



# Corporate Report

Clerk's Files

Originator's  
Files OZ 06/031 W7

---

**DATE:** November 11, 2008

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: December 1, 2008

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

**SUBJECT:** **Official Plan Amendment and Rezoning Applications  
To permit Four (4) Detached Dwellings and Seven (7)  
Street Townhouse Dwellings  
40 Harborn Road & 29 Premium Way  
Southwest corner of Harborn Road and Premium Way  
Owner: Berkley Developments  
Applicant: Korsiak & Company  
Bill 20**

**Supplementary Report**

**Ward 7**

---

**RECOMMENDATION:** That the Report dated November 11, 2008, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 06/031 W7, Berkley Developments, 40 Harborn Road and 29 Premium Way, southwest corner of Harborn Road and Premium Way, be adopted in accordance with the following:

1. That the application to amend Mississauga Plan from "Residential – Low Density I, Special Site 11" to "Residential – Low Density II, Special Site 11, as amended" to permit four (4) detached dwellings and seven (7) street townhouse dwellings be approved.

2. That the application to change the Zoning from "R1-7" (Detached Dwelling) to "R5-Exception" (Detached Dwelling) and "RM5-Exception" (Street Townhouse) to permit four (4) detached dwellings and seven (7) street townhouse dwellings in accordance with the proposed zoning standards described in Appendix S-7, be approved subject to the following conditions:
  - (a) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
  - (b) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards not apply to the subject lands.
  - (c) That CPD Recommendation 121-91, as approved by Council Resolution 160-91, pertaining to the requirement of 3.25 parking spaces per dwelling unit for all dwellings on lots less than 12 m (39.4 ft.) of frontage shall not apply, and that a parking requirement of three parking spaces per unit shall apply with no on-street parking requirement.
3. That notwithstanding the zoning provisions within Appendix S-7, additional exceptions be applied to the "RM5-Exception" (Street Townhouse) zone to limit the maximum garage door width of 3.0 m (9.8 ft.) and the maximum driveway width to 3.75 m (12.3 ft.), with the exception of the hammerhead portion of the driveway.
4. That an "H" Holding Provision (H-R5-Exception and H-RM5-Exception) be placed on that portion of the municipally owned Premium Way right-of-way shown as part of this development proposal restricting development until an Agreement of Purchase and Sale is entered into with the City of Mississauga for the acquisition of these lands.

5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

**BACKGROUND:**

A public meeting was held by the Planning and Development Committee on April 28, 2008, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0032-2008 which was subsequently adopted by Council and is attached as Appendix S-8.

**COMMENTS:**

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

Since the Public Meeting, the applications have been amended to reduce the total number of units from thirteen (13) street townhouse dwellings to eleven (11) dwelling units consisting of four (4) detached dwellings and seven (7) street townhouses.

As a result of the revisions to the proposal the applications have been revised as follows:

1. The application for Official Plan Amendment was revised from requesting a "Residential – Medium Density I, Special Site 11, as amended" designation to "Residential – Low Density II, Special Site 11, as amended";
2. The application for Rezoning was revised from requesting a "RM5-Exception" (Street Townhouse – Exception Zone), to "R5-Exception" (Detached Dwelling – Exception Zone) along Harborn Road, "RM5-Exception" (Street Townhouse – Exception Zone) along Premium Way, and an "H" Holding provision be placed on those portions of the municipal boulevard proposed for acquisition until a purchase and sale agreement is entered into with the City of Mississauga.

Due to the amendments to the applications, full notification of this Supplementary Report was given to the public in accordance with the *Planning Act* requirements for a Public Meeting.

## **COMMUNITY ISSUES**

The following is a summary of the issues raised at the Community Meetings on (March 1, 2007 and April 22, 2008), and the Public Meeting on (April 28, 2008), and through correspondence.

### **Comment**

Where will guests park if only two parking spaces will be provided per unit?

### **Response**

The plans have been revised to accommodate four parking spaces per unit for the detached dwellings proposed on Harborn Road, and an additional space was added to each of the proposed townhouses along Premium Way to provide three spaces per unit. Therefore, the applicant is only seeking relief from the 0.25 on-street visitor parking space per unit requirement for the seven street townhouses (a total of two (2) on-street visitor parking spaces).

### **Comment**

The proposal will set a precedent for similar redevelopment in the area. The proposed development does not match the character of the Gordon Woods Community, and will detract from the neighbourhood.

### **Response**

The subject lands are located within the Urban Growth Centre which encourages intensification. The Urban Growth Centre is only designated along the eastern edge of the Gordon Woods community, adjacent to Hurontario Street which is the focus for intensification and future Higher Order Transit. The majority of the Gordon Woods Community is a stable residential area located outside of the Urban Growth Centre, therefore the proposal should

not set any precedent for future development within the community. The interim Residential Intensification policies of Mississauga Plan speak to compatible development having regard to the scale and character of the area. Staff have worked with the applicant to reduce the density and introduce detached dwellings along the main entry road to the Gordon Woods Community (Harborn Road). While townhouses are proposed along Premium Way, this more intense form of dwelling provides transition at the edge of the community, adjacent to the major transportation corridors of Hurontario Street and the Queen Elizabeth Way. The proposed zoning will be in conformity with, and reflect the intent of the Official Plan (Mississauga Plan) with regard to the Intensification policies.

Where the intensification policies of the Urban Growth Centre do not apply, there exist the policies of Special Site 11 which are intended to protect and preserve the uniqueness of this neighbourhood.

**Comment**

The proposed development will lower property values.

**Response**

The developer is seeking to provide for upscale executive dwellings proposing quality materials and finishes to complement the character of the community.

**Comment**

Concern was raised regarding the protection of mature trees which are indicative of the Gordon Woods Community.

**Response**

A tree protection and preservation plan was submitted with this proposal. The City's landscape architect and Forestry Division have reviewed the plans and inspected the site to ensure the protection of as many significant and healthy trees as possible. The subject site did not contain many significant tree species and

many were in poor health. However, attention is being given to the preservation of trees along the western property boundary to help provide screening and privacy for the adjacent lands.

**Comment**

The proposal will result in the loss of privacy for adjacent property owners.

**Response**

The proposal has been revised to reduce the impact upon adjacent lands. A common access driveway was removed along the property boundary, townhouses were pushed eastwards to provide extra depth of backyards and sufficient distance separation between dwellings, and existing landscaping is being preserved to protect and screen potential overlook upon adjacent properties.

**Comment**

There was concern raised over traffic safety due to increased traffic from the proposed development and the existing concerns of speeding, poor sight lines due to the curve of Premium Way, the off-set intersection of Grange Drive and Premium Way, and the illegal parking of commercial vehicles on Harborn Road for the Rabba plaza.

**Response**

A Traffic Impact Assessment was prepared by the applicant to consider the traffic implications of this development on the surrounding road network. Upon review, staff from the Transportation and Works Department are satisfied with the findings of this study which concluded that the proposed development will have a negligible impact on the surrounding road network based on the proposed trips generated. The study also indicated that adequate sight lines will be available for those proposed units fronting onto Premium Way with the inclusion of "hammerhead" turning areas which will allow vehicles to exit in a forward motion.

Concerns regarding speeding and illegal parking have been forwarded to the City's Traffic Operations and By-law Enforcement sections for review.

## **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

### **Transportation and Works Department**

Comments updated November 13, 2008, state that a satisfactory Traffic Impact Study has been provided which concluded that the traffic generated by the proposed development will have a negligible impact on the surrounding road network and that adequate sight distance can be achieved for those proposed dwelling units fronting onto Premium Way provided that “hammerhead” turning areas provided for vehicles to exit in a forward motion.

A supporting parking plan was submitted which illustrated that 3.25 parking spaces per unit in accordance with CPD Recommendation 121-91 can be achieved for all proposed dwelling units fronting onto Harborn Road. For those proposed dwelling units fronting onto Premium Way, the minimum 3 parking spaces per unit on site can also be achieved; however the requirement of 0.25 visitor parking spaces per unit of on-street parking cannot, due to the parking restrictions imposed along that portion of Premium Way. As a result, the owner will be seeking relief from CPD Recommendation 121-91 for the 0.25 on-street visitor parking space per unit requirement for the proposed dwelling units fronting onto Premium Way.

An updated Functional Servicing Report was also submitted which confirmed that adequate downstream storm capacity is available for the proposed development.

Should this application be approved by Council, the owner will be required to revise the site plan to eliminate that portion of the currently illustrated curb and gutter edge-of-pavement treatment that is intended to remain as a paved/ditch cross-section. The owner will be required to enter into a Servicing Agreement for Municipal Works Only with the City for the construction of the

necessary municipal works to service this development and provide the appropriate securities, fees and cash contributions to the satisfaction of the City. In addition, the owner will be required to enter into an Acknowledgement Agreement with the City to the satisfaction of the Legal Services Division and the Transportation and Works Department for any proposed structures that are to be located within the proposed municipal easement.

It was further noted that the owner is required to make satisfactory arrangements for the acquisition of the City-owned lands currently incorporated within the proposed development and for the accommodation/relocation of any/all services and utilities to the satisfaction of the City of Mississauga, the Region of Peel and the various utility corporations.

### **School Accommodation**

In comments dated October 21, 2008 and October 20, 2008 the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

Updated School Accommodation Statistics for this proposal are provided within Appendix S-6.

## **PLANNING COMMENTS**

### **Acquisition of City owned Lands**

The proposal seeks the acquisition of approximately 479 m<sup>2</sup> (5,156 sq.ft.) of lands currently owned by the City of Mississauga forming part of the Premium Way boulevard right-of-way immediately east of the subject property. (These lands are shown with hatched lines on the Concept Plan shown in Appendix S-4). Through the application process the applicant has been pursuing the acquisition of these lands through the Realty Services Division.

Realty Services have circulated the request to declare the lands surplus to the various City Departments for comment, and must still obtain Council approval, and finalize the disposition of these lands. Therefore, it is recommended that should Council approve these applications, an "H" Holding Provision be placed on the municipally owned lands within the Premium Way right-of-way shown as part of this development. A separate application will be required to remove the "H" Holding Provision once an Agreement of Purchase and Sale is entered into with the City of Mississauga and the lands are transferred to the subject land owner.

### **Official Plan**

The proposal requires an amendment to the Mississauga Plan Policies for the Cooksville District to change the land use designation from "Residential – Low Density I, Special Site 11" to "Residential – Low Density II, Special Site 11, as amended".

The "Residential – Low Density II" designation permits detached, semi-detached, street townhouses and duplex dwellings within a net density range of 18-50 units per net residential hectare (7-20 units per acre). The density of the current development proposal is 33 units per hectare (13 units per acre).

As outlined in the Information Report, Mississauga Plan provides criteria for evaluating site specific Official Plan Amendments (Section 5.3.2). Each criterion is summarized below, along with a discussion of how the proposed applications address the intent of the criteria.

- a. the proposed redesignation would not adversely impact or destabilize the following: the achievement of the overall intent, goals, objectives and policies of the Plan; the development or functioning of the remaining lands which have the same designation, or neighbouring lands;** The proposal meets the overall intent, goals, and objectives of the plan by providing for intensification within the Urban Growth Centre with a transition from townhouse dwellings fronting the Hurontario Street and QEW corridor to detached dwellings along the main entry road (Harborn Road) into the Gordon Woods Community to respect the character of the adjacent

lands. The proposed "Residential - Low Density II" land use designation is compatible with the existing surrounding "Residential - Low Density I" lands and provides for transition to the Hurontario Street intensification corridor, while the provision of appropriate setbacks and landscaping along the western property boundary will minimize impacts upon neighbouring lands.

- b. a comprehensive review of land use designations or a five year review is not required;** The proposal for eleven dwellings (4 detached and 7 townhouse dwellings) is of a limited scale so as not to warrant a comprehensive review of the Official Plan.
- c. the lands are suitable for the proposed use, and a planning rationale is provided setting out the merits of the proposed amendment;** A Planning Justification Report was submitted to assess the merits of the proposal and evaluate its conformity with the Official Plan. This Department finds that the proposal is suitable for the development of the subject lands.
- d. land use compatibility with the existing and future uses of surrounding lands;** The surrounding area is predominantly residential with commercial uses along Hurontario Street. The proposed detached dwellings are located adjacent to the existing detached dwellings to the west, and the townhouses provide a transition in scale from Hurontario Street. There will be no land use conflicts as a result of this proposal.
- e. the adequacy of infrastructure and community services to support the proposed application.** There exists sufficient infrastructure and services within the immediate area to accommodate the proposal.

**"Special Site 11"** of the Cooksville District Policies applies to the subject lands. The proposal seeks to amend the Special Site 11 policies to identify the subject lands and state that notwithstanding the provisions of the Residential Low Density II designation, the above policies will apply, except that a maximum height of 3 storeys will be permitted on the subject lands. The policies of Special Site 11 speak to the need to reflect the character of Gordon

Woods. Any development should seek to maintain the residential character, with its generous setbacks and tree canopy, while providing a transition from the commercial plaza and addressing the Intensification policies of Mississauga Plan.

As a result of the above, it is recommended that the Official Plan Amendment be approved.

### **Zoning**

The proposed "R5-Exception" (Detached Dwelling) and "RM5-Exception" (Street Townhouse) zones are appropriate to accommodate the proposal for four detached dwellings and seven street townhouse dwellings. Details of the requested zoning requirements are outlined in Appendix S-7.

The Planning and Building Department recommend that additional exceptions be added to the proposed "RM5-Exception" zone to limit the maximum garage door width to 3.0 m (9.8 ft.) and maximum driveway width to 3.75 m (12.3 ft.), in order to reduce the appearance of garages and the amount of paving within the front yards along Premium Way. To recognize the need for hammerhead driveways along the Premium Way frontage, an exception is required to Section 4.1.9.5 of the Zoning By-law which only allows hammerheads on lots with frontages greater than 15 m (49.2 ft.).

### **Green Development Initiatives**

The applicant has not advised of any green development initiatives for the proposed development.

### **FINANCIAL IMPACT:**

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

**CONCLUSION:**

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

1. The proposal for four detached dwellings and seven street townhouses is compatible with the surrounding land uses as it will provide for transition from the commercial development along Hurontario Street to the detached dwellings on large lots within the Gordon Woods Community.
2. The proposed "Residential – Low Density II" designation and "R5-Exception" as amended, and "RM5-Exception", as amended, zones are appropriate to accommodate the requested uses as they will provide for limited intensification along the edge of the Urban Growth Centre, and not compromise the continued land use and functioning of the community.

**ATTACHMENTS:**

Appendix S-1 - Information Report  
Appendix S-2 - Updated Details of Development Proposal  
Appendix S-3 - Excerpt of Existing Land Use Map  
Appendix S-4 - Concept Plan  
Appendix S-5 - Elevations  
Appendix S-6 - Updated School Accommodation Statistics  
Appendix S-7 - Zoning Provisions  
Appendix S-8 - Recommendation PDC-0032-2008

---

Edward R. Sajecki  
Commissioner of Planning and Building



# Corporate Report

Clerk's Files

Originator's  
Files OZ 06/031 W7

**PDC** APR 28 2008

---

**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**

---

**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

---

Edward R. Sajecki  
Commissioner of Planning and Building

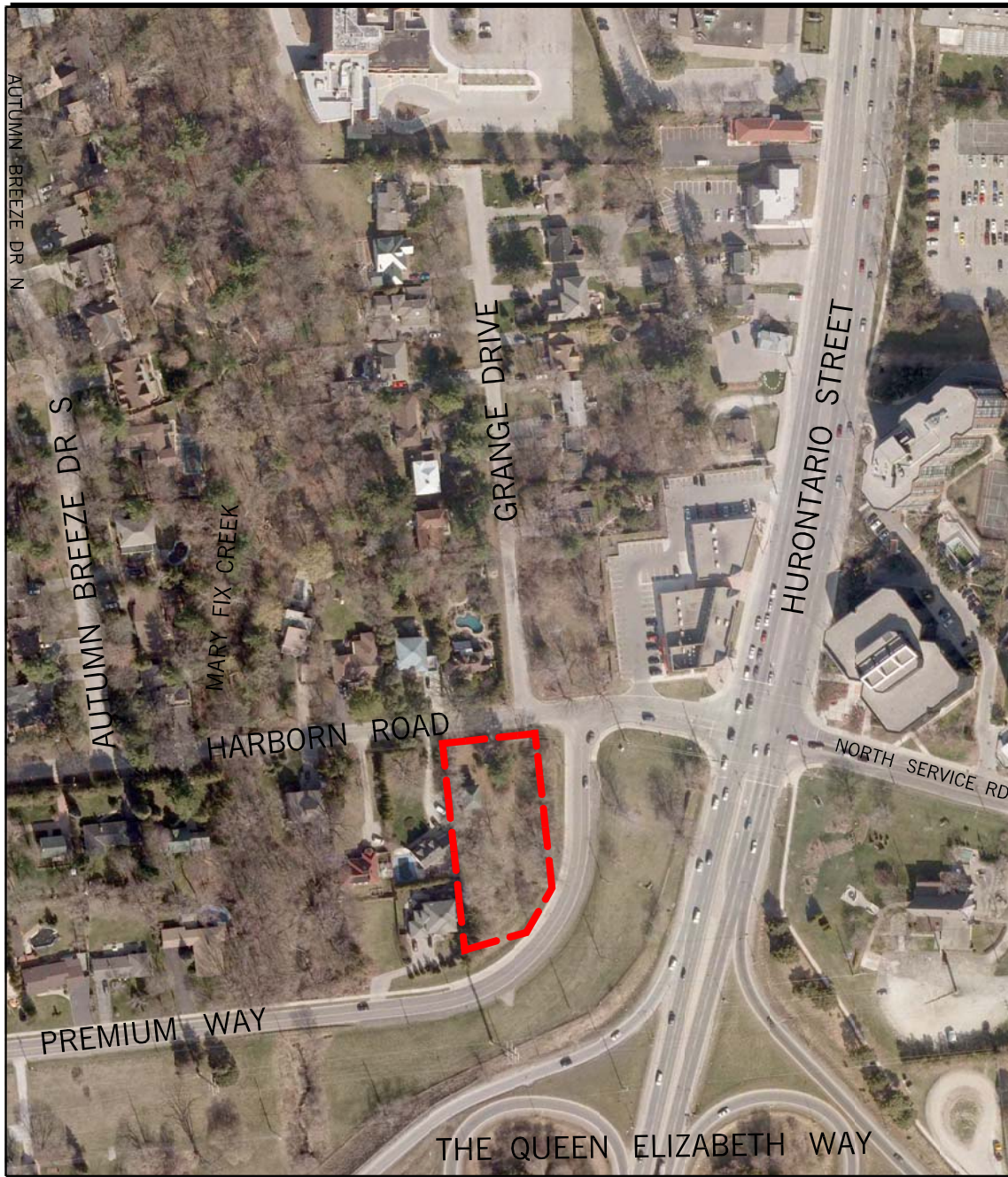
*Prepared By: Jonathan Famme, Development Planner*

**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:



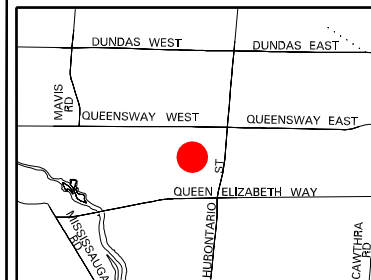
SUBJECT LANDS

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

# **PART OF COOKSVILLE DISTRICT LAND USE MAP** **COOKSVILLE DISTRICT POLICIES OF MISSISSAUGA PLAN**








## LAND USE DESIGNATIONS


-  Residential – Low Density I
-  Residential – Low Density II
-  Residential – Medium Density I
-  Residential – Medium Density II
-  Residential – High Density I
-  Residential – High Density II
-  Mainstreet Commercial
-  General Commercial
-  Convenience Commercial
-  Motor Vehicle Commercial
-  Office
-  Business Employment
-  Institutional
-  Public Open Space
-  Private Open Space
-  Greenbelt
-  Utility

## TRANSPORTATION LEGEND

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

## LAND USE LEGEND

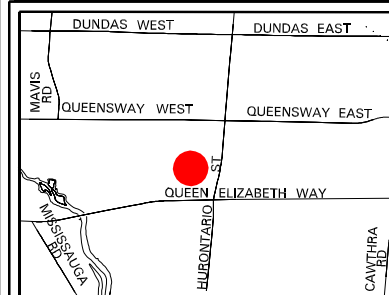
-  Regulatory Floodplain
-  - Node Boundary
-  Hos - Hospital
-  Cem - Cemetery
-  - Existing Stormwater Management Facility
-  - Planning District
-  Special Site Areas (See Special Site Policies)

 **SUBJECT LANDS**



**SUBJECT:**

**BERKLEY DEVELOPMENTS**



**FILE NO:**  
OZ 06031 W7

**DWG. NO:**  
06031L

**SCALE:**  
NTS

**PDC DATE:**  
2008 04 28

**DRAWN BY:**  
K. PROKOP

APPENDIX I-3

**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics

# 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.



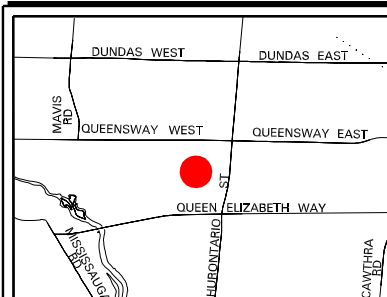
GREENBELT OVERLAY

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

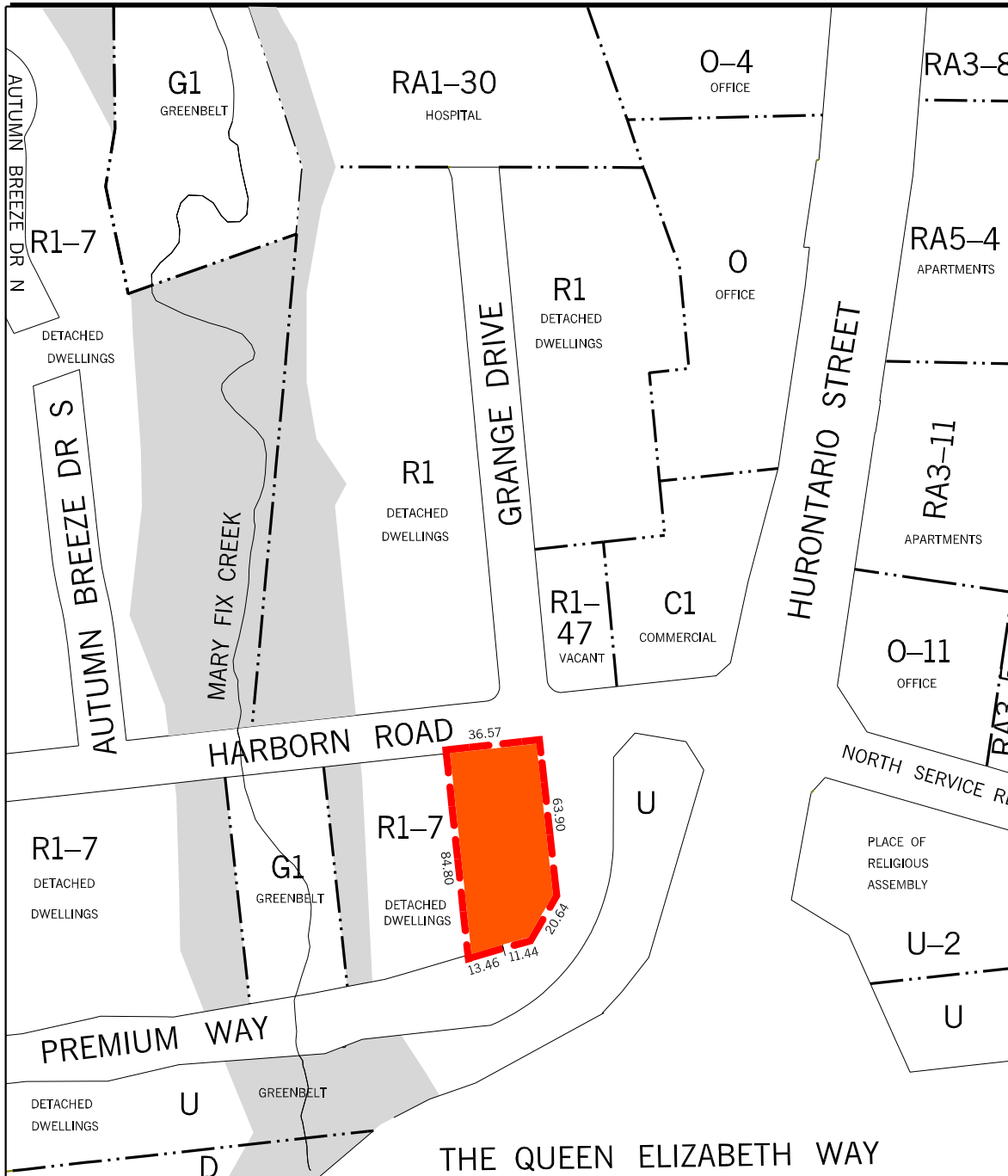
DRAWN BY:

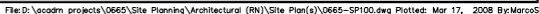
K. PROKOP

**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics

APPENDIX 1-4







**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
<p>(February 5, 2007 and March 15, 2007 respectively) – both updated February 2008</p>	<ol style="list-style-type: none"> <li>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.               <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol> </li> </ol> <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> <ol style="list-style-type: none"> <li>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>"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> </li> </ol>

**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.



Berkley Developments

File: OZ 06/031 W7

**Updated Details of Development Proposal**

<b>Development Proposal</b>	
Applications submitted:	December 22, 2006.
Applications completed:	January 29, 2007
Max. Height:	3 storeys
Townhouse Max. Floor Space Index:	1.01
Minimum Landscaped Area:	37%
Net Density:	33 units/ha 13 units/acre
Townhouse Gross Floor Area:	Minimum 255 m <sup>2</sup> (2,745 sq. ft.) per unit Maximum 270 m <sup>2</sup> (2,906 sq. ft.) per unit
Number of units:	11 (4 Detached Dwellings, 7 Townhouse Dwellings)
Anticipated Population:	34* *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:	3.0 spaces per unit – Townhouse 4.0 spaces per unit – Detached Dwelling
Supporting	Planning Justification Report;

Berkley Developments

File: OZ 06/031 W7

**Updated Details of Development Proposal – Cont'd.**

<b>Development Proposal</b>	
Documents:	Archaeological Assessment; Noise Study; Phase 1 Environmental Assessment; Tree Inventory/Preservation Plan; Site Servicing and Grading Plans; Traffic Assessment.
<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

# BY-LAW 0225-2007

## LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL-LOW DENSITY 1, SPECIAL SITE II' TO 'RESIDENTIAL-LOW DENSITY II, SPECIAL SITE 11, AS AMENDED'



PROPOSED REZONING FROM 'R1-7' (DETACHED DWELLING) TO 'R5-EXCEPTION' (DETACHED DWELLING) TO PERMIT 4 DETACHED DWELLINGS.



PROPOSED REZONING FROM 'R1-7' (DETACHED DWELLING) TO 'RM5-EXCEPTION' (STREET TOWNHOUSE) TO PERMIT 7 STREET TOWNHOUSE UNITS.



CITY OWNED LANDS TO BE ACQUIRED AND PROPOSED REZONING FROM 'R1-7' (DETACHED DWELLING) TO 'H-R5-EXCEPTION' (DETACHED DWELLING).



CITY OWNED LANDS TO BE ACQUIRED AND PROPOSED REZONING FROM 'R1-7' (DETACHED DWELLING) TO 'H-RM5-EXCEPTION' (STREET TOWNHOUSE).



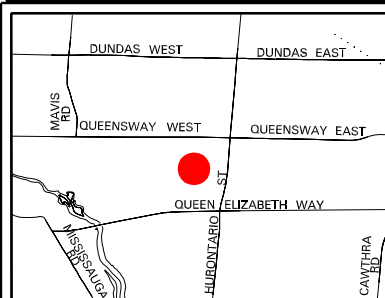
GREENBELT OVERLAY

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:

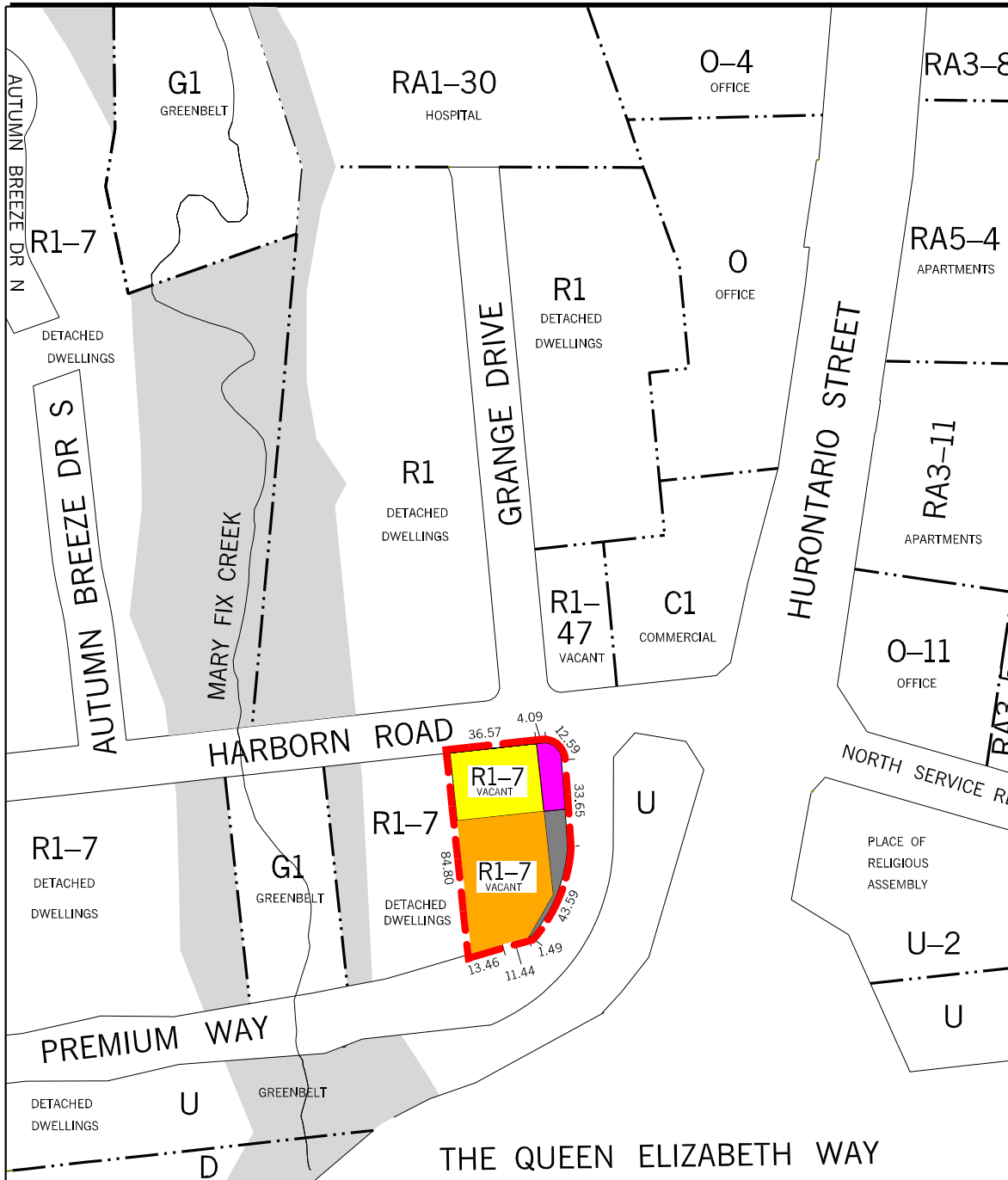
1:2500

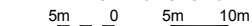
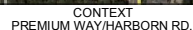
PDC DATE:

2008 12 01

DRAWN BY:


K. PROKOP





ZONING TABLE FOR 29 PREMIUM WAY , 40 HARBORN ROAD  
CITY FILE: OZ 06/031 W7

PART OF LOT 1, RANGE  
3 CREDIT INDIAN RESERVE  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

		REQUIRED	PROPOSED	VARIATION
1.6	JOISTS	80#	80#	UNIT 5 TO 11
EXISTING FINISHES				
1.7	RESILIENT			
1.8	FLYER / CONCRETE SQUELLING			
ZONE REGULATIONS				
2.0	MINIMUM 1" FLAT			
2.1	INTERSECT	2" MIN	2" MIN	
2.2	CORNER 1" FLAT			
2.3	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.4	CORNER 1" FLAT	0.5" MIN	0.5" MIN	
2.5	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.6	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.7	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.8	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.9	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.10	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.11	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.12	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.13	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.14	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.15	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.16	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.17	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.18	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.19	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.20	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.21	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.22	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.23	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.24	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.25	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.26	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.27	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.28	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.29	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.30	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.31	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.32	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.33	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.34	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.35	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.36	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.37	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.38	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.39	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.40	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.41	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.42	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.43	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.44	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.45	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.46	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.47	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.48	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.49	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.50	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.51	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.52	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.53	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.54	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.55	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.56	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.57	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.58	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.59	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.60	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.61	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.62	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.63	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.64	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.65	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.66	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.67	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.68	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.69	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.70	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.71	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.72	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.73	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.74	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.75	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.76	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.77	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.78	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.79	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.80	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.81	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.82	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.83	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.84	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.85	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.86	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.87	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.88	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.89	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.90	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.91	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.92	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.93	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.94	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.95	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.96	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.97	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.98	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.99	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	
2.100	MINIMUM 1" FLAT	0.5" MIN	0.5" MIN	

**Legend**

<td>FIRE</td> <td>FLAME-PROOF BURNER</td>	FIRE	FLAME-PROOF BURNER
<td>TOP OF FOUNDATION</td> <td>TOP OF FOUNDATION</td>	TOP OF FOUNDATION	TOP OF FOUNDATION
<td>TOP OF BALCONY SLAB</td> <td>TOP OF BALCONY SLAB</td>	TOP OF BALCONY SLAB	TOP OF BALCONY SLAB
<td>UP</td> <td>UPPER SIDE FOOTING @ BASE</td>	UP	UPPER SIDE FOOTING @ BASE
<td>DOWN</td> <td>DOWNER SIDE FOOTING @ BASE</td>	DOWN	DOWNER SIDE FOOTING @ BASE
<td>UP/DN</td> <td>UP/DN SIDE FOOTING @ BASE</td>	UP/DN	UP/DN SIDE FOOTING @ BASE
<td>NUMBER OF REINFORCING</td> <td>NUMBER OF REINFORCING @ DIMENSIONS</td>	NUMBER OF REINFORCING	NUMBER OF REINFORCING @ DIMENSIONS
<td>RAILROAD CUT</td> <td>RAILROAD CUT</td>	RAILROAD CUT	RAILROAD CUT
<td>LOCATOR MARK</td> <td>LOCATOR MARK</td>	LOCATOR MARK	LOCATOR MARK
<td>SINK OUT REINFORCEMENT</td> <td>SINK OUT REINFORCEMENT</td>	SINK OUT REINFORCEMENT	SINK OUT REINFORCEMENT
<td>REVERSE PLAN</td> <td>REVERSE PLAN</td>	REVERSE PLAN	REVERSE PLAN
<td>STANDARD PLAN</td> <td>STANDARD PLAN</td>	STANDARD PLAN	STANDARD PLAN
<td>DOOR</td> <td>DOOR</td>	DOOR	DOOR
<td>WINDOW</td> <td>WINDOW</td>	WINDOW	WINDOW
<td>BALL BEARING</td> <td>BALL BEARING</td>	BALL BEARING	BALL BEARING
<td>CIRCUIT PROTECT</td> <td>CIRCUIT PROTECT</td>	CIRCUIT PROTECT	CIRCUIT PROTECT
<td>CATCH-BASIN</td> <td>CATCH-BASIN</td>	CATCH-BASIN	CATCH-BASIN
<td>SIN. DRAIN-RAIN</td> <td>SIN. DRAIN-RAIN</td>	SIN. DRAIN-RAIN	SIN. DRAIN-RAIN
<td>WATERPROOF-FILL</td> <td>WATERPROOF-FILL</td>	WATERPROOF-FILL	WATERPROOF-FILL
<td>AIRWAY CONNECTION</td> <td>AIRWAY CONNECTION</td>	AIRWAY CONNECTION	AIRWAY CONNECTION
<td>FIRE WARD</td> <td>FIRE WARD</td>	FIRE WARD	FIRE WARD
<td>FIRE FIGHT</td> <td>FIRE FIGHT</td>	FIRE FIGHT	FIRE FIGHT
<td>AIR WASH</td> <td>AIR WASH</td>	AIR WASH	AIR WASH
<td>TRANSFORMER</td> <td>TRANSFORMER</td>	TRANSFORMER	TRANSFORMER
<td>WATER VALVE</td> <td>WATER VALVE</td>	WATER VALVE	WATER VALVE
<td>WATER CONNECTION</td> <td>WATER CONNECTION</td>	WATER CONNECTION	WATER CONNECTION
<td>CABLE CONNECTION</td> <td>CABLE CONNECTION</td>	CABLE CONNECTION	CABLE CONNECTION
<td>CABLE CONNECTION</td> <td>CABLE CONNECTION</td>	CABLE CONNECTION	CABLE CONNECTION
<td>AIR CONDITIONING</td> <td>AIR CONDITIONING</td>	AIR CONDITIONING	AIR CONDITIONING
<td>DOWN-SLOPE TO DRAINAGE</td> <td>DOWN-SLOPE TO DRAINAGE</td>	DOWN-SLOPE TO DRAINAGE	DOWN-SLOPE TO DRAINAGE
<td>FLOOR DIRECTION</td> <td>FLOOR DIRECTION</td>	FLOOR DIRECTION	FLOOR DIRECTION
<td>CHANGING ROOM</td> <td>CHANGING ROOM</td>	CHANGING ROOM	CHANGING ROOM
<td>PULL-UP FLOOR</td> <td>PULL-UP FLOOR</td>	PULL-UP FLOOR	PULL-UP FLOOR
<td>FLOOR DRAINAGE</td> <td>FLOOR DRAINAGE</td>	FLOOR DRAINAGE	FLOOR DRAINAGE
<td>FLOOR DRAINAGE</td> <td>FLOOR DRAINAGE</td>	FLOOR DRAINAGE	FLOOR DRAINAGE

ISSUED OR REVISION COMMENT			
NO.	DESCRIPTION	DATE	BY
1	NEW PRELIMINARY	04/04/00	WMM
2	ADD NEW WATER LINE	04/04/00	WMM
3	REVISION (SEE SHEET)	04/17/00	WMM
4	1" CHANGED TO 1.5" IPS	05/01/00	WMM
5	REVISION AS PER CITY	05/01/00	WMM
6	ISSUED FOR CITY REVIEW	05/01/00	WMM
7	ISSUED FOR CITY REVIEW	05/01/00	WMM
8	1" CHANGED TO 1.5" IPS	05/01/00	WMM
9	REVISION AS PER CITY	05/01/00	WMM
10	ISSUED FOR CITY REVIEW	05/01/00	WMM
11	ISSUED FOR CITY REVIEW	05/01/00	WMM
12	1" CHANGED TO 1.5" IPS	05/01/00	WMM
13	REVISION AS PER CITY	05/01/00	WMM
14	ISSUED FOR CITY REVIEW	05/01/00	WMM
15	ISSUED FOR CITY REVIEW	05/01/00	WMM
16	1" CHANGED TO 1.5" IPS	05/01/00	WMM
17	REVISION AS PER CITY	05/01/00	WMM
18	ISSUED FOR CITY REVIEW	05/01/00	WMM
19	ISSUED FOR CITY REVIEW	05/01/00	WMM
20	1" CHANGED TO 1.5" IPS	05/01/00	WMM
21	REVISION AS PER CITY	05/01/00	WMM
22	ISSUED FOR CITY REVIEW	05/01/00	WMM
23	ISSUED FOR CITY REVIEW	05/01/00	WMM
24	1" CHANGED TO 1.5" IPS	05/01/00	WMM
25	REVISION AS PER CITY	05/01/00	WMM
26	ISSUED FOR CITY REVIEW	05/01/00	WMM
27	ISSUED FOR CITY REVIEW	05/01/00	WMM
28	1" CHANGED TO 1.5" IPS	05/01/00	WMM
29	REVISION AS PER CITY	05/01/00	WMM
30	ISSUED FOR CITY REVIEW	05/01/00	WMM
31	ISSUED FOR CITY REVIEW	05/01/00	WMM
32	1" CHANGED TO 1.5" IPS	05/01/00	WMM
33	REVISION AS PER CITY	05/01/00	WMM
34	ISSUED FOR CITY REVIEW	05/01/00	WMM
35	ISSUED FOR CITY REVIEW	05/01/00	WMM
36	1" CHANGED TO 1.5" IPS	05/01/00	WMM
37	REVISION AS PER CITY	05/01/00	WMM
38	ISSUED FOR CITY REVIEW	05/01/00	WMM
39	ISSUED FOR CITY REVIEW	05/01/00	WMM
40	1" CHANGED TO 1.5" IPS	05/01/00	WMM
41	REVISION AS PER CITY	05/01/00	WMM
42	ISSUED FOR CITY REVIEW		

Continued on next page

I HAVE REVIEWED AND TAKE DESIGNER'S RESPONSIBILITY FOR THE DESIGN WORK ON BEHALF OF MY EMPLOYER. I AM QUALIFIED, AND THE FIRM IS LICENSED IN THE APPROPRIATE CLASSIFICATION TOOLS.

SIGNATURE OF DESIGNER: \_\_\_\_\_

FIRM SIGN: \_\_\_\_\_

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

**DRAWN BY**

**SCALE**

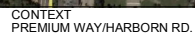
1:200

**PROJECT NO.**

0665

**PAGE**

OF 4



## APPENDIX S-5

## Berkley Developments

File: OZ 06/031 W7

## Updated 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>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: 641</li> <li>Capacity: 600</li> <li>Portables: 7</li> </ul> </li> <li>Queen Elizabeth Sr. <ul style="list-style-type: none"> <li>Enrolment: 377</li> <li>Capacity: 262</li> <li>Portables: 7</li> </ul> </li> <li>Port Credit S.S. <ul style="list-style-type: none"> <li>Enrolment: 1,188</li> <li>Capacity: 1,203</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>2 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: 563</li> <li>Capacity: 627</li> <li>Portables: 0</li> </ul> </li> <li>St. Martin S.S. <ul style="list-style-type: none"> <li>Enrolment: 947</li> <li>Capacity: 1,026</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

## Berkley Developments

## File: OZ 06/031 W7

## Zoning Provisions

## OZ 06/031 W7 – Southwest Corner of Harborn Road &amp; Premium Way

	<b>R1-7 Zone (existing)</b>	<b>Proposed R5-Exception</b>	<b>R5 Zone</b>
Permitted Use	Detached Dwelling	<b><i>Detached Dwelling</i></b>	Detached Dwelling
Min. Lot Area			
Interior	1,140 m <sup>2</sup> (12, 271 ft <sup>2</sup> )	<b><i>285 m<sup>2</sup>* (3,068 ft<sup>2</sup>)</i></b>	295 m <sup>2</sup> (3,175 ft <sup>2</sup> )
Corner	"	<b><i>385 m<sup>2</sup>* (4,144 ft<sup>2</sup>)</i></b>	415 m <sup>2</sup> (4,467 ft <sup>2</sup> )
Min. Lot Frontage			
Interior	30 m (98.4 ft.)	<b><i>9.75 (32 ft.)</i></b>	9.75 m (32 ft.)
Corner	30 m (98.4 ft.)	<b><i>13.5 m (44.3 ft.)</i></b>	13.5 m (44.3 ft.)
Min. Front Yard			
Interior Lot	9 m (29.5 ft.)	<b><i>4.5 m (14.8 ft.)</i></b>	4.5 m (14.8 ft.)
Corner Lot	7.5 m (24.6 ft.)	<b><i>4.5 m (14.8 ft.)</i></b>	4.5 m (14.8 ft.)
Min. Garage Face	9 m (29.5 ft.)	<b><i>6 m (19.7ft.)</i></b>	6 m (19.7 ft.)
Min. Exterior Side Yard	7.5 m (24.6 ft.)	<b><i>4.5 m (14.8 ft.)</i></b>	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	<b><i>0.6 m* for a corner lot 3 m* (9.8 ft.) abutting an R1-7 zone</i></b>	1.2 m (3.9 ft.) one side & 0.61 m (2 ft.) on other side
Min. Rear Yard			
Interior Lot	7.5 m (24.6 ft.)	<b><i>7.5 m (24.6 ft.)</i></b>	7.5 m (24.6 ft.)
Corner Lot	3 m (9.8 ft.)	<b><i>7.5 m (24.6 ft.)</i></b>	7.5 m (24.6 ft.)
Max. Height	10.7 m (35.1 ft.)	<b><i>10.7 m (35.1 ft.)</i></b>	10.7 m (35.1 ft.)
Max. Lot Coverage	25%	<b><i>49.5%*</i></b>	40%
Min. Parking Spaces	2 spaces per unit	<b><i>4 spaces per unit*</i></b>	2 spaces per unit (3.25 spaces per unit - CPD Resolution 121-91)
Max. Porch Encroachment into a Front Yard	1.6 m (5.2 ft.)	<b><i>2 m* (6.6 ft.)</i></b>	1.6 m (5.2 ft.)
Max. Balcony Encroachment into Rear Yard	1 m (3.3 ft.)	<b><i>2.5 m* (8.2 ft.)</i></b>	1 m (3.3 ft.)

\* Exception required.

## Berkley Developments

## File: OZ 06/031 W7

## Zoning Provisions

	<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> )	<b>250 m<sup>2</sup>* (2,691 ft<sup>2</sup>)</b>	200 m <sup>2</sup> (2,153 ft <sup>2</sup> )
Corner	1,140 m <sup>2</sup> (12, 271 ft <sup>2</sup> )	<b>280 m<sup>2</sup> (3,014 ft<sup>2</sup>)</b>	280 m <sup>2</sup> (3,014 ft <sup>2</sup> )
Min. Lot Frontage			
Interior	30 m (98.4 ft.)	<b>7.5 m* (24.6 ft.)</b>	6.8 m (22.3 ft.)
Corner	30 m (98.4 ft.)	<b>9.8 m (32.2 ft.)</b>	9.8 m (32.2 ft.)
Min. Front Yard			
Interior Lot	9 m (29.5 ft.)	<b>4.5 m (14.8 ft.)</b>	4.5 m (14.8 ft.)
Corner Lot	7.5 m (24.6 ft.)	<b>4.5 m (14.8 ft.)</b>	4.5 m (14.8 ft.)
Min. Garage Face	9 m (29.5 ft.)	<b>6 m (19.7 ft.)</b>	6 m (19.7 ft.)
Min. Exterior Side Yard	7.5 m (24.6 ft.)	<b>4.5 m (14.8 ft.)</b>	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	<b>3 m* (9.8 ft.) abutting an R1-7 zone</b>	
attached	n/a	<b>0 m (0 ft.)</b>	0 m (0 ft.)
unattached	n/a	<b>1.5 m (4.9 ft.)</b>	1.5 m (4.9 ft.)
Min. Rear Yard			
Interior Lot	7.5 m (24.6 ft.)	<b>7.5 m (24.6 ft.)</b>	7.5 m (24.6 ft.)
Corner Lot	3 m (9.8 ft.)	<b>7.5 m (24.6 ft.)</b>	7.5 m (24.6 ft.)
Max. Height	10.7 m (35.1 ft.)	<b>10.7 m (35.1 ft.)</b>	10.7 m (35.1 ft.)
Min. Landscaped Area	n/a	<b>25%</b>	25%
Max. Gross Floor Area	n/a	<b>1.08 times lot area*</b>	0.75 times lot area
Max. Lot Coverage	25%	<b>n/a</b>	n/a
Min. Parking Spaces	2 spaces per unit	<b>3 spaces per unit*</b>	2 spaces per unit (3.25 spaces per unit - CPD Resolution 121-91)
Min. Lot Frontage for Hammerhead Driveway	15 m (49.2 ft.)	<b>7.5 m* (24.6 ft.)</b>	15 m (49.2 ft.)
Balcony Encroachment into rear yard	1 m (3.3 ft.)	<b>2.5 m* (8.2 ft.)</b>	1 m (3.3 ft.)

\* Exception required.

**Berkley Developments**

**File: OZ 06/031 W7**

**Recommendation PDC-0032-2008**

PDC-0032-2008

- "1. 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 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.
2. That the memorandum dated April 28, 2008 from Councillor Nando Iannicca recusing himself from discussions with respect to the above noted development application and advising of two community meetings held on March 1, 2007 and April 22, 2008, be received for information.
3. That the Notice of Community Meeting from Councillor Nando Iannicca for April 22, 2008 with respect to the above noted development application, be received for information.