



DECLARATION

Section 17 of the Planning Act

Applicant: Glen Schnarr & Associates Inc.
Municipality: City of Mississauga
Our File: OPA 68

I, Diana Rusnov, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on July 5, 2017 when By-law Number 0117-2017, was enacted and that notice as required by Section 17 of the Planning Act was given on July 13, 2017.
2. That no appeal to the Ontario Municipal Board of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 2nd day of August, 2017.

Commissioner of Oaths

Declarant

Sean Patrick Kenney, a Commissioner, etc.,
Regional Municipality of Peel, for the
Corporation of the City of Mississauga.
Expires May 16, 2020.



MISSISSAUGA

**NOTICE OF THE PASSING OF
AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW**

DATE OF NOTICE	July 13, 2017	
OPA NUMBER	OPA 68 (By-law 0117-2017)	
ZONING BY-LAW NUMBER	0118-2017	
DATE PASSED BY COUNCIL	July 05, 2017	
LAST DATE TO FILE APPEAL	August 01, 2017	
FILE NUMBER	OZ -15/011	Ward 2
APPLICANT	Glen Schnarr & Associates Inc.	
PROPERTY LOCATION	2210 & 2230 Bromsgrove Rd. The subject lands are located in the Clarkson-Lorne Park Neighbourhood Character Area.	

TAKE NOTICE that on July 05, 2017 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment and Zoning By-law, under Section 17 or 21 and 34 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to permit horizontal multiple dwellings and to add a Special Site to the Clarkson-Lorne Park Neighbourhood Character Area. The purpose of the Zoning By-law is to permit 104 horizontal multiple dwellings.

A key map showing the location of the lands to which it applies is attached.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 68 is in full force and effect.

IF YOU WISH TO APPEAL to the Ontario Municipal Board (OMB), a copy of an appeal form is available from the OMB website at www.omb.gov.on.ca. An appeal must be filed with the Clerk of the City of Mississauga, Attention: Crystal Greer, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **August 01, 2017**.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee in the amount of \$300.00 payable to the Minister of Finance, and
- 3) be accompanied by a fee of \$150.00, payable City of Mississauga.
- 4) Four (4) copies of the appeal package.

A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at: www.mississauga.ca/portal/cityhall/publicnotices or from Ashlee Rivet of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 5751, or in person at the Office of the City Clerk, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario.

Diana Rusnov, Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 5421

Amendment No. 68

to

Mississauga Official Plan

By-law No. 0117-2017

A by-law to Adopt Mississauga Official Plan Amendment No. 68

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 68, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding the addition of a Special Site within the Clarkson - Lorne Park Neighbourhood Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No.68 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 5TH day of JULY, 2017.

Signed ORIGINAL SIGNED BY
BONNIE CROMBIE
MAYOR

Signed ORIGINAL SIGNED BY
CRYSTAL GREER
CLERK

Amendment No. 68
to
Mississauga Official Plan

The following text constitutes Amendment No. 68.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated June 2, 2017, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to permit horizontal multiple dwellings and to add a Special Site to the Clarkson - Lorne Park Neighbourhood Character Area.

LOCATION

The lands affected by this Amendment are located at 2210 and 2230 Bromsgrove Road. The subject lands are located in the Clarkson - Lorne Park Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Municipal Board.

The subject lands are designated Residential High Density which permits apartment dwellings within a density range of 0.5 - 1.0.

The proposed Amendment is to permit horizontal multiple dwellings and to remove the existing density range of 0.5 - 1.0, since an increased floor space index (FSI) of 1.2 is recommended for this site.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed use is compatible with the surrounding land uses, which is comprised of a mix of medium and high density residential uses.
2. The development has been designed in a manner that provides an appropriate transition in built form. The provided setbacks and layout are compatible with the surrounding land uses.
3. The site is located at the periphery of the Major Transit Station Area associated with the Clarkson GO Station and therefore additional density is warranted in this location.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.5, Clarkson - Lorne Park, of Mississauga Official Plan, is hereby amended by adding Special Site 10 on Map 16-5: Clarkson - Lorne Park Neighbourhood Character Area in accordance with the Special Site Policies, and by removing the **floor space index (FSI)** range from the subject site.
2. Section 16.5.5, Special Site Policies, Clarkson - Lorne Park Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding the following:

16.5.5.10 Site 10



16.5.5.10.1 The lands identified as Special Site 10 are located on the south side of Bromsgrove Road, west of Southdown Road.

16.5.5.10.2 Notwithstanding the policies of this Plan, horizontal multiple dwellings will be permitted.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan March 13, 2017.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

[http://teamsites.mississauga.ca/sites/18/mopa/oz 15 011 w2 mopa 68.ar.jmcc.docx](http://teamsites.mississauga.ca/sites/18/mopa/oz%2015%20011%20w2%20mopa%2068.ar.jmcc.docx)

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on October 11, 2016 in connection with this proposed Amendment.

One area resident was in attendance at the October 11, 2016, Planning and Development Committee Meeting and raised an issue regarding land contamination and remediation. The necessary remediation has occurred and Records of Site Condition have been issued for both properties.

City of Mississauga
Corporate Report



<p>Date: June 2, 2017</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 15/011 W2</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2017/06/26</p>

Subject

RECOMMENDATION REPORT (WARD 2)

Applications to permit 104 horizontal multiple dwellings (back to back townhouses) on a private condominium road

2210 and 2230 Bromsgrove Road, south side of Bromsgrove Road, west of Southdown Road

Owner: United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ 15/011 W2, 2210 and 2230 Bromsgrove Road to amend Mississauga Official Plan to **Residential High Density – Special Site**; to change the zoning to **RM9 – Exception (Horizontal Multiple Dwellings with more than 6 dwelling units)** to permit 104 horizontal multiple dwellings on a private condominium road in conformity with the provisions outlined in Appendix 4, be approved subject to the conditions referenced in the staff report.
3. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
4. 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.

5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall remain the same.

Report Highlights

- Comments were received from the public regarding parking, soil contamination, adequacy of servicing, proximity to the rail line, and traffic
- The applicant has made minor revisions to the proposal to address issues raised by staff, including minor modifications to internal setbacks, improvements to the proposed grading design, addition of a garbage area enclosure and garbage chutes throughout the development, and the consolidation of parking garages on-site
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

A public meeting was held by the Planning and Development Committee on October 11, 2016, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0072-2016 was then adopted by Council on October 26, 2016.

That the report dated September 20, 2016, from the Commissioner of Planning and Building regarding the applications by United Lands Corporation (Bromsgrove) to permit 104 back to back townhouses on a private condominium road under file OZ 15/011 W2, 2210 and 2230 Bromsgrove Road, be received for information.

Comments

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

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Minor modifications to internal setbacks
- Modifications to the proposed grading design to reduce the overall height of required retaining walls and the number of stairs
- Addition of an enclosure around the proposed garbage area and the introduction of garbage chutes throughout the site to facilitate waste collection and screen undesirable views
- Slight reconfiguration of the proposed underground parking garage to provide two distinct garages for the two halves of the development (separated by the internal road). This reduces the number of overhead doors throughout the development thus minimizing conflicts between vehicles and pedestrians

COMMUNITY COMMENTS

The issues below were raised by residents at the October 11, 2016 public meeting and the community meeting held on March 10, 2016 by Ward 2 Councillor Karen Ras.

Comment

The number of proposed parking spaces is insufficient given that most households have two cars.

Response

The zoning by-law requirement is for 208 parking spaces (including 182 resident spaces and 26 visitor spaces) for the proposed development. The applicant is proposing 171 parking spaces (150 resident spaces and 21 visitor spaces). A Parking Study was submitted and deemed to be acceptable. Further comments regarding parking are included in the Planning Comments section of this report.

Comment

Given the previous industrial use of the lands, are there any contamination issues?

Response

Comments from the Transportation and Works Department regarding the Environmental Site Assessment are included in the Updated Agency and City Department section of this report.

Comment

Is there adequate sanitary and storm sewer capacity available for the proposed development?

Response

Comments from the Transportation and Works Department and Region of Peel regarding servicing availability and capacity are included in the Updated Agency and City Department section of this report.

Comment

Are the proposed units sufficiently set back from the railway?

Response

The typical setback from the rail corridor for a residential development is 30 m (98.4 ft.). Comments from GO Transit/Metrolinx indicate that they are satisfied with the reduced setback of 28.6 m (93.8 ft.) and the proposed safety barrier.

Comment

How will the proposed development impact traffic on Bromsgrove Road?

Response

Comments from the Transportation and Works Department regarding traffic volume are included in the Updated Agency and City Departments section of this report.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**City Transportation and Works Department (T&W)**

Comments updated May 9, 2017 from T&W confirm receipt of an Environmental Noise and Vibration Study, Functional Servicing Report, Traffic Impact Study, Conceptual Grading and Servicing Plans, Easement Plan, Phase I and 2 Environmental Site Assessments (ESA).

Notwithstanding the findings of these reports and drawings, the applicant has been requested to further address site specific details and provide additional technical details as part of the Site Plan review and approval process.

In the event these applications are approved by Council, the applicant will be required to enter into a Development Agreement with the City, provide a Phase 1 ESA Letter of Reliance, obtain approval from Metrolinx and provide any necessary easements, securities and fees.

Region of Peel

Comments updated May 1, 2017 state that the Region has no objections to these applications. A satisfactory Functional Servicing Report has been submitted and accepted by the Region. Additional materials will be required and reviewed through the Site Plan process.

PLANNING COMMENTS**Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe**

The *Provincial Policy Statement* (PPS) contains the Province's policies concerning land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS encourages intensification of land within urban areas, promotes efficient use of infrastructure and public facilities, encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan.

A portion of the site is located within the Major Transit Station Area (MTSA) for the Clarkson GO Station, which is an Intensification Area in MOP. The proposed horizontal multiple dwelling development represents an appropriate level of intensification and is consistent with the policies of the PPS and Growth Plan. The proposed development adequately takes into account the

existing context and provides an appropriate transition of built form to adjacent areas as referenced in the Official Plan section below.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan (MOP) Policies for the Clarkson-Lorne Park Neighbourhood Character Area to permit 104 horizontal multiple dwellings with a Floor Space Index (FSI) of 1.2. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific official plan amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the criteria against this proposed development application.

The site is in the Clarkson-Lorne Park Neighbourhood Character Area, which is generally characterized as a stable residential neighbourhood. According to the City Structure policies of MOP, Neighbourhoods are not intended to be the focus for intensification but it is recognized that these areas are not meant to be static and that new development need not imitate previous development patterns. Where new development is proposed, it should be sensitive to the existing and planned character of the Neighbourhood and should be located in specific areas. In addition to being located within a Neighbourhood, the development site is also in proximity to the Clarkson GO Station, which is an Intensification Area in MOP. These areas are intended to accommodate a mix of medium and high density housing, as well as a mix of uses that can maximize existing infrastructure and benefit from the proximity to existing and planned transit.

The area is somewhat unique as it is isolated from the lower density residential uses (i.e. detached, semi-detached and townhouses) north of the Hydro Corridor, on the north side of Bromsgrove Road. The site is an assembly of two of the only three non-residential properties in the immediate area, north of the rail corridor, and is partially within the 500 m (1,640 ft.) radius of the Clarkson GO Station. The lands are designated **Residential High Density** which permits apartment dwellings at a maximum Floor Space Index (FSI) of 1.0. The current designation and the location of the property are important factors in evaluating the appropriateness of the proposed development. The proposed horizontal multiple dwellings and increased FSI on lands

designated for high density residential uses and located in a MTSA will not adversely impact or destabilize the overall goals and objectives of MOP.

The adjacent site to the east at 2200 Bromsgrove Road is currently occupied by a non-residential use and is similarly designated **Residential High Density** with a maximum FSI of 1.0. Official plan amendment and rezoning applications have been submitted for this property to permit 84 horizontal multiple dwellings (back to back stacked townhouses). The proposed development does not impede the redevelopment or functioning of this adjacent property.

The property to the west is occupied by 4 storey apartment buildings with surface parking. As noted above, the site to the east is proposed to be developed with 3 ½ storey horizontal multiple dwellings. Further east are 4 storey horizontal multiple dwellings and a 12 storey apartment building. The proposed 3 storey horizontal multiple dwellings are compatible with and will provide an appropriate transition to the existing and planned developments in the immediate area. The upper floors of each building have been stepped back to accommodate private amenity space, minimize overlook conditions and maximize sun exposure to adjacent properties and open spaces on-site.

The proposed development has been thoughtfully designed by considering existing site conditions and the surrounding context. Located in an MTSA, the proposed built form is more compact with setbacks that are considered to be adequate given the surrounding land uses. Overlook conditions have been addressed through the stepping back of upper floors. Building blocks have been sited to face Bromsgrove Road and the internal private condominium road to enhance the character of the street and define street edges.

The back to back configuration of units, fronting onto internal mews, promotes social interaction and encourages comfortable and safe pedestrian circulation between blocks. Pedestrian connectivity is further enhanced through a continuous pedestrian sidewalk throughout the development and the integration of a proposed walkway in the southeast corner of the site, connecting to the future redevelopment of the adjacent property at 2200 Bromsgrove Road. This walkway is intended to be a continuation of the existing pedestrian walkway along the south portion of 2170 Bromsgrove Road (further east), which extends to the Clarkson GO Station parking lot.

The majority of parking is proposed underground and all surface parking is located internal to the site, away from Bromsgrove Road. Although the proposed parking rates are reduced from what is required under the zoning by-law, Planning staff are satisfied with the reduction given the proximity to the Clarkson GO Station and the availability of transit service in the area. Also, the proposed rates reflect parking rates that have been approved for similar developments elsewhere in the City.

Based on the comments received from the applicable City departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The applicant has provided a Planning Justification Report in support of the applications that has adequately demonstrated that the proposal represents good planning and is consistent with the intent of the MOP policies.

Zoning

The proposed **RM9-Exception (Horizontal Multiple Dwelling – with more than 6 dwelling units)** zone is appropriate to accommodate the proposed 104 horizontal multiple dwelling development. Appendix 4 contains a summary of the proposed site specific zoning provisions.

Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the official plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

In this instance, the minimum thresholds of the Corporate Policy and Procedure are satisfied; however, this is only as a result of the site's net lot area stemming from a required land dedication to accommodate a road widening along Bromsgrove Road. The gross lot area does not result in an increased density that satisfies the minimum thresholds in the Bonus Zoning Corporate Policy and Procedure. As a result, a Section 37 contribution will not be pursued for the proposed development.

Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application has been submitted for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as architectural elements, landscaping, detailed grading, the design of noise mitigation features and site circulation.

Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the requested revisions to the applications

are not considered major changes to the development, it is recommended that no further public notice be required.

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 104 horizontal multiple dwellings on a private condominium road is consistent with the overall intent, goals and objectives of the official plan as the site is located within the Clarkson GO Station MTSA and will not destabilize the surrounding residential neighbourhood which consists of a range of horizontal multiple dwellings and apartment buildings.
2. The proposed built form is compatible with the surrounding land uses and has been designed to minimize impacts on adjacent properties. Building heights and setbacks are appropriate and consistent with the existing and planned developments in the immediate area.
3. The proposed official plan provisions and zoning standards, as identified, are appropriate to accommodate the requested uses.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan

Appendix 3: Revised Elevations

Appendix 4: Revised Summary of Existing and Proposed Zoning Provisions



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

City of Mississauga
Corporate Report



Date: September 20, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:
OZ 15/011 W2

Meeting date:
2016/10/11

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 2)

Applications to permit 104 horizontal multiple dwellings (back-to-back townhouses) on a private condominium road

2210 and 2230 Bromsgrove Road

South side of Bromsgrove Road, west of Southdown Road

Owner: United Lands Corporation (Bromsgrove) – By Agreement of Purchase and Sale

File: OZ 15/011 W2

Recommendation

That the report dated September 20, 2016, from the Commissioner of Planning and Building regarding the applications by United Lands Corporation (Bromsgrove) to permit 104 back-to-back townhouses on a private condominium road under File OZ 15/011 W2, 2210 and 2230 Bromsgrove Road, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development does not conform with the **Residential High Density** designation and requires an official plan amendment and rezoning
- Community concerns identified to date relate to parking, soil contamination, proximity to the rail line, and traffic
- Prior to the next report, matters to be considered include the appropriateness of the proposed amendments and the satisfactory resolution of other technical requirements and studies related to the project

Background

The applications have been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	128.5 m (421.6 ft.) on Bromsgrove Road
Depth:	119 m (390 ft.)
Gross Lot Area:	1.48 ha (3.66 ac.)
Existing Uses:	Industrial with outdoor storage

The properties are located in the Clarkson-Lorne Park Neighbourhood Character Area on the south side of Bromsgrove Road, west of Southdown Road, and north of the CN railway. The area is an established residential neighbourhood characterized by a mix of housing types, including semi-detached homes, townhouses, stacked townhouses and apartments. The site consists of two parcels that are irregular in shape. Site grades fall away from Bromsgrove Road towards the CN railway. Both properties are occupied by 1-storey industrial buildings with outdoor storage. Together with 2200 Bromsgrove Road, these are the only three non-residential properties in the immediate area, north of the CN railway.

The surrounding land uses are:

- North: Hydro corridor on the north side of Bromsgrove Road
- East: 1-storey industrial building, stacked townhouses and a 12-storey apartment building
- South: Clarkson public works yard located south of the CN rail corridor
- West: 4-storey apartment buildings and hydro corridor

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

DETAILS OF THE PROJECT

The applications are to permit 104 back-to-back townhouses in 6 blocks on a private condominium road (see Appendices 5 and 6). The proposed back-to-back townhouses have 3 storeys and a roof-top terrace sitting on-top of a partially above ground parking garage. Site access is proposed from Bromsgrove Road. The majority of parking will be located in a partially above ground parking garage, generally located within the building footprints of the proposed back-to-back townhouse blocks.

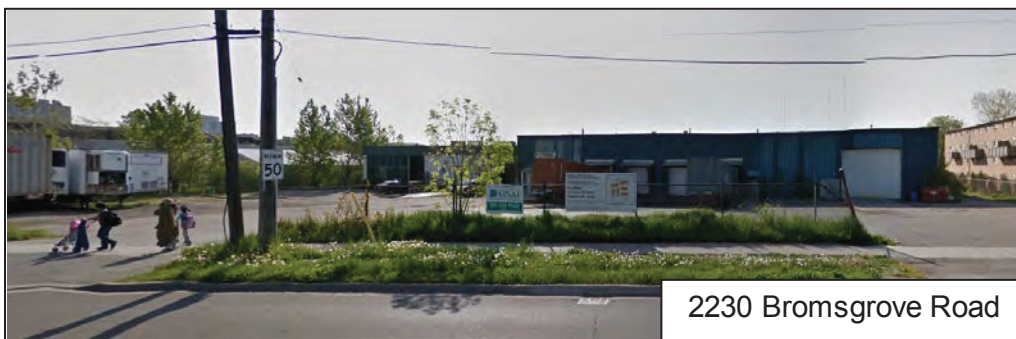
Development Proposal	
Applications submitted:	Received: December 18, 2015 Deemed complete: January 11, 2016
Developer/ Owner:	United Lands Corporation (Bromsgrove) – by Agreement of Purchase and Sale
Applicant:	Glen Schnarr & Associates Inc.
Number of units:	104 back-to-back townhouses
Height:	3 storeys + exposed parking structure + roof-top terrace
Lot Coverage:	43.4%
Floor Space Index:	1.2
Landscaped Area:	42.1%
Net Density:	72.3 units/ha 29.2 units/ac
Gross Floor Area:	16 068.2 m ² (172,957 ft ²)
Road type:	Common element condominium private road (CEC)
Anticipated Population:	323* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Parking:	Required Proposed
Resident spaces	182 150
Visitor spaces	26 21
Total	208 171
Green Initiatives:	<ul style="list-style-type: none"> • Energy efficient HVAC appliances • Individually controlled air handling • Thermally efficient windows and doors • Energy Star appliances • Water efficient plumbing fixtures • Low heat-absorptive membrane roofing

Additional information is provided in Appendices 1 to 11.



2210 Bromsgrove Road

Images of existing conditions



2230 Bromsgrove Road



FRONT ELEVATION CONCEPT

Rendering of proposed development

LAND USE CONTROLS

The subject lands are located within the Clarkson-Lorne Park Neighbourhood Character Area and are designated **Residential High Density**. The applications are not in conformity with the land use designation.

The proposal requires an amendment to Mississauga Official Plan from **Residential High Density to Residential High Density – Special Site** to permit horizontal multiple dwellings with a Floor Space Index (FSI) of 1.2.

A rezoning is proposed from **D (Development)** to **RM9-Exception** (Horizontal Multiple Dwellings with more than 6 dwelling units) to permit 104 horizontal multiple dwellings (back-to-back townhouses) in accordance with the proposed zone standards contained within Appendix 10.

Detailed information regarding the Official Plan and Zoning is in Appendices 9 and 10.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved by Council, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 2 Councillor, Karen Ras on March 10, 2016.

Comments made by the community relate to the adequacy of parking, soil contamination, adequacy of municipal services, proximity to the rail line, and traffic. They will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

DEVELOPMENT ISSUES

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

- Appropriateness of the proposed applications
- Proposed grading and retaining walls
- Appropriateness of first level parking and relationship to the pedestrian realm
- Relationship of the proposed buildings to the surrounding area context and character
- Provision of adequate landscaping and on-site amenity areas
- Noise mitigation for units and amenity areas
- The need for a continuous walkway at the rear of the site

OTHER INFORMATION

The applicant has submitted the following information in support of the applications:

- Planning Justification Report
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Concept/Site Plan
- Typical Floor Plan
- Typical Block Elevations
- Underground Plan
- Tree Inventory/Preservation Plan
- Phase I Environmental Site Assessment

- Noise and Vibration Report
- Functional Servicing Report, including Grading and Servicing Plans
- Parcel Register and Easement Documents
- Traffic Impact Study
- Green Site/Building Initiatives

Development Requirements

There are engineering matters including: grading, servicing and stormwater management which will require the applicant to enter into agreements with the City. A site plan application has been received for the proposed development and is currently under review.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

Appendix 3: Excerpt from Clarkson-Lorne Park Neighbourhood Character Area Land Use Map

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Concept Plan

Appendix 6: Building Elevations and Section

Appendix 7: Agency Comments

Appendix 8: School Accommodation

Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

Appendix 10: Summary of Existing and Proposed Zoning Provisions

Appendix 11: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Site History

- May 20, 2001 – Rezoning application was submitted under file OZ 01/024 to develop 2230 Bromsgrove Road for a 7 storey condominium apartment building containing 155 units. The application was submitted by a previous owner. The application was closed on September 13, 2004 due to inactivity
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The zoning of the lands changed from **M1** (Industrial Uses) to **D** (Development)
- April 1, 2016 – Site Plan application SP 16/041 W2 submitted for proposed 104 horizontal multiple dwellings (back-to-back townhouses)



LEGEND:



SUBJECT LANDS

DATE OF IMAGERY: SPRING 2015

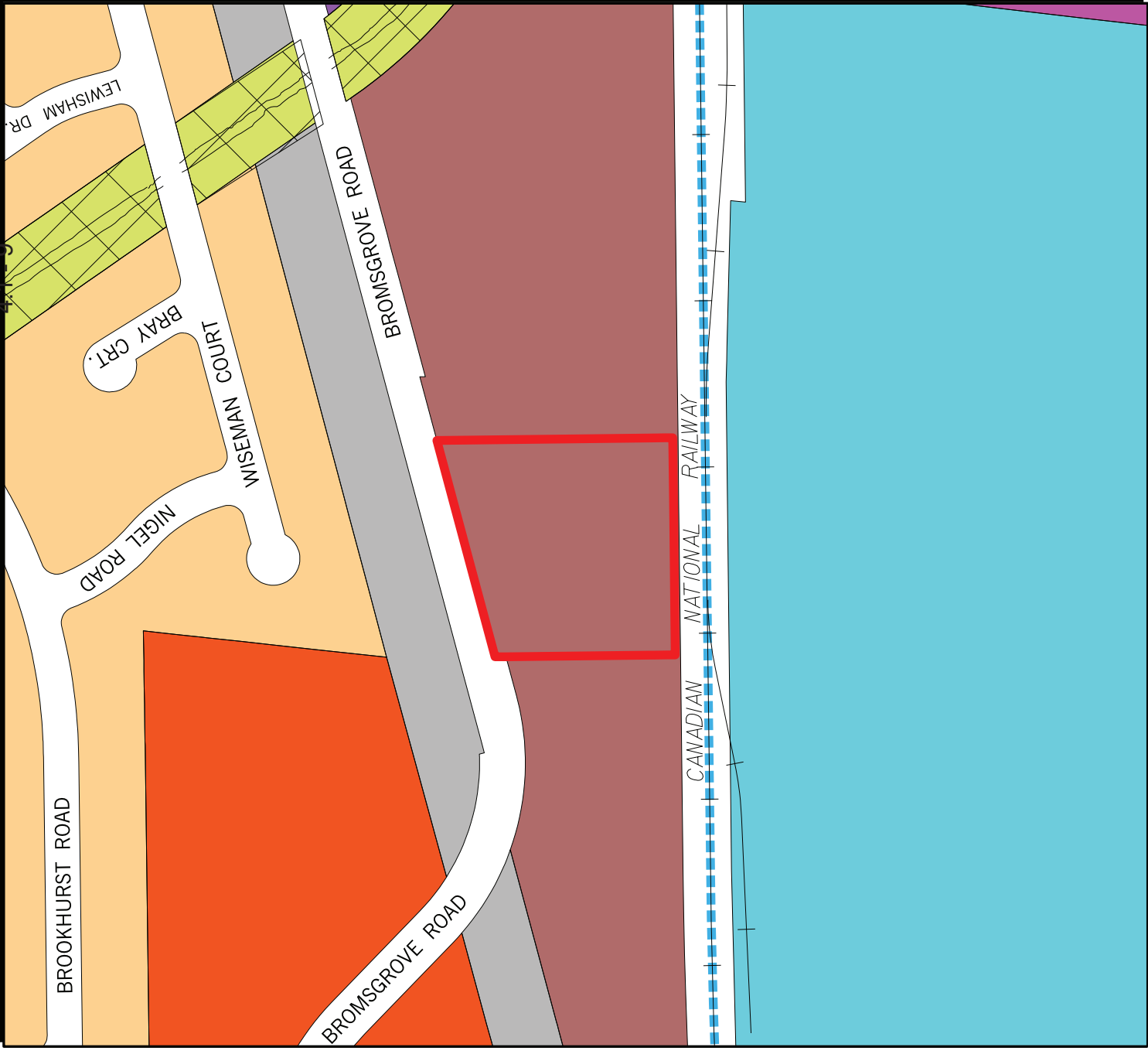


SUBJECT:
UNITED LANDS CORPORATION (BROMSGROVE)
 By Agreement of Purchase and Sale

FILE NO: OZ 15/011 W2		DATE: 2016/10/11
DWG. NO: 15011_Aerial		DRAWN BY: A.SHAH
SCALE: 1:3000		

Appendix 2

MISSISSAUGA
 Produced by
 T&W, Geomatics



- PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN**
LAND USE DESIGNATIONS
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Office
 - Business Employment
 - Industrial
 - Airport
 - Institutional
 - Public Open Space
 - Private Open Space
 - Greenlands
 - Parkway Belt West
 - Utility
 - Special Waterfront
 - Partial Approval Area

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF
- Composite Noise Contours
- LBPIA Operating Area Boundary
- See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- City Structure
- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities



SUBJECT LANDS



SUBJECT: UNITED LANDS CORPORATION (BROMSGROVE)
By Agreement of Purchase and Sale

FILE NO: OZ 15/011 W2	
DWG. NO: 15011_Landuse	
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DRAWN BY: A.SHAH	

Appendix 3

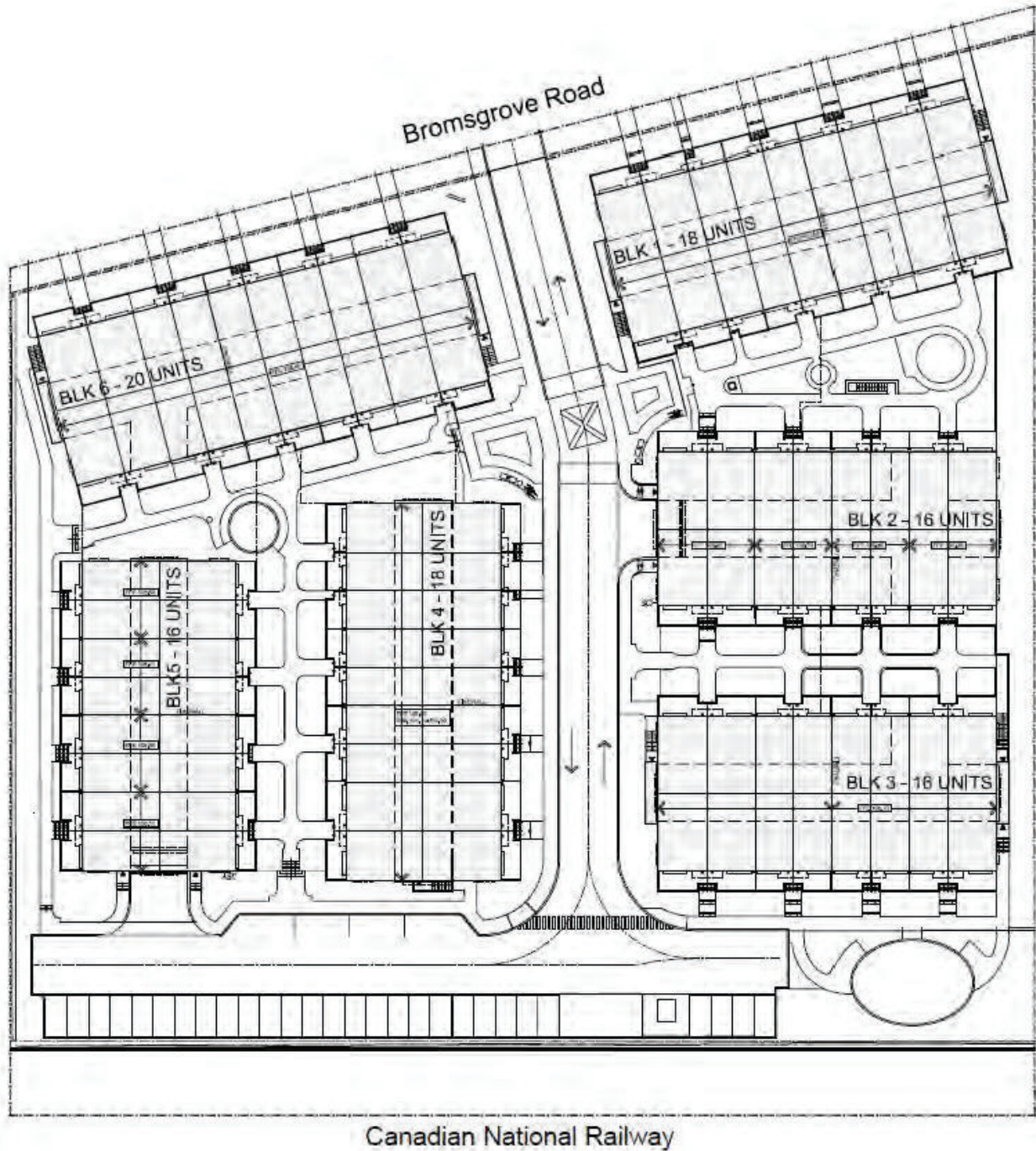


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T&W, Geomatics

United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

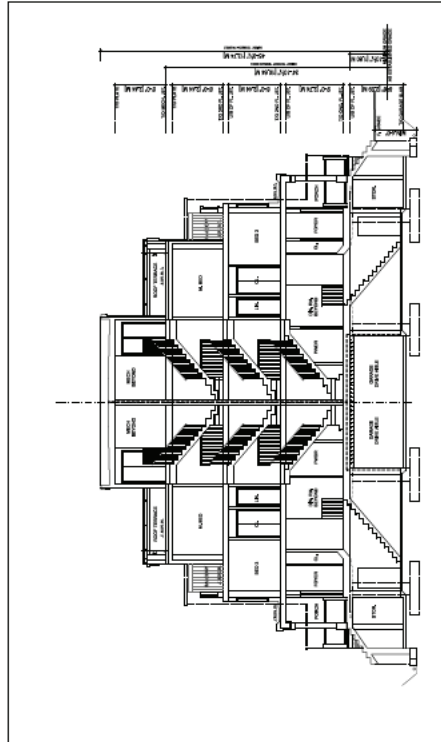
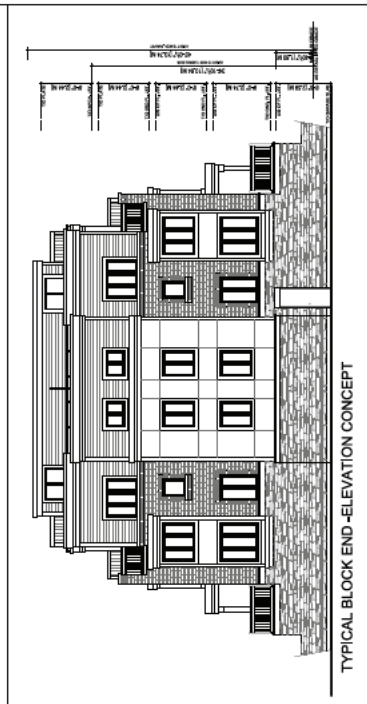
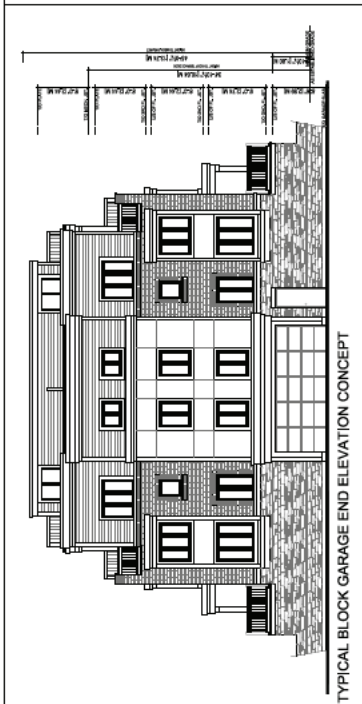
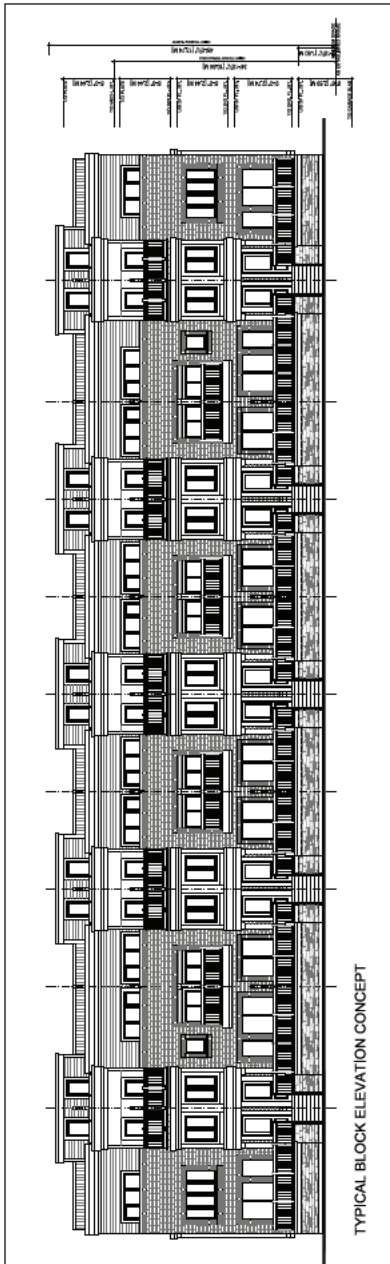
Concept Plan



United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Elevations and Section



United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Agency Comments

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

Agency / Comment Date	Comment
<p>Region of Peel (February 16, 2016, updated September 8, 2016)</p>	<p>There is a 300 mm (12”) diameter watermain located on Bromsgrove Road and a 600 mm (24”) diameter sanitary sewer located within an easement at the southerly limits of the property.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant’s expense. Private servicing easements may be required prior to Regional servicing approval. This will be determined once Legal Review has been completed and the site servicing proposal is reviewed.</p> <p>The results of the fire flow test undertaken in June 2015 are to be submitted for review and comment. The water demand table is to be completed and submitted to the Region to fulfill modeling requirements and determine the proposal’s impact on the existing system.</p> <p>All existing easements and their purpose are to be shown on all drawings. Unauthorized encroachment into the Regional sanitary sewer easement will not be permitted.</p> <p>Site Servicing approvals are required prior to the local municipality issuing building permits.</p> <p>A Condominium Water Servicing Agreement may be required.</p> <p>The Region will provide front-end collection of garbage and recyclable materials to all residential units, subject to the Region’s Waste Collection Design Standards Manual.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (January 27, 2016 and February 2, 2016, updated September 8, 2016)</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 the 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>

United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Agency / Comment Date	Comment
	If approved, both School Boards require that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.
City Community Services Department – Parks and Forestry Division/Park Planning Section (February 19, 2016, updated September 12, 2016)	<p>In comments dated September 12, 2016, this Department indicated that the subject site is located within 200 m (656.2 ft.) of Bromsgrove Park which contains a play site. The park is zoned "U" (Utility).</p> <p>Street tree cash contributions will be required for nine (9) street trees to be planted along Bromsgrove Road. The fee is subject to the current fees and charges by-law.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (January 15, 2016, updated September 12, 2016)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (T&W) (April 25, 2016, updated September 14, 2016)	<p>T&W confirmed receipt of an Environmental Noise and Vibration Study, Topographical Survey, Functional Servicing Report, Traffic Impact Study, Conceptual Grading and Servicing Plans, Easement Plan, Phase I Environmental Site Assessments (ESA), and Site Plan.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> • Grading, Servicing and Site Plan details; • Functioning Servicing Report details; • Transportation Impact Study; • Submit a Letter of Reliance for Phase I ESA and provide a Phase II ESA; • Amendments to the Environmental Noise and Vibration Study;

United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Agency / Comment Date	Comment
	<ul style="list-style-type: none"> • Metrolinx approval; and • Confirmation of condominium type <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Mississauga Transit (May 27, 2016)	<p>The site is currently serviced 7 days a week by Route 29 and 29B providing service between the Clarkson GO Station and Erin Mills Town Centre. Changes are anticipated to Route 29 which includes providing a connection to the Erin Mills Transitway Station later in 2016.</p> <p>There is an existing midblock transit stop with concrete bus pad located along Bromsgrove Road at the frontage of the development. This stop will be removed by MiWay prior to the start of construction. A review of the stop locations along this stretch of Bromsgrove revealed the roadway is over-served with bus stops which require a rationalization for stop consolidation and safety reasons. There is also an existing bus stop #3420 along with a partner stop located on the north side of Bromsgrove Road (#0134) that will be removed from service effective September 5, 2016.</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"> • Cultural Planning, Community Services Department • Urban Forestry, Community Services Department • Economic Development • Enersource Hydro Mississauga • Canada Post • Rogers Cable • Enbridge Gas Distribution Inc.
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Realty Services, Corporate Services Department • GO Transit (Metrolinx) • HydroOne Networks • Bell Canada • Conseil Scolaire de Distriqye Centre-Sud • Conseil Scolaire Viamonde

United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

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"> 31 Kindergarten to Grade 8 16 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> Hillside Public School <ul style="list-style-type: none"> Enrolment: 151 Capacity: 623 Portables: 0 Clarkson Secondary School <ul style="list-style-type: none"> Enrolment: 810 Capacity: 1,392 Portables: 0 <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"> 7 Junior Kindergarten to Grade 8 6 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> St. Louis Separate School <ul style="list-style-type: none"> Enrolment: 230 Capacity: 348 Portables: 1 Iona Catholic Secondary School <ul style="list-style-type: none"> Enrolment: 968 Capacity: 723 Portables: 17

United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

Current Mississauga Official Plan Designation and Policies for the Clarkson-Lorne Park Neighbourhood Character Area

Residential High Density which permits only apartment dwellings in the Clarkson – Lorne Park Neighbourhood Character Area.

Lands south of the Hydro corridor and north of the CN railway, including the subject properties, are permitted a Floor Space Index (FSI) ranging from 0.5 – 1.0.

A portion of the properties, closest to Clarkson GO Station, is located within the 500 m radius of a **Major Transit Station Area**, a designated Intensification Area.

Proposed Official Plan Amendment Provisions

The lands are proposed to be designated **Residential High Density – Special Site** to permit horizontal multiple dwellings with a Floor Space Index (FSI) of 1.2.

Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing these applications. An overview of some of these policies is found below:

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3 Section 5.5	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas. Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan. Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.

<p>Section 5 – Direct Growth</p>		<p>Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height as specified in the City Structure Element in which it is located (Neighbourhood maximum height: 4 storeys). Residential and employment density should be sufficiently high to support transit usage. Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.</p>
<p>Section 7 – Complete Communities</p>	<p>Section 7.2</p>	<p>Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.</p>
<p>Section 9 – Building a Desirable Urban Form</p>	<p>Section 9.1 Section 9.2 Section 9.3 Section 9.4 Section 9.5</p>	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>Urban form will support the creation on an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. Development will contribute to pedestrian oriented streetscapes that have an urban built form that is attractive, compact and transit supportive. Development will be designed to support and incorporate pedestrian and cycling connections.</p> <p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p>

Section 9 – Building a Desirable Urban Form		<p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
Section 16 – Neighbourhoods	Section 16.1 Section 16.5	<p>A maximum building height of four storeys will apply to Neighbourhoods.</p> <p>Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.</p>
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize 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 lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • A planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

United Lands Corporation (Bromsgrove)**File: OZ 15/011 W2****Summary of Existing Zoning By-law Provisions**

D (Development), recognizes vacant lands not yet developed and/or to permit the use that legally existed on the date of passing of the By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan.

Summary of Proposed Zoning By-law Provisions

	Required RM9 Zoning By-law Standards	Proposed RM9-Exception Zoning By-law Standards (based on Site Plan dated September 1, 2016)
Use	Horizontal Multiple Dwellings – with more than 6 dwelling units	Horizontal Multiple Dwellings – with more than 6 dwelling units
Minimum lot frontage	30.0 m (98.4 ft.)	128.50 m (421.6 ft.)
Minimum floor space index	0.4	0.4
Maximum floor space index	0.9	1.2
Maximum height – flat roof	13.0 m (42.7 ft.)	14.0 m (45.9 ft.)
Minimum front yard setback	7.5 m (24.6 ft.)	5.7 m (18.7 ft.)
Minimum interior side yard	4.5 m (14.8 ft.)	3.2 m (10.5 ft.) to building 2.1 m (6.9 ft.) to stairs to parking garage
Minimum rear yard	7.5 m (24.6 ft.)	28 m (91.9 ft.) to railway
Maximum encroachment of a porch, inclusive of stairs into a required yard	1.8 m (5.9 ft.)	2.5 m (8.2 ft.)
Minimum setback from a front garage face to an internal road or sidewalk	6.0 m (19.7 ft.)	3.3 m (10.8 ft.) to sidewalk
Minimum setback from a horizontal multiple dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	1.7 m (5.6 ft.)

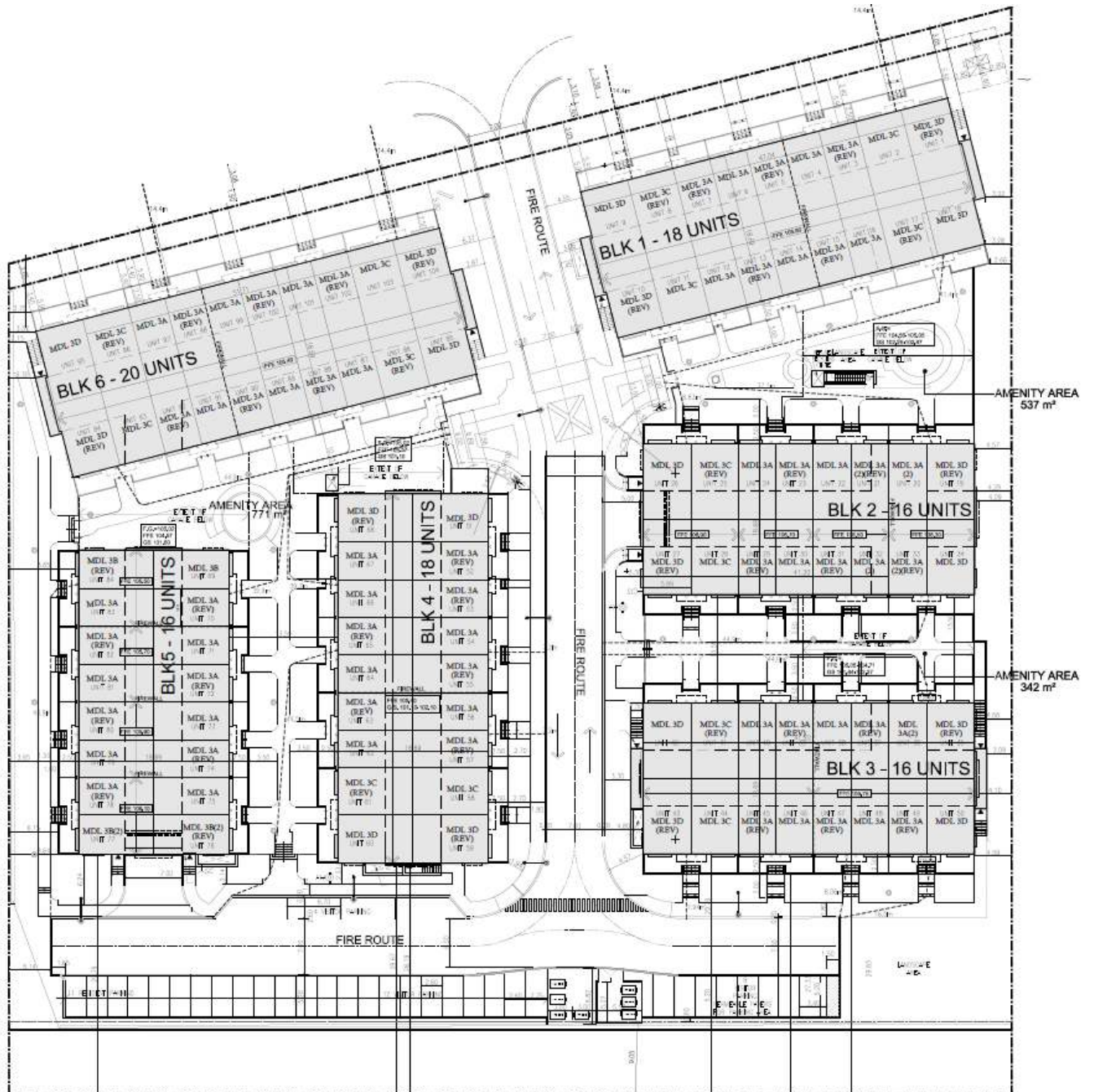
United Lands Corporation (Bromsgrove)

File: OZ 15/011 W2

	Required RM9 Zoning By-law Standards	Proposed RM9-Exception Zoning By-law Standards (based on Site Plan dated September 1, 2016)
Minimum setback from a porch, inclusive of stairs, to an internal road or sidewalk	2.9 m (9.5 ft.)	1 m (3.3 ft.) to sidewalk
Minimum setback from a rear wall of a horizontal multiple dwelling to a rear wall of another dwelling	15.0 m (49.2 ft.)	13.5 m (44.3 ft.)
Minimum setback from a side wall of a horizontal multiple dwelling to an internal road	4.5 m (14.8 ft.)	2.8 m (9.2 ft.) to stairs to parking garage
Minimum setback from a side wall of a horizontal multiple dwelling to an abutting visitor parking space	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6.0 m (19.7 ft.)	2.0 m (6.6 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)
Minimum landscaped area	40% of lot area	42% of lot area
Minimum amenity area	The greater of 5.6 m ² (18.4 ft ²) per dwelling unit or 10% of the site (1,480.5 m ² (15,936 ft ²))	846 m ² (9,106.3 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	48.5%
Minimum number of parking spaces per 3 bedroom unit	1.75 per unit 0.25 visitor spaces per unit	1.4 per unit 0.20 visitor spaces per unit

*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined

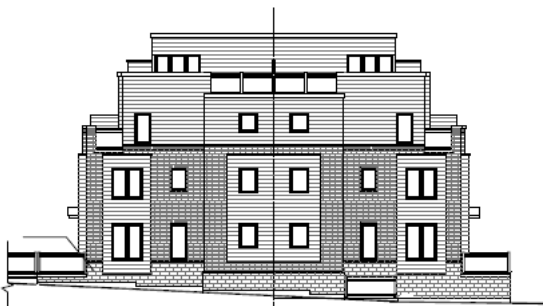
Revised Concept Plan



Revised Elevations



BLOCK 1
EAST ELEVATION



BLOCK 1
NORTH ELEVATION



BLOCK 1
SOUTH ELEVATION



BLOCK 1
WEST ELEVATION

United Lands Corporation (Bromsgrove)

Summary of Existing Zoning By-law Provisions

D (Development), recognizes vacant lands not yet developed and/or to permit the use that legally existed on the date of passing of the By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan.

Summary of Proposed Zoning By-law Provisions

Zone Standards	Base RM9 Zoning By-law Standards	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated September 1, 2016)	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated March 10, 2017)
Minimum lot frontage	30.0 m (98.4 ft.)	128.50 m (421.6 ft.)	128.50 m (421.6 ft.)
Maximum floor space index	0.9	1.2	1.2
Maximum height – flat roof	13.0 m (42.7 ft.)	14.0 m (45.9 ft.)	14.2 m (46.6 ft.)
Minimum front yard	7.5 m (24.6 ft.)	5.7 m (18.7 ft.)	5.5 m (18 ft.)
Minimum interior side yard	4.5 m (14.8 ft.)	3.2 m (10.5 ft.) to building 2.1 m (6.9 ft.) to stairs to parking garage	3.2 m (10.5 ft.) to building 2.1 m (6.9 ft.) to stairs to parking garage
Minimum rear yard	7.5 m (24.6 ft.)	28 m (91.9 ft.)	28.6 m (93.8 ft.)
Maximum encroachment of a porch, inclusive of stairs into a required yard	1.8 m (5.9 ft.)	2.5 m (8.2 ft.)	3.6 m (11.8 ft.)
Minimum setback from a front garage face to an internal road or sidewalk	6.0 m (19.7 ft.)	3.3 m (10.8 ft.) to sidewalk	3.5 m (11.5 ft.) to sidewalk
Minimum setback from a horizontal multiple dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	1.7 m (5.6 ft.)	1.7 m (5.6 ft.) to fire route
Minimum setback from a porch, inclusive of stairs, to an internal road or sidewalk	2.9 m (9.5 ft.)	1 m (3.3 ft.) to sidewalk	0.0 m (0.0 ft.) to sidewalk

Zone Standards	Base RM9 Zoning By-law Standards	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated September 1, 2016)	Proposed RM9- Exception Zoning By-law Standards (based on Site Plan dated March 10, 2017)
Minimum setback from a side wall of a horizontal multiple dwelling to an internal road	4.5 m (14.8 ft.)	2.8 m (9.2 ft.) to stairs to parking garage	2.8 m (9.2 ft.) to stairs to parking garage
Minimum setback from a side wall of a horizontal multiple dwelling to an abutting visitor parking space	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)
Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m (9.8 ft.)	2.0 m (6.6 ft.)	2.7 m (8.9 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.5 m (4.9 ft.)	1.5 m (4.9 ft.)
Minimum landscaped area	40% of lot area	42% of lot area	42% of lot area
Minimum amenity area	The greater of 5.6 m ² (60.2 ft ²) per dwelling unit (582.4 m ² (6,268.9 ft ²)) or 10% of the site (1 439.6 m ² (15,495.7 ft ²))	846 m ² (9,106.3 ft ²) (note: includes areas that are deemed to not meet the City's amenity area requirements due to noise impacts from rail corridor)	434 m ² (4,671.5 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	48.5%	54.8%
Minimum number of parking spaces per 3 bedroom unit	1.75 per unit 0.25 visitor spaces per unit	1.4 per unit 0.20 visitor spaces per unit	1.4 per unit 0.20 visitor spaces per unit

*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined