



Corporate Report

Clerk's Files

Originator's
Files OZ 09/001 W1

DATE: May 26, 2009

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 15, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit 47 stacked townhouse units, including 5 live/work units
1439, 1451 Lakeshore Road East and 1013, 1017 Deta Road
Northeast corner of Lakeshore Road East and Deta Road
Owner and Applicant: Queenscorp (Lakeshore) Inc.
Bill 51

Public Meeting

Ward 1

RECOMMENDATION: That the Report dated May 26, 2009, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Residential - Low Density I" and "Motor Vehicle Commercial" to "Mainstreet Commercial - Special Site" and to change the Zoning from "R3" (Detached Dwellings) and "C5" (Motor Vehicle Commercial) to "C4 - Exception" (Mainstreet Commercial), to permit 47 stacked townhouse units, including 5 live/work units under file OZ 09/001 W1, Queenscorp (Lakeshore) Inc., 1439, 1451 Lakeshore Road East and 1013, 1017 Deta Road, be received for information.

BACKGROUND: The above-noted applications have been circulated for technical comments and a community meeting was held on May 12, 2009. Correspondence received from the applicant on May 6, 2009,

May 11, 2009 and May 13, 2009, propose revisions to the applications which include a reduction in the building height from 4 to 3 storeys. Modifications to the gross floor area – residential and floor space index have resulted from the revisions and are outlined in the Development Proposal chart, Proposed Official Plan Designation and Policies, Proposed Zoning By-law Amendment and Appendix I-10 – Proposed Zoning Provisions sections of this report.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	January 28, 2009 (submitted) February 9, 2009 (deemed complete) May 6, 11 and 13, 2009 (revised)
Height:	3 storeys (13.5 m/44.3 ft.)
Lot Coverage:	44.2 % (net)
Floor Space Index:	0.80
Landscaped Area:	25%
Net Density:	90 units/ha (37 units/ac.)
Gross Floor Area:	4 866.2 m ² (52,381.1 sq. ft.)
Number of units:	47
Anticipated Population:	108* *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:	Condominium – Horizontal Multiple Dwellings: 10 resident spaces @ 1.1 spaces per one bedroom unit (9 units) 57 resident spaces @1.5 spaces per two bedroom unit (38 units) 12 visitor spaces @ 0.25 spaces per unit Total: 79 spaces

Development Proposal	
	Live/Work – 100 m ² (1,076.4 sq. ft.) Retail Space: 4 spaces @ 4.0 per 100 m ² (1,076.4 sq. ft.)
Parking Provided:	53 resident spaces @ 1.1 spaces per unit 10 visitor spaces @ 0.21 spaces per unit Total: 63 spaces
Supporting Documents:	Planning Justification Report; Functional Servicing Report; Tree Preservation Report; Traffic/Parking Impact Study; Acoustical Feasibility Study; Release of Easement documentation; Record of Site Condition; Plan of Survey; Conceptual Site Plan/Floor Plan/Elevations; Landscape Concept Plan; and, Vegetation Analysis Plan.

Site Characteristics	
Frontage:	57.6 m (189.0 ft.) on Deta Road 81.5 m (267.4 ft.) on Lakeshore Road East
Depth:	84.3 m (276.6 ft.)
Gross Lot Area:	0.54 ha (1.33 ac.)
Net Lot Area:	0.52 ha (1.28 ac.)
Existing Use:	Vacant land previously utilized by detached dwellings and motor vehicle commercial uses.

Green Development Initiatives

The applicant has identified several construction techniques, material choices and appliance and fixture choices which are intended to reduce energy and water consumption. The applicant is not proposing other forms of green development initiatives.

Additional information is provided in Appendices I-1 to I-11.

Neighbourhood Context

The subject property is located in the Lakeview District at the northeast corner of Lakeshore Road East and Deta Road. The southern portion of the subject lands is part of a linear commercial area which runs along Lakeshore Road East; whereas the northern portion of the lands that front onto Deta Road is an integral part of a residential neighbourhood, comprised of detached dwellings to the north and northwest. There are three apartment buildings located to the northeast of the subject lands which range in height from 12 to 20 storeys. The lands are 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 and Orchard Hill Community Park
East: Car wash and apartment buildings
South: The former Arsenal lands, a future regional park, beyond Lakeshore Road East
West: Detached dwellings and gas bar beyond Deta Road and various commercial uses along Lakeshore Road East

Current Mississauga Plan Designation and Policies for Lakeview District (May 5, 2003)

"Residential - Low Density I" which permits detached, semi-detached and duplex dwellings to a maximum density of 17 units per net residential hectare (6.9 units per net residential ac.).

"Motor Vehicle Commercial" which permits gas bars and motor vehicle service stations; motor vehicle washes; establishments for minor vehicle repairs; and commercial uses of a convenience nature.

The applications are not in conformity with the land use designations as horizontal multiple (stacked townhouse) and live/work units are proposed.

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

Urban Design Policies

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

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

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

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

Section 3.18.5.14 – For new residential development abutting major roads, appropriate measures will be taken to protect the development from traffic noise and to ensure the attractiveness of the thoroughfare. These measures will be established at the time of approval of specific development applications.

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

Section 4.17.3.1 – The scale and character of all building and landscape designs will take into consideration the guidelines established in the Lakeshore Road Design Concept.

Residential Intensification (Interim Policies)

Section 3.2.4.1 (b) – Intensification outside the Urban Growth Centre will occur through the development of vacant or underutilized lands in accordance with the intent of this Plan.

Section 3.2.4.3 (a) – Applications for residential intensification not in compliance with Section 3.2.4.1 (b) and requiring amendments to Mississauga Plan will generally be considered premature. Increases in density may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned community and is consistent with the intent of this Plan.

Section 3.2.4.3 (b) – Where there is no restriction on the heights of buildings in the District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved.

Section 3.2.4.4 (a) – Development should be compatible with the scale and character of a planned residential area by having regard for the following elements: natural environment; natural hazards; natural heritage features/natural areas system; lot frontages and areas; street and block patterns; building height; coverage; massing; architectural character; streetscapes; heritage features; setbacks; privacy and overview; the pedestrian environment; parking.

Section 3.2.4.4 (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 3.2.4.4 (h) – The development should maintain or improve public parkland; pedestrian, bicycle and vehicular access; and linkages to surrounding neighbourhoods.

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 land 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

"Mainstreet Commercial - Special Site"

Mainstreet Commercial refers to pedestrian-oriented street-related commercial areas. Infilling is the preferred form of this type of development, including the combination of commercial and residential uses.

The Mainstreet Commercial designation in the Lakeview District Policies states that buildings should have a minimum height of two (2) storeys and a maximum height of three (3) storeys.

Special site provisions are proposed to accommodate the horizontal multiple (stacked townhouse) built form and to accommodate the proposed 0.9 FSI.

Existing Zoning

"R3" (Detached Dwellings) which permits detached dwellings on lots with minimum frontages of 15 m (49.2 ft.).

"C5" (Motor Vehicle Commercial) which permits motor vehicle commercial uses such as gas bars, motor vehicle service stations, motor vehicle wash facility (restricted), and motor vehicle repair facility (restricted).

Proposed Zoning By-law Amendment

"C4 - Exception" (Mainstreet Commercial) to permit horizontal multiple dwellings and live/work units, including offices and certain personal service uses accessory to a live/work unit.

As part of the rezoning, the applicant is proposing that the standards and uses contained in Appendix I-10 be applied.

COMMUNITY ISSUES

A community meeting was held by Ward 1 Councillor Carmen Corbasson on May 12, 2009. The following is a summary of issues raised by the community during the community meeting and through correspondence received to date:

Comment

Concerns were expressed that future residents could be impacted from noise generated by the easterly abutting car wash.

Response

It was noted that any residential redevelopment of these lands would require that warning clauses be entered into development and purchase and sale agreements advising of this possibility.

Comment

The collection of garbage was identified as a concern. Snow storage and removal were also questioned.

Response

The Region of Peel has indicated that curbside garbage collection will be provided. The future condominium corporation will be responsible for maintenance and snow removal on site and within the public boulevard.

Comment

Traffic concerns were noted, specifically the volume of traffic, the possibility of traffic lights at the intersection of Lakeshore Road East and Deta Road and the possibility of controlling outbound vehicle movements from the site.

Response

The Transportation and Works Department advised that a Traffic Impact Study is presently under review which does not support the use of traffic lights or the need to control outbound vehicle movements noting that traffic generated from the proposed development will not adversely impact the level of service on the adjacent road network.

Comment

Overlook was identified as a concern.

Response

The applicant advised that he is willing to work with the northerly abutting property owner to accommodate landscape planting which will mitigate this issue.

It is noted that several residents spoke favourably about the proposal and the applicant's willingness to meet with residents and accommodate stated concerns.

In addition to the above noted comments, the following issues were also raised that will be considered in the evaluation of the applications and addressed as part of the Supplementary Report.

- Parking is not proposed in accordance with By-law standards. Deta Road has a rural cross section without curbs and sidewalks, and as such cannot accommodate overflow parking from this site without negatively impacting vehicular movements;
- The proposed retaining wall along the north property line could have an impact upon slope stability and the stability of the foundation for the dwelling at 1023 Deta Road due to the limited distance between the structures.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-8 and school accommodation information is contained in Appendix I-9. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be addressed:

Urban Design and Streetscape

The applicant has been requested to address the Lakeshore Road East frontage in a fashion which is appropriate for a 'Mainstreet' area. In response, the main floor elevation of the ground floor units has been lowered to incorporate about 3 stair risers from the Lakeshore Road East sidewalk. Staff have also requested that the applicant consider revising the proposed façade for the block fronting onto Lakeshore Road East to take on a more commercial rather than residential appearance.

Parking

The applicant has provided a Parking Justification section within the Traffic Report rationalizing that parking for the horizontal multiple units should be provided at a reduced rate and that no additional parking be provided for the commercial component of the live/work units. Instead it is proposed that the 4 required non-residential parking spaces would utilize the residential visitor spaces. The Planning and Building Department review of the parking section of this report is ongoing and will be addressed within the Supplementary Report.

General Site Issues

The subject lands are constrained, specifically in regard to lot depth, which has resulted in several technical issues that must be resolved prior to the preparation of a Supplementary Report. Generally, these issues include the use, construction and location of retaining walls, the interface of the Lakeshore Road East block with the existing sidewalk, the quantity of landscape space and the competition of utilities such as transformers, gas/hydro meters and air conditioner units for that space. In addition, grading, road profile, geotechnical and stormwater matters must be resolved to the satisfaction of the Transportation and Works Department.

A pedestrian access is proposed to Orchard Hill Park, which abuts the lands along a portion of the north property line. The Community Services Department has advised that this connection shall accommodate access for both the general public and residents of the proposed development. A permanent easement will be required over the walkway connection to Lakeshore Road East. In addition, a detailed evaluation of safety concerns in light of Crime Prevention Through Environmental Design (CPTED) principles is required prior to the preparation of the Supplementary Report.

Although a site plan application has not yet been received, the level of detail presently being reviewed is comparable due in large part to the constrained nature of the proposed development and the need to demonstrate a satisfactory resolution to technical matters.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering and other matters with respect to the Deta Road reconstruction, retaining walls and the proposed connection to Orchard Hill Park, 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 Lakeview 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 – Artist's Rendering
Appendix I-8 - Agency Comments
Appendix I-9 - School Accommodation
Appendix I-10 - Proposed Zoning Provisions
Appendix I-11 - General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner

Queenscorp (Lakeshore) Inc.

File: OZ 09/001 W1

Site History

- February 24, 2006 – Official Plan Amendment and Rezoning applications submitted under file OZ 06/003 W1 proposing a 235 unit condominium apartment building and 10 back-to-back row dwellings.
- April 19, 2007 – The applications under file OZ 06/003 W1 were revised to propose a 21-storey 260 unit condominium apartment building and 6 back-to-back row dwellings, 3-storeys in height.
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals were filed by the owner of these lands the provisions of the new By-law apply. The subject lands are zoned "R3" (Detached Dwellings) and "C5" (Motor Vehicle Commercial).
- August 8, 2007 – Queenscorp (Lakeshore) Inc., appealed the applications to the Ontario Municipal Board (OMB) on the basis that the approval authority did not render a decision within the timeframe prescribed under the *Planning Act*.
- January 14, 2008 – The applications under file OZ 06/003 W1 were refused by Planning and Development Committee and ratified by Council on January 30, 2008.
- February 14, 2008 – An OMB pre-hearing conference was held.
- February 15, 2008 – Rezoning application was submitted under file OZ 08/003 W1 proposing to amend By-law 0225-2007 to reflect the application for Official Plan Amendment under OZ 06/003 W1 already under appeal to the OMB.
- May 12, 2008 – The Rezoning application under file OZ 08/003 W1 was refused by Planning and Development Committee and ratified by Council on May 21, 2008.
- June 16, 2008 – The OMB hearing commenced for the above noted applications.
- August 14, 2008 – The OMB issued its decision refusing the applications in their entirety.



LEGEND:



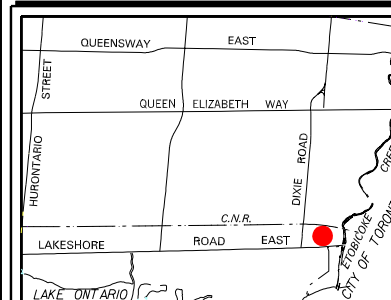
SUBJECT LANDS

DATE OF AERIAL PHOTO: 2008 03



SUBJECT:

QUEENSCORP (LAKESHORE) INC.



FILE NO:

OZ 09001 W1

DWG. NO:

09001A

SCALE:

1:2000

PDC DATE:

2009 06 15

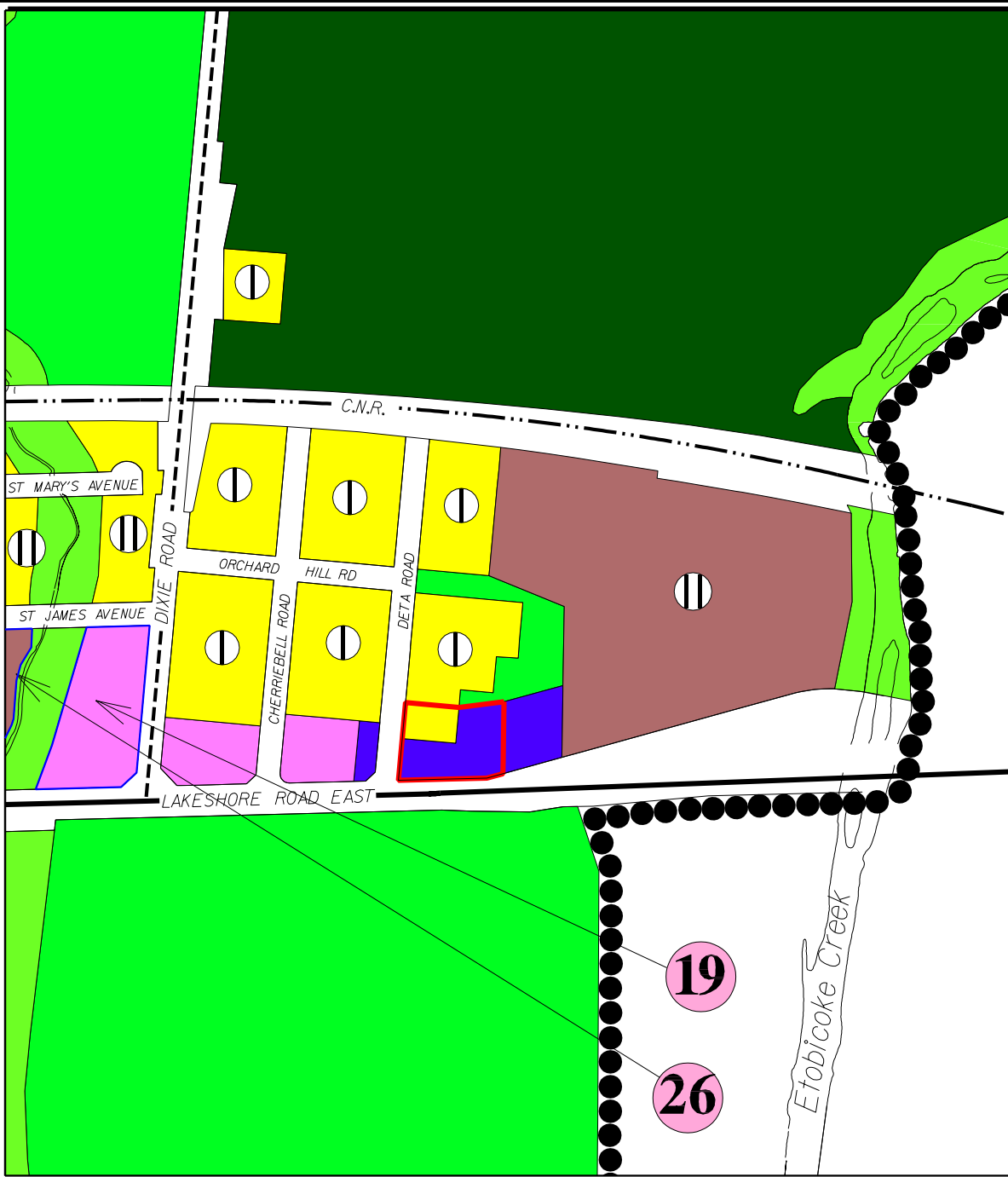
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K. PROKOP

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Planning and Building

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T&W, Geomatics

APPENDIX I-2



PART OF LAKEVIEW DISTRICT LAND USE MAP
LAKEVIEW DISTRICT POLICIES OF MISSISSAUGA PLAN

LAND USE DESIGNATIONS

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

TRANSPORTATION LEGEND

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

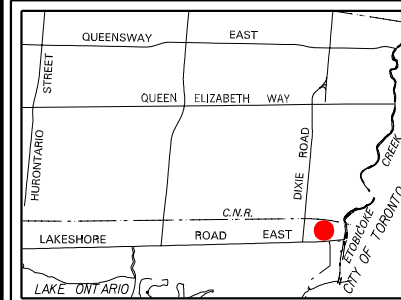
LAND USE LEGEND

- Regulatory Floodplain
- Golf Course
- Proposed Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)

SUBJECT LANDS



SUBJECT:
QUEENSCORP (LAKESHORE) INC.



FILE NO:
OZ 09001 W1

DWG. NO:
09001L

SCALE:
N.T.S.

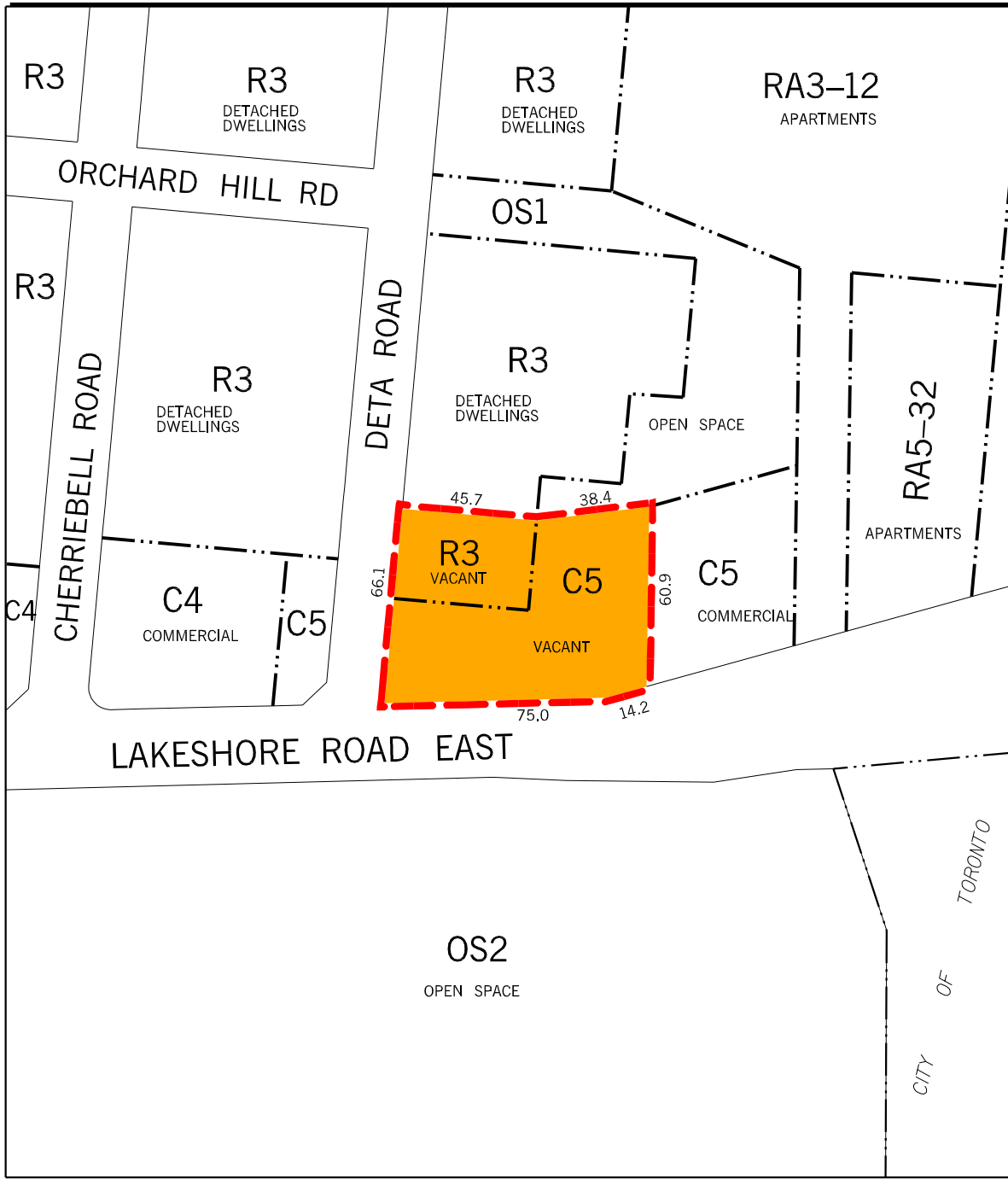
PDC DATE:
2009 06 15

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K. PROKOP

APPENDIX I-3

MISSISSAUGA
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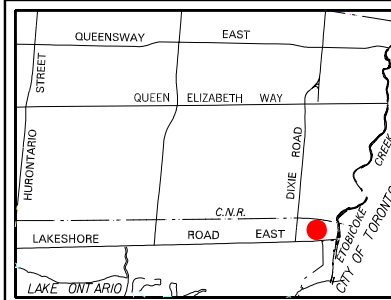
PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL-LOW DENSITY I" AND "MOTOR VEHICLE COMMERCIAL" TO "MAINSTREET COMMERCIAL-SPECIAL SITE" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS) AND "C5" (MOTOR VEHICLE COMMERCIAL) TO "C4-EXCEPTION" (MAINSTREET COMMERCIAL) TO PERMIT 47 STACKED TOWNHOUSE UNITS, INCLUDING 5 LIVE/WORK UNITS.

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



SUBJECT:

QUEENSCORP (LAKESHORE) INC.



FILE NO:
OZ 09001 W1

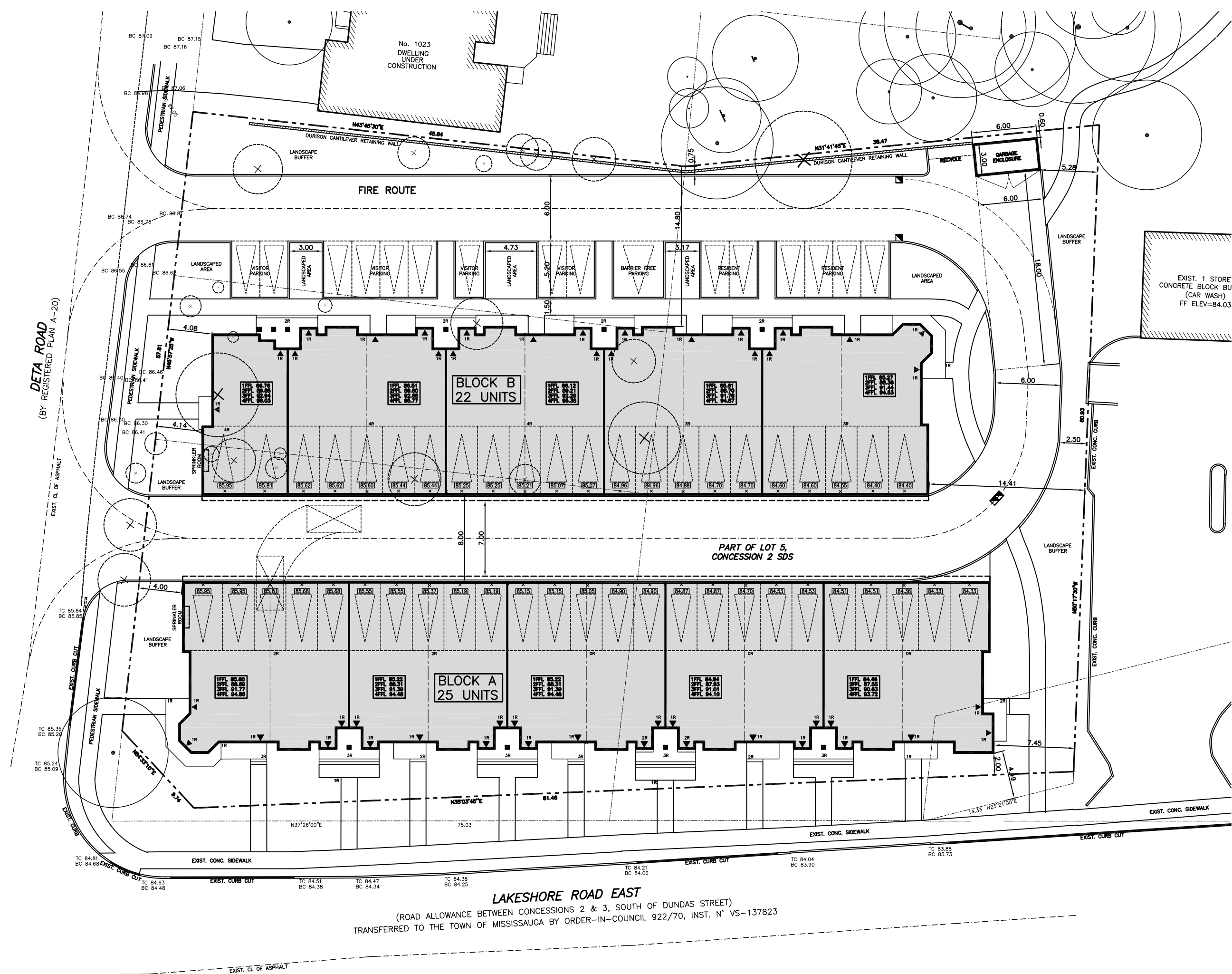
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PDC DATE:
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K. PROKOP

APPENDIX I-4





Front Elevations for Block A



Rear Elevations for Block A



Left-Side Elevation for Block A



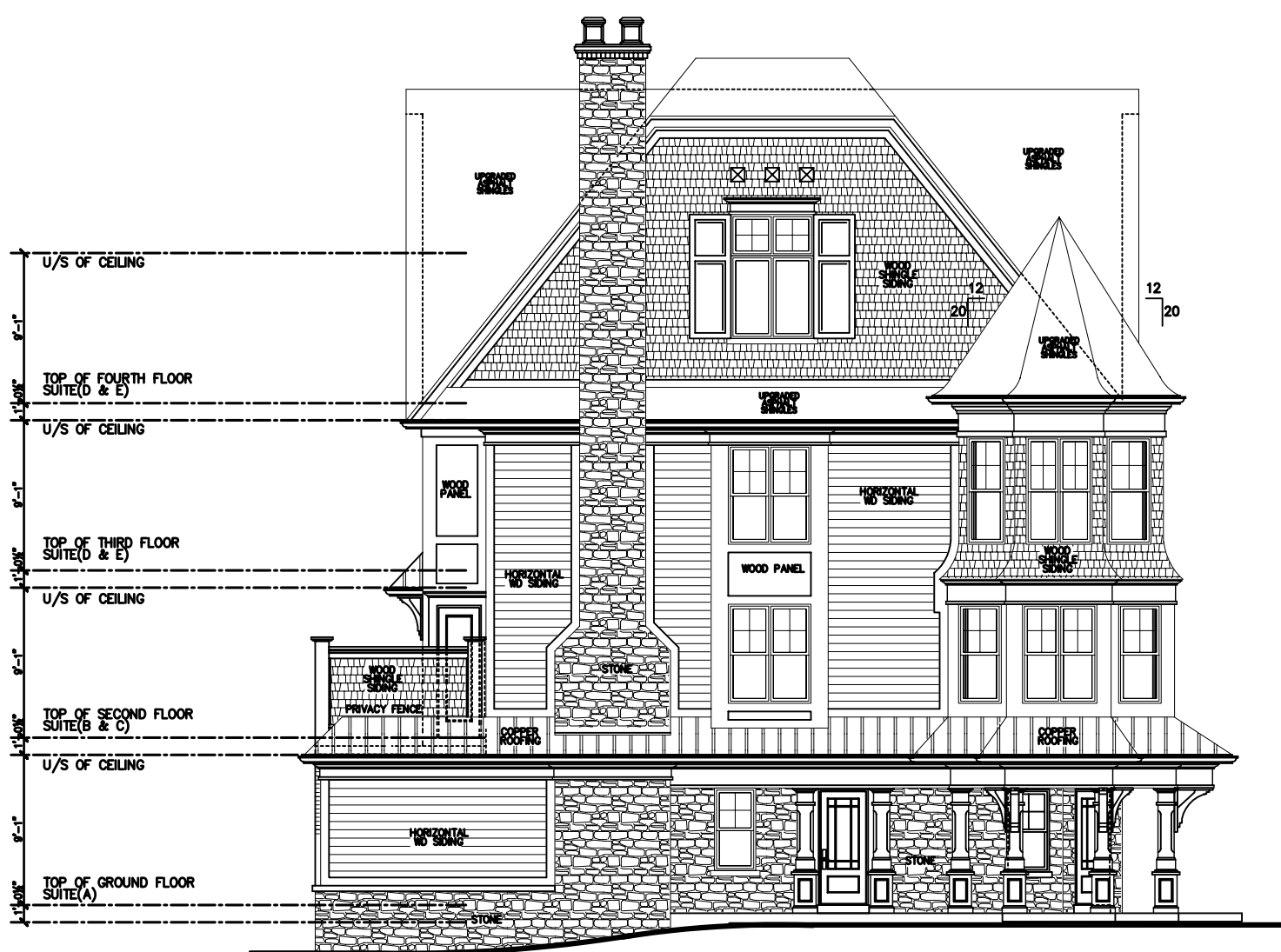
Right-Side Elevation for Block A



Front Elevations for Block B



Rear Elevations for Block B



Left-Side Elevation for Block B



Right-Side Elevation for Block B



Queenscorp (Lakeshore) Inc.

File: OZ 09/001 W1

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (March 11, 2009)	<p>The Region of Peel provided the following comments for the applicant's information:</p> <ul style="list-style-type: none"> • An existing 300 mm (12 in.) diameter watermain and an existing 1500 mm (59 in.) diameter sanitary sewer are located on Lakeshore Road East. • An existing 150 mm (6 in.) diameter watermain and an existing 250 mm (10 in.) diameter sanitary sewer are located on Deta Road. • The 1500 mm (59 in.) diameter sanitary sewer located on Lakeshore Road East is a Trunk sewer. A connection to this main is prohibited. • The Functional Servicing Report submitted by Urbtech Engineering, dated January 2009, is under review. • The subject land is not located within the vicinity of a landfill site. • The applicant is advised that curb side collection will be provided by the Region of Peel.
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 10, 2009 and March 11, 2009, respectively)	<p>Both School Boards responded and indicated 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 educational facilities need not be applied for this development application.</p> <p>In addition, if approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be included in the Development/Servicing Agreement.</p>

Queenscorp (Lakeshore) Inc.

File: OZ 09/001 W1

Agency / Comment Date	Comment
<p>City Community Services Department – Planning, Development and Business Services Division (April 30, 2009)</p>	<p>This Department advised that the subject property is adjacent to Orchard Hill Park (P-145) which contains a playground and park pathways etc. and that a future park is located on the south side of Lakeshore Road East (P-358). At this time, pedestrian access to Orchard Hill Park is being considered; however more detail regarding the proposed connection is required. This Department notes that any connection to Orchard Hill Park and park alterations as a result of this connection would be funded by the developer. Park development plans, associated costing and a Letter of Credit for any park works would be required prior to by-law enactment.</p> <p>This Department notes that in order to provide a direct pedestrian connection between Orchard Hill Park and Lakeshore Road East, public access by way of an easement over the subject lands is to be registered on title. If approved, future purchasers within the proposed development will be notified of this requirement through registered warning clauses.</p> <p>Further, prior to the issuance of building permits, cash-in-lieu of parkland 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 the City's Policies and By-laws.</p>
<p>City Community Services Department – Fire and Emergency Services Division (March 20, 2009)</p>	<p>This Department has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply availability are acceptable.</p>
<p>City Transportation and Works Department (May 5, 2009)</p>	<p>This Department indicated that the applicant has provided a supporting Traffic Impact Study which is currently being reviewed by staff. Prior to the preparation of the Supplementary Report, the applicant will be required to revise the site plan to accurately depict the required road widening along the Lakeshore Road East frontage. The supporting preliminary grading plan and associated cross-sections plan are to be revised to illustrate a standard crowned road cross-section utilizing standard 2-stage curb and gutter. This Department has also requested additional design details to address concerns regarding the impacts of implementing a retaining wall structure along the north property limit given the</p>

Queenscorp (Lakeshore) Inc.

File: OZ 09/001 W1

Agency / Comment Date	Comment
	<p>proximity to the existing residential dwelling (#1023 Deta Road) and how the external flows from the north will be accommodated without impacting the proposed retaining wall system.</p> <p>In addition, an updated Noise Report, a Geotechnical Report and preliminary stormwater management details were requested by this Department in order to complete the review of the suitability of the proposed development.</p> <p>Comments on the above items will be finalized prior to the preparation of the Supplementary Report.</p>
Canada Post (April 14, 2009)	In applying the Canada Post Corporation delivery policy to this application, it was determined that this development will be required to provide and maintain its own centralized mail receiving equipment.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Bell Canada Credit Valley Hospital Development Services, Planning and Building Department Economic Development Office Enersource Hydro Mississauga Inc.</p>
	<p>The following external agencies were circulated the applications but provided no comments:</p> <p>CN Rail GO Transit Rogers Cable Trillium Hospital</p>

Queenscorp (Lakeshore) Inc.

File: OZ 09/001 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 4 Kindergarten to Grade 5 2 Grade 6 to Grade 8 3 Grade 9 to Grade 12/OAC • School Accommodation: <ul style="list-style-type: none"> Neil C. Matheson Public School <ul style="list-style-type: none"> Enrolment: 260 Capacity: 354 Portables: 0 Allan A. Martin Senior Public School <ul style="list-style-type: none"> Enrolment: 432 Capacity: 538 Portables: 0 Gordon Graydon Secondary School <ul style="list-style-type: none"> Enrolment: 1,124 Capacity: 1,125 Portables: 6 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 5 Junior Kindergarten to Grade 8 3 Grade 9 to Grade 12/OAC • School Accommodation: <ul style="list-style-type: none"> Queen of Heaven <ul style="list-style-type: none"> Enrolment: 421 Capacity: 618 Portables: 0 St. Paul <ul style="list-style-type: none"> Enrolment: 808 Capacity: 807 Portables: 0

Queenscorp (Lakeshore) Inc.

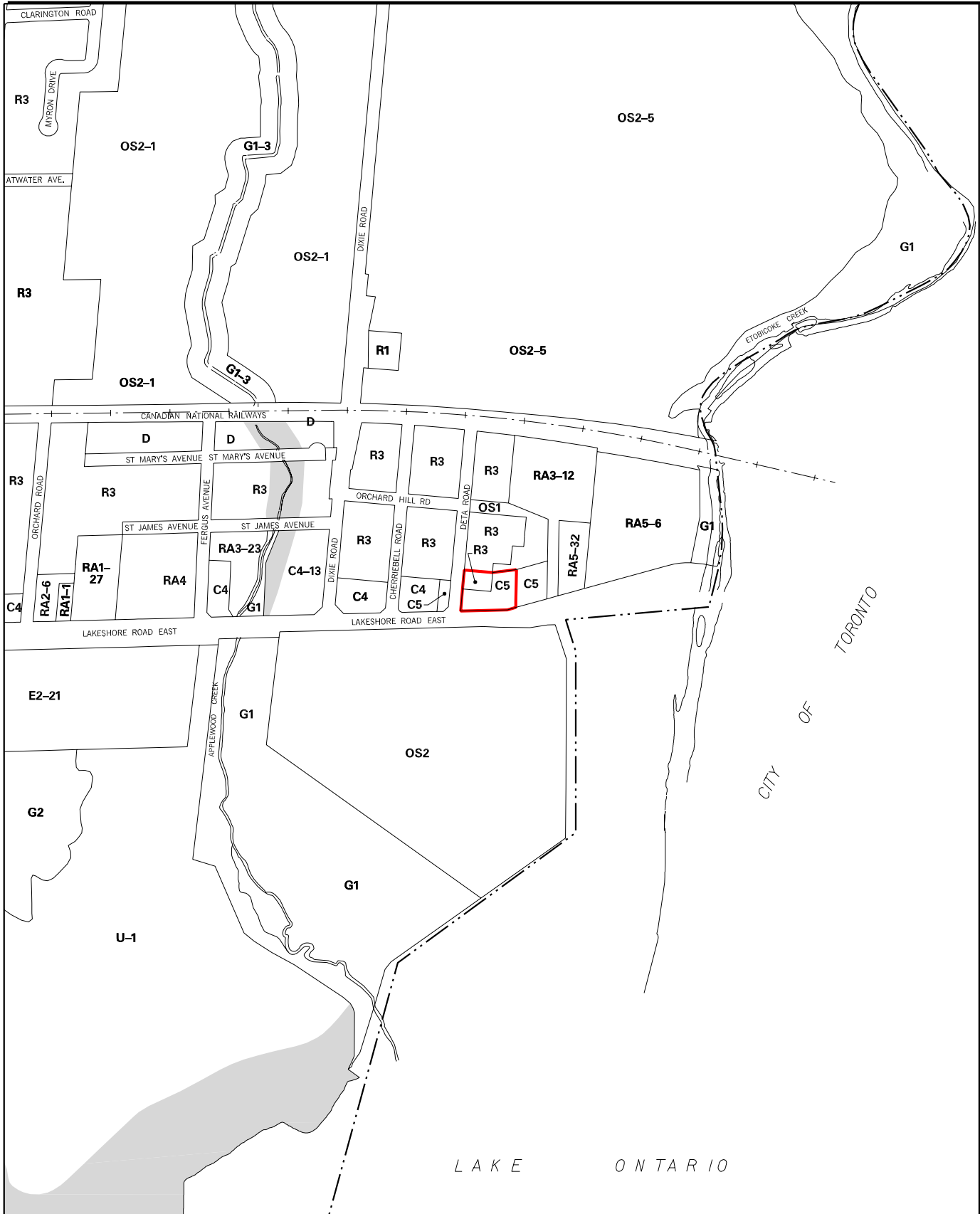
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Proposed Zoning Provisions

Provision	Proposed "C4-Exception" Standard	Required "C4" Standard
Permitted Uses	In addition to those uses permitted in a "C4" zone: (1) Horizontal Multiple Dwelling (2) Live/Work Unit (3) Office accessory to a live/work unit (4) Dress making and tailoring accessory to a live/work unit	See Table 6.2.1 of By-law 0225-2007
Maximum Number of Dwelling Units	47 units, 25 in Area 'A' (including 5 live/work units) and 22 in Area 'B'	N/A
Maximum Gross Floor Area	4 900 m ² (52,744.9 sq. ft.); 2 570 m ² (27,664.2 sq. ft.) in Area 'A' and 2 330 m ² (25,081 sq. ft.) in Area 'B'	N/A
Maximum Gross Floor Area of live/work units which may be devoted towards non-residential uses	20 m ² (215.2 sq. ft.) per unit to a total of 100 m ² (1,076.4 sq. ft.)	N/A
Maximum Floor Space Index	0.9	N/A
Parking	1.10 resident spaces/unit 0.21 visitor spaces/unit No additional parking requirement for commercial A minimum of 63 parking spaces shall be provided (53 resident and 10 visitor)	1 bedroom – 1.1 spaces/unit 2 bedroom – 1.5 spaces/unit Visitor – 0.25 spaces/unit Commercial – 4.0 spaces/100 m ² (1,076.4 sq. ft.)
Live/Work Unit Definition	Means a dwelling unit that may also be used for offices or dress making or dress making and/or tailoring and the dwelling unit is the principle residence of the business operator.	N/A
Live/work Provisions	Only permitted on the ground level of Area 'A'	N/A

Queenscorp (Lakeshore) Inc.**File: OZ 09/001 W1**

Provision	Proposed "C4-Exception" Standard	Required "C4" Standard
Maximum Height	The lesser of 3 storeys or 13.5 m (44.3 ft.)	The lesser of 3 storeys or 16.0 m (52.5 ft.)
Minimum Landscaped Area	25%	N/A – Identified as individual landscaped setbacks
Minimum Front Yard Setback	2.0 m (6.6 ft.) as per proposed 'Exception Schedule'	0.0 m (minimum) and 3.0 m (9.8 ft.) (maximum)
Minimum Rear Yard Setback	14.0 m (46 ft.) as per proposed 'Exception Schedule'	4.5 m (14.8 ft.)
Minimum Interior Side Yard Setback	6.0 m (19.6 ft.) as per proposed 'Exception Schedule'	1.5 m (4.9 ft.)
Minimum Exterior Site Yard Setback	4.0 m (13.1 ft.) as per proposed 'Exception Schedule'	0.0 m (minimum) and 3.0 m (9.8 ft.) (maximum)



L A K E O N T A R I O