



# Corporate Report

Clerk's Files

Originator's  
Files OZ 07/012 W11

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**DATE:** March 25, 2008

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

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Information Report**  
**Official Plan Amendment and Rezoning Applications**  
**To permit a three-storey retirement dwelling**  
**38, 40 and 44 Main Street**  
**North side of Main Street, west of the Credit River**  
**Owner: Gova Enterprises Inc.**  
**Applicant: Wellings Planning Consultants Inc.**  
**Bill 51**

**Public Meeting** **Ward 11**

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**RECOMMENDATION:** That the Report dated March 25, 2008, from the Commissioner of Planning and Building regarding the application to amend the Official Plan from "Residential Low Density I" to "Residential Medium Density II" and "Greenbelt" and to change the Zoning from "R3" (Detached Dwellings) to "RA1 – Exception" (Retirement Dwelling) and "G1" (Greenbelt) in By-law 0225-2007, to permit a three-storey, 60 unit retirement dwelling with common amenity areas under file OZ 07/012 W11, Gova Enterprises Inc., 38, 40 and 44 Main Street, be received for information.

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

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

**COMMENTS:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications submitted:	May 23, 2007 (submitted) June 20, 2007 (deemed to be complete)
Height:	Three (3) storeys
Lot Coverage:	32 %
Floor Space Index:	0.96
Landscaped Area:	42 %
Net Density:	141 units/ha 57 units/acre
Gross Floor Area:	4 110 m <sup>2</sup> (44,133 sq. ft.)
Number of units:	60 units
Anticipated Population:	Approximately 65 people* * Based on proposed unit breakdown for the building: 55 single occupancy units and 5 double occupancy units *
Parking Required:	0.50 spaces/unit Total Required = 30 spaces
Parking Provided:	24 spaces * justification is required for the proposed reduced parking rate
Supporting Documents:	<ul style="list-style-type: none"> <li>• Urban Design Study</li> <li>• Phase I Environmental Site Assessment</li> <li>• Scoped Environmental Impact Study</li> <li>• Noise Impact Study</li> <li>• Traffic Impact/Access Study and Addendum</li> <li>• Stage 1 and 2 Archaeological Assessments</li> <li>• Planning Justification Report</li> </ul>

<b>Development Proposal</b>	
<b>Site Characteristics</b>	
Frontage:	60.87 m (200.00 ft.)
Depth:	Variable
Net Lot Area:	0.425 ha (1.050 ac.)
Existing Use:	Vacant Lands – three detached dwellings that previously existed were demolished in early 2007

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

### **Neighbourhood Context**

The subject property is located in a residential area generally characterized by detached dwellings and is a result of a land assembly. The property is comprised of three residential detached lots and backs on to the Credit River. The dwellings that were on these three properties have since been demolished. Two detached dwellings remain on the north side of this block of Main Street, one on each side of the subject property. The subject property is located in proximity to the historic core village area and the Timothy Street House, which is designated under the *Ontario Heritage Act*. Overall the site is relatively flat, with a change in grade at the rear of the property sloping down to the Credit River.

Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Credit River

East: Detached Dwelling and the Credit River

South: Vacant Lands

West: Detached Dwelling and Wyndham Street

### **Current Mississauga Plan Designation and Policies for Streetsville District**

**"Residential Low Density I"** which permits detached dwellings to a maximum density of 17 units per net residential hectare (7 units per net residential acre). The general "Residential Low Density" policies of Mississauga Plan also permit special needs housing, such as housing for the elderly. The proposed use, being a retirement dwelling, is in conformity with the land use designation. The proposed built form and density are not in conformity with the land use designation.

There are other policies in the Official Plan that are also applicable in the review of these applications, including the urban design and environmental policies set out in Appendix I-8.

### **Criteria for Site Specific Official Plan Amendments**

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

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

### **Proposed Official Plan Designation and Policies**

**"Residential Medium Density II"** which permits townhouse dwellings and all forms of horizontal multiple dwellings at a density of 42-57 units per net residential hectare (17-23 units per net residential acre) and apartment dwellings at a Floor Space

Index of 0.3-1.0. Building height should generally not exceed four (4) storeys.

**"Greenbelt"** which permits among other things, flood and/or erosion works; conservation; and other uses which complement the principal conservation functions.

### **Existing Zoning**

**"R3" (Detached Dwellings)**, which permits detached dwellings on lots with a minimum area of 550 m<sup>2</sup> (5,920 sq. ft.) and a minimum frontage of 15 m (50 ft.).

### **Proposed Zoning By-law Amendment**

**"RA1 - Exception" (Retirement Dwelling)** to permit a three-storey, 60 unit retirement dwelling with common amenity areas. The current proposal includes a reduced front yard and an increased floor space index (FSI) from the standard "RA1" regulations.

**"G1" (Greenbelt)** to permit: flood control; stormwater management; erosion management and natural heritage features and areas conservation.

As part of the rezoning, the applicant is proposing that the following standards be applied:

	<b>Required Zoning By-law Standard</b>	<b>Proposed Standard</b>
Parking	0.5 spaces/unit	0.4 spaces/unit
Loading	1 space	0 spaces
FSI	0.4 – 0.9	0.96
Landscaped Open Space	40% of the lot area	No change
Minimum Front Yard Setback	7.50 m (24.60 ft.)	4.50 m (14.76 ft.)
Minimum Rear Yard Setback	7.50 m (24.60 ft.)	No change
Minimum Side Yard Setback	4.50 m (14.76 ft.)	No change

## **COMMUNITY ISSUES**

Ward 11 Councillor George Carlson held a community meeting on October 24, 2007 and written correspondence regarding the applications has been received.

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

### **Comment**

The proposed development is located below top of bank which is clearly identifiable as Church Street and it will have too much impact on the Credit River valley.

### **Response**

Several on-site meetings have been held with both City staff and Credit Valley Conservation (CVC) staff to discuss and examine the relationship between the development proposal and the Credit River valley. The top of bank has been identified and it has been determined that the proposed development is above the top of bank and outside of the natural feature. The lands below top of bank plus a 5.00 m (16.40 ft.) buffer will be dedicated to the City for conservation purposes.

### **Comment**

Main Street/Bristol Road is a very busy commuter road and traffic is already significantly congested.

### **Response**

The Transportation and Works Department is reviewing a Traffic Impact/Access Study and this issue will be addressed in the Supplementary Report. However, based on past experiences related to retirement dwellings, it is not anticipated that the subject proposal will have any significant impacts on traffic.

### **Comment**

A lot of vehicular collisions occur along the curve of the road in front of the subject property and the proposed site entry/exit point is very dangerous, especially for older residents and their visitors.

**Response**

As above, the Transportation and Works Department is reviewing the Traffic Impact/Access Report as it relates to the amount of traffic generated by the proposal, traffic safety in the area and the appropriateness of the site entry/exit point. It is also staff's intent to review different options to provide for pedestrian safety in this area. This issue will be addressed in the Supplementary Report and through the review of an application for Site Plan Approval.

**Comment**

Is sufficient visitor parking being provided?

**Response**

A reduced overall parking rate is being proposed, 0.4 spaces per unit rather than 0.5 spaces per unit which is typically required for retirement dwellings. Justification for the reduced parking rate has been requested and will be reviewed prior to any future reports coming forward on these applications.

**Comments**

The massing of the building is significant and should be setback from the street, or the design of the elevation should be modified to have less impact on the streetscape.

The proposed development diminishes the ability to develop 46 Main Street.

The proposed number of units is too high.

The proposal is not in line with the Residential Low Density I designation and zoning stated in the recently revised Streetsville District Policies review and the site is not identified as an intensification area.

**Response**

The above issues are being considered by staff. Further analysis is required and issues related to the design of the building, the proposed density and compatibility will be addressed in a future Supplementary Report.

## **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies, the following matters will have to be addressed.

### **Main Street Building Setback and Elevation**

An Urban Design Study was required for the subject proposal based on the site's location in an area of distinctive community character adjacent to a watercourse corridor and at the boundary of the Streetsville Node. The study suggests that the new building is of a scale, form, materials and detail composition that is sympathetic with and complimentary to the best of local built form, thereby not diminishing Streetsville's architectural heritage. The study also suggests that the development proposal forms a symbolic gateway to the Streetsville Node of traditional character and massing sympathetic to the residential scale of domestic architecture in the neighbourhood. It is our understanding that the above suggestions are based on the "Conceptual Elevation", attached as Appendix I-6. A rendering such as this would typically not be considered sufficient enough in detail to determine whether the proposal will meet the intent of the urban design policies of Mississauga Plan and more specifically, the Streetsville District policies. The applicant has also provided additional concept sketches for the proposed elevation since the application has been submitted.

Based on all of the drawings received to date, staff have suggested that the setback between the building and Main Street be increased to be more in line with the existing setbacks to the detached dwellings on either side of the proposal. In addition, the increased setback would assist in improving the pedestrian experience along this portion of Main Street by moving the massing away from the sidewalk. The increased setback would also allow for more landscaping to be provided as is desired.

Alternatively, it has been suggested by staff that the proposed 4.50 m (14.76 ft.) setback may be appropriate if the design of the building was more in keeping with the traditional architecture typically found in Streetsville and enhanced the character of the community. A more appropriate design would also include some



relief in the massing by including projections and indentations, and a prominent, principal pedestrian building entrance on Main Street.

### **Parking**

As mentioned above, a reduced parking rate of 0.4 spaces per unit is proposed, whereas typically a rate of 0.5 spaces per unit would be required for a retirement dwelling. The applicant is required to provide justification for this reduced parking standard.

### **On-site Waste Storage and Collection**

The development is proposing in-ground garbage enclosures. The Region of Peel cannot service these types of enclosures. The applicant should revise the proposal to include a waste collection area that complies with the specifications of the Region's Waste Collection Design Standards Manual. An alternative is to arrange for private waste collection, however, private waste collection is not permitted for residential developments unless approved by Regional Council.

### **Storm Water Management (SWM) – Quality Controls**

It has been recommended that Low Impact Development techniques be incorporated into the design of the site in order to control the quality of storm water runoff. Credit Valley Conservation (CVC) has outlined that the proposed method of controlling the quality of storm water runoff, being an oil/grit separator to remove sediment, is discouraged by the Ministry of Environment SWM Planning and Design Manual for new development. The use of the oil/grit separator should be used in conjunction with other quality control measures as part of a "treatment train" approach. The applicant should revise the SWM plan to employ other types of quality control measures such as pocket detention storage – grass swales and bio-filters in conjunction with the proposed oil/grit separator.

In addition, alternate quality control measures should be employed to help treat runoff from the roof and rear yard area. These alternatives could include: rain gardens; bio-filtration swales; permeable pavement; naturalization; or any combination of the above.

### **Shadow Study**

The shadow study submitted as part of the Urban Design Study does not conform with the City's Design Reference Note "Standards for Shadow Studies" in relation to allowances for sunlight on residential amenity spaces. Based on the submitted study, the shadow from the proposed building will affect the rear yard amenity space of the property located immediately to the east. The applicant should look at alternative building designs or provide further detail that would rationalize the acceptability of the shadowing impacts.

### **OTHER INFORMATION**

#### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to storm drainage, sidewalks, grading, utilities, noise and site access, which will require the applicant to enter into appropriate agreements with the City.

The following studies have been submitted in support of the subject applications: Urban Design Study; Phase I ESA; Scoped Environmental Impact Study; Noise Impact Study; Access Review Study and Addendum; and Stage 1 & 2 Archaeological Assessments. While most of these studies continue to be under review, the applicant has been advised that the Urban Design Study, the Scoped Environmental Impact Study and the Functional Servicing Report (part of the EIS) will have to be revised and resubmitted to address outstanding issues.

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

**CONCLUSION:** Most agency and City department comments have been received and after the public meeting has been held and all issues are

resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

**ATTACHMENTS:**

Appendix I-1 - Site History  
Appendix I-2 - Aerial Photograph  
Appendix I-3 - Excerpt of Streetsville District Land Use Map  
Appendix I-4 - Excerpt of Existing Land Use Map  
Appendix I-5 - Concept Plan  
Appendix I-6 - Conceptual Elevation  
Appendix I-7 - Agency Comments  
Appendix I-8 – Relevant Mississauga Plan Policies  
Appendix I-9 - General Context Map

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Edward R. Sajecki  
Commissioner of Planning and Building

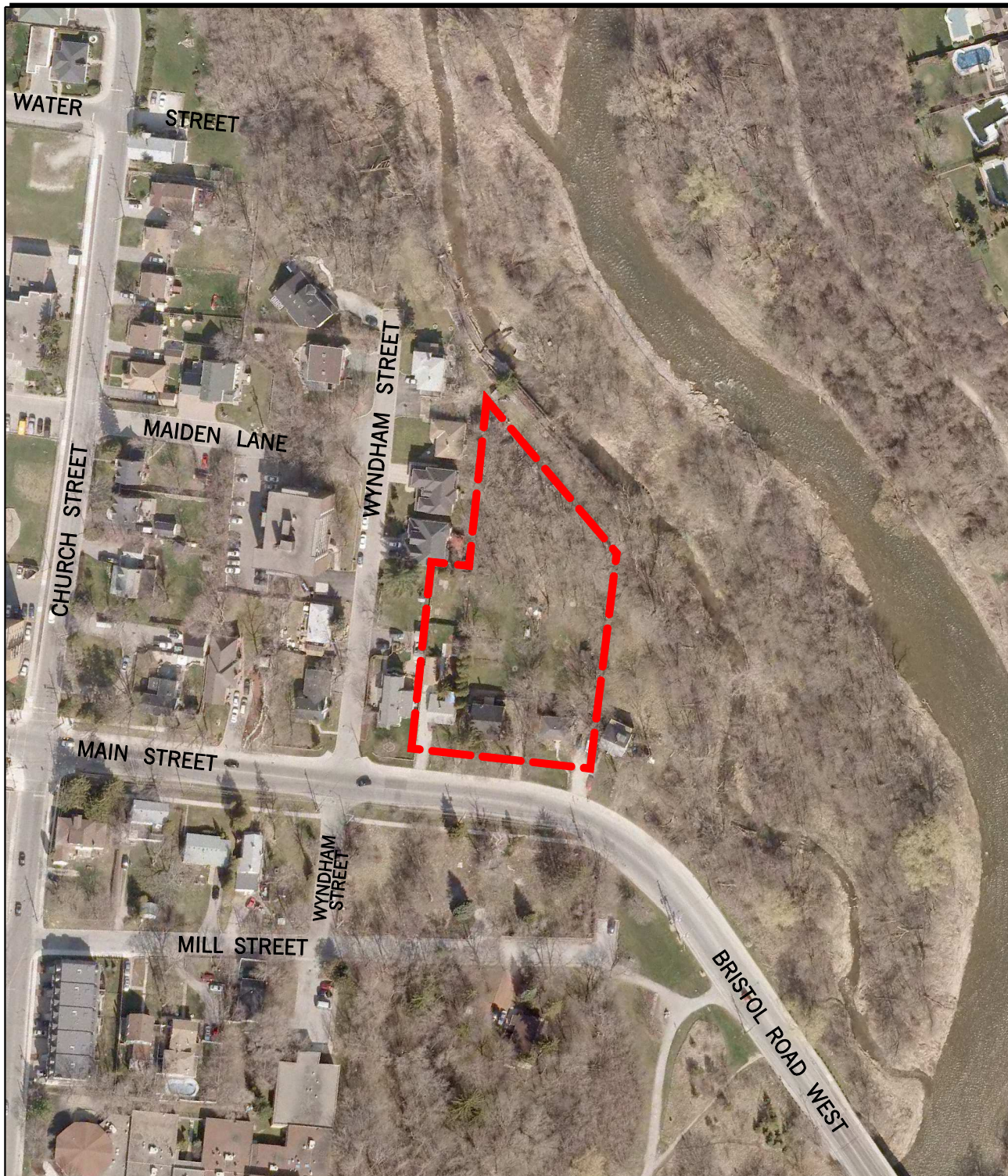
Prepared By: Stacey Laughlin, Development Planner

Gova Enterprises Inc.

File: OZ 07/012 W11

### Site History

- May 5, 2003 – The Region of Peel approved the Mississauga Plan Policies for the Streetsville District, designating the subject lands "Residential Low Density I";
- November 29, 2005 – A preliminary community meeting was held to obtain feedback from the community regarding the proposal at the time which was a four (4) storey, 85 unit retirement dwelling. Generally, the feedback received was that four storeys was too high and 85 units was too many;
- November 2, 2006 – Amendment 49 to Mississauga Plan was approved which repealed and replaced the Streetsville District Policies and District Land Use Map. The new Streetsville District Policies maintained the "Residential Low Density I" designation;
- January 19, 2007 – Demolition permits were issued for all structures and fencing located at two of the three properties: 38 and 44 Main Street;
- March 8, 2007 – A demolition permit was issued for all structures and fencing located at 40 Main Street;
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed for the subject property the provisions of By-law 0225-2007 apply and the subject lands are zoned "R3" (Detached Dwellings).



**LEGEND:**



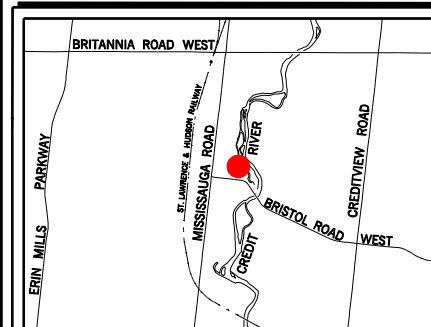
**SUBJECT LANDS**

**DATE OF AERIAL PHOTO: SPRING 2007**



**SUBJECT:**

**GOVA ENTERPRISES INC.**



**FILE NO:**  
OZ 07/012 W11

**DWG. NO:**  
07012A

**SCALE:**  
NTS

**PDC DATE:**  
2008 04 14

**DRAWN BY:**  
B MISTAK

**APPENDIX I-2**

**MISSISSAUGA**  
Planning and Building

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**T&W, Geomatics**





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

**LAND USE DESIGNATIONS**

- Residential - Low Density I
- Residential - Low Density II
- Residential - Med. Density I
- Residential - Med. Density II
- Residential - High Density I
- Mainstreet Commercial
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

**TRANSPORTATION LEGEND**

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

**LAND USE LEGEND**

- LBPIA Operating Area Boundary- See Aircraft Noise Policies
- Node Boundary
- Cem - Cemetery
- 1996 NEP /2000 NEF Composite Noise Contours
- Planning District

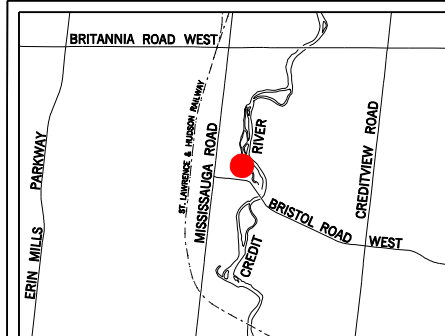
Special Site Areas  
(See Special Site Policies)

**SUBJECT LANDS**



**SUBJECT:**

**GOVA ENTERPRISES INC.**



**FILE NO:**  
**OZ 07/012 W11**

**DWG. NO:**  
**07012L**

**SCALE:**  
**NTS**

**PDC DATE:**  
**2008 04 14**

**DRAWN BY:**  
**B MISTAK**

**APPENDIX I-3**

**MISSISSAUGA**  
Planning and Building

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# BY-LAW 0225-2007

## LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY I" TO "RESIDENTIAL MEDIUM DENSITY II" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS) TO "RA1 - EXCEPTION" (RETIREMENT DWELLING) TO PERMIT A THREE-STOREY RETIREMENT DWELLING.



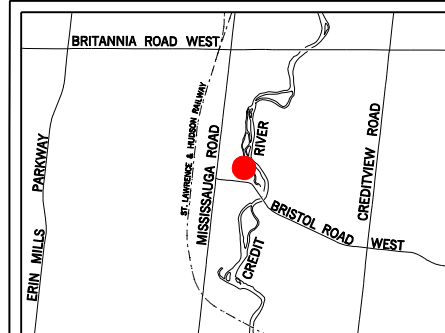
PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY I" TO "GREENBELT" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS) TO "G1" (GREENBELT).

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



## SUBJECT:

**GOVA ENTERPRISES INC.**



FILE NO:  
OZ 07/012 W11

DWG. NO:  
07012R

SCALE:  
1:2000

PDC DATE:  
2008 04 14

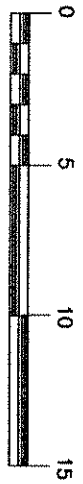
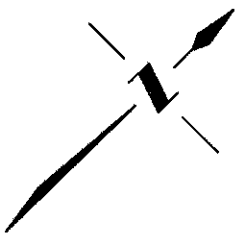
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APPENDIX I-4

**MISSISSAUGA**  
Planning and Building

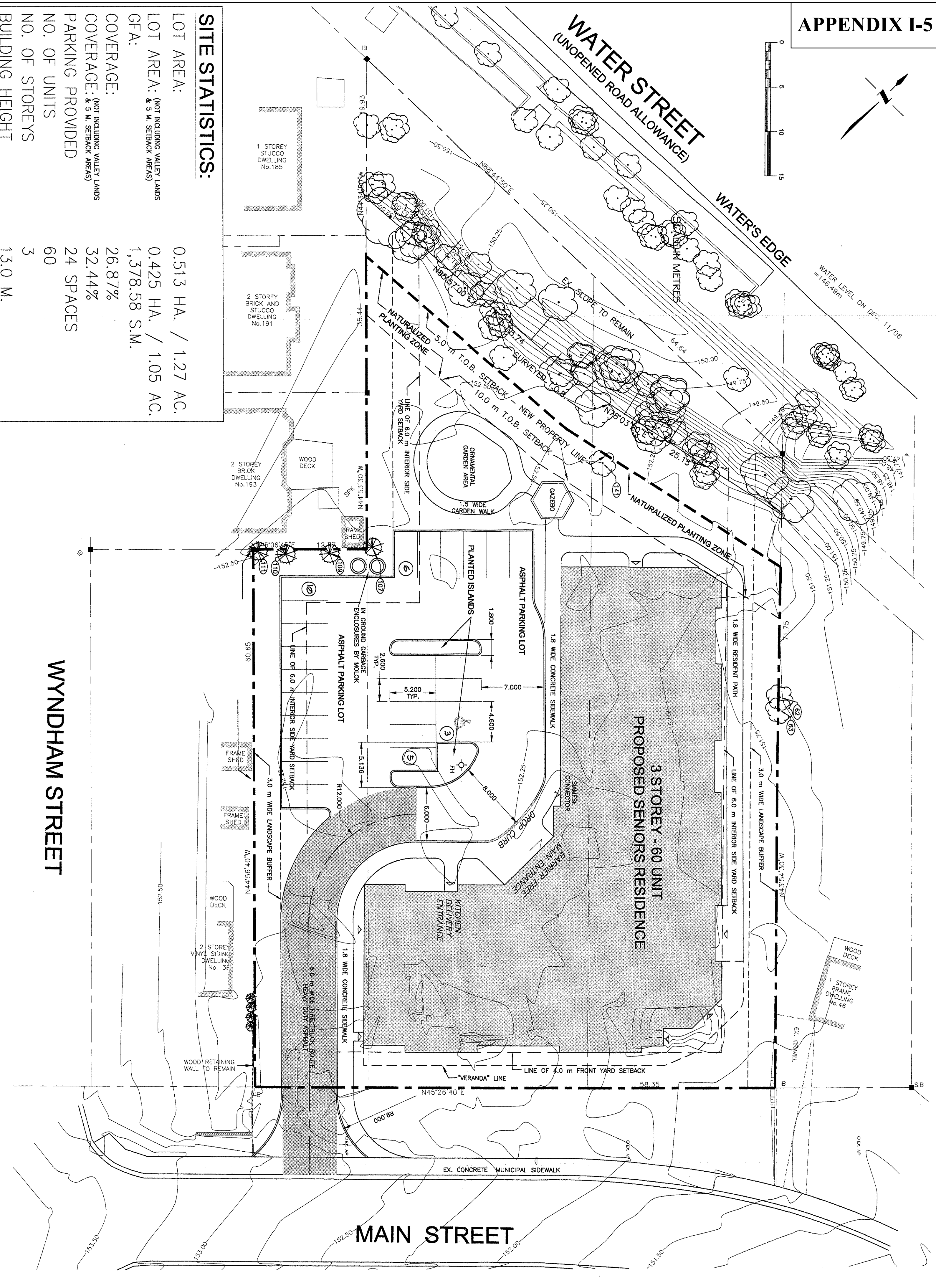
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T&W, Geomatics





SITE STATISTICS:

LOT AREA:	0.513 HA. / 1.27 AC.
LOT AREA: (NOT INCLUDING VALLEY LANDS & 5 M. SETBACK AREAS)	0.425 HA. / 1.05 AC.
GFA:	1,378.58 S.M.
COVERAGE:	26.87%
COVERAGE: (NOT INCLUDING VALLEY LANDS & 5 M. SETBACK AREAS)	32.44%
PARKING PROVIDED	24 SPACES
NO. OF UNITS	60
NO. OF STOREYS	3
BUILDING HEIGHT	13.0 M.







Gova Enterprises Inc.

File: OZ 07/012 W11

**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (March 3, 2008)	The development proposal should include a waste collection area complying with the specifications of the Region's Waste Collection Design Standards Manual. The Region cannot service the current proposal for in-ground garbage enclosures. Note that any proposal for private waste collection for residential developments will not be permitted unless approved by Regional Council.
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 3, 2008)	The Dufferin-Peel Catholic District School Board and the Peel District School Board have indicated that they have no comment on this application as it is for a retirement dwelling and as such no students are expected. The school accommodation condition need not be applied.
Credit Valley Conservation (March 3, 2008)	<p>The subject property is located adjacent to the Credit River and is partially traversed by its associated Regional Storm Flood Plain and Valley Slope. This property is partially contained within lands designated Core Greenlands by the Region of Peel and Natural Area CCR3 by the City of Mississauga.</p> <p>The proposal has been reviewed from a Storm Water Management (SWM) perspective. With respect to managing the quantity of storm water, CVC has no concerns.</p> <p>Currently, to manage the quality of storm water runoff, the Developer is proposing to remove sediment using an oil/grit separator prior to being discharged into the existing storm sewer on Main Street. The Ministry of Environment SWM Planning and Design Manual discourages the use of a manhole-type oil/grit separator as the sole water quality control for new development. The use of such technologies should be employed in conjunction with other quality control measures as part of a treatment train approach. It is recommended that the applicant revise the SWM plan such that a treatment train approach is proposed and other types of treatment such as pocket detention storage – grass swales and bio-filters are provided in conjunction with the oil/grit separator.</p>

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Agency / Comment Date	Comment
	<p>In addition, it is recommended that alternate measures be explored to help treat runoff from the roof and rear yard area that will better facilitate infiltration and filtration while avoiding concentration of flows over the staked top of bank. Such measures may include rain gardens, bio-filtration swales, permeable pavement, naturalization or a combination of all. These measures are examples of Low Impact Development Best Management Practices.</p> <p>With respect to tree preservation, an updated tree inventory is required that accurately identifies the tree species throughout the site. Further to the updated tree inventory, all healthy, native species identified within the natural area and its buffer should be shown as retained on the Tree Preservation Plan.</p> <p>The submitted EIS recommends that litter and debris be removed from the natural area and its associated buffer. This recommendation is encouraged given the apparent dumping that has occurred in this area over the years. However, it is noted that little detail is provided in the EIS about this recommendation. Further information about the proposed method of removal should be provided, particularly with respect to the existing pool fencing.</p>
City Community Services Department – Planning, Development and Business Services Division (March 3, 2008)	<p>In the event that these applications are approved, this Department notes the following conditions.</p> <p>Prior to the enactment of the implementing Zoning By-law, the applicant will be required to provide cash contributions for street tree planting and trail signage on Main Street. Further, securities will be required to address potential greenbelt clean up issues and the preservation of the greenbelt integrity. A processing fee will be required for streetscape and greenbelt works that will be completed.</p> <p>Through the Site Plan application, the applicant will be required to provide hoarding and subsequently, fencing to ensure for the protection of the adjacent greenbelt (Timothy Street Park (P-127)).</p>

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Agency / Comment Date	Comment
	<p>Prior to the issuance of a building permit, cash-in-lieu for parking or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p> <p>Future residents of the proposed retirement dwelling will be served by Streetsville Memorial Park (P-114) located on the east side of Church Street and south of Main street which is less than 100 m (330 ft.) from the subject lands. This 12.54 ha (30.99 ac.) park contains active sports fields, a play site, a pool, picnic areas, a washroom, a bocce court, the Vic Johnston Community Centre and trails.</p>
<p>City Community Services Department – Fire and Emergency Services Division (March 3, 2008)</p>	<p>The proposal is located within the response area of Fire Station 118. At present, average travel times to emergencies in this area of the City is 3.5 minutes based on normal traffic and weather conditions.</p> <p>Flow text data from the existing water supply system indicates the potential for an adequate supply of water for fire protection purposes.</p>
<p>City Transportation and Works Department (January 28, 2008)</p>	<p>Prior to the Supplementary Report proceeding to Council, the applicant is to provide this Department with a letter of reliance from the applicant's Environmental Consultant allowing the City to rely on the findings of the Phase 1 Environmental Site Assessment (ESA). The applicant is also to provide a revised site grading plan and functional servicing report to address grading and drainage requirements.</p> <p>In addition, a Noise Report dated April 24, 2007, prepared by HGC Engineering and a Traffic Impact Study and addendum, prepared by Paradigm Transportation Solution, have been submitted and are under review by this department. Also, the applicant will be required to confirm that the appropriate development setback has been established to the satisfaction of the CVC and the City.</p> <p>Further detailed comments/conditions will be provided prior to the Supplementary Report meeting pending the review of the foregoing.</p>

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Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following 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>- Bell Canada</li> <li>- Canada Post Corporation</li> <li>- Credit Valley Hospital</li> <li>- Enbridge Gas Distribution Inc.</li> <li>- Greater Toronto Airport Authority</li> <li>- Hydro One Network</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>- City – Economic Development Office</li> <li>- City – Realty services</li> <li>- Enersource Hydro Mississauga</li> <li>- French District Catholic School Board</li> <li>- Conseil Scolaire de District Catholique Centre-Sud</li> <li>- Conseil Scolaire de District Centre-Sud-Ouest</li> <li>- Rogers</li> <li>- Trillium Health Centre</li> </ul>

**Gova Enterprises Inc.**

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### **Relevant Mississauga Plan Policies**

#### **Urban Design Policies (Section 3.18)**

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

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

Section 3.18.3.6 – Buildings and streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping and signage.

Section 3.18.3.7 – A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage buildings and prominent placement of institutions and open spaces.

Section 3.18.4.3 – Buildings and site designs which conserve energy and water will be encouraged. Energy conservation will be addressed at the development application stage during the preparation of building and site designs. Buildings should, where possible, be designed, constructed, oriented and landscaped to minimize interior heat loss and to capture solar heat energy in winter and to minimize solar heat penetration in summer.

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

Section 3.18.5.10 – Buildings and site designs will locate and design parking, loading and storage areas to minimize their presence from the street.

Section 3.18.5.11 – Landscaping and planting will be designed to establish and enhance a varied but cohesive street image.

Section 3.18.5.13 – Loading, service and garbage storage areas should not be exposed to the street or to adjacent outdoor amenity areas. Adverse effects on adjacent properties should be minimized by the location and orientation of functions and by adequate buffering through spatial separation, berming and landscape buffering.

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Section 3.18.5.15 – Major roads and their streetscapes should create spaces which are integral parts of the adjacent communities thus, serving to link communities rather than creating barriers between them.

Section 3.18.6.1 – The design of buildings, spaces and streetscapes will ensure pedestrian amenity, climatic comfort and safety in all publicly accessible spaces and will encourage active use of the sidewalks and public spaces for all, including those with disabilities.

Section 3.18.7.4 – Front building facades should be parallel with the street and provided with periodic indentation for visual relief and features such as urban plazas.

Section 3.18.8.1 – Landscaping and planting will be designed to provide the following characteristics:

- a) promote a diversity of native species in an effort to provide wildlife habitat;
- b) stabilize slopes and reduce soil erosion;
- c) provide summer shade and protection from winter winds.

Section 3.18.8.2 – Landscaping and planting should be used to promote the enhancement and operation of stormwater management facilities (water quality in regards to preventing erosion, increases in temperature and evaporation).

Section 3.18.9.3 – Buildings and site designs will be in harmony with the scale, proportion, continuity, rhythms and texture of adjacent buildings and streets.

Section 3.18.12.3 – Buildings, landscaping and site designs, will be designed to enhance personal safety on-site and on adjacent streets.

**Environment Policies (Section 3.15)**

Section 3.15.2.2 g. – The maintenance of the long term ecological integrity of the remnant Natural Areas (including Significant Natural Sites, Natural Sites and Natural Green Space) will be a critical consideration in all decisions regarding development.

No new building development, roadways or linear utility corridors should be allowed within Significant Natural Sites, Natural Sites, Natural Green Space or Linkages. Essential services such as water and sewer systems or road crossings will only be permitted if other alternatives are studied and are determined to be not feasible and that the impacts are determined to be acceptable.

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Section 3.15.2.2 h. – Development applications within or adjacent to Natural Areas, Special Management Areas, and Linkages must submit an Environmental Impact Study (EIS) to the satisfaction of the City in consultation with the relevant Conservation Authority to evaluate the appropriateness of the development proposal and to demonstrate that ecological function is being maintained or enhanced by the following:

- preservation, enhancement, restoration and remediation of natural forms and ecological functions and linkages;
- minimizing impacts on the site and adjacent lands.

Section 3.15.3.1 b. – In addition to the physical hazards associated with these areas, valley and watercourse corridors and the Lake Ontario shoreline are critical to the Natural Areas System due to the ecological function they provide. Of particular concern within valley and watercourse corridors and the Lake Ontario waterfront is the preservation and enhancement of fish habitat not only as an indicator of a healthy environment, but also for leisure activity and tourism.

Section 3.15.4.5.2 d. – Mississauga may require that development applications be supported with stormwater management plans which identify specific best management practices. The plans must be approved by the appropriate authorities.

Section 3.15.4.5.2 h. – Mississauga will establish, where appropriate, measures for various on-site stormwater management such as, grading and vegetation, to protect and enhance the receiving watercourse.

Section 3.15.4.6 a. – Mississauga will continue to support and promote reduction, re-use, and recycling of waste in private and public sector operations.

Section 3.15.4.6 b. – Mississauga will establish site design standards to ensure adequate flexibility in waste handling for development proposals. Standards should address a range of waste management options including on-site material separation, multiple waste streams, and composting.

Section 3.15.4.7 a. – Mississauga will promote efficient use of energy through the following actions and initiatives:

- encourage development that is compact and compatible with existing development;
- encourage infilling and development, where appropriate;
- encourage the location of public transit facilities and areas of medium and high density development in proximity to each other;



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- encourage mixed-use development which reduces travel needs by integrating residential, commercial, employment, community, and recreation land uses, where permitted;
- provide services and facilities which are accessible to pedestrians and cyclists;
- encourage incorporation of appropriate energy conservation features in building design and construction;
- review parking standards and consider means to discourage provision of parking in excess of minimum requirements;
- encourage use of alternative modes of transportation such as transit, cycling, and walking, in an effort to reduce air pollution and greenhouse gases.

**Streetsville District Urban Design Policies (Section 4.32.3)**

Section 4.32.3.1 a. – Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

Section 4.32.3.1 b. – The development of symbolic gateways to define entry to and exit from the Streetsville Node will be encouraged.

Section 4.32.3.2 b. – Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.

Section 4.32.3.2 d. – The established residential character of the areas generally located along Main Street east of Church Street and along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, streetscapes with many mature trees, and a regular street grid pattern.

