment Dwelling Zone	0.4	0.4
Maximum Floor Space Index – Apartment Dwelling Zone	0.9	1.46

Windcatcher Development Corporation

File: OZ 11/016 W1

Item	Base "RA1" By-law Standard	Proposed "RA1-Exception" By-law Standard
Maximum Height	13.0 m (42.7 ft.) and 4 storeys	4 storeys
Minimum setback from surface parking spaces or aisles to a street line	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	2.0 m (6.6 ft.)
Parking Standard	<p>1.25 resident spaces per one-bedroom unit (128 parking space requirement)</p> <p>1.4 resident spaces per two-bedroom apartment unit (49 parking space requirements)</p> <p>0.2 visitor spaces per unit (27 space requirement)</p>	<p>1.2 resident spaces per one-bedroom unit (122 parking space requirement)</p> <p>1.3 resident spaces per two-bedroom unit (46 parking space requirement)</p> <p>0.2 visitor spaces per unit (27 space requirement)</p> <p>Provision for 30 tandem parking spaces</p>