



# Corporate Report

Clerk's Files

Originator's  
Files OZ 12/008 W1

**PDC** JAN 7 2013

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**DATE:** December 11, 2012

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: January 7, 2013

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

**SUBJECT:** **Information Report**  
**Official Plan Amendment and Rezoning Applications**  
**To permit nineteen (19) 4-storey townhouse dwellings on a**  
**common element condominium private road**  
**375 Lakeshore Road West and the rear portion of**  
**14 Ben Machree Drive**  
**Southeast corner of Lakeshore Road West and Godfrey's Lane**  
**Owners: 375 Lakeshore Development Inc. and**  
**Christopher Boyd**  
**Applicant: Zelinka Priamo Ltd.**  
**Bill 51**

**Public Meeting** **Ward 1**

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**RECOMMENDATION:** That the Report dated December 11, 2012, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Residential Medium Density" and "Residential Low Density I" to "Residential Medium Density - Special Site" and to change the Zoning from "RA1-25" (Apartment Dwellings) and "R15" (Detached Dwellings - Port Credit) to "RM6-Exception" (Townhouse Dwellings on a CEC - Private Road), to permit nineteen (19) 4-storey townhouse dwellings on a common element condominium private road under file OZ 12/008 W1, 375 Lakeshore Development Inc. and Christopher

Boyd, 375 Lakeshore Road West and the rear portion of 14 Ben Machree Drive, southeast corner of Lakeshore Road West and Godfrey's Lane, be received for information.

**REPORT  
HIGHLIGHTS:**

- The applications have been made in order to allow the development of nineteen (19) townhouse units on a common element condominium road;
- Community concerns include the height and appearance of the townhomes, the adequacy of visitor parking spaces and tree preservation;
- Prior to the Supplementary Report, matters to be addressed include the appropriateness of the proposed Official Plan and Zoning By-law amendments, resolution of design details, and submission and review of revised plans and technical materials.

**BACKGROUND:**

The above-noted applications have been circulated for technical comments and a community meeting was held on December 5, 2012.

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

**COMMENTS:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications submitted:	May 25, 2012 (received) June 15, 2012 (deemed complete) November 9, 2012 (revised submission received)
Existing Gross Floor Area:	2 258 m <sup>2</sup> (24,305 sq. ft.)
Height:	4 storeys
Lot Coverage:	14%
Floor Space Index:	1.04
Net Density:	47 units/ha (19 units/ac.)

<b>Development Proposal</b>	
Gross Floor Area:	4 226 m <sup>2</sup> (45,488 sq. ft.)
Number of units:	19 townhouse dwellings
Anticipated Population:	57* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2008 Growth Forecasts for the City of Mississauga.
Parking Required:	38 resident parking spaces 5 visitor parking spaces
Parking Provided:	38 resident parking spaces 5 visitor parking spaces
Supporting Documents:	<ul style="list-style-type: none"> <li>- Planning Justification Report</li> <li>- Functional Servicing Report</li> <li>- Traffic Impact Assessment</li> <li>- Environmental Noise Impact Study</li> <li>- Stage 1-2 Archaeological Assessment</li> <li>- Tree Inventory</li> <li>- Green Development Initiatives</li> <li>- Site Plan, Engineering Plans, Elevations, Floor Plans and Survey</li> </ul>

<b>Site Characteristics</b>	
Frontage:	35.3 m (115.9 ft.) - Lakeshore Road West 125.0 m (410.1 ft.) - Godfrey's Lane
Lot Area:	0.41 ha (1.01 ac.)
Existing Use:	Two vacant 3-storey apartment buildings

### **Green Development Initiatives**

The applicant has proposed a bio-retention area on the east side of the site and that permeable paving be incorporated into the parking areas for some of the units. Additional information is provided in Appendices I-1 to I-11.

### **Neighbourhood Context**

The subject properties are located on the south side of Lakeshore Road West at Godfrey's Lane adjacent to Brueckner Rhododendron Gardens in the South Residential Precinct of the Port Credit Local Area Plan. The area is characterized by apartment buildings ranging in height from 3 to 8 storeys along the Lakeshore Road West frontage and detached dwellings to the north and south. Two vacant 3-storey apartment buildings, containing a total of 30 apartment units, currently exist on the northerly portion of 375 Lakeshore Road West. The rear portion of 14 Ben Machree Drive forms part of the rear yard of that residential property. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: 2 storey multi-unit residential buildings  
East: 5 storey apartment building and the rear yards of detached dwellings facing Ben Machree Drive  
South: Detached dwelling lots facing Ben Machree Drive  
West: Brueckner Rhododendron Gardens

### **Mississauga Official Plan Designation and Policies for the Port Credit Local Area Plan (November 14, 2012)**

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Plan was appealed in its entirety, however, on November 14, 2012, the Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals which have no effect on the subject applications.

The subject site is located within a **Neighbourhood Area** (Port Credit Local Area Plan) and on a **Corridor** (Lakeshore Road West). The subject properties are designated "**Residential Medium Density**" and "**Residential Low Density I**".

**"Residential Medium Density"** permits townhouse dwellings and all forms of horizontal multiple dwellings as well as low-rise apartment dwellings. Heights of buildings should not exceed three storeys, unless otherwise specified in the Port Credit Urban Design policies of the Plan. **"Residential Low Density I"** permits detached dwellings.

The applications are not in conformity with the land use designations.

There are other policies in Mississauga Official Plan (2011) which also are applicable in the review of these applications which are found in Appendix I-9.

### **Draft Port Credit Local Area Plan**

At the September 17, 2012 Planning and Development Committee meeting, the Planning and Building Department presented a report titled *"Draft Port Credit Local Area Plan"*, dated August 28, 2012. The meeting constituted the statutory Public Meeting under the *Planning Act* for the revised Plan. The draft Plan carries forward many existing policies and land use designations found in the existing Plan and introduces a number of modifications. These include the introduction of the Vision for Port Credit and increasing the height limit for properties facing onto Lakeshore Road West for the South Residential Neighbourhood Precinct. While the subject site partially falls within this affected area, the southern portion of the site remains unaffected. It is expected that a report on comments to the Local Area Plan will be considered at a Planning and Development Committee meeting early in the new year.

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

**"Residential Medium Density - Special Site"** to permit townhouse dwellings and all forms of horizontal multiple dwellings, as well as low rise apartment dwellings with building heights not exceeding four (4) storeys.

### **Existing Zoning**

**"RA1-25" (Apartment Dwellings)**, which permits apartment dwellings, long-term care dwellings and retirement dwellings up to a height of 4 storeys in accordance with the "RA1" zone except that the minimum floor space index - apartment dwelling is 0.3 and the maximum floor space index - apartment dwelling is 0.5.

**"R15" (Detached Dwellings - Port Credit)**, which permits detached dwellings with a minimum lot area of 460 m<sup>2</sup> (4,951 sq. ft.), minimum lot frontage of 12.0 m (39.4 ft.), maximum lot coverage of 40% and maximum height of 9.2 m (30.2 ft.).

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

**"RM6-Exception" (Townhouse Dwellings on a CEC - Private Road)**, to permit townhouse dwellings in accordance with the proposed zone standards contained within Appendix I-10.

### **COMMUNITY ISSUES**

A community meeting was held by Ward 1 Councillor, Jim Tovey on December 5, 2012. Issues raised by the Community are summarized below and will be addressed in the Supplementary Report:

- The adequacy of the number of visitor parking spaces proposed;
- The appearance of the townhomes along Godfrey's Lane and the architectural style of the development;
- Tree preservation along Godfrey's Lane;
- The height of the buildings as a result of grade differentials on the site.

### **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 Official Plan (2011) policies, the following matters will have to be addressed.

### **Site Layout**

While the proposed unit 1 adjacent to Lakeshore Road West has a main entrance facing the road, consideration should be given to modifying the proposed layout to maximize the amount of built form along Lakeshore Road West. This would entail reorienting two or more of the townhomes to face towards Lakeshore Road West which would further strengthen the street edge condition and enclose the street while additionally eliminating the view of the proposed driveway area at the back of the units. Appropriate setbacks and landscaping should be provided along Lakeshore Road West.

### **Parking**

As currently proposed, units in Block 1 (units 1 - 8) contain a permeable pavement area at the rear of the units adjacent to the proposed condominium road. While some of these areas may have the appropriate length to accommodate vehicle parking in front of the garages, the configuration of this area will result in some units not having sufficient space for this purpose. It is expected that this will lead to the parking of vehicles that will overhang into the condominium road. This concern is further exacerbated in that the proposed condominium road width is at a reduced standard of 6.0 m (19.6 ft.) rather than the required 7.0 m (22.9 ft.).

Also, the configuration of the driveways for units 1 and 2 are in conflict as the parking of a vehicle in the driveway for either unit will impede access for the other unit.

### **Grading**

The proposed grades of the site result in a condition whereby the finished floor levels and the condominium road are elevated

relative to the grades around the perimeter of the property, particularly at the south end of the site.

The proposed grades also necessitate a retaining wall traversing the front of all units. The retaining wall along the south half of the site will be of a height that will require a railing thereby preventing direct access to Godfrey's Lane for approximately half the units.

The 1 m (3.3 ft.) apron at the rear of the units which is intended to be used for the temporary storage of garbage on collection days has a significant slope for certain units due to a discrepancy in grade between the condominium road and the garages.

### **Streetscape**

The applicant has yet to submit a satisfactory Utility Plan which accurately illustrates the location, including depth and setback to property line, of all existing services both above and below ground within the right-of-way for Godfrey's Lane and Lakeshore Road West. Until such time that this information is submitted, the streetline setback of the building and streetscape condition associated with this development is uncertain.

## **OTHER INFORMATION**

### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to storm drainage, noise attenuation, land dedications, and boulevard improvements 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 Port Credit 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: Applicable Mississauga Official Plan Policies  
Appendix I-10: Proposed Zoning Standards  
Appendix I-11: General Context Map

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: David Breveglieri, Development Planner*

**375 Lakeshore Development Inc.  
and Christopher Boyd**

**File: OZ 12/008 W1**

### **Site History**

- 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 "RA1-25" (Apartment Dwellings) and "R15" (Detached Dwellings - Port Credit).
- November 14, 2012 – The Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan (2011), as modified, save and except for certain appeals which have no effect on the subject applications. The subject lands are designated "Residential Medium Density" and "Low Density I".



LEGEND:

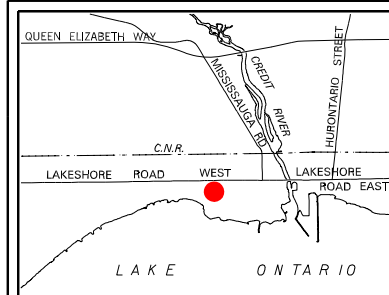


SUBJECT LANDS

DATE OF AERIAL PHOTO: 03 2012



**SUBJECT: 375 LAKESHORE DEVELOPMENT INC.  
and CHRISTOPHER BOYD**



FILE NO:

OZ 12008 W1

DWG. NO:

12008A

SCALE:

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PDC DATE:

2013 01 07

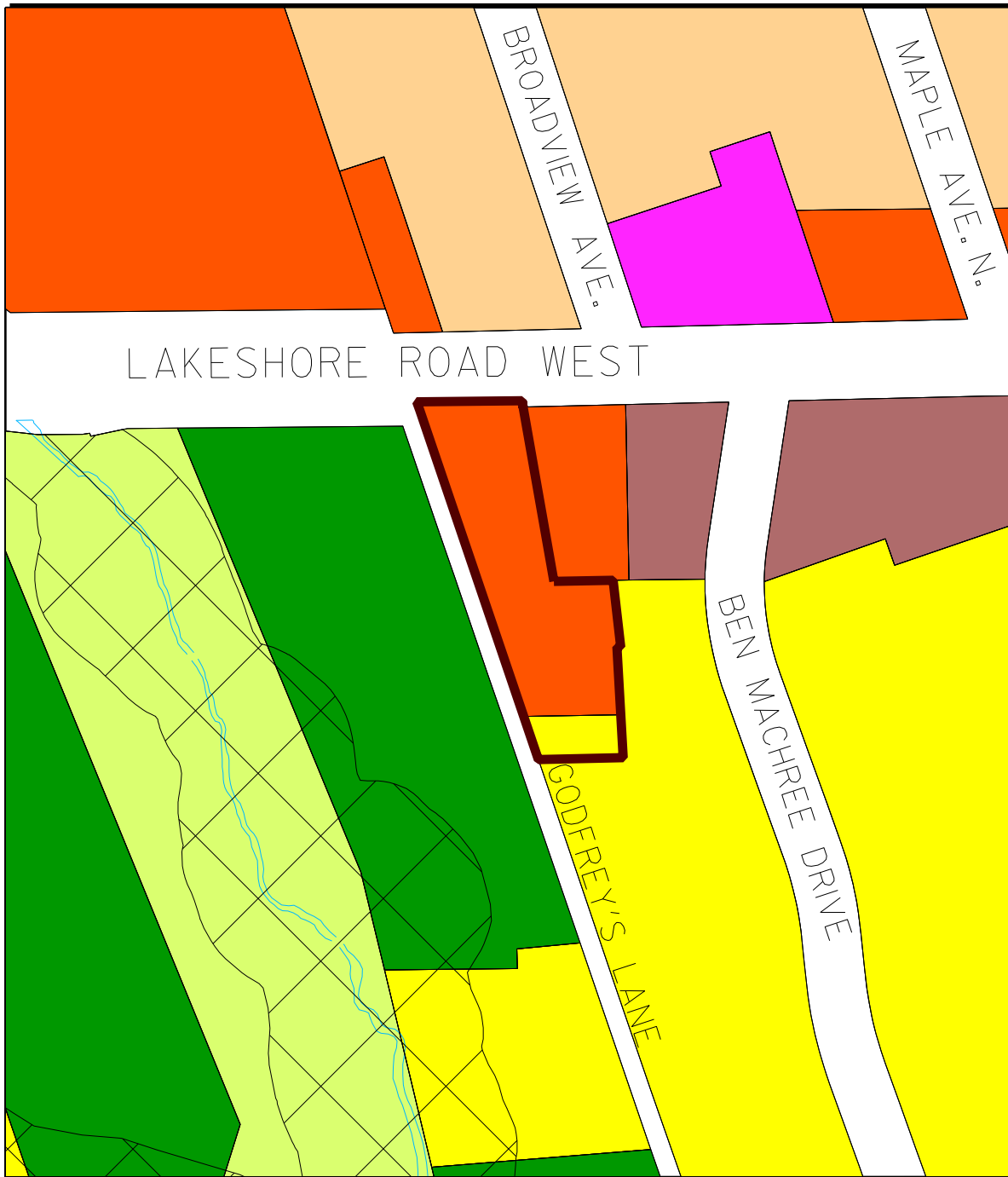
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K. PROKOP

**MISSISSAUGA**  
Planning and Building

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APPENDIX I-2



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

## LAND USE DESIGNATIONS

Residential Low Density I	Business Employment
Residential Low Density II	Industrial
Residential Medium Density	Airport
Residential High Density	Institutional
Downtown Mixed Use	Public Open Space
Downtown Core Commercial	Private Open Space
Mixed Use	Greenbelt
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	To Be Determined

## LAND USE LEGEND

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

## CITY STRUCTURE

### Elements

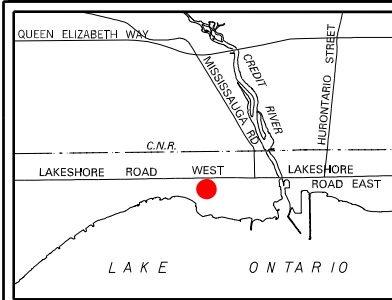
Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

ND2 Region of Peel Non-Decision

**SUBJECT LANDS**



**SUBJECT: 375 LAKESHORE DEVELOPMENT INC.  
and CHRISTOPHER BOYD**



**FILE NO:**  
OZ 12008 W1

**DWG. NO:**  
12008L

**SCALE:**  
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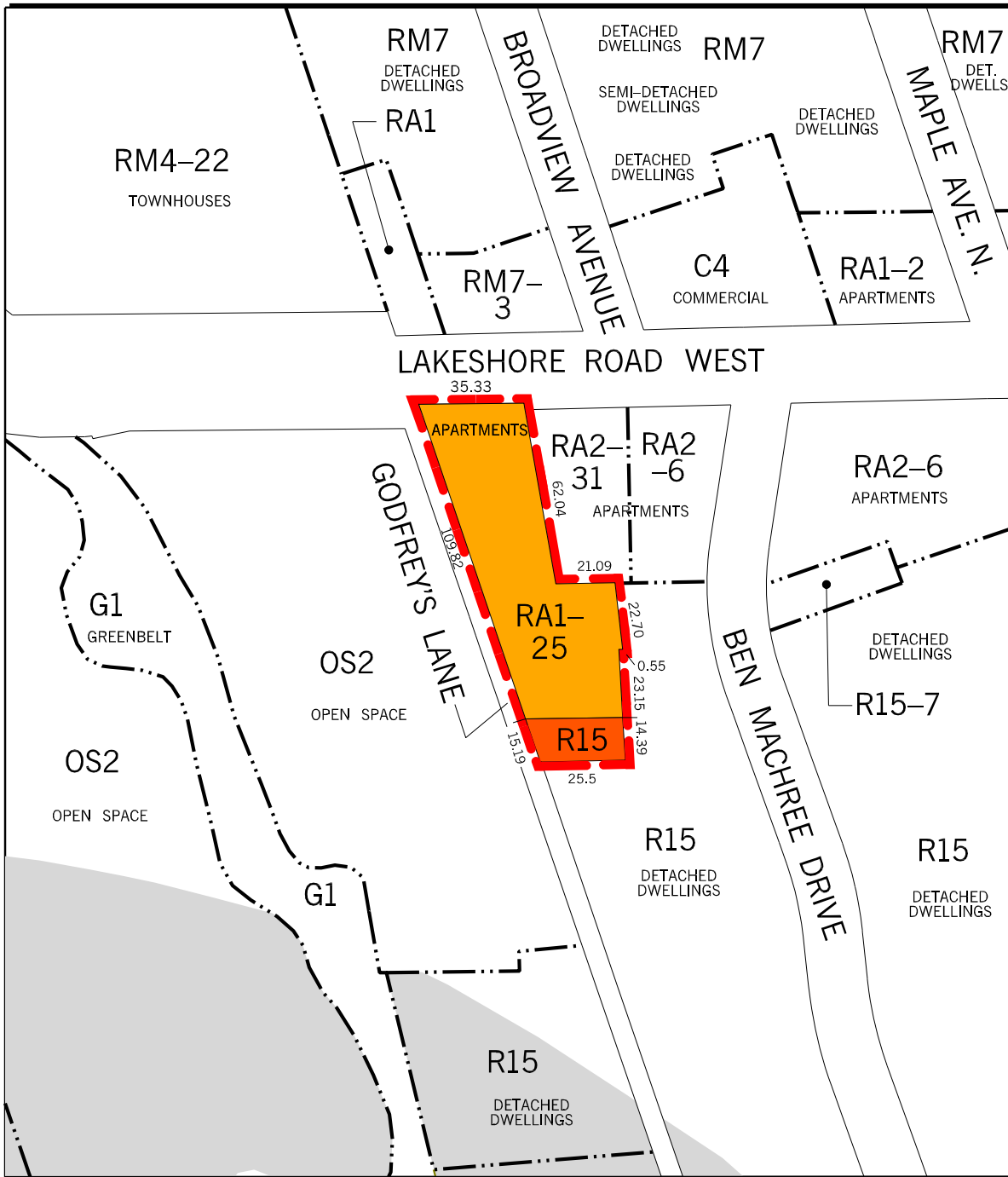
**DATE:**  
2013 01 07

**DRAWN BY:**  
K. PROKOP

**EXHIBIT 1-3**

**MISSISSAUGA**  
Planning and Building

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**T&W, Geomatics**



# LEGEND:



SUBJECT LANDS



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL-MEDIUM DENSITY' TO 'RESIDENTIAL-MEDIUM DENSITY-SPECIAL SITE' AND PROPOSED REZONING FROM 'RA1-25' (APARTMENT DWELLINGS) TO 'RM6-EXCEPTION' (TOWNHOUSE DWELLINGS ON A CEC-PRIVATE ROAD) TO PERMIT 19, 4 STOREY TOWNHOUSE DWELLINGS ON A COMMON ELEMENT CONDOMINIUM PRIVATE ROAD.

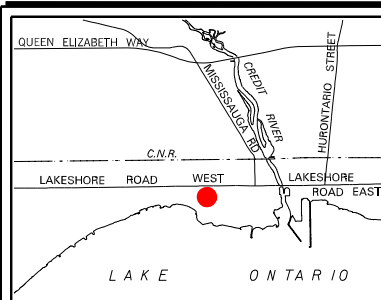


PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL-LOW DENSITY 1' TO 'RESIDENTIAL-MEDIUM DENSITY-SPECIAL SITE' AND PROPOSED REZONING FROM 'R15' (DETACHED DWELLINGS-PORT CREDIT) TO 'RM6-EXCEPTION' (TOWNHOUSE DWELLINGS ON A CEC-PRIVATE ROAD) TO PERMIT 19, 4 STOREY TOWNHOUSE DWELLINGS ON A COMMON ELEMENT CONDOMINIUM PRIVATE ROAD.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.  
THIS IS NOT A PLAN OF SURVEY.



SUBJECT: 375 LAKESHORE DEVELOPMENT INC.  
and CHRISTOPHER BOYD



FILE NO:  
OZ 12008 W1  
DWG. NO:  
12008R  
SCALE:  
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PDC DATE:  
2013 01 07  
DRAWN BY:  
K. PROKOP

APPENDIX I-4

**MISSISSAUGA**  
Planning and Building

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CONCEPT PLAN





BLOCK 1 - EAST ELEVATION



BLOCK 1 - WEST ELEVATION



BLOCK 1 - SOUTH ELEVATION

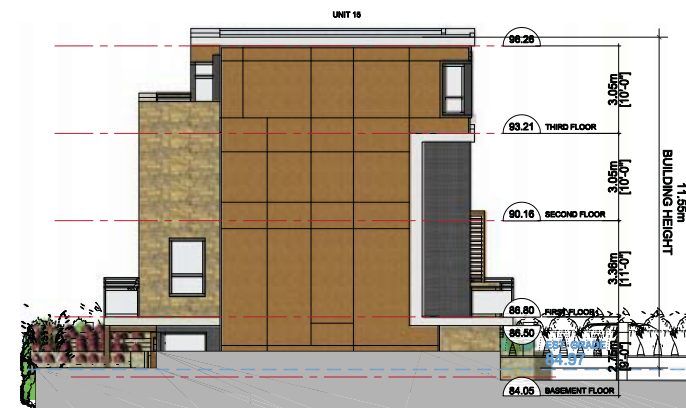


BLOCK 1 - NORTH ELEVATION





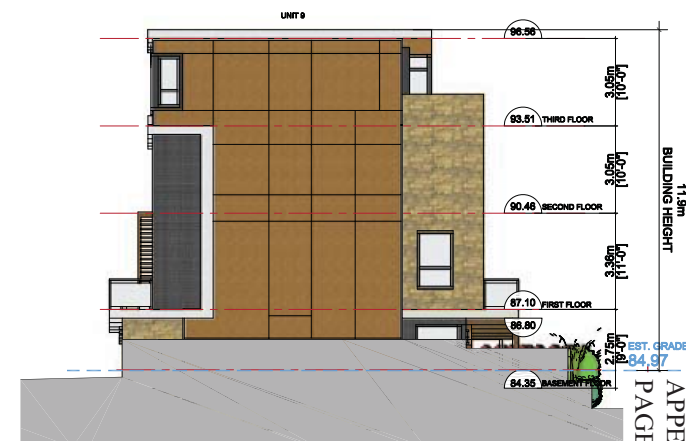
BLOCK 2 - EAST ELEVATION



BLOCK 2 - SOUTH ELEVATION



BLOCK 2 - WEST ELEVATION



BLOCK 2 - NORTH ELEVATION



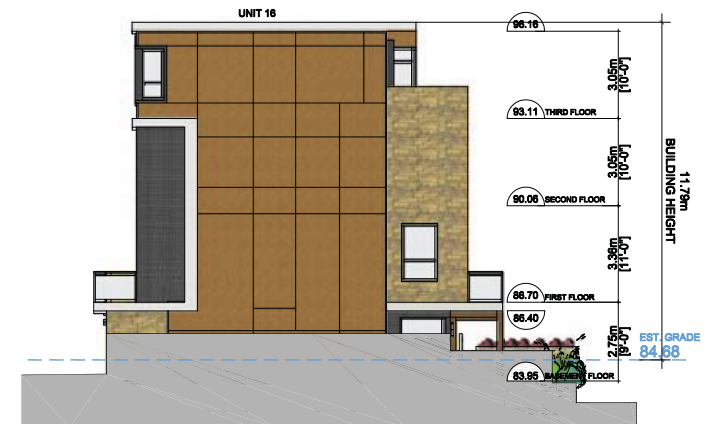
BLOCK 3 - EAST ELEVATION



BLOCK 3 - SOUTH ELEVATION



BLOCK 3 - WEST ELEVATION



BLOCK 3 - NORTH ELEVATION

**375 Lakeshore Development Inc.  
and Christopher Boyd**

**File: OZ 12/008 W1**

### Agency Comments

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

Agency / Comment Date	Comment
<p>Region of Peel (October 31, 2012)</p>	<p>There are existing 400 mm (16 in.) and 300 mm (12 in.) diameter watermains located on the north and south sides of Lakeshore Road West respectfully. There is also an existing 50 mm (2 in.) diameter watermain on Godfrey's Lane.</p> <p>An existing 375 mm (15 in.) diameter sanitary sewer is located on Lakeshore Road West.</p> <p>A Condominium Water Servicing Agreement will be required. Private Servicing Easements will be required.</p> <p>The Region is in receipt of site servicing drawings. Site Servicing approvals are required prior to building permit issuance.</p> <p>This property drains to the Beach Street Pumping Station which is currently at capacity. Sanitary Sewer Servicing for new services is not currently available until such time as the Beechwood Pumping Station is operational.</p> <p>The subject lands are not within the vicinity of a landfill.</p> <p>Curbside collection may be provided by the Region of Peel provided the applicant satisfies the requirements specified in section 2.2 of the Waste Collection Design Standards Manual. Collection vehicles require a minimum turning radius of 13 m (43 ft.) from the centre line on all turns.</p>

**375 Lakeshore Development Inc.  
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**File: OZ 12/008 W1**

Agency / Comment Date	Comment
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (July 11, 2012 and November 13, 2012)</p>	<p>Both School Boards 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 these development applications.</p> <p>In addition, if approved, both School Boards also require that warning clauses with respect to temporary school and transportation arrangements be included in any Agreement of Purchase and Sale and the Development and/or Servicing Agreements.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (December 17, 2102)</p>	<p>The proposed development is located adjacent to Brueckner Rhododendron Gardens, a well established Destination Park on the shores of Lake Ontario that contains public gardens, bicycle/pedestrian trails, a washroom, parking lots and other park amenities. The development will also be served by Ben Machree Park, which is approximately 500 m (1,640 ft.) south of the proposed development and includes a play site in addition to other park amenities.</p> <p>In the event that the applications are approved, the e following comments and conditions will apply:</p> <p>Prior to Supplementary Report, the applicant shall work with Community Services Department and Transportation and Works Department staff to identify an acceptable alternative option for the re-alignment and upgrade of the storm sewer connection within Brueckner Rhododendron Gardens, that will not impact the significant mature trees and established gardens containing rare plant specimens within the park. Community Services met with the applicant to determine an outlet alignment that avoids the removal of trees and heritage plantings within the park. The proposed realignment appears to reflect what was explored on site, however, the bio-retention feature is significantly larger than anticipated. A Park Access Permit will be required prior to construction of the storm sewer connection and bio-retention filter.</p>

**375 Lakeshore Development Inc.  
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**File: OZ 12/008 W1**

Agency / Comment Date	Comment
	<p>In addition, the applicant is to submit revised tree inventory and preservation plans; provide streetscape master plans and composite utility plans for Godfrey's Lane and Lakeshore Road West; and provide cost estimates for the proposed streetscape corridor works. The applicant is to ensure that the 7 mature trees that are proposed to be removed from City Lands on Godfrey's Lane can be replanted. The currently proposed Joint-Use Trench for Hydro along Godfrey Lane does not allow these trees to be replanted.</p> <p>Prior to By-law Enactment, securities to ensure for the appropriate construction of the Streetscape Corridor will be required. Parkland dedication requirements have been satisfied through the previous development of the property.</p>
<p>City Community Services Department – Culture Division (June 19, 2012)</p>	<p>The properties have archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject properties and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject properties prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.</p> <p>An archaeological assessment has been submitted, however, Ministry clearance remains outstanding.</p>
<p>City Community Services Department – Fire and Emergency Services Division (November 13, 2012)</p>	<p>Fire has reviewed these applications from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.</p> <p>The site is to be developed in conformance with the OBC and Bylaw 1036-81. Through the site plan review process, it is to be demonstrated that access for responding emergency services is provided to the primary entrance to the dwelling units (Godfrey's Lane elevation) via either a dedicated public thoroughfare or a by-law compliant fire access route.</p>

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Agency / Comment Date	Comment
City Transportation and Works Department (November 16, 2012)	<p>This department confirms receipt of the revised Composite Utility Plan and Sections to verify the location of the existing services and utility locations within the affected road allowances. This information is currently under review along with the revised Site Plan, Site Grading Plan, Site Servicing Plan, Functional Servicing Report, Landscape Plans Environmental Noise Impact Study, and Phase 2 Environmental Site Assessments.</p> <p>Notwithstanding the findings of the reports and plans currently under review, additional technical details and revisions have been requested from the applicant's consulting team to confirm the feasibility of this condominium project.</p> <p>Further detailed comments/conditions will be provided prior to the Supplementary Report pending receipt and review of the foregoing.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Canada Post</li> <li>- Development Services, City of Mississauga</li> <li>- Enersource Hydro Mississauga</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Conseil Scolaire de District Catholique Centre-Sud</li> <li>- Conseil Scolaire de District Centre-Sud-Ouest</li> <li>- Credit Valley Hospital</li> <li>- Enbridge Consumers Gas</li> <li>- Realty Services, City of Mississauga</li> <li>- Rogers Cable</li> <li>- The Trillium Health Centre</li> </ul>

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**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>3 Kindergarten to Grade 8</li> <li>2 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Riverside P.S. <ul style="list-style-type: none"> <li>Enrolment: 304</li> <li>Capacity: 440</li> <li>Portables: 0</li> </ul> </li> <li>Port Credit S.S. <ul style="list-style-type: none"> <li>Enrolment: 1,199</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>13 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Luke <ul style="list-style-type: none"> <li>Enrolment: 534</li> <li>Capacity: 584</li> <li>Portables: 0</li> </ul> </li> <li>Iona <ul style="list-style-type: none"> <li>Enrolment: 1,248</li> <li>Capacity: 723</li> <li>Portables: 17</li> </ul> </li> </ul> </li> </ul>

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## **Applicable Mississauga Official Plan (2011) Policies**

### **Urban Design Policies (Port Credit Local Area Plan)**

#### **Section 2.1.2.2**

The property is located in the South Residential Precinct for which the policies state that the predominant characteristics of these areas should be preserved including: the one to two (1-2) storey building heights; the combination of small building masses on small lots (i.e. the scale of the neighbourhood is of modest detached dwellings); the physical and visual access to Lake Ontario; the well-landscaped streetscapes; and the irregular street grid.

#### **Section 2.2**

The design of the street right-of-way and the design of the lands along the street affect the streetscape and should have regard for the following:

- a. On lands adjacent to Lakeshore Road, and in the area of south of Lakeshore Road East between the Credit River and Tall Oaks Park, an urban character is appropriate; buildings should be located close to the street and aligned with it to enclose the street space, and gaps in the street wall should be ordered in coherent fashion.

### **Corridors**

#### **Section 5.4.7**

Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.

### **Build a Desirable Urban Form**

#### **Section 9.1.3**

Infill and redevelopment within a Neighbourhood will respect the existing and planned character.



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#### Section 9.1.5

Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.

#### Section 9.2.2.4

While new development need not mirror existing development, new development in Neighbourhood will:

- a. respect existing lotting patterns;
- b. respect the continuity of front, rear and side yard setbacks;
- c. respect the scale and character of the surrounding area;
- d. minimize overshadowing and overlook on adjacent neighbourhoods;
- e. incorporate stormwater best management practice;
- f. preserve mature high quality trees and ensure replacement of the tree canopy; and
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.

#### Section 9.2.2.7

Development on Corridors will be encouraged to:

- a. assemble small land parcels to create efficient development parcels;
- b. face the street, except where predominate development patterns dictate otherwise;
- c. not locate parking between the building and the street;
- d. site building to frame the street and where non-residential uses are proposed to create a continuous street wall;
- e. provide entrances and transparent windows facing the street for non-residential uses;
- f. support transit and active transportation modes;
- g. consolidate access points and encourage shared parking, service areas and driveway entrances; and
- h. provide concept plans that show how the site can be developed with surrounding lands.

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Section 9.3.1.7

Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.

Section 9.3.1.9

Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.

Section 9.5.1.1

Buildings and site design will be compatible with site conditions, the surrounding context, features and surrounding landscape and the intended character of the area.

Section 9.5.1.3

Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.

Section 9.5.1.11

New residential development abutting major roads should be designed with a built form that mitigates traffic noises and ensures the attractiveness of the thoroughfare.

Section 9.5.3.2

Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:

- a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- c. ensure public safety.

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#### Section 9.5.3.7

Buildings will be pedestrian oriented through the design and composition of their facades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

#### Section 9.5.4.1

Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.

#### Section 9.5.4.4

Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street.

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

Section 19.4.1 of Mississauga Plan contains criteria which require 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, objectives and policies of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- the lands are 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.

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### **Proposed Zoning Standards**

	<b>Base "RM6" Zoning By-law Standard</b>	<b>Proposed "RM6- Exception" By-law Standard</b>
Minimum Lot Area	115 m <sup>2</sup> (1,238 sq. ft.) - Interior Lot 190 m <sup>2</sup> (2,045 sq. ft.) - Corner Lot	99 m <sup>2</sup> (1,066 sq. ft.) - Interior Lot 120 m <sup>2</sup> (1,292 sq. ft.) - Corner Lot
Minimum Front Yard	4.5 m (14.8 ft.)	5.6 m (18.4 ft.)
Minimum setback from a front garage face to a street, CEC-private road or CEC- sidewalk	6.0 m (19.7 ft.)	0.0 m (0.0 ft.)
Minimum exterior side yard - Lot with an exterior side lot line abutting a street	4.5 m (14.8 ft.)	2.2 m (7.2 ft.)
Minimum Rear Yard Setback	7.5 m (24.6 ft.)	0.0 m (0.0 ft.)
Maximum Height	10.7 m (35.1 ft.)	The lesser of 13 m (42.6 ft.) or four storeys
Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards	1.5 m (4.9 ft.)	1.2 m (3.9 ft.)
Minimum width of a CEC - private road	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)

## APPENDIX I-11

