



# Corporate Report

Clerk's Files

Originator's  
Files OZ 06/031 W7

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**DATE:** April 8, 2008

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: April 28, 2008

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

**SUBJECT:** **Information Report**  
**Official Plan Amendment and Rezoning Applications**  
**To permit 13 Street Townhouse Units**  
**40 Harborn Road & 29 Premium Way**  
**Lot 1, Range 3, Credit Indian Reserve**  
**Southwest corner of Harborn Road and Premium Way**  
**Owner: Berkley Developments**  
**Applicant: Korsiak & Company**  
**Bill 20**

**Public Meeting** **Ward 7**

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**RECOMMENDATION:** That the Report dated April 8, 2008, from the Commissioner of Planning and Building regarding the application to amend the Official Plan (Cooksville District) from "Residential - Low Density I, Special Site 11" to "Residential - Medium Density I, Special Site 11", as amended, and to change the Zoning from "R1-7" (Detached Dwelling – Exception R1-7) to "RM5-Exception" (Street Townhouse – Exception Zone) to permit 13 street townhouse units under file OZ 06/031 W7, Berkley Developments, 40 Harborn Road and 29 Premium Way, be received for information.

**BACKGROUND:** Official Plan Amendment and Rezoning applications have been filed to permit 13 street townhouse units.

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

**COMMENTS:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications submitted:	December 22, 2006.
Applications completed:	January 29, 2007
Height:	3 storeys
Floor Space Index:	1.45
Landscaped Area:	28%
Net Density:	38 units/ha 15.5 units/acre
Gross Floor Area:	Minimum 249 m <sup>2</sup> (2,680 sq. ft.) per unit Maximum 287 m <sup>2</sup> (3,089 sq. ft.) per unit
Number of units:	13
Anticipated Population:	38.50* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2005 Growth Forecasts for the City of Mississauga.
Parking Required:	2.0 spaces per unit (By-law 0225-2007) 3.25 spaces per unit (CPD Recommendation 121-91)
Parking Provided:	2.0 spaces per unit
Supporting Documents:	Planning Justification Report; Archaeological Assessment; Noise Study; Phase 1 Environmental Assessment; Tree Inventory/Preservation Plan; Site Servicing and Grading Plans.

<b>Development Proposal</b>	
<b>Site Characteristics</b>	
Frontage:	36.57 m (120 ft.) on Harborn Road 109.00 m (358 ft.) on Premium Way
Depth:	84.80 m (278 ft.)
Net Lot Area:	0.34 ha (0.84 ac.)
Existing Use:	vacant with detached dwelling

Additional information is provided in Appendices I-1 to I-10.

### **Neighbourhood Context**

The subject property is located at the gateway to the Gordon Woods residential neighbourhood, which is characterized by detached dwellings with generous front, rear, and side yard setbacks and mature trees. The property is currently vacant. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: detached dwellings  
East: Premium Way and Hurontario Street  
South: QEW  
West: detached dwellings, Mary Fix Creek

The lands immediately east of the subject lands contains municipal lands that are part of the right-of-way for Premium Way. The applicant is seeking to purchase approximately 557.38 m<sup>2</sup> (6,000 sq. ft.) of surplus municipal lands to include as part of this proposal as highlighted by the hatched area in Appendix I-5.

### **Current Mississauga Plan Designation and Policies for Cooksville District (May 5, 2003)**

**"Residential – Low Density I"** which permits detached dwellings to a maximum density of 10 units per net residential hectare (4 units per net residential acre).

**"Special Site 11"** of the Cooksville District Policies applies to the subject lands, and contains the following policies:

"Notwithstanding the provisions of the Residential Low Density I designation on these lands, the following additional policies will apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- f. encourage buildings to be 1-2 storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- g. reduce the hard surface areas in the front yard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas."

The applications are not in conformity with the "Residential – Low Density I" designation, and thus seek to re-designate the property to "Residential – Medium Density I" and amend the "Special Site 11", policies to have them apply to the "Residential - Medium Density I" lands as well as "Residential - Low Density I" lands.

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

### **Residential Policies**

The subject property is located within the "Urban Growth Centre" and therefore, the Interim Residential Intensification Policies will apply. The Urban Growth Centre is to be the focus of

intensification and is planned to achieve a minimum gross density of two-hundred (200) residents and jobs combined per hectare (Section 3.2.4).

#### Section 3.2.4.4

- a. Development should be compatible with the scale and character of the planned residential area by having regard for the following elements:
  - natural environment;
  - natural hazards (flooding and erosion);
  - natural heritage features/Natural Areas System;
  - lot frontages and areas;
  - street and block pattern;
  - building height;
  - coverage;
  - massing;
  - architectural character;
  - streetscapes;
  - heritage features;
  - setbacks;
  - privacy and overview;
  - the pedestrian environment;
  - parking.
- b. Development proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development densities and scale. Transition in built form will act as a buffer between the proposed development and planned uses, and should be provided through appropriate height, massing, character, architectural design, siting, setbacks, parking, and open and amenity space.

#### Section 3.2.3.1

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

#### Section 3.2.3.2

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

### **Urban Design Policies**

#### Section 3.15.2.4

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 3.15.2.6

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

#### Section 3.15.9.3

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

#### Section 3.15.9.4

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

### **Environmental Policies**

The subject lands are designated as a Residential Woodland area (Schedule 3: Environmental Areas), and development proposals in this area should seek to preserve the existing tree canopy (Section 3.12.2.2.j.).

### **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 I "** which permits townhouse development at a density of 25-50 units per net residential hectare (10-20 units per net residential acre), with heights that should not exceed a maximum of 3 storeys.

**"Special Site 11"**, as amended, to have the "Special Site 11" policies apply to "Residential – Medium Density" designated lands as well as "Residential – Low Density" designated lands.

### **Existing Zoning**

**"R1-7" (Detached Dwelling-Exception R1-7)**, which permits detached dwellings subject to site specific zoning regulations (see Appendix I-9).

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

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

**"RM5-Exception" (Street Townhouse – Exception Zone)**, to permit 13 street townhouse units, with exceptions as summarized in the table within Appendix I-9.

## **COMMUNITY ISSUES**

A community meeting was held by Ward 7 Councillor Iannicca on March 1, 2007.

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

### **Comment**

Residents inquired about what criteria is used to evaluate proposals for intensification.

### **Response**

The following Provincial, Regional and City policies will be used to evaluate the applications:

### **Provincial Policies**

The Provincial Policy Statement (2005) states:

Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (Section 1.1.3.3).

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety (Section 1.1.3.4).

Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas (Section 1.1.3.5).



The Province's Growth Plan for the Greater Golden Horseshoe (2006) states that the Mississauga Urban Growth Centre is to be planned to achieve 200 residents and jobs per hectare by 2031 (Section 2.2.4.5b). The Growth Plan requires all municipalities to develop and implement through their official plans, policies to achieve intensification and the intensification target that:

- are based upon growth forecasts;
- encourage intensification generally throughout built-up areas;
- recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification and include density targets;
- identify the appropriate type and scale of development in intensification areas;
- plan for a range and mix of housing, taking into account affordable housing needs;
- support transit, walking and cycling for everyday activities;
- generally achieve higher densities than the surrounding areas; and,
- achieve an appropriate transition of built form to adjacent areas (Section 2.2.3, 6 and 7).

### **Region of Peel**

The Region of Peel Official Plan designates the site within the "Urban System" and seeks to achieve intensification and compact form that is pedestrian friendly, transit supportive, and efficiently uses land and services, while taking into account the characteristics of existing communities (Section 5.3).

### **City of Mississauga**

The relevant policies from Mississauga Plan were outlined earlier in this report.

**Comment**

Residents also expressed concerns regarding the height of the units, privacy and overlook conditions, buffering, traffic safety, and visitor and on-street parking.

**Response**

The Planning and Building Department will work with the applicant on these issues and report back in the Supplementary Report.

**DEVELOPMENT ISSUES**

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

- Compatibility with the Gordon Woods neighbourhood;
- Design issues regarding appropriate scale, setbacks, and transition;
- Landscaping and Tree Preservation;
- Noise Mitigation;
- Parking; and,
- Acquisition of Municipal Lands along Premium Way.

**OTHER INFORMATION****Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to servicing, noise mitigation, and tree preservation, which will require the applicant to enter into appropriate agreements with the City.

**FINANCIAL IMPACT:**

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

**CONCLUSION:**

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

**ATTACHMENTS:**

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

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Edward R. Sajecki  
Commissioner of Planning and Building

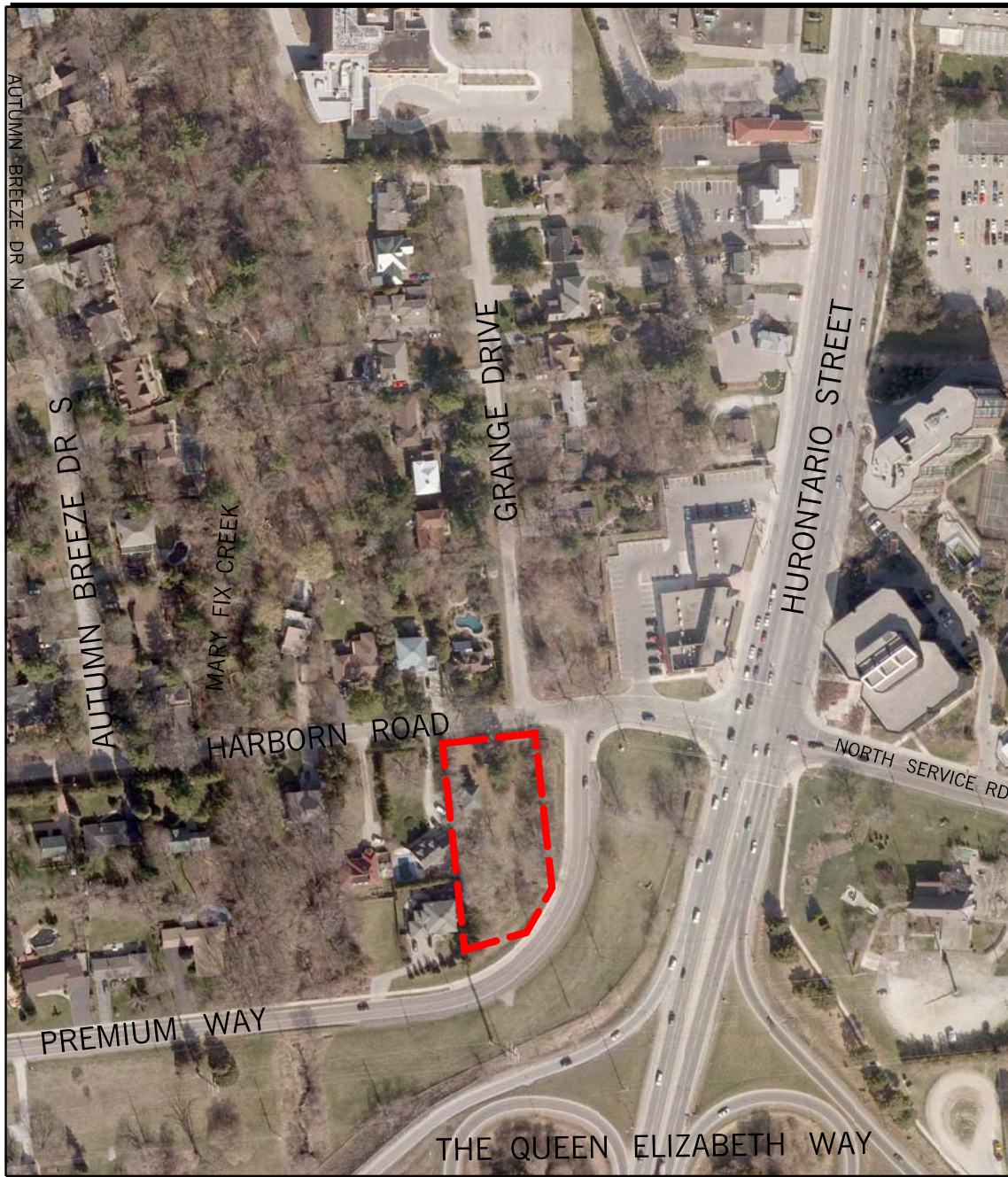
*Prepared By: Jonathan Famme, Development Planner*

**Berkley Developments**

**File: OZ 06/031 W7**

**Site History**

- September 28, 1987 – Council passed By-law 929-87, which zoned the lands "R1 – Section 1087", permitting single detached dwellings subject to site specific requirements;
- May 5, 2003 – Mississauga Plan, with the exception of certain policies that were appealed to the Ontario Municipal Board (OMB), came into full force and effect. Since the appeals to Mississauga Plan do not pertain to this site, Mississauga Plan governs the subject lands, designating them "Residential – Low Density I, Special Site 11 (Cooksville District)";
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed, the provisions of the new By-law apply. The subject lands are zoned "R1-7" (Detached Dwelling – Exception R1-7).



LEGEND:

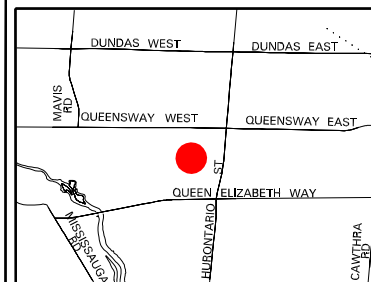
 SUBJECT LANDS

DATE OF AERIAL PHOTO: 2007 03



SUBJECT:

**BERKLEY DEVELOPMENTS**



FILE NO:  
**OZ 06031 W7**

DWG. NO:  
**06031A**

SCALE:  
**1:2500**

PDC DATE:  
**2008 04 28**

DRAWN BY:  
**K. PROKOP**

APPENDIX I-2



# BY-LAW 0225-2007

## LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL-LOW DENSITY 1, SPECIAL SITE 11' TO 'RESIDENTIAL-MEDIUM DENSITY 1, SPECIAL SITE 11, AS AMENDED' AND PROPOSED REZONING FROM 'R1-7' TO 'RM5-EXCEPTION' TO PERMIT 13 STREET TOWNHOUSE UNITS.



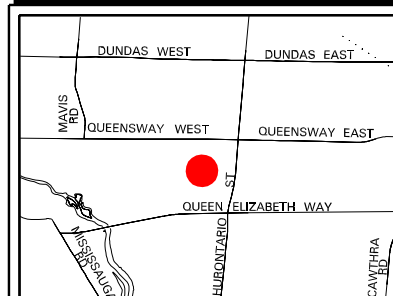
GREENBELT OVERLAY

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



## SUBJECT:

**BERKLEY DEVELOPMENTS**



FILE NO:

OZ 06031 W7

DWG. NO:

06031L

SCALE:

1:2500

PDC DATE:

2008 04 28

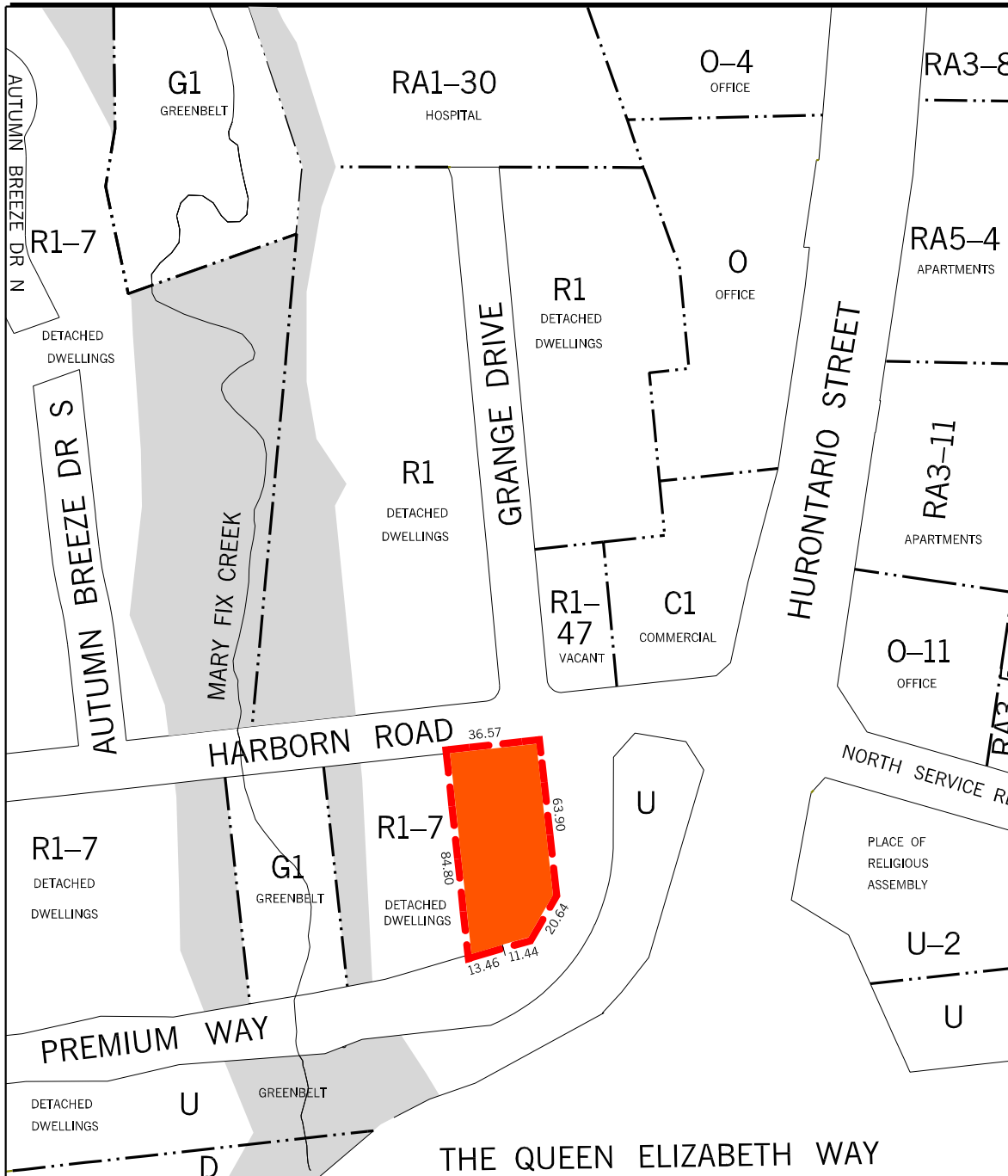
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K. PROKOP

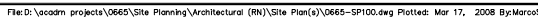
**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics

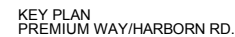
APPENDIX I-4











NORTH ELEVATION  
HARBORN ROAD



WEST ELEVATION  
HARBORN ROAD



NORTH ELEVATION  
PREMIUM WAY

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I, \_\_\_\_\_, DECLARE THAT  
I HAVE REVIEWED AND TAKE DESIGN RESPONSIBILITY  
FOR THE DESIGN WORK ON BEHALF OF FIRM DESIGN  
LIMITED UNDER SUBSECTION 2.174 OF THE BUILDING  
CODE. I AM QUALIFIED, AND THE FIRM IS REGISTERED  
IN THE APPROPRIATE CLASSIFICATION CATEGORIES.

QUALIFIED DESIGNER RCN \_\_\_\_\_ XXX  
FIRM RCN \_\_\_\_\_ XXX

DATE \_\_\_\_\_ OF CASH TENDERS \_\_\_\_\_

DRAWN BY	 <b>AN design</b> Inc./s/o Inc./s/o Inc. TEL: 0204554-0000 FAX: 0204554-0000 E-MAIL: an@an-design.com
SCALE	
PROJECT No.	
PAGE	

**Berkley Developments****File: OZ 06/031 W7****Agency Comments**

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

Agency / Comment Date	Comment
Ministry of Transportation (February 5, 2007)	<p>No objection in principle to the proposed applications and development.</p> <p>Land Use Permits will be required for all developments located within 400 m (1,312 ft.) of MTO Highway QEW property limits. Sign Permits are required for any visible signage within 400 m (1,312 ft.) from the QEW/Hurontario Street property limits.</p> <p>During the site plan approval process the applicant will be required to submit site servicing and grading plans along with a detailed stormwater management plan and report. All access to the site shall be from the existing municipal road system with no direct access to Highway QEW or Hurontario Street permitted now or in the future.</p>
Region of Peel (February 22, 2008)	<p>No objection to the approval of the Official Plan and Zoning By-law Amendment applications.</p> <p>Existing municipal services consist of a 250 mm (9.8 inches) diameter sanitary sewer on Harborn Road and a 200 mm (7.9 inches) diameter watermain located on Harborn Road. The applicant is advised that external construction of the sanitary sewer and watermain on Premium Way will be required to service the proposed lots fronting onto Premium Way, at the applicant's expense. Please note that this will be a requirement for final site plan approval.</p> <p>Regional staff acknowledge receipt of revised comments pertaining to watermain distribution and confirm that the Functional Servicing Report in connection with this application is satisfactory.</p> <p>The applicant is advised that curbside waste collection will be provided by the Region of Peel.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board	The DPCDSB requests that the following conditions be fulfilled prior to final approval of the zoning by-law:

## Berkley Developments

File: OZ 06/031 W7

Agency / Comment Date	Comment
(February 5, 2007 and March 15, 2007 respectively) – both updated February 2008	<p>1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.</p> <p>a) Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.</p> <p>b) That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.</p> <p>The Peel District School Board indicated that they require the following conditions to be included as a condition of approval in the Development Agreement and Servicing Agreement:</p> <p>1. The Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement:</p> <p>"Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School</p>

**Berkley Developments****File: OZ 06/031 W7**

<b>Agency / Comment Date</b>	<b>Comment</b>
	Accommodation department of the Peel District School Board to determine the exact schools."
Credit Valley Conservation (January 30, 2008)	CVC has no concerns with this application. Further, a permit from this Authority will not be required for the proposed development.
City Community Services Department – Planning, Development and Business Services Division (February 22, 2008)	<p>Community park P#082 - Stillmeadow Park is located approximately 1100 metres (3,609 ft.) from the site and contains a play structure.</p> <p>Should this application be approved, prior to by-law enactment, a cash contribution for street tree planting and trail signage is required. Further, prior to the issuance of building permits, cash-in-lieu of parkland dedication for park 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 City's Policies and By-laws.</p>
City Community Services Department – Heritage (February 2, 2007)	The applicant has completed an archaeological survey of the subject lands and found there were no archaeological resources. There are no further heritage related concerns.
City Transportation and Works Department (March 12, 2008)	<p>Prior to the preparation of a Supplementary Report, the applicant is to submit a parking layout plan for the proposed units demonstrating 3.25 spaces per unit in accordance with Council Resolution #121-91.</p> <p>The applicant also will be required to provide an updated Functional Servicing Report and update the concept site plan and associated plans to address this Department's comments to date.</p> <p>In addition, it was indicated that the applicant is to address the current conflict between the location of the proposed acoustical barrier for Unit 6 with the location of the proposed municipal storm easement.</p> <p>Additional comments will be provided pending the receipt and review of these items.</p>

**Berkley Developments****File: OZ 06/031 W7**

<b>Agency / Comment Date</b>	<b>Comment</b>
	<p>It was further noted that the revised development proposal, which includes lands currently under the ownership of the City of Mississauga, is contingent upon the applicant making arrangements for the accommodation/relocation of services and utilities to the satisfaction of the City of Mississauga, the Region of Peel and the various utility corporations and acquiring the City-owned lands. Accordingly, the applicant is to contact the City's Realty Services Section for instructions regarding the acquisition of these lands.</p>
<p>City Transportation and Works Department – Mississauga Transit (February 26, 2007)</p>	<p>There is no existing or planned service for Harborn Road or Premium Way. The site is in proximity to MT routes 19/19A and 202.</p> <p>Hurontario Street has been identified as having the potential for higher order transit; Lakeshore Road was also identified as a secondary corridor in Mississauga Transit's overall Rapid Transit Plan.</p> <p>The applicant is to ensure that convenient and accessible pedestrian linkages are provided between the site, the existing sidewalk network, and MT service.</p>
<p>Bell Canada (February 15, 2007)</p>	<p>Bell Canada requests to be circulated on any future draft plan of subdivision, draft plan of condominium, site plan, or any other development application, that is proposed to implement the subject Official Plan Amendment and Zoning By-Law Amendment application. Through these processes, Bell Canada will provide a more detailed review and comments with respect to any requirements Bell Canada may have to service the subject property.</p>
<p>Other City Departments and External Agencies</p>	<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: Conseil Scolaire de District Catholique Centre-Sud, Trans-Northern Pipelines Inc., Enersource Hydro Mississauga, and Canada Post Corporation.</p>

**Berkley Developments****File: OZ 06/031 W7**

Agency / Comment Date	Comment
	The following City Departments and external agencies were circulated the applications but provided no comments: Community Services-Fire Prevention, Realty Services, Hydro One Networks, Enbridge Gas Distribution Inc., Conseil Scolaire de District Centre-Sud-Ouest, and Rogers Cable.

**Berkley Developments****File: OZ 06/031 W7****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: <ul style="list-style-type: none"> <li>1 Kindergarten to Grade 6</li> <li>1 Grade 7 to Grade 8</li> <li>1 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Floradale P.S. <ul style="list-style-type: none"> <li>Enrolment: 768</li> <li>Capacity: 600</li> <li>Portables: 7</li> </ul> </li> <li>Queen Elizabeth Sr. <ul style="list-style-type: none"> <li>Enrolment: 392</li> <li>Capacity: 262</li> <li>Portables: 7</li> </ul> </li> <li>Port Credit S.S. <ul style="list-style-type: none"> <li>Enrolment: 1,112</li> <li>Capacity: 1,203</li> <li>Portables: 1</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>3 Junior Kindergarten to Grade 8</li> <li>1 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Catherine of Sienna <ul style="list-style-type: none"> <li>Enrolment: 593</li> <li>Capacity: 627</li> <li>Portables: 0</li> </ul> </li> <li>St. Martin S.S. <ul style="list-style-type: none"> <li>Enrolment: 963</li> <li>Capacity: 1,026</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

## Zoning Provisions

**OZ 06/031 W7 – Southwest Corner of Harborn Road & Premium Way**

	<b>R1-7 Zone (existing)</b>	<b>Proposed RM5 - Exception</b>	<b>RM5 Zone</b>
Permitted Use	Detached Dwelling	<i>Street Townhouse</i>	Street Townhouse
Min. Lot Area			
Interior	1,140 m <sup>2</sup> (12,271 ft <sup>2</sup> )	171.6 m <sup>2</sup> * (1,847 ft <sup>2</sup> )	200 m <sup>2</sup> (2,153 ft <sup>2</sup> )
Corner	1,140 m <sup>2</sup> (12,271 ft <sup>2</sup> )	369.2 m <sup>2</sup> (3,974 ft <sup>2</sup> )	280 m <sup>2</sup> (3,014 ft <sup>2</sup> )
Min. Lot Frontage			
Interior	30 m (98.4 ft.)	6 m* (19.7 ft.)	6.8 m (22.3 ft.)
Corner	30 m (98.4 ft.)	14.1 m (46.3 ft.)	9.8 m (32.2 ft.)
Min. Front Yard			
Interior Lot	9 m (29.5 ft.)	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)
Corner Lot	7.5 m (24.6 ft.)	4.5 m (14.8 ft.)	4.5 m (14.8 ft.)
Min. Garage Face	9 m (29.5 ft.)	6 m (19.7 ft.)	6 m (19.7 ft.)
Min. Exterior Side Yard	7.5 m (24.6 ft.)	5.6 m* (18.4 ft.)	4.5 m (14.8 ft.)
Min. Interior Side Yard	1.8 m (5.9 ft.) one side & 4.2 m (13.8 ft.) on other side		
attached	n/a	0 m (0 ft.)	0 m (0 ft.)
unattached	n/a	3 m* (9.8 ft.)	1.5 m (4.9 ft.)
Min. Rear Yard			
Interior Lot	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Corner Lot	3 m (9.8 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Max. Height	10.7 m (35.1 ft.)	12.8 m* (42 ft.)	10.7 m (35.1 ft.)
Min. Landscaped Area	n/a	28.8%	25%
Max. Gross Floor Area	n/a	1.45 times lot area*	0.75 times lot area
Max. Lot Coverage	25%	n/a	n/a
Min. Parking Spaces	2 spaces per unit	2 spaces per unit	2 spaces per unit (3.25 spaces per unit - CPD Resolution 121-91)
Min. Lot Frontage for Hammerhead Driveway	15 m (49.2 ft.)	7.5 m* (24.6 ft.)	15 m (49.2 ft.)
Balcony Encroachment into rear yard	1 m (3.3 ft.)	2.4 m* (7.9 ft.)	1 m (3.3 ft.)

\* Exception required.



