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**REVISED - February 21, 2018**

## **Planning and Development Committee**

### **Date**

2018/02/26

### **Time**

7:00 PM

### **Location**

Civic Centre, Council Chamber,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

### **Members**

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Dave Cook	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10

### **Contact**

Mumtaz Alikhan, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5425  
[mumtaz.alikhan@mississauga.ca](mailto:mumtaz.alikhan@mississauga.ca)

### **Find it Online**

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING - February 5, 2018
4. MATTERS TO BE CONSIDERED
  - 4.1. **PUBLIC MEETING INFORMATION REPORT (All Wards)**  
Review of Commercial Motor Vehicle Parking Regulations  
File: BL.09-COM
  - 4.2. **PUBLIC MEETING INFORMATION REPORT (WARD 5)**  
Applications to permit three car dealerships, 6350 Mavis Road, southeast corner of Mavis Road and Highway 401  
Owner: Orlando Corporation  
File: OZ 17/009 W5
  - 4.3. **PUBLIC MEETING INFORMATION REPORT (WARD 2)**  
Applications to permit 6 townhomes, 1996 Lushes Avenue  
Applicant: Lushes Developments Inc.
  - 4.4. **PUBLIC MEETING INFORMATION REPORT (WARD 1)**  
Application to permit a 15 storey apartment building with 207 units and three levels of underground parking, 21 - 29 Park Street East, south side of Park Street East, east of Stavebank Road  
Owner: Edenshaw Park Developments Ltd.  
File: OZ 17/013 W1
  - 4.5. **RECOMMENDATION REPORT (WARD 1)**  
Port Credit Local Area Plan-Mississauga Official Plan Amendment and Implementing Zoning
5. ADJOURNMENT

# City of Mississauga

## Corporate Report



Date: February 6, 2018

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
BL.09-COM

Meeting date:  
2018/02/26

### Subject

#### **PUBLIC MEETING INFORMATION REPORT (All Wards)**

**Review of Commercial Motor Vehicle Parking Regulations to permit the parking of small school buses on residential properties**

**File: BL.09-COM**

### Recommendation

1. That the report dated February 6, 2018, from the Commissioner of Planning and Building regarding the review of the existing commercial motor vehicle parking regulations, which includes small school buses, be received for information.
2. That staff be directed to obtain feedback on the possible amendments to the Zoning By-law and/or Traffic By-law contained in this report.

### Background

At the City Council meeting on December 13, 2017, Councillor McFadden requested that staff investigate the possibility of permitting small sized school buses to park in private residential driveways, consistent with the City of Brampton.

### Comments

All school buses, regardless of size, are classified as commercial motor vehicles in the Zoning By-law. Regulations for school bus parking are the same as for all other commercial motor vehicles, except that school buses are permitted to park at places of religious assembly, private and public schools. See Appendix 1 for the existing regulations with respect to parking of commercial motor vehicles.

Permission to park commercial motor vehicles, including school buses, in residential zones has been in place for many years in Mississauga. A review of the regulations was undertaken in 1994, and by-law amendments were adopted in April 1995. The regulations permitted one commercial motor vehicle to park on any residential property subject to weight and size limits. In June 2007, additional regulations for parking of commercial motor vehicles on residential

properties were adopted. The permitted size was increased to 5.6 m (18.4 ft.) in length and 2.0 m (6.6 ft.) in height and 3 000 kg (3 tons) gross vehicle weight.

To evaluate the possibility of allowing small buses to park on residential driveways, staff surveyed other municipalities and reviewed the regulations for driveway sizes in relation to the size of commercial motor vehicles, including small school buses.

The purpose of this report is to provide preliminary information on parking of commercial motor vehicles, including small school buses, in residential zones, and to seek comments from the community, the school boards in Mississauga and the school bus companies that provide service in Mississauga.

### Size of Driveways

The length of a residential private driveway is determined by two factors – the required front yard setback to the house and the setback to the garage. A private driveway can range in length from 9.0 m (29.5 ft.) on large lots, typically located in south Mississauga, to 5.8 m (19 ft.) on lots in newer subdivisions, such as Churchill Meadows.

The driveway is measured to the property line, not the curb, meaning that the pavement length is not the entire driveway length. The bottom portion of every driveway includes part of the road allowance (see Appendix 2). Parked vehicles are not permitted to overhang onto a sidewalk, boulevard or municipal roadway.

Although commercial vehicles are permitted to park on residential properties, they must fit in the garage or driveway of the residential property. See Appendix 3 for a breakdown of driveway length by zone category and other parking related regulations, including parking space and garage sizes.

### Size of Commercial Motor Vehicles

Commercial motor vehicles as defined in the zoning by-law include pick-up trucks used as commercial vehicles, cargo vans and school buses. The Zoning By-law regulates the size (length and height) of these vehicles when parked on a residential property. The impact on neighbours is mostly due to visual distractions, affected sightlines and concerns with compatibility. The table below indicates the range of sizes of these types of vehicles:

	<b>Length</b>	<b>Height</b>
Zoning By-law regulations	5.6 m (18.4 ft.)	2.0 m (6.6 ft.)
Small school bus –smaller models	6.2 m (20.2 ft.)	
Small school bus –larger models	7.3 m (24 ft.)	
Pick up truck	5.3 m (17.4 ft.)	



–smaller models		
–larger modes	6.7 (22 ft.)	
Cargo van	5.5 m (18 ft.)	
–smaller models		
–larger models	6.7 m (22 ft.)	

Homeowners with commercial vehicles that are larger than what the Zoning By-law permits need to apply to the Committee of Adjustment for a variance to the regulations, however, if the vehicle cannot be parked entirely on private property, the variance cannot be supported.

#### Other Jurisdictions

A survey of other municipalities was undertaken to compare parking regulations on residential properties. School buses and other commercial vehicles are often referred to as "oversized vehicles". No vehicle, commercial or personal, is permitted to overhang onto a sidewalk, boulevard or roadway in the municipalities that were surveyed.

Municipality	Zoning Regulations for Oversized Vehicles		
	Length	Height	Special Exception
Mississauga	5.6 m (18.4 ft.)	2.0 m 6.6 ft.)	
Brampton	6.7 m (22 ft.)	2.6 m (8.5 ft.)	Exceptions can be granted for small school buses from Sunday night to Friday afternoon during school year only
Milton	7.0 m (23 ft.)	2.6 m (8.5 ft.)	
Burlington	6.0 m (20 ft.)	2.6 m (8.5 ft.)	
Oakville	not permitted		
Vaughan	not permitted		

#### **ITEMS FOR CONSIDERATION**

The following is a list of items for consideration with respect to small school bus parking:

- Define small school buses as a separate category of commercial motor vehicle
- Amend the zoning regulations to increase the permitted size of a small school bus on residential properties

For properties that are too small to accommodate a small school bus, consideration could be given to amending the Traffic By-law to:

- Permit on-street overnight parking permits Sunday night to Friday afternoon for small school buses
- Permit on-street daytime parking permits Monday morning to Friday afternoon for small school buses

## Financial Impact

There is no financial impact associated with this matter.

## Conclusion

Should Council wish to consider allowing small school buses to be parked on driveways and/or residential streets, staff will consult with City Parking Enforcement staff, the school boards with jurisdiction in the City of Mississauga, school bus companies and residents, and bring forward proposed amendments to a future public meeting.

## Attachments

Appendix 1: Current Regulations for Commercial Motor Vehicle Parking in Residential Zones

Appendix 2: Illustration of Driveways/Property Lines

Appendix 3: Single and Semi-Detached Driveway Lengths



Edward R. Sajecki, Commissioner of Planning and Building

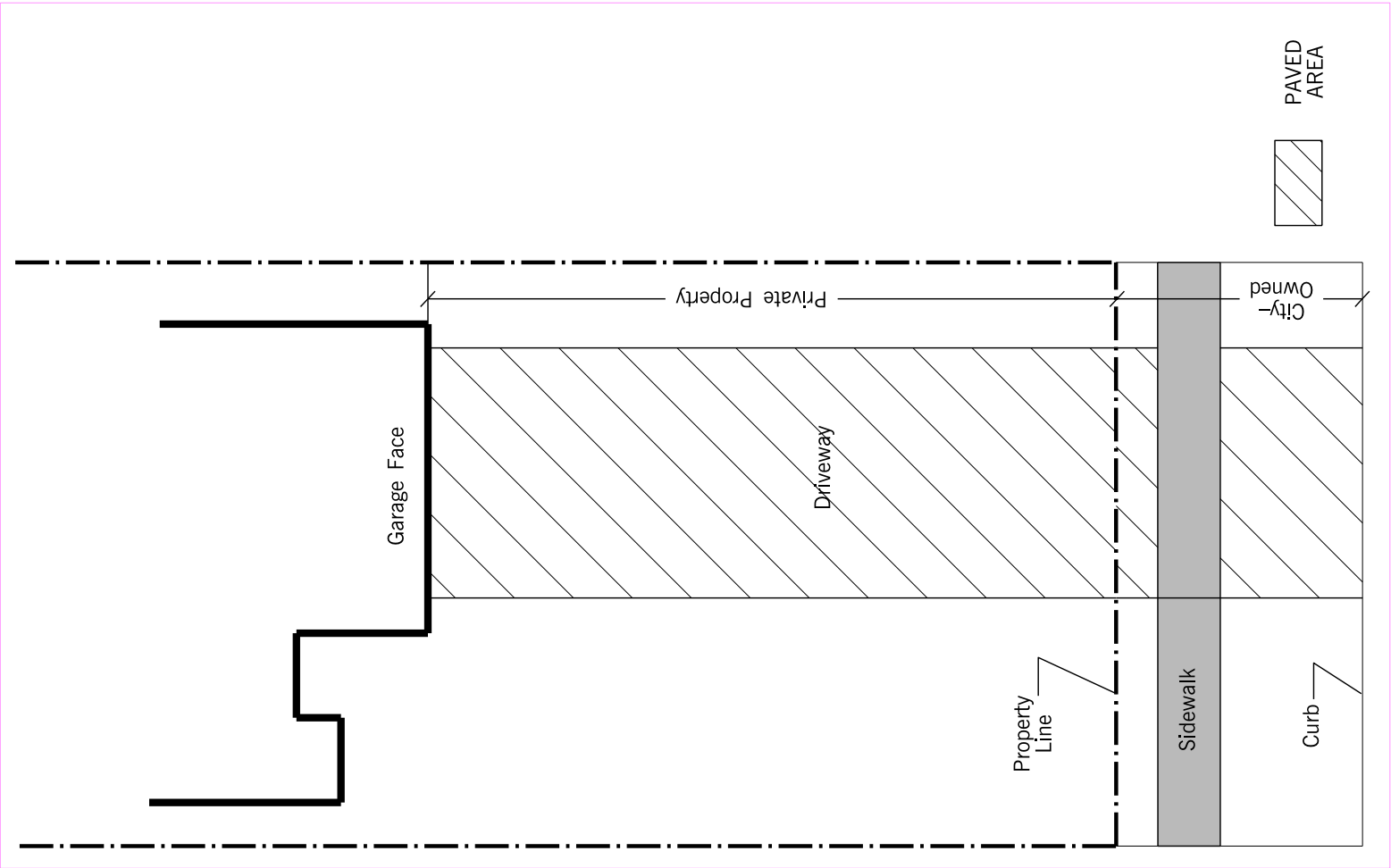
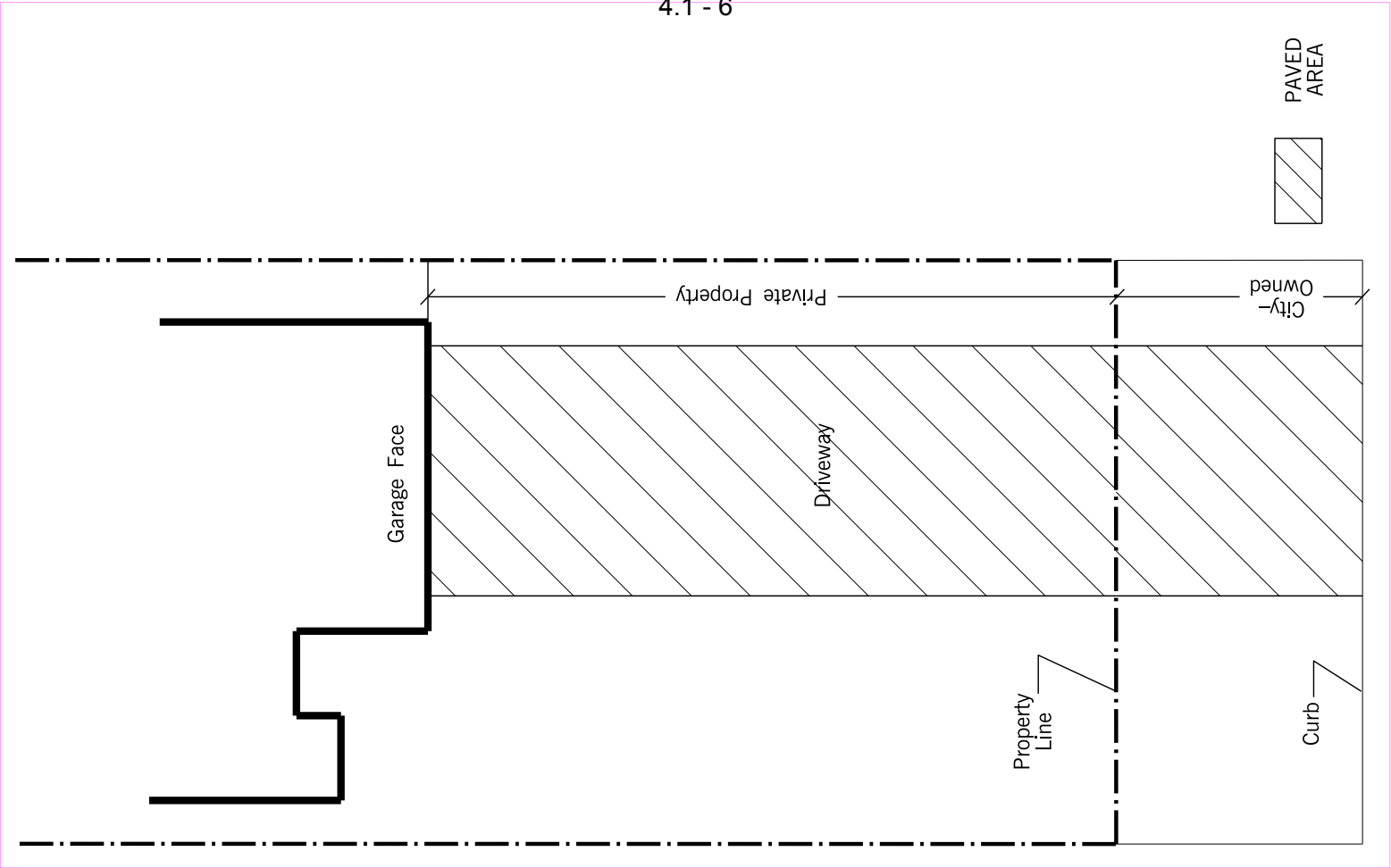
Prepared by: Lisa Christie, Planner

## Appendix 1

**Current Regulations for Commercial Motor Vehicle Parking in Residential Zones****4.1.10 Parking of Commercial Motor Vehicles**

The parking of a **commercial motor vehicle** in Residential Zones shall comply with the provisions contained in Part 3 of this By-law and the following:

- 4.1.10.1 A **commercial motor vehicle** shall only be parked on a **driveway** or within a **garage**; (0325-2008)
- 4.1.10.2 A maximum of one (1) **commercial motor vehicle** shall be parked on a **lot** in a Residential Zone subject to the following:
  - 4.1.10.2.1 The **commercial motor vehicle** shall be less than or equal to 3 000 kg registered gross weight or 2 600 kg vehicle curb weight and be less than 5.6 m in length and 2.0 m in **height**;
  - 4.1.10.2.2 The required number of **motor vehicle parking spaces** for the applicable Residential Zone shall be maintained, not including the space used for the parking of a **commercial motor vehicle**.
- 4.1.10.3 A **commercial motor vehicle** that is actively engaged in a delivery and/or service is deemed not to be in contravention of this By-law.
- 4.1.10.4 A maximum of one (1) **commercial motor vehicle** shall be permitted to park entirely within an enclosed **garage** provided that the vehicle can legally access the property and provided that the required number of **parking spaces** for the applicable Residential Zone is maintained.
- 4.1.10.5 The outdoor parking of school buses shall be permitted on lands used for a **place of religious assembly, public school or private school**, provided that such parking shall not be permitted within the required **yards**.



## Appendix 3

**Single and Semi-Detached Driveway Lengths**

<b>Zone</b>	<b>Front yard setback</b>	<b>Garage face</b>	<b>Other regulations</b>
R1 + R2	9.0 m (29.5 ft.)	9.0 m (29.5 ft.)	
R3	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	
R4 + RM1	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)	
R5 + RM2	4.5 m (14.8 ft.)	6.0 m (19.7 ft.)	
R6 + R7	4.5 m (14.8 ft.)	5.8 m (19 ft.)	
R8	9.0 m (29.5 ft.)	9.0 m (29.5 ft.)	can be reduced to 6.0 m
R9-R11	4.5 m (14.8 ft.)	6.0 m (19.7 ft.)	
R12-R14	Modular lots	-	Zone sets out buildable area and only requires 2 car garages for parking
R15	6.0 m (19.7 ft.)		
R16	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	6.0 m garage face setback for exterior side yard

**Other Parking Regulations**

<b>Garage area</b>	75 m <sup>2</sup> (807 sq.ft.)		
<b>Garage dimensions</b>	2.75 m (9 ft.) x 6.0 m (19.7 ft.)		Attached and detached
<b>Driveway width</b>	2.6 m (8.5 ft.)		
<b>Parking space</b>	2.6 m (8.5 ft.) x 5.2 m (17 ft.)		
<b>Parking spaces/unit</b>	2.0		Detached and semi detached

City of Mississauga

# Corporate Report



Date: February 6, 2018

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
OZ 17/009 W5Meeting date:  
2018/02/26

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 5)**

**Applications to permit three car dealerships****6350 and 6360 Belgrave Road, southeast corner of Mavis Road and Highway 401****Owner: Orlando Corporation****File: OZ 17/009 W5**

## Recommendation

That the report dated February 6, 2018, from the Commissioner of Planning and Building regarding the application by Orlando Corporation to permit three car dealerships under File OZ 17/009 W5 be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The applicant is proposing to amend the zoning by-law to permit three motor vehicle repair facilities with accessory motor vehicle sales on the subject lands
- The proposed development may also require an Official Plan Amendment
- No written comments from the public have been received to date
- Prior to the next report, matters to be addressed include: evaluating the applicant's description of the proposed uses, conformity to the Mississauga Official Plan (MOP) policies respecting uses permitted in Business Employment Areas and potential employment land conversion, and determining appropriate zone regulations including the division between sales and service and the number of automobiles permitted for outdoor display

## Background

The application has been circulated for technical comments. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

In December 2016, the applicant presented a proposed Official Plan Amendment and Zoning By-law Amendment to permit car dealerships, at the City's Development Application Review Committee meeting. Upon being advised that car dealerships are considered to be a major retail use, and would constitute an employment land conversion, the applicant modified their proposal to propose only a Zoning By-Law Amendment. The applicant asserts that while the form of the proposed development may be similar to traditional car dealerships, the true function is properly characterised as motor vehicle repair facilities – restricted, with accessory retail sales of automobiles and that the proposal conforms to the employment area policies of the MOP.

The use of lands designated **Business Employment** within Employment Areas to permit non-employment uses is prohibited unless considered through a "Municipal Comprehensive Review" (MCR). See Appendix 7 for policies respecting MCRs. The City of Mississauga had been reviewing the possibility of permitting car dealerships in Employment Areas through an MCR. However, subsequent to that work having begun, the updated 2017 Provincial *Growth Plan* redefined MCRs as a new type of Official Plan amendment that must be initiated by Regional or single-tier municipalities and be approved by the Province.

## Present Status

The subject lands are located on the western half of a large employment site. The eastern portion of the site consists of a one-storey warehouse and distribution building under construction (recently approved through site plan application SP 16/125 W5). There are no plans to sever the parcel.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	Entire Site	Application Site
Frontages (Cantay Road):	320 m (1,050 ft.)	140 m (460 ft.)
Depth:	375.5 m (1,232 ft.)	375.5 m (1,232 ft.)
Gross Lot Area:	11.9 ha (29.35 ac.)	5.3 ha (13.1 ac.)
Existing Uses:	Partially vacant; eastern portion developed with employment building	Vacant cleared land

The property is located at the western edge of the Gateway Employment Area (West) Character Area, and is on a Corridor, as defined in MOP.



Aerial photo of  
Subject lands

The surrounding land uses are:

- North: Highway 401 immediately to the north; further north is St. Marcellinus Secondary School
- East: One storey warehouse and distribution building
- South: One and two storey manufacturing buildings
- West: Car dealerships; further west are single-detached homes

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

### DETAILS OF THE PROJECT

The application is to permit three car dealerships, each with their own building and parking area, or what the applicant characterizes as motor vehicle repair facilities – restricted, with the accessory retail sales of automobiles. The proposed uses will include office and outdoor storage space as well to service the dealerships.

Development Proposal	
Application submitted:	Received: June 9, 2017 Deemed complete: August 17, 2017



<b>Development Proposal</b>	
Developer Owner:	Orlando Corporation
Applicant:	Glen Schnarr & Associates Inc.
Existing Gross Floor Area:	28 181.84 m <sup>2</sup> (303,348 ft <sup>2</sup> ) (warehouse building under construction on eastern portion of property)
Height:	One (1) storey
Gross Floor Area of three car dealerships:	8 966 m <sup>2</sup> (96,512 ft <sup>2</sup> )
Proposed Parking	Building "A": 328 Building "B": 252 Building "C": 329 Total (including storage and display): 909

The Applicant has provided the following breakdown of floor areas in the three proposed buildings to demonstrate the intended function of the business.

Building "A" – Total building area by use			
Use	Area (m <sup>2</sup> )	Area (ft <sup>2</sup> )	% of Total
Service Shop and Parts Storage	2 143.8	23,076	54.9
Product Showroom and Retail	949.5	10,220	24.3
Offices and Reception	811.2	8,732	20.8
<b>Total Gross Floor Area</b>	<b>3 904.5</b>	<b>42,028</b>	<b>100.0</b>

Building "B" – Total building area by use			
Use	Area (m <sup>2</sup> )	Area (ft <sup>2</sup> )	% of Total
Service Shop and Parts Storage	1 321	14,219	70
Product Showroom and Retail	372.4	4,009	19.7
Offices and Reception	193.9	2,087	10.3
<b>Total Gross Floor Area</b>	<b>1 887.3</b>	<b>20,315</b>	<b>100.0</b>

Building "C" – Total building area by use			
Use	Area (m <sup>2</sup> )	Area (ft <sup>2</sup> )	% of Total
Service Shop and Parts Storage	1 668	17,954	52.5
Product Showroom and Retail	841.8	9061	26.5
Offices and Reception	664.6	7,154	20.9
<b>Total Gross Floor Area</b>	<b>3 174.4</b>	<b>34,169</b>	<b>100.0</b>

The three buildings occupy 14% of the property with the remainder devoted mainly for parking, outdoor display of cars, and landscape strips.

The proposed concept plan is found in Appendix 3.

### LAND USE CONTROLS

The subject lands are located within the Gateway Employment Area (West) Character Area and are designated **Business Employment** (see Appendix 5) which permits motor vehicle repair facilities. The Planning and Building Department is currently reviewing the application for conformity with the Official Plan, as the applicant asserts that the proposed uses are primarily employment in nature (the motor vehicle repair component), rather than retail (the motor vehicle sales component). Part of this review includes considering whether or not the introduction of the retail component of car dealerships constitutes an employment land conversion.

The lands are currently zoned **E2-24** and **E2-1** (Employment) (see Appendix 6). The subject site is primarily zoned **E2-24**. This exception zone specifically prohibits motor vehicle repair facility - restricted, which, as defined, does not include permission for accessory retail sales. The **E2-1** zone permits motor vehicle repair facility – restricted.

Accessory retail sales of motor vehicles are not permitted under the general provisions of all Employment zones. The proposed zoning by-law amendment would be to permit motor vehicle repair facility – restricted, with a modified definition to permit the uses specific to this proposal, and would include accessory retail sales of motor vehicles, both within and outside of the proposed buildings.

Detailed information regarding existing and proposed zone standards is found in Appendix 7.

### WHAT DID THE COMMUNITY SAY

No community meetings were held and no written comments were received by the Planning and Building Department. One phone enquiry about the nature of the proposal was received.

### DEVELOPMENT ISSUES

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

- Determine if the proposed use is a predominantly retail use, which would constitute an employment land conversion, or if the use is a predominantly employment use
- If the use is predominantly employment, are accessory automobile retail sales appropriate
- If the use is predominantly employment in nature, are outdoor sales and display areas an appropriate use of the land
- Does the built form and site layout of the development meet the policies for Corridors

### OTHER INFORMATION

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

- Planning Justification Report
- Draft Zoning By-Amendment

- Phase 1 Environmental Site Assessment
- Functional Servicing Report
- Topographical Survey
- Traffic Impact and Parking Study

### **Development Requirements**

There are engineering matters including: amendments to the submitted Functional Servicing Report, Traffic Impact Study, and Phase 1 Environmental Site Assessment, are required to satisfy the Transportation and Works Department, as well as a modification of the proposed access to Cantay Road.

Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

### **Financial Impact**

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

### **Conclusion**

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

### **Attachments**

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Gillian McGinnis, Planner

Orlando Corporation

File: OZ 17/009 W5

### Site History

- June 20, 2007 – Zoning By-law came into force except for those sites which have been appealed. The subject lands are split zoned **E2-24** and **E2-1** (Employment) to restrict heavier industrial uses on the property. The E2-24 exception (which applies to the majority of the lands) removes permission for a **Motor Vehicle Repair Facility – Restricted**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Business Employment** in the Gateway (West) Employment Area Character Area
- November 3, 2017 – Site Plan application (SP 16/125 W5) was approved for the development of the eastern portion of the subject lands for a one-storey employment building
- An Official Plan Amendment and Zoning By-law Amendment were approved in 2003 to permit Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted on the lands across Mavis Road, at 797 Bancroft Drive. These lands are designated **Business Employment** by the MOP, in the East Credit Neighbourhood Character Area, in Exempt Site 6

Orlando Corporation

File: OZ 17/009 W5

### Site History

- June 20, 2007 – Zoning By-law came into force except for those sites which have been appealed. The subject lands are split zoned **E2-24** and **E2-1** (Employment) to restrict heavier industrial uses on the property. The E2-24 exception (which applies to the majority of the lands) removes permission for a **Motor Vehicle Repair Facility – Restricted**
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- November 3, 2017 – Site Plan application (SP 16/125 W5) was approved for the development of the eastern portion of the subject lands for a one-storey employment building
- An Official Plan Amendment and Zoning By-law Amendment were approved in 2003 to permit Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted on the lands across Mavis Road, at 797 Bancroft Drive. These lands are designated **Business Employment** by the MOP, in the East Credit Neighbourhood Character Area, in Exempt Site 6



**LEGEND:**



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017



**TITLE:** ORLANDO CORPORATION

**FILE NO:** OZ 17/ 009 W5



**MISSISSAUGA**

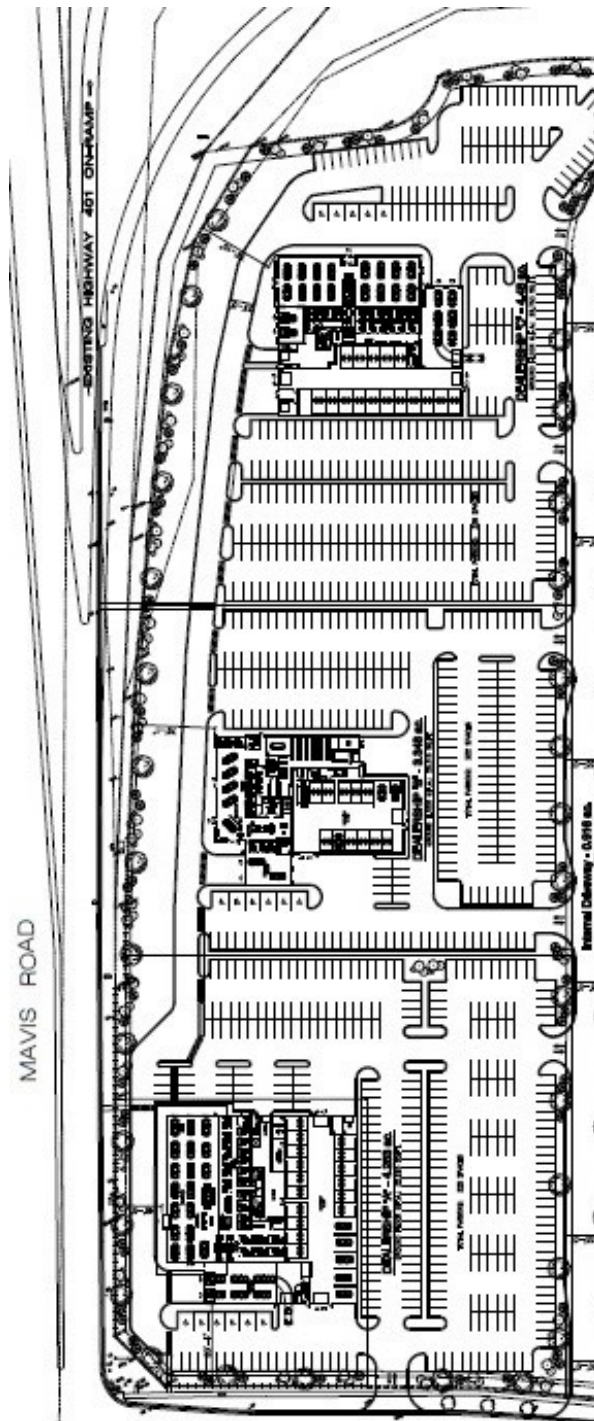
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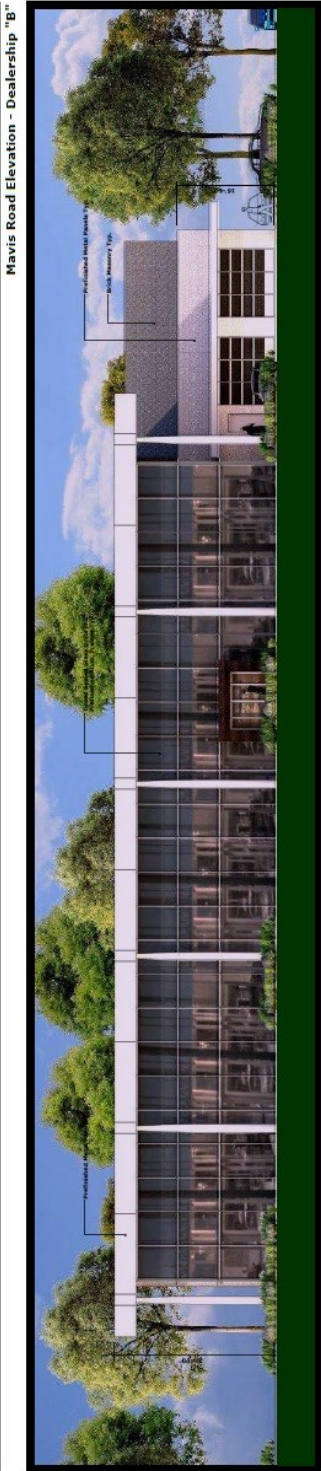
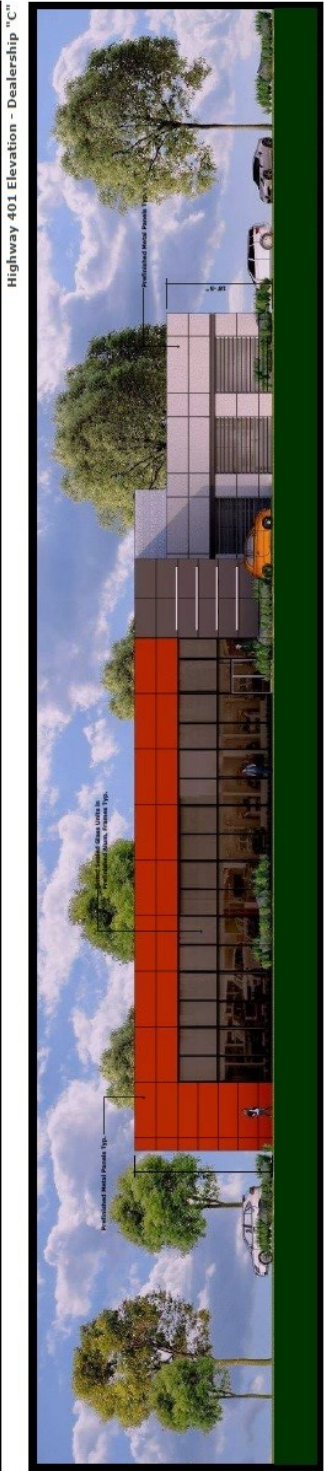
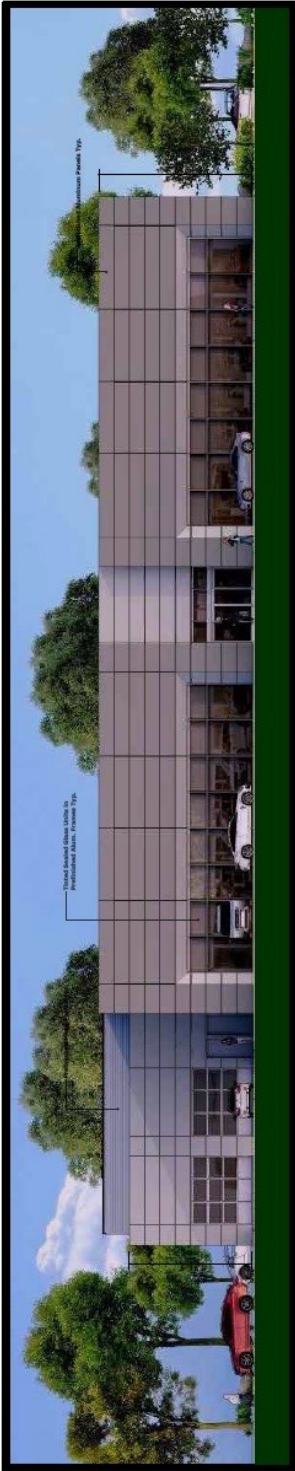
Orlando Corporation

File: OZ 17/009 W5

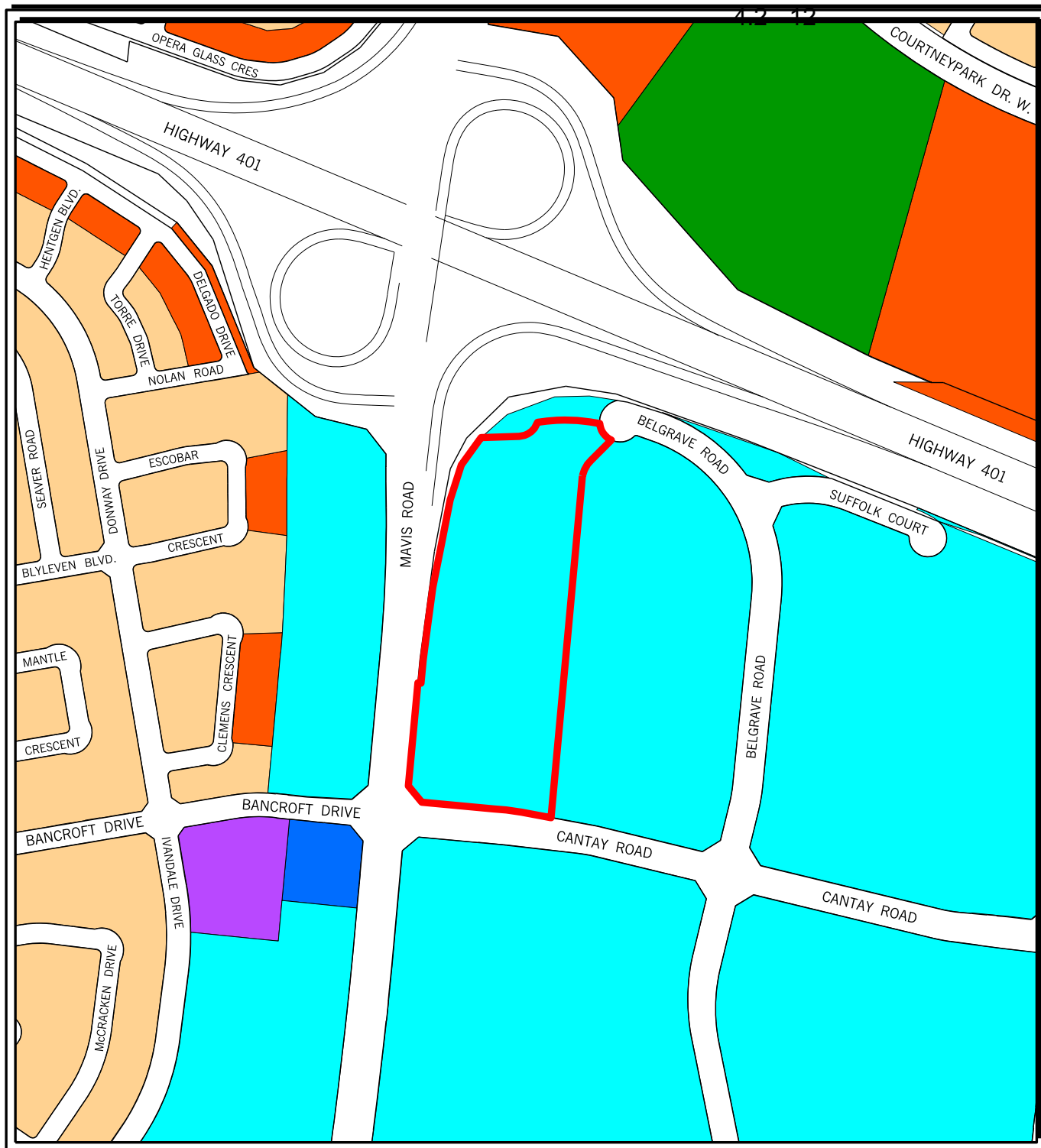
Concept Plan



Elevations







**PART OF SCHEDULE 10 LAND USE DESIGNATIONS  
OF MISSISSAUGA OFFICIAL PLAN**

**LAND USE DESIGNATIONS**

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

**BASE MAP INFORMATION**

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

**City Structure**

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

**SUBJECT LANDS**

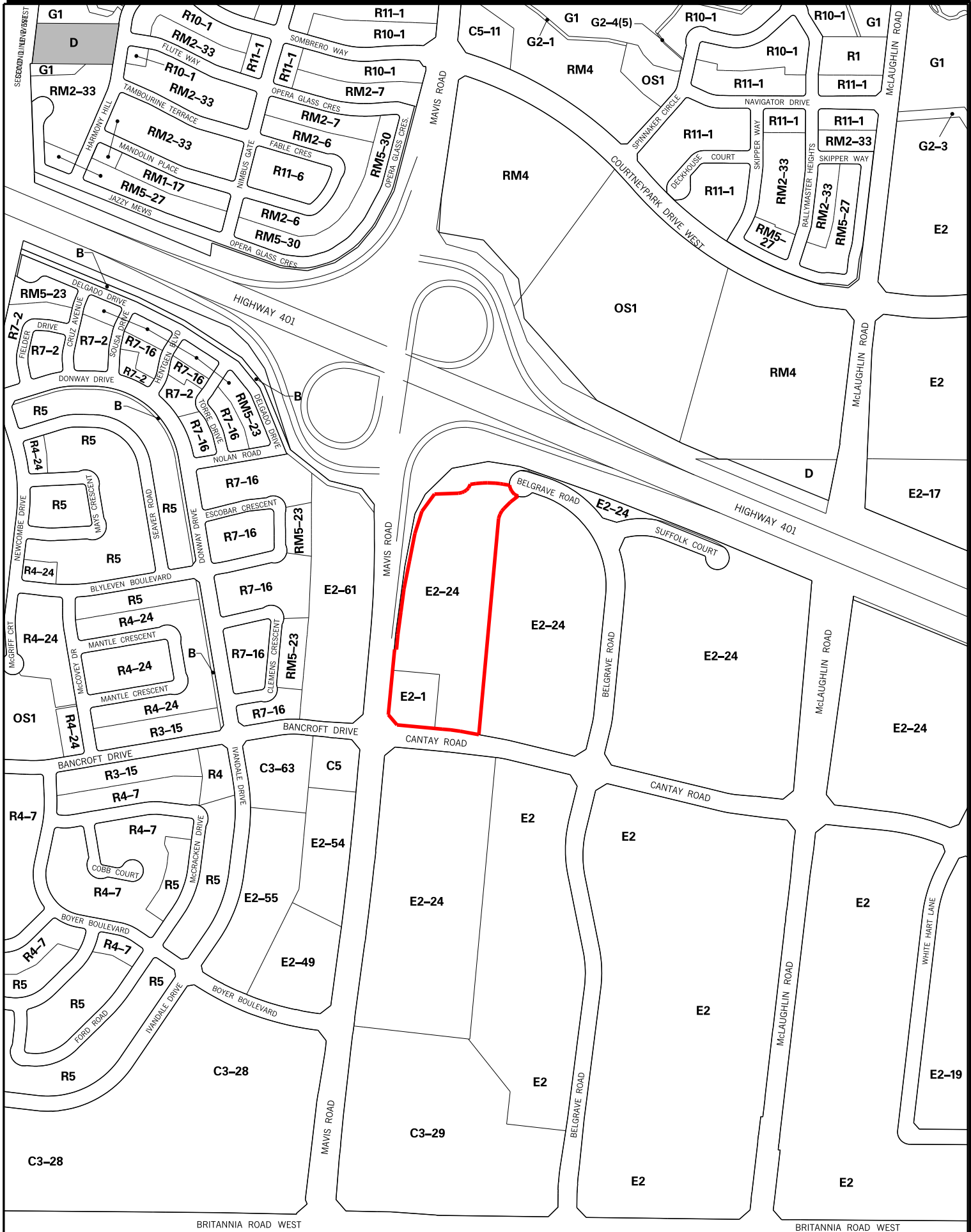


**TITLE:** ORLANDO CORPORATION

**FILE NO:** OZ 17/ 009 W5



Produced by  
T&W, Geomatics



Orlando Corporation

File: OZ 17/009 W5

### Summary of Relevant Mississauga Official Plan Policies

#### Current Mississauga Official Plan Designation

The subject property is designated **Business Employment** which permits Motor Vehicle Repair.

#### Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing this application. An overview of some of these policies is found below.

	Specific Policies	General Intent
Chapter 5 - Direct Growth	Section 5.1.8	Mississauga will protect employment lands to allow for a diversity of employment uses.
	Section 5.3.6.1	Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.
	Section 5.3.6.2	Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.
	Section 5.3.6.5	Conversion of lands within Employment Areas will only be permitted through a municipal comprehensive review.
	Section 5.4.4	Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

Orlando Corporation

File: OZ 17/009 W5

	Specific Policies	General Intent
Chapter 9 – Build a Desirable Urban Form	Section 9.1.4	Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.
	Section 9.1.5	Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.
	Section 9.1.15	New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate, or minimize adverse impacts on and from the corridor and transportation facilities.
	Section 9.2.2	Employment Areas will continue to develop for a mixture of employment uses, including land extensive uses many of which will have a one to two storey urban form.
	Section 9.2.2.4	Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.
	Section 9.2.2.6	Development on corridors will be encouraged to: not locate parking between the building and the street, site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall, support transit and active transportation modes, provide concept plans that show how the site can be developed with surrounding lands.
	Section 9.3.1.8	The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.
	Section 9.3.3.1	An appropriate gateway treatment will be created at city boundaries, major Provincial highway interchanges and at entry points to Intensification Areas through high quality development, massing of buildings, open spaces, landscaping and streetscape.
	Section 9.3.3.5	Special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest.
	Section 9.3.3.6	Developments on major corners, prominent sites or that terminate a view will be held to a higher design standard.
	Section 9.5.1.2	Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of existing or planned character of the area.

Orlando Corporation

File: OZ 17/009 W5

	Specific Policies	General Intent
<b>Chapter 9 – Build a Desirable Urban Form</b>	Section 9.5.1.13	Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.
	Section 9.5.2.4	Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.
<b>Chapter 10 – Foster a Strong Economy</b>	Section 10.1.1	Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.
	Section 10.1.2	Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.
	Section 10.1.3	An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts.
	Section 10.1.4	The conversion of lands designated Business Employment, Industrial, Institutional or Office within Corporate Centres and Employment Areas to permit non-employment uses is prohibited unless considered through a Phase One municipal comprehensive review and, where applicable, a Phase Two municipal comprehensive review. For the purposes of this policy, major retail uses are considered non-employment uses.
	Section 10.1.8	Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas, and Corridors.
<b>Chapter 11 – Land Use Designations</b>	Section 11.2.10	The Motor Vehicle Commercial designation permits motor vehicle repair.
	Section 11.2.11	Lands designated Business Employment permit a range of uses, including those listed in the Motor Vehicle Commercial designation, and accessory uses.
	Section 11.2.11.3	Permitted uses will operate mainly within enclosed buildings.
	Section 11.2.11.4	Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.
	Section 11.2.11.5	All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

Orlando Corporation

File: OZ 17/009 W5

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 17 – Employment Areas</b>	<p>Section 17.1.1</p> <p>Section 17.5.1.1</p>	<p>Lands on a Corridor will not be subject to the two storey height minimum except along Intensification Corridors and within Major Transit Station Areas.</p> <p>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</p> <ul style="list-style-type: none"> <li>a. Motor vehicle body repair facilities</li> </ul>
<b>Chapter 19 - Implementation</b>	Section 19.4.3	To provide consistent planning application of planning and urban design principles, all development applications will address, among other matters: the impact of the height and form of development on adjacent land uses and the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm.

Orlando Corporation

File: OZ 17/009 W5

### Summary of Existing and Proposed Zoning Provisions

#### Existing Zoning By-law Provisions

Split zone E2-1 and E2-24 (Employment), which prohibits Motor Vehicle Repair Facility – Restricted (on the E2-24 portion of the subject lands only) and prohibits accessory sales of motor vehicles.

#### Proposed Zoning Standards

	<b>Base E2-1 and E2-24 Zoning By-law Standards</b>	<b>Proposed E2 Exception Zoning By-law Standards</b>
Primary Permitted Use	<b>Motor Vehicle Repair Facility – Restricted</b> prohibited in the E2-24 Zone	Permit <b>motor vehicle repair facility – restricted</b>
Accessory Retail Sales	Motor vehicle sales are not permitted as an accessory use to a <b>Motor Vehicle Repair Facility – Restricted</b>	Permit accessory motor vehicle sales to a <b>motor vehicle repair facility - restricted</b>
Accessory Retail Sales in Employment zones	Accessory retail sales of motor vehicles is not permitted in any Employment zones	Remove this regulation
Maximum total gross floor area for accessory retail sales of motor vehicles	0%	27%
Minimum depth of landscape buffer along a lot line abutting Mavis Road and Cantay Road	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum Centreline Setback	Mavis Road - 20.0 m + required yard/setback (22.5 m + required yard/setback within 110.0 m of the intersecting centreline of a major intersection) Cantay Road - 15.0 m + required yard/setback (18.0 m + required yard/setback within 90.0 m of the intersecting centreline of a major intersection)	Remove this regulation
Outdoor Display	Not Permitted	Requested as a permitted use

**Orlando Corporation****File: OZ 17/009 W5**

	<b>Base E2-1 and E2-24 Zoning By-law Standards</b>	<b>Proposed E2 Exception Zoning By-law Standards</b>
Outdoor Sales	Not Permitted	Requested as a permitted use
Outdoor Storage	Not Permitted	Remove this restriction
Minimum Parking Requirement		To Be Determined
<b>Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted</b>	4.3 spaces per 100 m <sup>2</sup> <b>GFA – non-residential</b> (exclusive of display and storage parking)	
<b>Motor Vehicle Repair Facility - Restricted</b>	4.3 spaces per 100 m <sup>2</sup> <b>GFA – non-residential</b> , of which 50% of the required spaces may be <b>tandem parking spaces</b>	

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.



Orlando Corporation

File: OZ 17/009 W5

**Agency Comments**

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

<b>Agency / Comment Date</b>	<b>Comment</b>
Region of Peel (October 12, 2017)	<p>An existing 300 mm (11.8 in) diameter watermain and an existing 250 mm (9.8 in) diameter sanitary sewer are located on Cantay Road. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services.</p> <p>The Region is to be satisfied with the Functional Servicing Report prior to enactment of the Zoning By-law Amendment.</p>
City Transportation and Works Department (November 2, 2017)	<p>Development matters currently under review and consideration by this department include the Functional Servicing Review, Phase 1 Environmental Site Assessment, Traffic Impact Study, and restricting proposed access to the site from Cantay Road to the south. The above aspects will be addressed in detail prior to the Recommendation Report.</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"> <li>- City Planning Services, Planning and Building Department (Formerly Development Services)</li> <li>- City Community Services Culture Division</li> <li>- City Community Services Department – Parks and Forestry Division/Park Planning Section</li> <li>- City Fire &amp; Emergency Services</li> <li>- Enbridge Gas</li> <li>- Rogers Cable</li> <li>- GTAA</li> <li>- Alectra Utilities Inc. (Formerly Enersource)</li> <li>- Ministry of Transportation</li> </ul>
	<p>The following City Division and external agency were circulated the application but provided no comments:</p> <ul style="list-style-type: none"> <li>- City Realty Services</li> <li>- Bell Canada</li> </ul>

# City of Mississauga

## Corporate Report



Date: February 6, 2018  To: Chair and Members of Planning and Development Committee	Originator's file: OZ 15/007 W2
From: Edward R. Sajecki, Commissioner of Planning and Building	Meeting date: 2018/02/26

### Subject

#### **PUBLIC MEETING INFORMATION REPORT (WARD 2)**

**Application to permit 6 townhomes; 3 of which would front onto Lushes Avenue and 3 of which would front onto an extension of Oana Drive (a private condominium road) 1996 Lushes Avenue, south side of Lushes Avenue, east of Southdown Road**

**Owner: Lushes Developments Inc.**

**File: OZ 15/007 W2**

### Recommendation

That the report dated February 6, 2018, from the Commissioner of Planning and Building regarding the application by Lushes Developments Inc. to permit 6 townhomes, under File OZ 15/007 W2, 1996 Lushes Avenue, be received for information.

### Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires an amendment to the zoning by-law
- Community concerns identified to date relate to visitor parking, tree preservation, construction access and maintenance of the roads during construction
- Prior to the next report, matters to be addressed include the appropriateness of the proposed development including compatibility with the surrounding neighbourhood and the satisfactory resolution of other technical requirements

### Background

The application has been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	26.6 m (87.3 ft.)
Depth:	115 m (378 ft.) - Irregular
Gross Lot Area:	0.32 ha (0.78 ac.)
Existing Uses:	vacant

The property is located in the Clarkson-Lorne Park Neighbourhood Character Area, south of Lakeshore Road West and east of Southdown Road. The immediate neighbourhood consists of a newer townhomes, both freehold and condominium to the west and north and a few older detached homes to the east. The townhome development to the west was designed with the private condominium road, Oana Drive, leading directly to the subject site as it was intended that the road would be extended eastward when the lands develop. The property is vacant and contains some trees and vegetation towards the rear of the property. Based on a top-of-bank staking of the property, the rear two thirds of the property falls within the floodplain of Sheridan Creek.



Aerial image showing property

The surrounding land uses are:

- North: Townhomes and a detached home
- East: Detached homes
- South: 4 storey condominium apartment buildings
- West: Townhomes

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

### DETAILS OF THE PROJECT

The application is to permit 3 freehold townhomes fronting onto Lushes Avenue and 3 townhomes fronting onto the extension of Oana Drive, a private condominium road. The townhomes are proposed to be 3 storeys.

<b>Development Proposal</b>					
Applications submitted:	Received: September 4, 2015 Deemed complete: October 1, 2015				
Developer Owner:	Lushes Developments Inc.				
Applicant:	A. Young Planner Ltd.				
Number of units:	6 townhomes				
Height:	3 storeys				
Landscaped Area:	38% (of developable area)				
Gross Floor Area:	900 m <sup>2</sup> (9,688 ft <sup>2</sup> )				
Road type:	Public for 3 units fronting onto Lushes Avenue  Common element condominium for 3 units fronting onto the extension of Oana Drive				
Anticipated Population:	18* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.				
Parking:	<table border="1"> <thead> <tr> <th>Required</th><th>Proposed</th></tr> </thead> <tbody> <tr> <td>2 spaces per unit</td><td>2 spaces per unit 1 visitor parking space on Oana Dr.</td></tr> </tbody> </table>	Required	Proposed	2 spaces per unit	2 spaces per unit 1 visitor parking space on Oana Dr.
Required	Proposed				
2 spaces per unit	2 spaces per unit 1 visitor parking space on Oana Dr.				
Parking Provided:	13 spaces total (12 resident + 1 visitor)				

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



Image of  
existing  
conditions



Applicant's  
rendering of  
proposed  
development

### LAND USE CONTROLS

The subject lands are located within the Clarkson Lorne-Park Neighbourhood Character Area and are designated **Residential Medium Density** (see Appendix 5) which permits townhomes. The application is in conformity with the land use designation.

The lands are currently zoned **D-1 (Development)** (see Appendix 6) which permits a detached dwelling and accessory buildings and structures that legally existed on the date of the passing

of the By-law. The applicant is proposing to rezone the lands to **RM6 – Exception (Townhouse Dwellings on a CEC-Private Road)** and **RM5 – Exception (Street Townhouse Dwellings)** to permit the townhomes. A **G1 (Greenlands – Natural Hazards)** zone will be applied to the Sheridan Creek floodplain lands.

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

### **WHAT DID THE COMMUNITY SAY**

Staff and representatives from the adjoining condominium corporation met to discuss the extension of Oana Drive needed to provide access to three of the proposed townhomes. The condominium corporation is currently in negotiations with the applicant in order to secure a reciprocal agreement that allows shared access to all of Oana Drive.

A community meeting was held by Ward 2 Councillor, Karen Ras on January 31, 2018.

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

- The single condominium visitor parking space is insufficient
- There should be assurances that the roads be properly maintained and not damaged during construction
- Heavy equipment should not be permitted through Oana Drive
- The garbage pick-up pad should be eliminated or relocated
- Trees should be preserved and protected, especially along the westerly property line

### **DEVELOPMENT ISSUES**

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

- Are the policies and principles of Mississauga Official Plan maintained by this project
- Are the proposed building heights, density and massing appropriate and compatible with existing and planned character
- Are the proposed zoning regulations appropriate
- Have all other technical requirements and studies, including servicing, archeological assessments and function servicing reports been addressed and found to be acceptable

## OTHER INFORMATION

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

- Planning Justification Report
- Draft Zoning By-law
- Survey
- Site Plan
- Elevations
- Parcel Register
- Environmental Impact Study and Arborist Report
- Functional Servicing Report
- Noise Feasibility Study
- Phase 1 Archeological Assessment

## Development Requirements

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

## Financial Impact

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

## Conclusion

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

## Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Clarkson-Lorne Park Neighbourhood Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing and Relevant Mississauga Official Plan Policies

- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments
- Appendix 10: School Accommodation

A handwritten signature in dark ink, appearing to read "E.R. Sajecki". The signature is fluid and cursive, with a prominent initial "E" and a long, sweeping underline.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Breveglieri. Development Planner



Lushes Developments Inc.

File: OZ 15/007 W2

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D-1 (Development)**
- August 2008 – Rezoning OZ 06/015 W2 was approved permitting the townhome common element condominium development to the west
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential Medium Density** in the Clarkson-Lorne Park Neighbourhood Character Area



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017



TITLE: LUSHES DEVELOPMENTS INC.

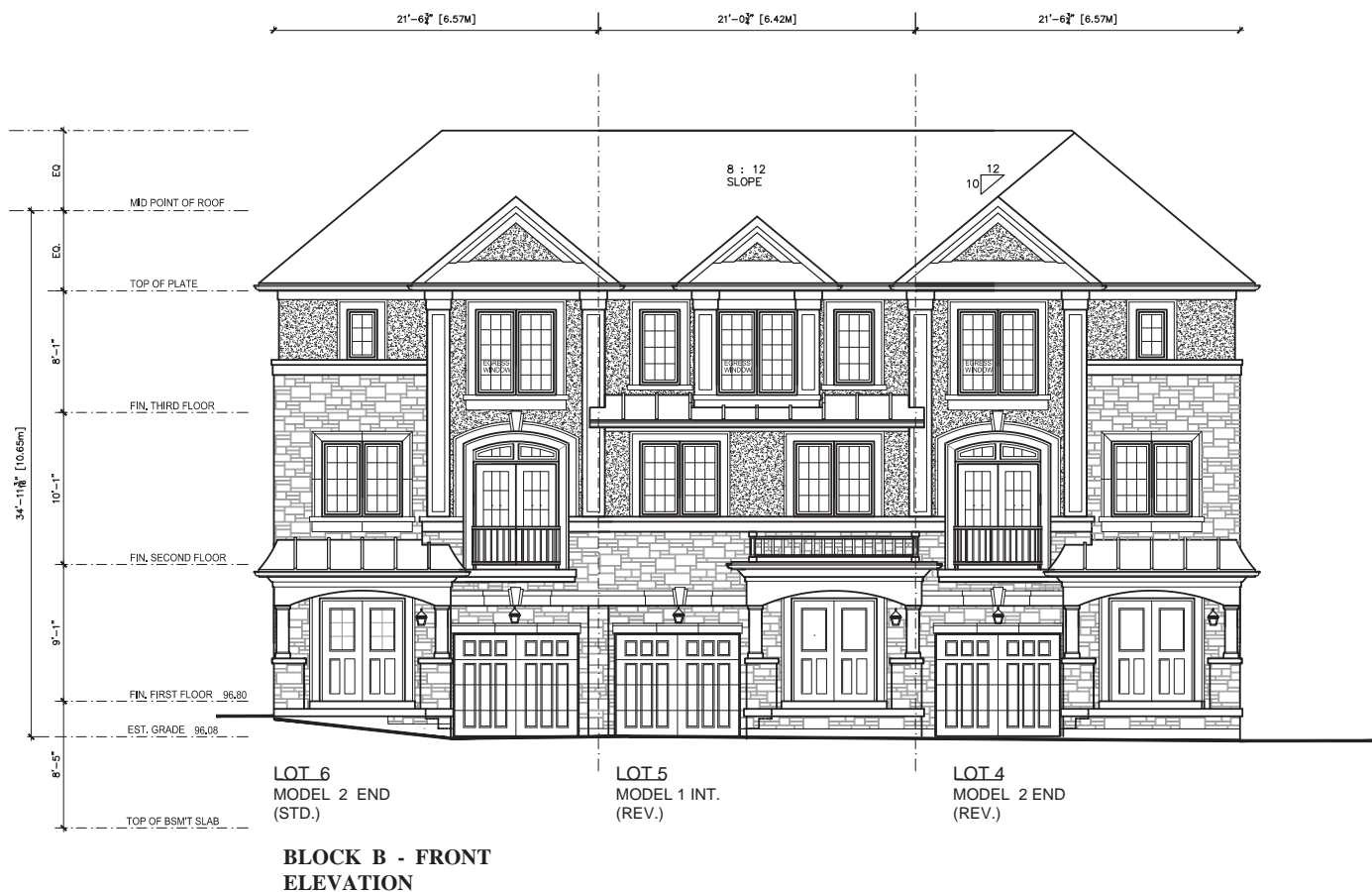
FILE NO: OZ 15/ 007 W2

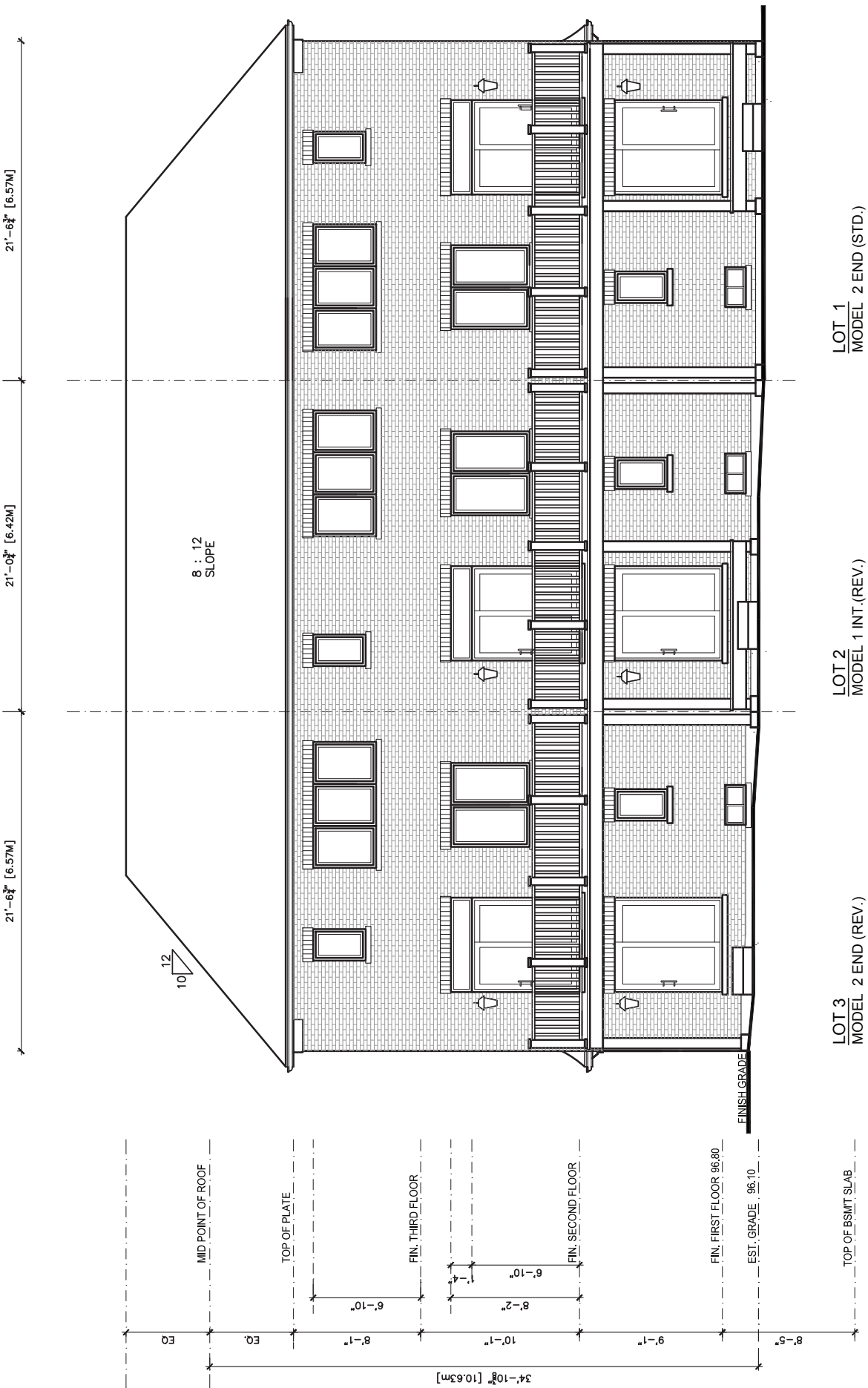


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T&W, Geomatics

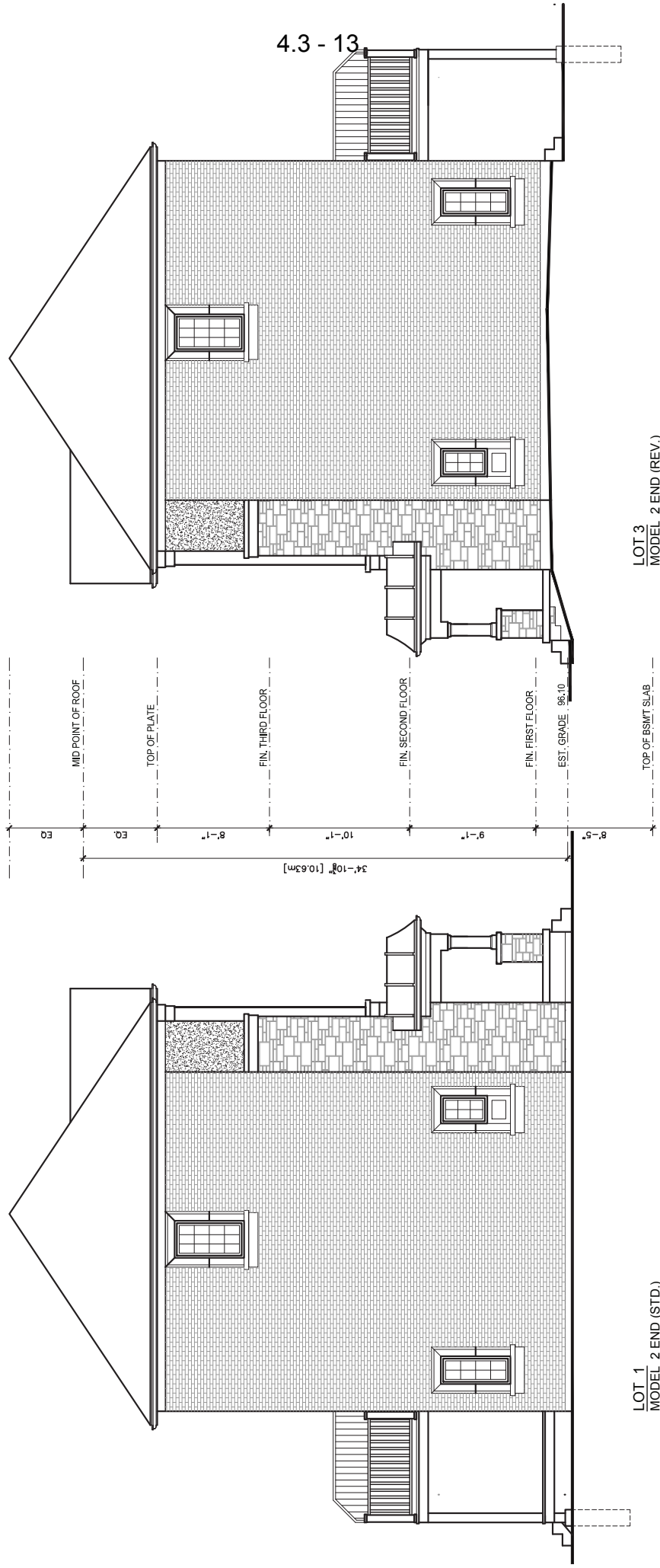


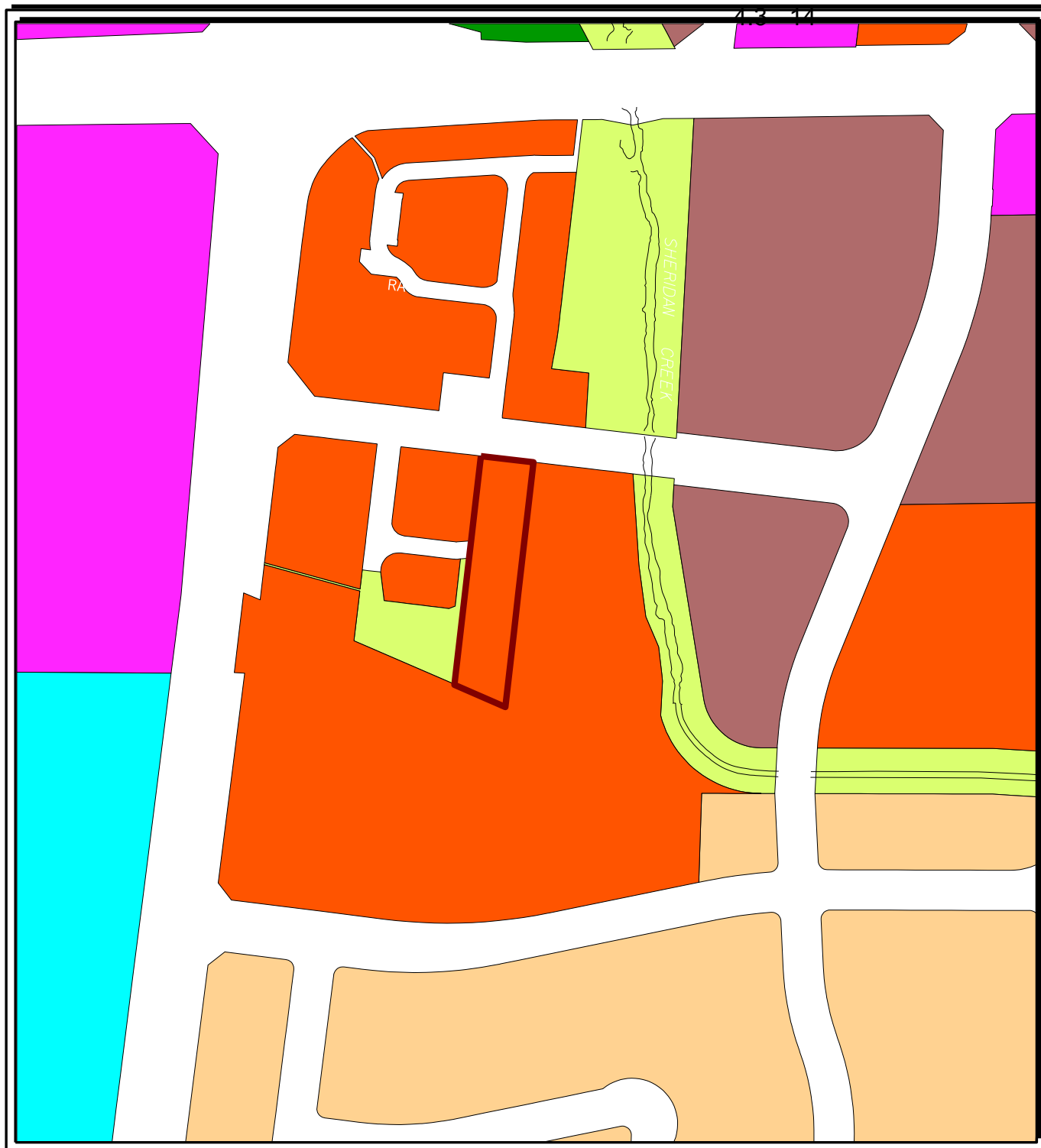






BLOCK A - REAR ELEVATION





**PART OF SCHEDULE 10 LAND USE DESIGNATIONS  
OF MISSISSAUGA OFFICIAL PLAN**

**LAND USE DESIGNATIONS**

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

**BASE MAP INFORMATION**

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

**City Structure**

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

**SUBJECT LANDS**

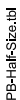


**TITLE:** LUSHES DEVELOPMENTS INC.

**FILE NO:** OZ 15/ 007 W2



Produced by  
T&W, Geomatics





Lushes Developments Inc.

File: OZ 15/007 W2

### Summary of Relevant Mississauga Official Plan Policies

#### Existing Official Plan Provisions

**Residential Medium Density** which permits townhomes.

#### Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing these applications. An overview of some of these policies is found below:

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.1 Section 5.3	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas and is to be sensitive to the context. Intensification 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 Mississauga Official Plan.
Section 6 – Value the Environment	Section 6.1 Section 6.3	The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions.  Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property.
Section 9 – Building a Desirable Urban	Section 9.1 Section 9.2	Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties. Neighbourhoods are stable areas where limited growth is anticipated. Development in neighbourhoods will be required to be context sensitive and respect the existing and planned character and scale of development.
Section 16 – Clarkson-Lorne Park	Section 16.5	Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.

### Summary of Existing and Proposed Zoning Provisions

The site is currently zoned **D-1 (Development)** which only permits uses legally existing. There are no specific development parameters associated with a **D-1 (Development)** zone. The application is proposing **RM5-Exception (Townhouse Dwellings on a CEC Private Road)** and **RM5-Exception (Street Townhomes Dwellings)** zones to permit the townhomes. A **G1 (Greenlands – Natural Hazards)** zone will be applied to the hazard lands.

### Proposed RM5-Exception Zoning Standards

Zone Standards	Base RM5 Zoning By-law Standards	Proposed RM5-Exception Zoning By-law Standards
Use	Townhomes on a public street	Townhomes on a public street
Minimum interior lot area	200 m <sup>2</sup> (2,153 ft <sup>2</sup> )	135 m <sup>2</sup> (1,453 ft <sup>2</sup> )
Minimum lot frontage	6.8 m (22.3 ft.)	6.4 m (21.0 ft.)
Maximum height	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)
Minimum front yard setback	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)
Minimum rear yard setback	7.5 m (24.6 ft.)	7.0 m (23.0 ft.)
Minimum interior side yard setback (unattached side)	1.5 m (4.9 ft.)	2.5 m (8.2 ft.)
Minimum setback from a front garage face to a road (private or public)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)
Maximum encroachment of a porch, steps or balcony into a required front yard	n/a	1.0 m (3.3 ft.)
Maximum encroachment of a balcony into a required rear yard	n/a	2.5 m (8.2 ft.)
Resident parking	2 spaces/unit	2 spaces/unit

**Proposed RM6-Exception Zoning Standards**

<b>Zone Standards</b>	<b>Base RM6-Exception Zoning By-law Standards</b>	<b>Proposed RM6-Exception Zoning By-law Standards</b>
Use	Townhomes on a CEC private road	Townhomes on a CEC private road
Minimum interior lot area	115 m <sup>2</sup> (1,238 ft <sup>2</sup> )	135 m <sup>2</sup> (1453 ft <sup>2</sup> )
Minimum lot frontage	5.0 m (16.4 ft.)	6.4 m (21.0 ft.)
Maximum height	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)
Minimum front yard setback	4.5 m (14.8 ft.)	3.8 m (12.5 ft.)
Minimum rear yard setback	7.5 m (24.6 ft.)	7.0 m (23.0 ft.)
Minimum interior side yard setback (unattached side)	1.5 m (4.9 ft.)	2.5 m (8.2 ft.)
Minimum setback from a front garage face to a road (private or public)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)
Maximum encroachment of a porch or steps into a required front yard	1.5 m (4.9 ft.)	1.0 m (3.3 ft.)
Maximum encroachment of a balcony into a required rear yard	n/a	2.5 m (8.2 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.2 m (3.9 ft.)
Minimum width of an internal road	7.0 m (23 ft.)	6.4 m (21.0 ft.)
Resident parking	2 spaces/unit	2 spaces per unit
Visitor parking	0.25 spaces/unit	0.25 spaces/unit

\*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined

Lushes Developments Inc.

File: OZ 15/007 W2

## Agency Comments

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

Agency / Comment Date	Comment
<p>Region of Peel (December 5, 2017)</p>	<p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. Private servicing easements may be required. This will be determined once the site servicing proposal is reviewed.</p> <p>Shared servicing is not permitted between freehold and condominium units. Each freehold unit must have independent connection to municipal infrastructure. CEC Condominium lands must be connected to municipal infrastructure.</p> <p>A Condominium Water Servicing Agreement will be required. The Region requires review of the Declaration and Description prior to registration of the Condominium.</p> <p>A revised Functional Servicing Report (FSR) will be required. An existing 150 mm (6 in.) diameter water main is located on Lushes Avenue. An existing 250 mm (10 in.) diameter sanitary sewer is located on Lushes Avenue.</p> <p>Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste specifically to Building B (Condominium townhouse units). At Site Plan stage, a revised Site Plan will be required addressing the Waste Collection Vehicle Access Route.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (January 16, 2018)</p>	<p>Both School Boards responded advising that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, both School Boards require that warning clauses with respect to temporary school accommodations and transportation arrangements be included in the Development Agreement.</p>

Lushes Developments Inc.

File: OZ 15/007 W2

Agency / Comment Date	Comment
Credit Valley Conservation (December 13, 2017)	The property is regulated as it is traversed by the Regulatory Floodplain of Sheridan Creek. A permit from CVC is required for the proposed development prior to the commencement of grading works on the subject property and prior to the issuance of a building permit from the City. Upon obtaining the planning approvals from the City, the applicant shall submit the CVC permit application directly to CVC.
City Community Services Department – Parks and Forestry Division/Park Planning Section (January 19, 2018)	<p>The proposed development is adjacent to City owned lands, identified as Sheridan Creek Trail (P-171), zoned G1. A portion of the development lands fall within the CVC Regulatory Flood Plain, as such this department supports the gratuitous dedication of all lands within the flood plain to the City for long term conservation and zoned as Greenlands (G1). This department also notes that, Lewis Bradley Park (P-081), zoned OS1, is located approximately 550 m (1,800 ft.) south of the proposed development and contains a playground and a soccer field.</p> <p>Through the review of Site Plan application process, this department will be requesting an updated Tree Preservation and Planting Plan, a restoration plan for lands to be dedicated as informed by the Environmental Impact Statement, grading and site servicing plans along with required securities.</p> <p>Furthermore, 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> and in accordance with the City's Policies and By-laws.</p>
City Community Services Department – Culture Division (November 16, 2017)	<p>The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism, Culture and Sport confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.</p> <p>A Stage 1 Archeological Assessment has been submitted. A Stage 2 Assessment is required.</p>

Lushes Developments Inc.

File: OZ 15/007 W2

Agency / Comment Date	Comment
City Transportation and Works Department (January 16, 2018)	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> <li>• Revisions to the engineering drawings to add additional technical details;</li> <li>• Clarification of traffic related matters related to access design and easements to ensure they are adequate for Fire and Waste Collection vehicles;</li> <li>• Further clarifications to the Functional Servicing/ Stormwater Management Report;</li> <li>• Provision of a Slope Stability Report;</li> <li>• Submission of documentation detailing the procedure to inspect/handle potential environmental constraints identified in the Phase 1 Environmental Site Assessment.</li> </ul>
Fire Prevention (January 22, 2018)	<p>Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to this application provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Enbridge Gas Distribution</li> <li>• Canada Post</li> <li>• Rogers Cable</li> <li>• Development Services, Planning and Building Department</li> <li>• Alectra</li> </ul> <p>The following City Departments and Agencies were circulated but did not provide comments:</p> <ul style="list-style-type: none"> <li>• Bell Canada</li> <li>• Trillium Health Partners</li> <li>• Conseil Scolaire de District Catholique Centre-Sud</li> <li>• Conseil Scolaire Viamonde</li> <li>• Trans-Northern Pipelines Inc.</li> </ul>

Lushes Developments Inc.

Fie: OZ 15/007 W2

**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>2 Kindergarten to Grade 5</li> <li>1 Grade 6 to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Clarkson Public School <ul style="list-style-type: none"> <li>Enrolment: 117</li> <li>Capacity: 245</li> <li>Portables: 0</li> </ul> </li> <li>Green Glade Sr. Public School <ul style="list-style-type: none"> <li>Enrolment: 292</li> <li>Capacity: 366</li> <li>Portables: 0</li> </ul> </li> <li>Clarkson Secondary School <ul style="list-style-type: none"> <li>Enrolment: 811</li> <li>Capacity: 1,392</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul> <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"> <li>Student Yield: <ul style="list-style-type: none"> <li>1 Junior Kindergarten to Grade 8</li> <li>0 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Christopher <ul style="list-style-type: none"> <li>Enrolment: 426</li> <li>Capacity: 452</li> <li>Portables: 2</li> </ul> </li> <li>Iona Catholic Secondary School <ul style="list-style-type: none"> <li>Enrolment: 965</li> <li>Capacity: 723</li> <li>Portables: 17</li> </ul> </li> </ul> </li> </ul>

City of Mississauga

# Corporate Report



Date: February 6, 2018

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
OZ 17/013 W1Meeting date:  
2018/02/26

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 1)**

**Application to permit a 15 storey apartment building with 207 units and three levels of underground parking****21 – 29 Park Street East, south side of Park Street East, east of Stavebank Road****Owner: Edenshaw Park Developments Ltd.****File: OZ 17/013 W1**

## Recommendation

That the report dated February 6, 2018, from the Commissioner of Planning and Building regarding the application by Edenshaw Park Developments Ltd. to permit a 15 storey apartment building with 207 units and three levels of underground parking, under File OZ 17/013 W1, 21 – 29 Park Street East, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires an amendment to the zoning by-law
- Community concerns identified to date relate to density, built form and impacts on surrounding properties
- Prior to the next report, matters to be addressed include appropriateness of the proposed built form and site design, proposed zoning regulations and the satisfactory resolution of all other technical requirements and studies related to the project



## Background

The application has been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

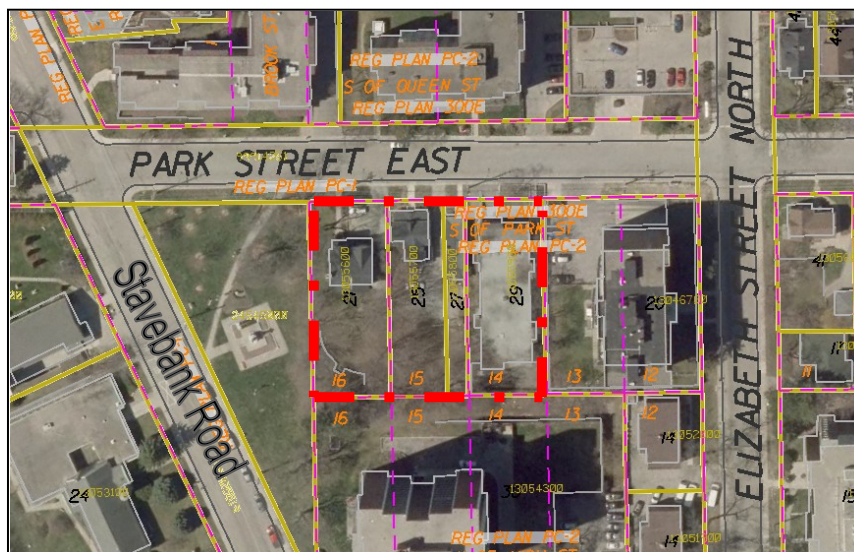
## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	60.0 m (196.9 ft.)
Depth:	51.0 m (167.3 ft.)
Gross Lot Area:	0.31 ha (0.76 ac.)
Existing Uses:	Residential, Dentist Office

The properties are located on the south side of Park Street East and east of Stavebank Road within the Central Residential Precinct of the Port Credit Community Node and are within 500 m (1,640.4 ft.) of the Port Credit GO Station. The neighbourhood context consists of a mixture of high-rise and mid-rise apartment buildings, multi-unit walk-ups and detached homes. The site is made up of four properties that are now under one ownership. The most westerly home has been converted into a dentist office. There are two detached homes and a three storey rental apartment building containing 18 rental units, east of the dentist office. Directly adjacent to the west of the site is the City owned Vimy Park, which contains a cenotaph and is designated under the *Ontario Heritage Act*.

The properties at 21 and 25 Park Street East are currently listed under the *Ontario Heritage Act*, however, the Heritage Advisory Committee has granted the permission for demolition of the listed structures on both 21 and 25 Park Street East. Upon demolition of the structures, the properties will be de-listed.



Aerial image of  
subject property

The surrounding land uses are:

North: Three apartment buildings ranging from 6 – 13 storeys  
 East: 10 storey apartment building  
 South: 16 storey apartment building  
 West: Vimy Park

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

### DETAILS OF THE PROJECT

The application is to permit a 15 storey, 207 unit condominium apartment building with three levels of underground parking. The proposed apartment building steps down from 15 storeys towards the easterly and southerly portions of the property and contains units at ground level fronting onto Park Street East. The vehicular access is proposed to be located on the easterly side of the site. The pedestrian access to the lobby is proposed to be located off the northwest corner of the building facing Park Street East, adjacent to Vimy Park.

Development Proposal		
Application submitted:	Received: September 20, 2017 Deemed complete: October 31, 2017 Revised Submission: January 16, 2018	
Developer Owner:	Edenshaw Park Developments Ltd	
Applicant:	MHBC Planning	
Number of units:	207 units	
Height:	15 storeys	
Lot Coverage:	58.9%	
Floor Space Index:	6.35	
Landscaped Area:	25% (total of 787 m <sup>2</sup> [8,471 ft <sup>2</sup> ])	
Gross Floor Area:	19 216 m <sup>2</sup> (208,839.3 ft <sup>2</sup> )	
Anticipated Population:	518* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking:	Required	Proposed
resident spaces	293	187 (+16 car share)
visitor spaces	42	26
Total	335	229

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



Image of existing  
conditions  
Source: Google Maps



Applicant's rendering of  
proposal

## LAND USE CONTROLS

The subject lands are located within the Central Residential Precinct of the Port Credit Community Node Character Area and are designated **Residential High Density** (see Appendix 5) which permits apartment buildings. In addition, the Port Credit Local Area Plan contains Schedule 2B – Port Credit Community Node Height Limits which identifies a height range of 2 – 15 storeys for the site. The application is in conformity with the land use designation.

The lands known as 21-27 Park Street East are currently zoned **RA2-48 (Apartment Dwellings)** (see Appendix 6) which permits a detached house, duplex or triplex legally existing, an apartment building, a long term care facility and a retirement building. The lands known as 29 Park Street East are currently zoned **RA1-6 (Apartment Dwellings)** (see Appendix 6) which permits an apartment building, a long term care facility and a retirement building. The applicant is proposing to rezone all the lands (21-29 Park Street East) to **H-RA4-Exception (Apartment Dwellings with Holding Provision)** (see Appendix 6) to permit a 15 storey apartment building. The "H" Holding symbol is being requested by the applicant to allow the rezoning of the lands to

proceed subject to satisfying all development requirements of the City and any other external agencies as referenced on page 6 of this report. The "H" Holding symbol would only be removed upon satisfaction of these requirements by the applicant.

Detailed information regarding the existing official plan policies and proposed zone standards is found in Appendices 6 and 7.

### **Bonus Zoning**

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

### **WHAT DID THE COMMUNITY SAY**

A community meeting had been scheduled for January 31, 2018, however; the meeting was cancelled. Should the need for a community meeting be identified through the public meeting, one will be scheduled.

### **DEVELOPMENT ISSUES**

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

- Adherence to the applicable policies and principles of Mississauga Official Plan
- Compatibility with the surrounding context with respect to the proposed built form, massing and site design
- Interface of the proposed development and the adjacent City owned Vimy Park
- Appropriateness of the proposed zoning regulations
- The loss of the existing rental units and the impacts on the Affordable Housing Program
- Satisfying technical requirements and other studies related to the proposal

### **REMOVAL OF RENTAL UNITS**

The application is proposing to remove 18 rental apartment units. On October 25, 2017 Council adopted *Making Room for the Middle: A Housing Strategy for Mississauga*. The Strategy establishes an interim city-wide housing combined target of 35% for market rental and affordable ownership housing. Prior to final approval the applicant will be required to demonstrate to the City's satisfaction how the proposed development contributes to the achievement of this target. The applicant is encouraged to work with City staff to consider options to address this loss of purpose built rental housing.

### **URBAN DESIGN ADVISORY PANEL**

The Urban Design Advisory Panel reviewed the application on July 18, 2017. Comments from the panel include the following:

- Revise the grading of the site to improve the relationship between the proposed building and the adjacent Vimy Park to the west
- Improve the treatment of the area between the retaining wall and the pedestrian entrance of the building
- Alteration of the building elevations are encouraged in order to introduce more glass elements and horizontal articulation within the podium of the building

The revised resubmission is being evaluated to determine if it has addressed the comments of the Urban Design Advisory Panel.

### **OTHER INFORMATION**

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

- Concept Plan
- Functional Servicing Report
- Noise and Vibration Study
- Stormwater Management Report
- Stage 1 & 2 Archaeological Assessment
- Landscape Plan
- Arborist Report
- Shadow Study
- Transportation Impact Assessment
- Planning Justification Report
- Heritage Impact Assessment
- Concept Plan
- Site Grading and Servicing Plan
- Wind Study
- Tree Preservation Plan

### **Development Requirements**

There are engineering matters including: grading, servicing, stormwater management, noise attenuation and site remediation which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

### **Financial Impact**

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

### **Conclusion**

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

## Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Port Credit Community Node Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments
- Appendix 10: School Accommodation



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1


### Site History

- February 6, 1997 – Minor variance to permit a resident dental office within the existing dwelling approved by the Committee of Adjustment.
- June 20, 2007 – Zoning By-law came into force except for those sites which have been appealed. The subject lands are zoned **RA2-48 (Apartment Dwelling)** and **RA1-6 (Apartment Dwelling)**.
- August 1, 2007 - 25 Park Street receives approval from Heritage Advisory Committee to proceed with a demolition permit.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential High Density** in the Port Credit Community Node Character Area.
- June 13, 2017 – 21 Park Street receives approval from Heritage Advisory Committee to proceed with a demolition permit.





**LEGEND:**

 SUBJECT LANDS



**TITLE:** Edenshaw Park Developments Ltd.

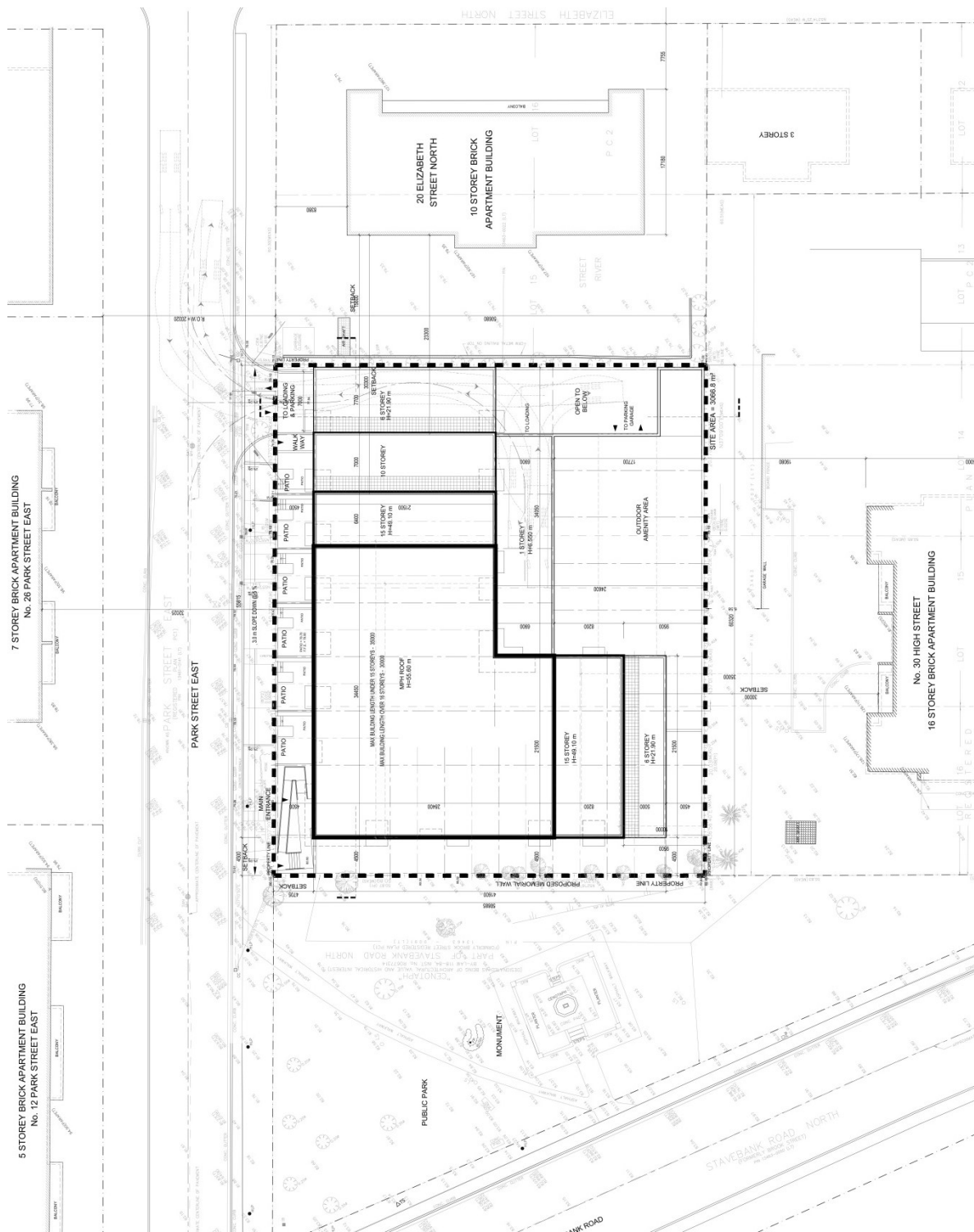
**FILE NO:** OZ 17/ 013 W1



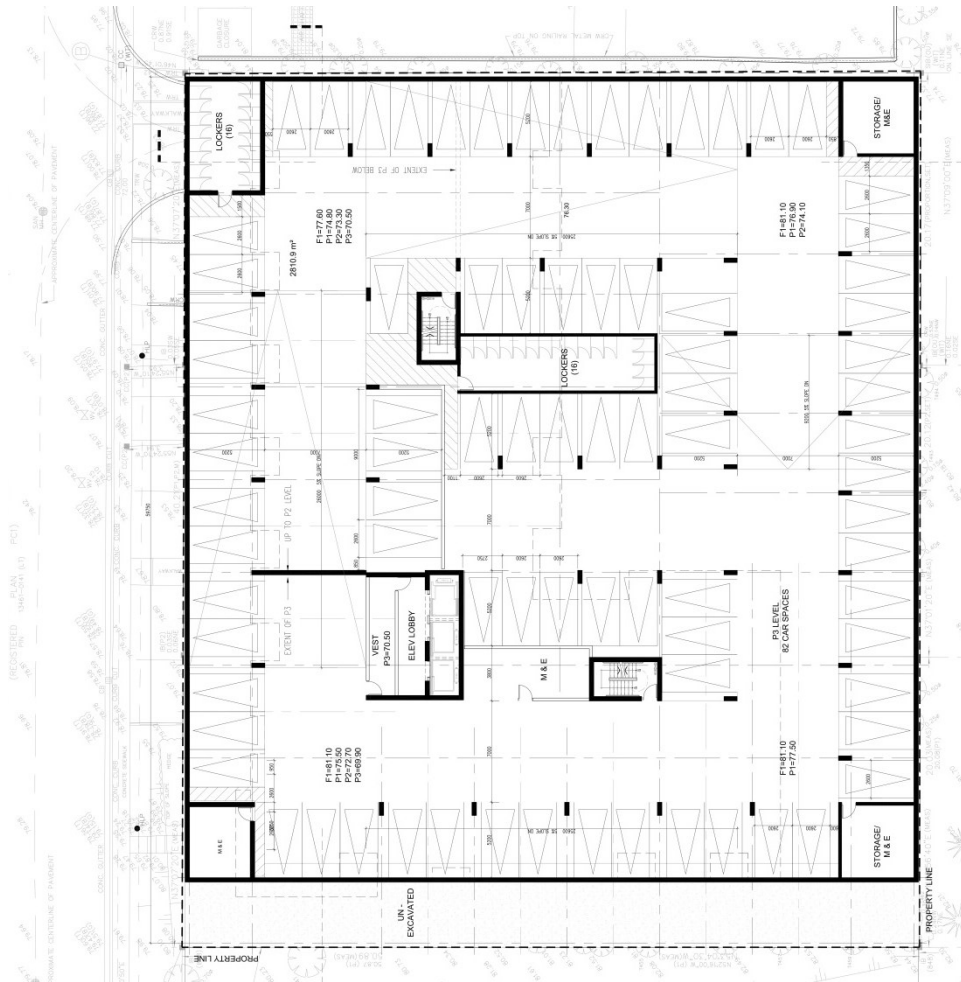
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T&W, Geomatics



## Proposed Concept Plan



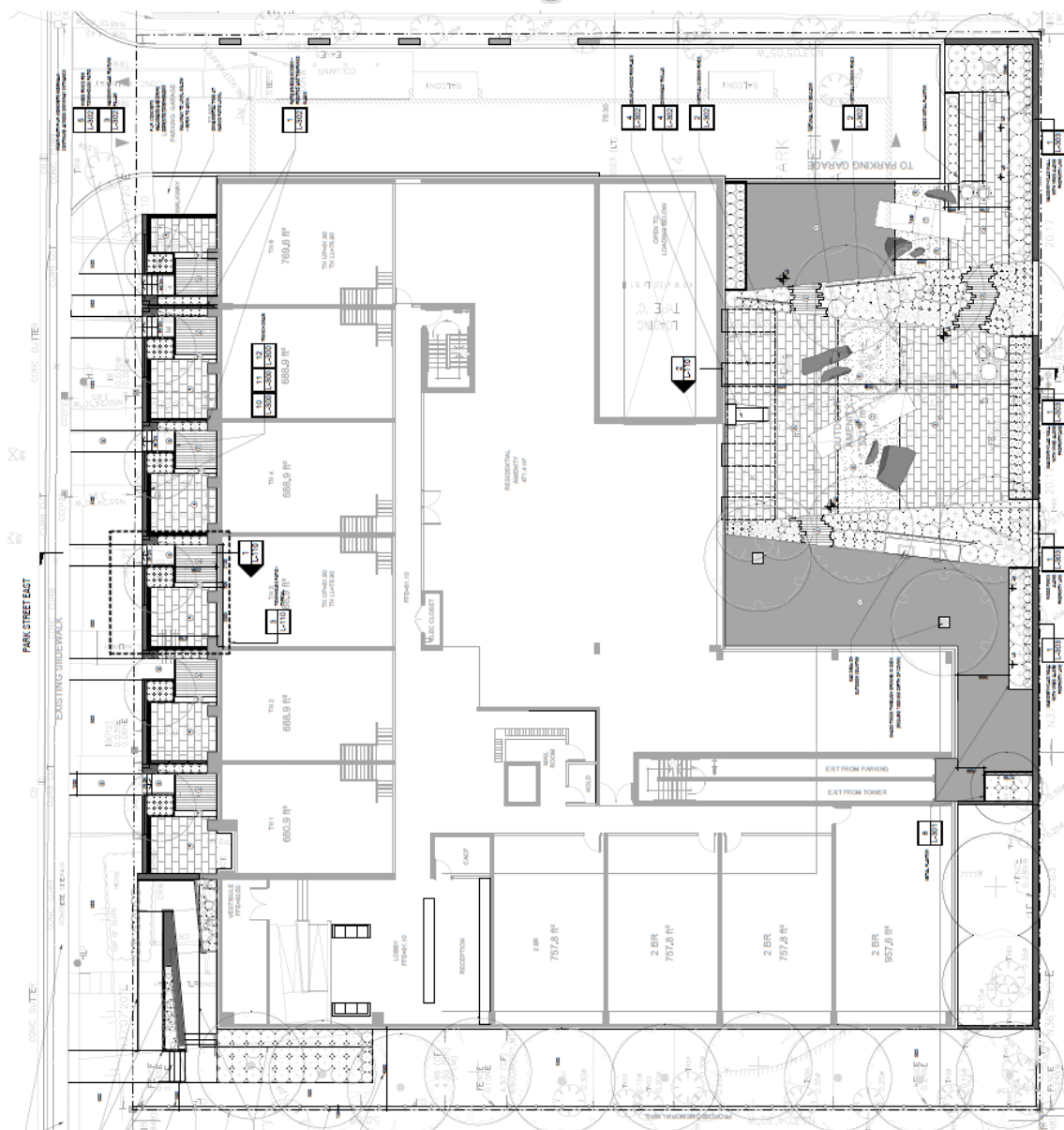
## Proposed Underground Parking Plan



Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

## Proposed Landscape Plan



**Edenshaw Park Developments Ltd.**

**File: OZ 17/013 W1**

## Proposed Building Elevations



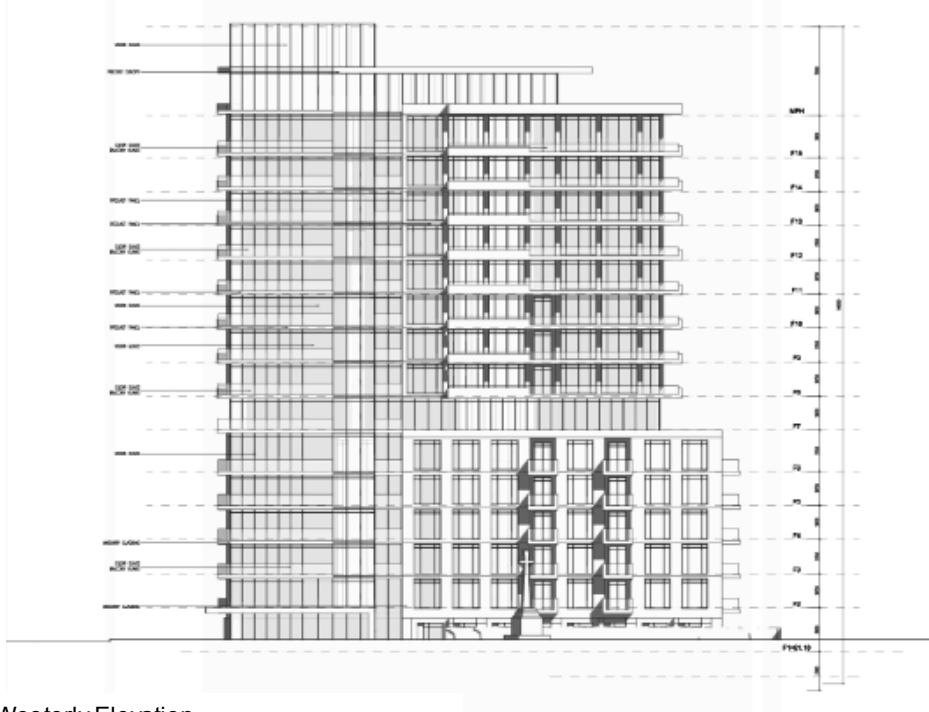
### Northerly Elevation



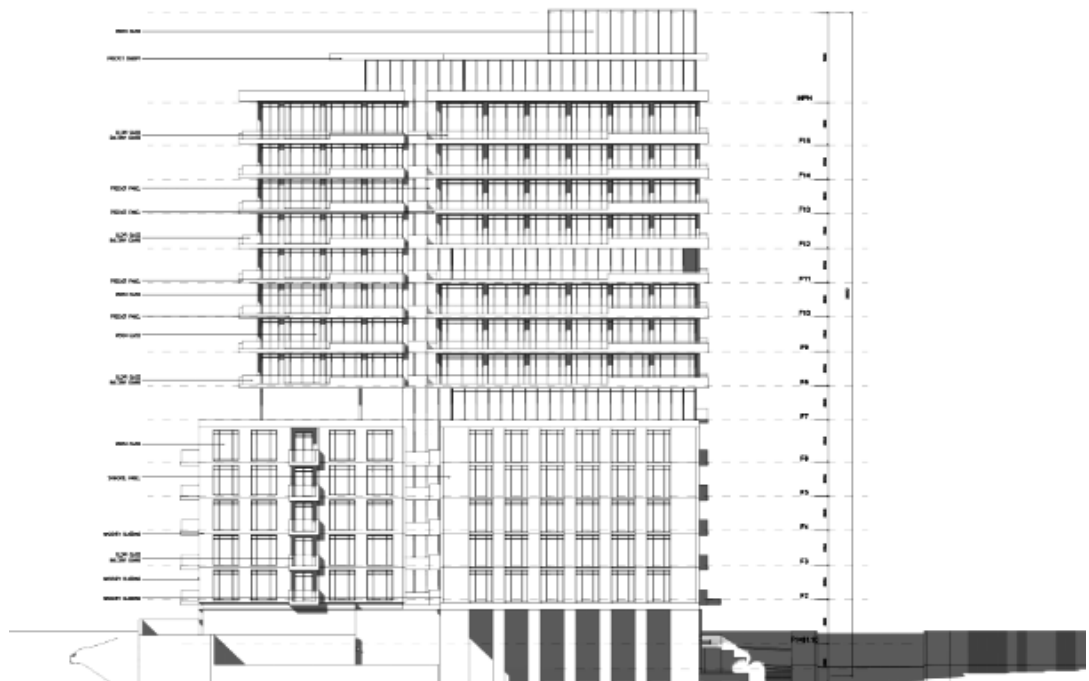
Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

Southerly Elevation

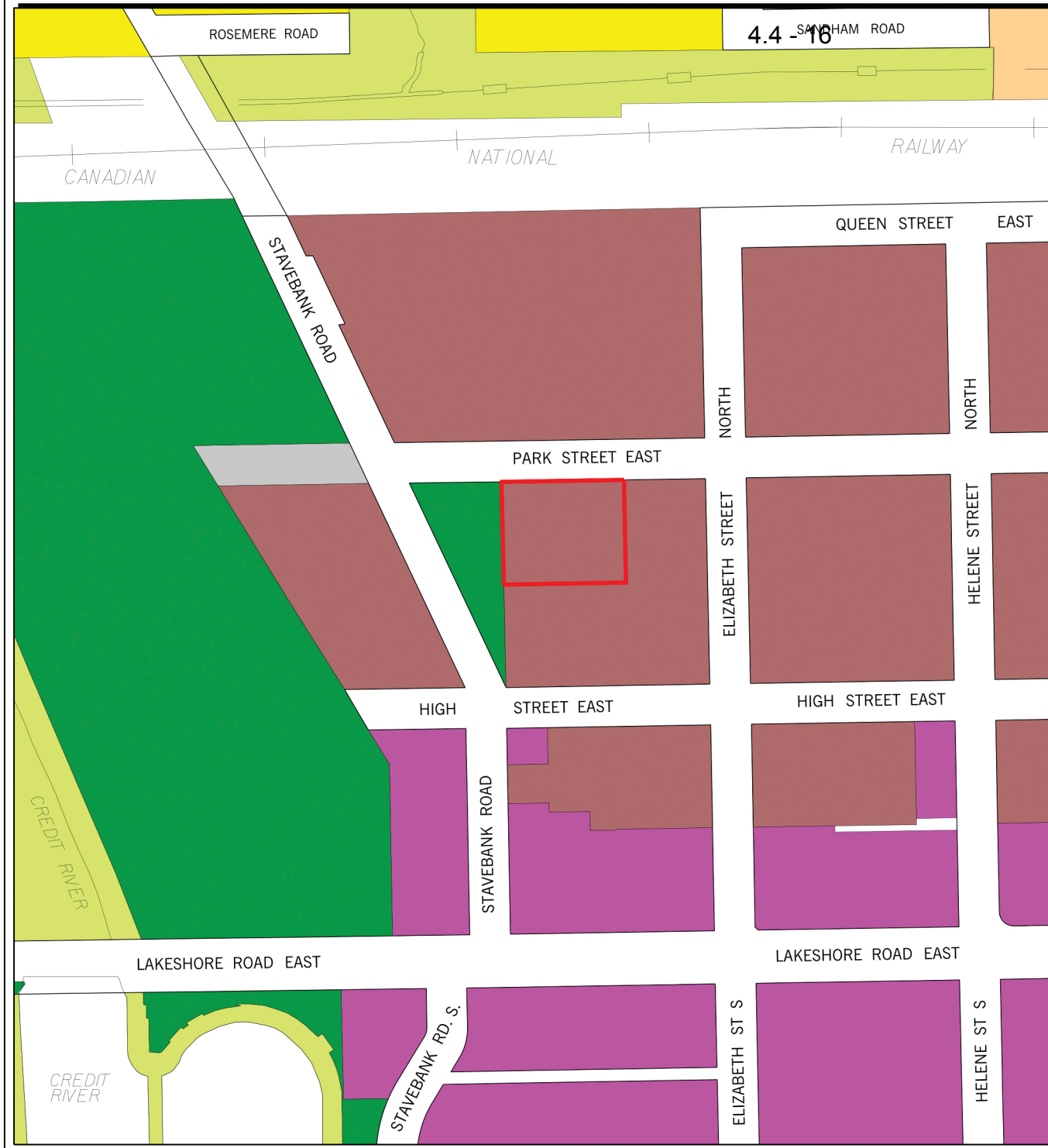


Westerly Elevation



Easterly Elevation





# PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

## LAND USE DESIGNATIONS

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

## BASE MAP INFORMATION

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

## City Structure

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

SUBJECT LANDS



**TITLE:**  
**Edenshaw Park Developments Ltd**

**FILE NO:**  
**OZ 17/ 013 W1**



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Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

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

#### Existing Official Plan Policies

**Residential High Density** which permits apartment dwellings. The property is within the Port Credit Local Area Plan and is subject to Schedule 2B – Port Credit Community Node Height Limits which stipulates a height of 2 – 15 storeys.

#### Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct growth	5.3.3. Community nodes	<p>5.3.3.3 Community Nodes are Intensification Areas.</p> <p>5.3.3.4 Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.</p> <p>5.3.3.11 Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.</p>



Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

	Specific Policies	General Intent
Section 7 Complete Communities	7.1 Introduction	<p>7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health</li> </ul> <p>7.1.6 Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p>
	7.2 Housing	<p>7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>7.2.2 Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ul> <p>7.2.6 Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.</p> <p>7.2.9 The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.</p> <p>7.2.12 Conversion of residential rental properties to a purpose other than the purpose of a residential rental property, or the demolition of residential rental properties exceeding six dwelling units will not be permitted if it adversely affects the supply of affordable rental housing as determined by affordable housing targets and rental vacancy rates.</p>

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

	Specific Policies	General Intent
Section 9 – Build a Desirable urban Form	9.1 Introduction	9.1.10 The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.
	9.2.1 Intensification Areas	<p>9.2.1.1 Development will create distinctive places and locales.</p> <p>9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.</p> <p>9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.</p> <p>9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.</p> <p>9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.</p> <p>9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.</p> <p>9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</p>

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

	Specific Policies	General Intent
Section 9 – Build a Desirable urban Form		<p>9.2.1.14 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</p> <p>9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.</p> <p>9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.</p> <p>9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>9.2.1.34 Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.</p>
	9.3 Public Realm	<p>9.3.1.1 Street patterns, development blocks and public open spaces together should create distinctive communities.</p> <p>9.3.1.2 Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible.</p> <p>9.3.1.4 Development will be designed to:</p> <ul style="list-style-type: none"> <li>f. address new development and open spaces;</li> </ul>

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

	Specific Policies	General Intent
Section 9 – Build a Desirable urban Form	9.5 Site Development and Buildings	<p>9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> <li>a. Natural Heritage System;</li> <li>b. natural hazards (flooding and erosion);</li> <li>c. natural and cultural heritage features;</li> <li>d. street and block patterns;</li> <li>e. the size and configuration of properties along a street, including lot frontages and areas;</li> <li>f. continuity and enhancement of streetscapes;</li> <li>g. the size and distribution of building mass and height;</li> <li>h. front, side and rear yards;</li> <li>i. the orientation of buildings, structures and landscapes on a property;</li> <li>j. views, sunlight and wind conditions;</li> <li>k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;</li> <li>l. privacy and overlook; and m. the function and use of buildings, structures and landscapes.</li> </ul> <p>9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize negative impacts.</p> <p>9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>9.5.1.14 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.</p> <p>9.5.1.15 Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:</p> <ul style="list-style-type: none"> <li>a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and</li> <li>b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.</li> </ul>

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

	Specific Policies	General Intent
Port Credit Local Area Plan	Section 5.1 Guiding Principles	<p>5.1.1 Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.</p> <p>5.1.5 Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.</p>
	Section 6 – Direct Growth	With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities
	Section 8 – Housing	<p>8.1.2 The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road Corridor.</p> <p>8.1.3 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged onsite or within the community.</p>
	Section 10 – Build a Desirable Urban Form	<p>10.1.2 Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:</p> <ul style="list-style-type: none"> <li>a. The achievement of the overall intent, goals, objectives of this Plan;</li> <li>b. Appropriate site size and configuration;</li> <li>c. Appropriate built form that is compatible with the immediate context and planned character of the area;</li> <li>d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;</li> <li>e. Particular design sensitivity in relation to adjacent heritage buildings; and</li> <li>f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.</li> </ul>

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

	Specific Policies	General Intent
Port Credit Local Area Plan		<p>10.2.1.1 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.</p> <p>10.2.1.2 Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:</p> <ul style="list-style-type: none"> <li>a. overall massing (reduce “wall effect”);</li> <li>b. visual impact of buildings;</li> <li>c. protect skyviews; and</li> <li>d. limit shadow impact.</li> </ul> <p>10.2.1.3 Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> <li>a. existing distance separations between buildings;</li> <li>b. overcrowding of skyviews and skyline;</li> <li>c. protection of view corridors; and d. privacy and overlook of occupants.</li> </ul> <p>10.2.1.4 New development will provide for landscape areas that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> <li>a. landscaped character of existing properties and the planned function of the precinct;</li> <li>b. provide buffer between uses;</li> <li>c. incorporate stormwater best management practices;</li> <li>d. enhance the aesthetic quality of the area; and</li> <li>e. provide opportunities to enhance the tree canopy</li> </ul> <p>10.2.2 Central Residential Precinct This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest building heights in Port Credit. The existing character of the area will generally be maintained, particularly the mature trees and the well landscaped front yards.</p> <p>10.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.</p> <p>10.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.</p>

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

**Summary of Existing and Proposed Zoning Provisions****Existing Zoning By-law Provisions**

**RA2-48 (Apartment Dwellings)** and **RA1-6 (Apartment Dwellings)**, which permits detached, duplex and triplex dwellings legally existing (RA2-48), in addition to apartment dwelling, long-term care dwelling and retirement dwelling.

**Proposed Zoning Standards**

	<b>Base RA4 Zoning By-law Standards</b>	<b>Proposed H-RA4-Exception Zoning By-law Standards</b>
Maximum Floor Space Index	1.8	6.3
Maximum Gross Floor Area per storey above 12 storeys	1 000 m <sup>2</sup> (10,763.9 ft <sup>2</sup> )	1 200 m <sup>2</sup> (12,916.7 ft <sup>2</sup> )
Minimum Front Yard	7.5 m (24.6 ft.)	4.5 m (14.8 ft.)
Minimum Side Yard (Westerly)	4.5 m (14.8 ft.) – 7.5 m (24.6 ft.)	4.5 m (14.8 ft.)
Minimum Side Yard (Easterly – under 21.0 m)	4.5 m (14.8 ft.) – 7.5 m (24.6 ft.)	0.0 m (0.0 ft.)
Minimum Side Yard (Easterly – between 21.0 m and 33.7 m)	7.5 m (24.6 ft.) – 9.0 m (29.5 ft.)	7.7 m (25.3 ft.)
Minimum Side Yard (Easterly – greater than 33.7 m)	9.0 m (29.5 ft.)	14.7 m (48.2 ft.)
Minimum Rear Yard (under 21.9 m)	7.5 m (24.6 ft.) – 12.5 m (41.0 ft.)	4.5 m (14.8 ft.)
Minimum Rear Yard (greater than 21.9 m)	12.5 m (41.0 ft.) – 15.0 m (49.2 ft.)	9.5 m (31.2 ft.)
Minimum Setback to Underground Parking Garage (Westerly)	3.0 m (9.84 ft.)	4.5 m (14.8 ft.)
Minimum Setback to Underground Parking Garage (Easterly, Southerly)	3.0 m (9.84 ft.)	0.0 m (0.0 ft.)
Minimum landscaped area	40%	25%
Minimum contiguous amenity area	50%	45%

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (December 6, 2017)	<p>The existing 200 mm (8 in.) diameter watermain will be required to be upgraded to a 300 mm (12 in.) diameter watermain. Servicing to the site may require easements.</p> <p>On-site commercial waste collection will be required through a private waste hauler.</p> <p>On-site residential waste collection will be provided by the Region of Peel and the site is to be designed to the Region's waste design standards manual.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (November 20, 2017)	<p>The Dufferin-Peel Catholic District School Board has advised that the standard school accommodation condition need not be applied.</p> <p>The Peel District School Board has requested that in the event that the application is approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (January 19, 2018)	<p>The proposed development is adjacent to City owned lands, identified as Vimy Park (P-111), zoned OS1 and designated under the <i>Ontario Heritage Act</i>. The proposed development should maintain a minimum setback unencumbered, above and below grade, of 4.5 m (14.8 ft.) from the park property line. Through the review of this development, this department will be requesting securities related to grading, site cleanup and fencing along the park boundary. This department also notes that, Port Credit Memorial Park (P-106), zoned OS1, is located approximately 140 m (459 ft.) east of the proposed development and contains a playground, a multiuse ramp, and two basketball hoops. Furthermore, 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> and in accordance with the City's Policies and By-laws.</p>



Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

Agency / Comment Date	Comment
City Community Services Department – Culture Division – Heritage Planning (December 4, 2017)	<p>The property is adjacent to Vimy Park, which is designated under the <i>Ontario Heritage Act</i>. An accepted Heritage Impact Assessment has been submitted. As per HAC-033-2017, endorsed by Council (May 24, 2017), the development application must be brought back to a future Heritage Advisory Committee (HAC) meeting.</p> <p>The properties have archaeological potential. An archaeological assessment has been received. However, no grading or other soil disturbance shall take place on the properties prior to the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effort from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.</p>
City Community Services Department – Culture Division – Public Art (November 2, 2017)	<p>The City of Mississauga strongly encourages the inclusion of public art in developments with greater than 10 000 m<sup>2</sup> (100,000 ft<sup>2</sup>) in gross floor area, with the exception of non-profit organizations and social housing.</p>
City Transportation and Works Department (January 16, 2018)	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> <li>• Revisions to the Site Plan, Grading/Servicing Plans and Parking Level Plan</li> <li>• Revisions to the Noise Feasibility Study, Functional Servicing Report and Stormwater Management Report</li> <li>• Revisions to the Transportation Impact Study and access design details</li> <li>• Confirmation regarding proposed tenure of development</li> <li>• Provision of a Phase I ESA and Letter of Reliance</li> </ul> <p>The above matters are to be addressed in detail prior to the Recommendation Report proceeding to PDC.</p>

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Enersource/Alectra</li> <li>• Enbridge Gas</li> <li>• Fire</li> <li>• Canada Post</li> <li>• Mi-Way Transit</li> <li>• Urban Forestry</li> <li>• Economic Development</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>• Bell Canada</li> <li>• Conseil Scolaire de Distrique Centre-Sud</li> <li>• Conseil Scolaire Viamonde</li> <li>• City of Mississauga Realty Services, Corporate Services Department</li> </ul>

Edenshaw Park Developments Ltd.

File: OZ 17/013 W1

**School Accommodation**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>																																
<ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>29</td><td>Kindergarten to Grade 8</td></tr> <tr> <td>10</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>Riverside P.S.</p> <table> <tr> <td>Enrolment:</td><td>300</td></tr> <tr> <td>Capacity:</td><td>438</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Port Credit</p> <table> <tr> <td>Enrolment:</td><td>1,164</td></tr> <tr> <td>Capacity:</td><td>1,203</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> </li> </ul>	29	Kindergarten to Grade 8	10	Grade 9 to Grade 12	Enrolment:	300	Capacity:	438	Portables:	0	Enrolment:	1,164	Capacity:	1,203	Portables:	0	<ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>4</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>3</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>St. Luke</p> <table> <tr> <td>Enrolment:</td><td>485</td></tr> <tr> <td>Capacity:</td><td>602</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Iona Catholic</p> <table> <tr> <td>Enrolment:</td><td>723</td></tr> <tr> <td>Capacity:</td><td>816</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> </li> </ul>	4	Junior Kindergarten to Grade 8	3	Grade 9 to Grade 12	Enrolment:	485	Capacity:	602	Portables:	0	Enrolment:	723	Capacity:	816	Portables:	17
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City of Mississauga  
**Corporate Report**



Date: 2018/02/06

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:  
 CD.03.POR

Meeting date:  
 2018/02/26

## Subject

### **RECOMMENDATION REPORT (WARD 1)**

**Port Credit Local Area Plan - Mississauga Official Plan Amendment and Implementing Zoning**

**File: CD.03.POR**

## Recommendation

1. That the report titled “ *Recommendation Report (Ward 1) Port Credit Local Area Plan - Mississauga Official Plan Amendment and Implementing Zoning* ” dated February 6, 2018 from the Commissioner of Planning and Building recommending approval of the official plan and zoning by-law amendments, be adopted.
2. That an Official Plan Amendment to Mississauga Official Plan be prepared to amend the Port Credit Local Area Plan in accordance with the proposed changes contained in Appendix 1 to this report.
3. That the zoning by-law be amended, in accordance with the proposed zoning changes contained in Appendix 1 to this report.

## Background

In March 2015, a planning review for the Port Credit area was completed and resulted in the adoption of Amendment No. 19 (Port Credit Local Area Plan official plan policies) by City Council.

Amendments to the zoning by-law are required to conform to the official plan policies. An information report was prepared and received by the Planning and Development Committee outlining the proposed zoning by-law changes and the additional amendment to the Port Credit Local Area Plan (Appendix 1).

On October 30, 2017, a public meeting was held by the Planning and Development Committee to hear comments regarding the proposed changes.

## Comments

At the public meeting, one resident commented on the proposed residential medium density zoning (RM7-5) and the inclusion of semi-detached dwellings as a permitted use. The resident questioned why semi-detached dwellings would be permitted, as there are currently no semi-detached dwellings in the area.

The properties proposed for rezoning to a residential medium density zoning (RM7-5), which are located south of High Street West, between Wesley Avenue and Mississauga Road North, are part of the stable residential area known as the North Residential neighbourhood in the Port Credit Local Area Plan. This neighbourhood includes a mix of detached, semi-detached, duplex and triplex dwellings, with the majority of properties zoned RM7-5. The proposed rezoning to the RM7-5 zone category, which permits semi-detached dwellings, as well as detached, duplex and triplex dwellings, is consistent with the character of the surrounding area.

## Financial Impact

Not applicable

## Conclusion

The public submission regarding the proposed amendments has been considered. Since the proposed residential medium density zoning (RM7-5) will allow for compatible infill development in the North Residential neighbourhood, the proposed amendments should be adopted in accordance with the recommendations specified in the report.

## Attachments

Appendix 1: Public Meeting Information Report – Port Credit Local Area Plan - Mississauga  
Official Plan Amendment and Implementing Zoning



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Eva Kliwer

# City of Mississauga

## Corporate Report



Date: 2017/10/05

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:

CD.03.POR

Meeting date:  
2017/10/30

**PDC** OCT 30 2017

### Subject

#### PUBLIC MEETING INFORMATION REPORT (WARD 1)

Port Credit Local Area Plan – Mississauga Official Plan Amendment and Implementing Zoning

### Recommendation

1. That the report titled "Port Credit Local Area Plan – Mississauga Official Plan Amendment and Implementing Zoning " dated October 5, 2017 from the Commissioner of Planning and Building be received for information.
2. That following the Public Meeting, staff report back to Planning and Development Committee on any submissions made.

### Background

A planning review conducted for the Port Credit area resulted in the adoption of the new Port Credit Local Area Plan. The Local Area Plan forms part of Mississauga Official Plan and provides goals and policies to guide the development of the Port Credit area. At its meeting on March 5, 2014, City Council adopted By-law 0045-2014 which approved Amendment No.19 to Mississauga Official Plan (Official Plan).

With the approval of Amendment No. 19, it is necessary to establish a zoning by-law that conforms to the amended Official Plan. A zoning by-law implements the goals and policies of an official plan and provides a legal tool for managing land use and development. Zoning contains regulations that control development and specific requirements.

## Comments

The majority of properties in Port Credit have existing zoning which conforms to the Port Credit Local Area Plan. However, there are sites where zoning changes are required. The sites are located in two general areas. One area is near the Port Credit GO Station and the second area is west of the Credit River. (See Map Appendix 1). Details of the proposed changes are provided in Appendix 2 and described generally below.

### Site 1

The properties on Mississauga Road North, Wesley Avenue and High Street West are designated Residential Low Density II in the Official Plan. A change in zoning from the Residential Apartment zone to the corresponding residential zone is proposed to conform to the land use designation. The proposed change will continue to permit the current uses as well as permitting semi-detached dwellings.

### Site 2

The property located on John Street North is designated Residential High Density in the Official Plan. A change in zoning from the Residential Medium Density zone to a Residential Apartment zone is proposed to conform to the land use designation. The proposed change will continue to only permit public school and day care uses.

### Site 3

The properties on Mississauga Road North, Queen Street West, Park Street West and Wesley Avenue are designated Residential Medium Density in the Official Plan. A change to the Official Plan policies is proposed which will add a new policy to allow detached and semi-detached dwellings, in addition to the residential uses already permitted by the land use designation. A revision to the current Residential Medium Density exception zone is proposed which will allow for replacement of residential dwellings and permit a wider range of residential forms, consistent with the stable residential character of the area.

Additionally, Schedule 3 – Port Credit Drive-Through Prohibitions is also being updated to show all lands currently designated as Mixed Use. Appendix 3 shows the location of the properties to be included on the schedule.

## Financial Impact

Not applicable.

## Conclusion

The Planning Act requires that the zoning by-law conform to the approved Port Credit Local Area Plan, which forms part of the Official Plan. Although the majority of properties in Port Credit have existing zoning which is in conformity, there are a few sites where changes to the zoning by-law are necessary as described in the body of this report.

**Attachments**

Appendix 1: Location of Properties for Proposed Mississauga Official Plan and/or Zoning By-law Amendments

Appendix 2: Summary of Proposed Mississauga Official Plan and/or Zoning By-law Amendments

Appendix 3: Schedule 3 - Port Credit Drive -Through Prohibitions

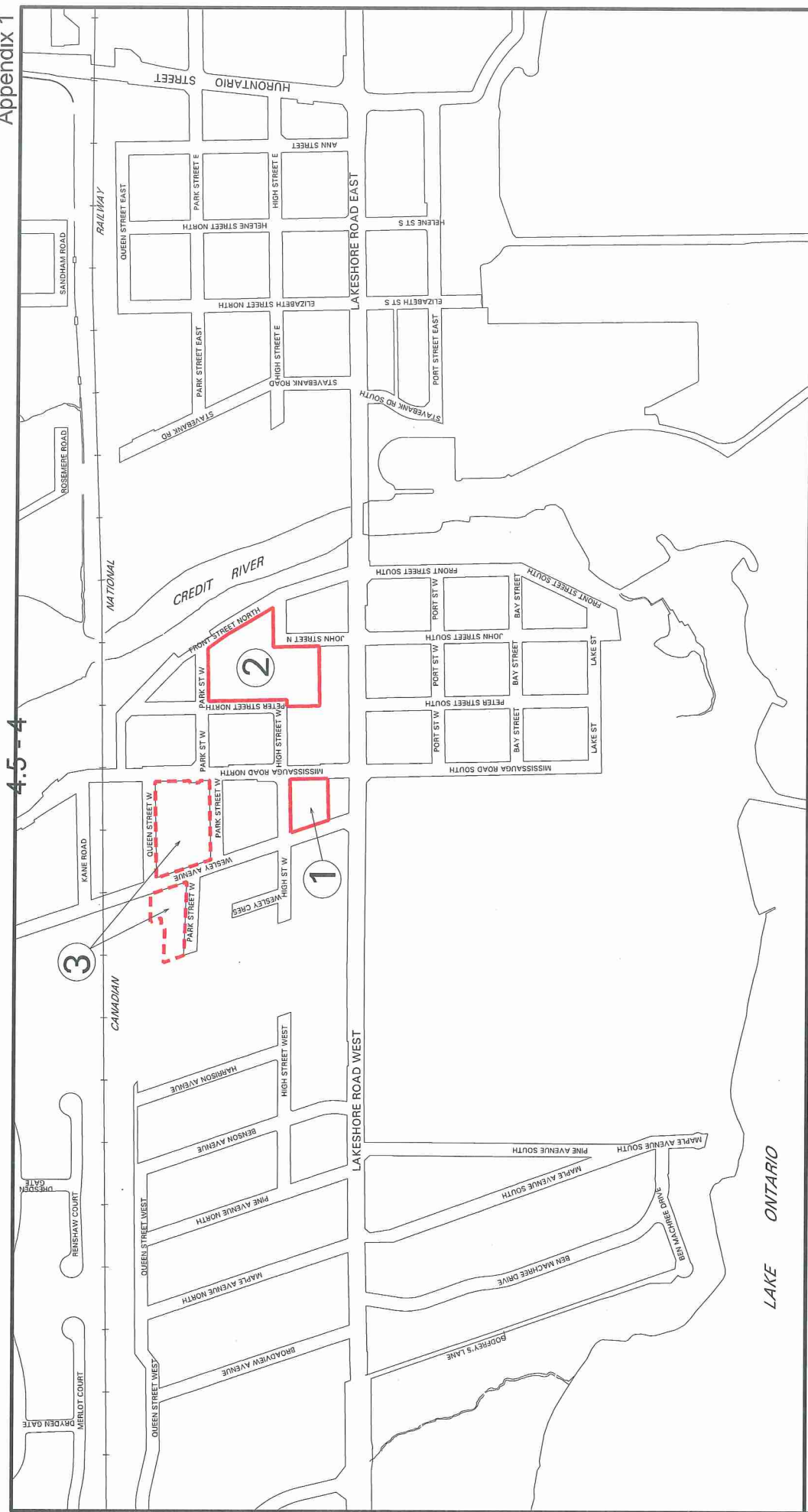


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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Eva Kliwer, Planner





## LOCATION OF PROPERTIES FOR OFFICIAL PLAN AND/OR ZONING BY-LAW AMENDMENTS

### PROPOSED ZONING BY-LAW AMENDMENT

- ① 6, 10, 14, 18 Mississauga Road North, 5, 7, 9, 11, 17 Wesley Avenue, 69 High Street West

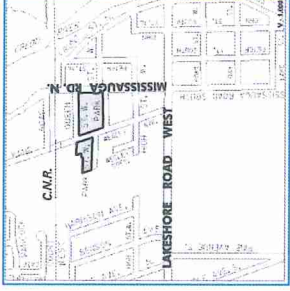
- ② 30 John Street North

### PROPOSED MISSISSAUGA OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT

- ③ 44, 48, 52, 56, 62, Mississauga Road North, 11, 13, 17, 19, 21, 27 Queen Street West, 70, 74, 76, 80, 86, 90 Park Street West 51, 53, 57, 58, 61, 62-66 Wesley Avenue



## Summary of Proposed Mississauga Official Plan (MOP) and/or Zoning By-law Amendments

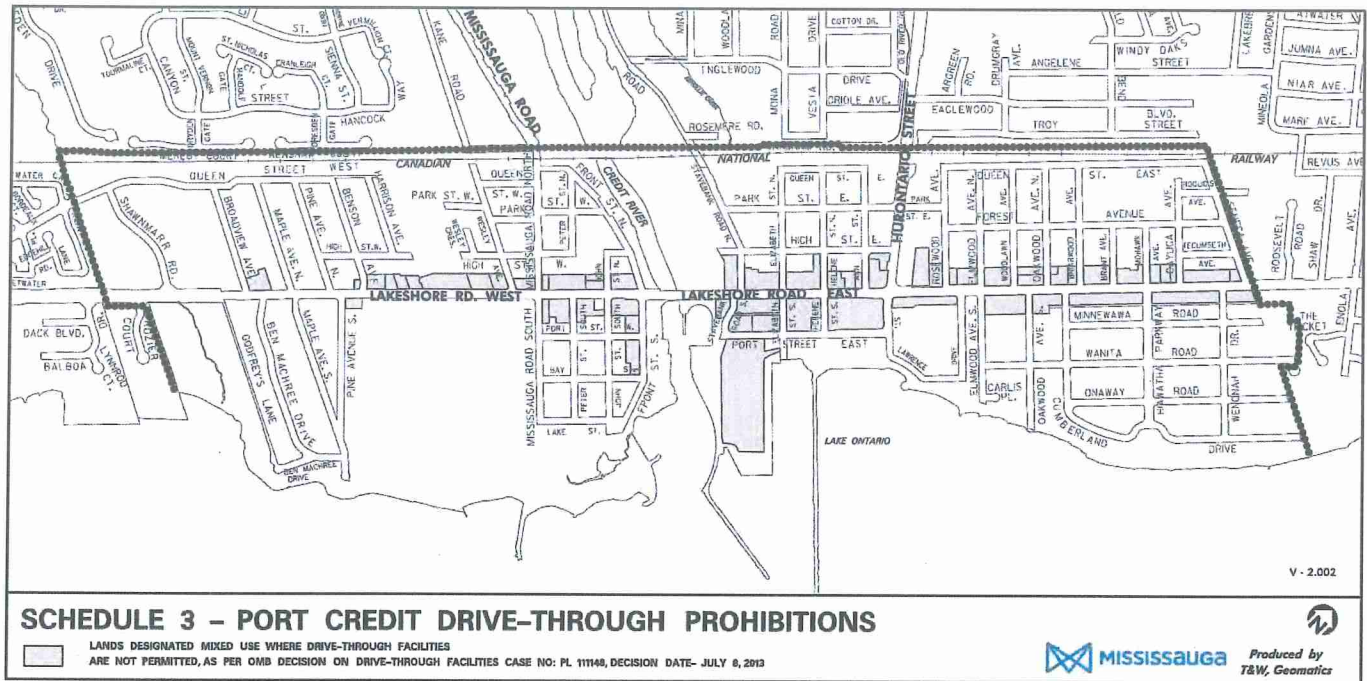
Site No.	Site Location	MOP Land Use Designation		Zoning		Effect of Proposed Amendment
		Current	Proposed Amendment	Current	Proposed Amendment	
1.	6, 10, 14, 18 Mississauga Road North, 5, 7, 9, 11, 17 Wesley Avenue, 69 High Street West	Residential Low Density II	No Change	RA1-34 (Apartment dwellings-exception)	RM7-5 (Detached, Semi-detached, duplex, triplex)	The RM7-5 zoning includes the existing permitted uses, as well as adding semi-detached dwellings. The proposed zoning will limit the height of detached and semi-detached dwellings, to be consistent with the character of the neighbourhood.
2.	30 John Street North	Residential High Density	No Change	RM4-57 (Townhouse dwellings-exception)	RA1-27 (Apartment dwellings-exception)	The proposed zoning conforms to the Residential High Density land use designation while continuing to only permit the existing public school and day care uses.
3.	44, 48, 52, 56, 62 Mississauga Road North, 11, 13, 17, 19, 21, 27 Queen Street West, 70, 74, 76, 80, 86, 90 Park Street West, 51, 53, 57, 58, 61, 62, 63, 64, 65, 66 Wesley Avenue	Residential Medium Density	That a new Special Site policy be added as follows:  13.1. xx Site xx 	RM4-64 (Townhouse dwellings-exception)	RM4-64 revised	The proposed MOP amendment to add a Special Site allows flexibility for other dwelling types. Detached, semi-detached and street townhouses will also be allowed in addition to the uses permitted in the Residential Medium Density designation and the Port Credit Local Area Plan.  The proposed amendment to the existing RM4-64 zoning will include the additional permitted uses and remove the restrictions on the replacement of legally existing dwellings.

Summary of Proposed Mississauga Official Plan (MOP) and/or Zoning By-law Amendments

			<p>13.1.xx.2 Notwithstanding the provisions of the Residential Medium Density designation and the Desirable Urban Form policies, the following additional uses will be permitted:</p> <ul style="list-style-type: none"><li>a. detached dwelling;</li><li>b. semi-detached dwelling;</li><li>c. duplex dwelling;</li><li>d. triplex dwelling;</li><li>e. street townhouses</li></ul>			
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## EXISTING



## AS AMENDED

