

Ontario Land Tribunal
Tribunal ontarien de l'aménagement
du territoire



ISSUE DATE: May 06, 2024

CASE NO(S).: OLT-22-004843

PROCEEDING COMMENCED UNDER subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Edenshaw Queen Developments Limited
Subject:	Request to amend the Official Plan – Failure to adopt the requested amendment
Description:	To permit the construction of two mixed-use residential buildings of 40 and 42 storeys
Reference Number:	OZ/OPA 22-10 W1
Property Address:	88 Park Street E
Municipality/UT:	Mississauga/Peel
OLT Case No.:	OLT-22-004843
OLT Lead Case No.:	OLT-22-004843
OLT Case Name:	Edenshaw Queen Developments Limited v. Mississauga (City)

PROCEEDING COMMENCED UNDER subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Edenshaw Queen Developments Limited
Subject:	Application to amend the Zoning By-law – Refusal or neglect to make a decision
Description:	To permit the construction of two mixed-use residential buildings of 40 and 42 storeys
Reference Number:	OZ/OPA 22-10 W1
Property Address:	88 Park Street E
Municipality/UT:	Mississauga/Peel
OLT Case No.:	OLT-22-004844
OLT Lead Case No.:	OLT-22-004843

PROCEEDING COMMENCED UNDER subsection 51(34) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Edenshaw Queen Developments Limited
Subject:	Proposed Plan of Subdivision – Failure of Approval Authority to make a decision
Description:	To permit the construction of two mixed-use residential buildings of 40 and 42 storeys
Reference Number:	TM 22/02 W1
Property Address:	88 Park Street E
Municipality/UT:	Mississauga/Peel
OLT Case No.:	OLT-22-004845
OLT Lead Case No.:	OLT-22-004843

Heard: April 25, 2024 by video hearing (“Hearing”)

APPEARANCES:

Parties

City of Mississauga (“City”)

Edenshaw Queen Developments Limited (“Edenshaw”)

Metrolinx

Counsel

Lia Magi

Mark Flowers, *in absentia*,
Grace O’Brien

Christie Gibson

MEMORANDUM OF ORAL DECISION DELIVERED BY WILLIAM MIDDLETON ON APRIL 25, 2024 AND INTERIM ORDER OF THE TRIBUNAL

[Link to the Order](#)

INTRODUCTION

[1] This Tribunal considered the proposed settlement of this proceeding at the Hearing pursuant to Rule 12.1 of the Ontario Land Tribunal (“OLT”) *Rules of Practice and Procedure*.

[2] The following materials were delivered to the Tribunal for this hearing

- (a) Affidavit of David Sajecki, sworn April 24, 2024, comprising 220 pages (Exhibit 1); ex 1, ex 2 Order;
- (b) A draft proposed Order (Exhibit 2);
- (c) A draft proposed amendment to the City's Official Plan ("OPA");
- (d) A draft proposed City Zoning By-law ("ZBLA") to implement the OPA; and
- (e) Minutes of Settlement, dated April 23, 2024, comprising 46 pages (Exhibit 3).

[3] The City and Edenshaw have reached a resolution of Edenshaw's appeal seeking the OPA and the ZBLA ("Settlement") in order to permit the construction of two mixed-use residential buildings of 40 and 42 storeys at the property municipally known as 88 Park Street East ("the Subject Property") in the City ("Development"). These two Parties, and a related corporate affiliate of Edenshaw, executed minutes of settlement reflecting the Settlement on April 23, 2024, just two days prior to this Hearing.

[4] At one point during the history of this proceeding the Regional Municipality of Peel ("Region") and Metrolinx were granted Party status but, on consent, the Region later converted its status to Participant only, while Metrolinx withdrew all of its issues from the Procedural Order, having consented to the Settlement. Unsurprisingly, the Region did not appear at this Hearing. Edenshaw withdrew its appeal of the application for the plan of subdivision on January 19, 2024.

ANALYSIS/APPROVAL OF THE SETTLEMENT

[5] Mr. Sajecki has a Bachelor of Applied Science (Civil Engineering) from Queens University, a Master of Urban and Regional Planning from Queens University, and a Diploma in Urbanization and the Environment from Fudan University in Shanghai, China. He is a Registered Professional Planner and a full member of the Canadian Institute of Planners and Ontario Professional Planners Institute, as well as a Leadership in Energy and Environmental Design ("LEED") Accredited Professional and founding member of

the Vancouver Island Green Building Councilan engineer and has over 15 years of experience on various projects throughout the Province of Ontario and British Columbia. He was qualified to provide opinion evidence to the Tribunal on matters relating to land use planning. Mr. Sajecki's written and oral evidence was tendered with the consent of all the Parties.

[6] Mr. Sajecki was first retained by Edenshaw in respect of the Development on September 23, 2021. The Tribunal found Mr. Sajecki to be an articulate and persuasive witness and a summary of his written and oral opinion evidence established the following:

- (a) The Development includes a mid-block pedestrian connection, which separates the two buildings at ground level. The Draft ZBLA permits a total Ground Floor Area ("GFA") of 73,766 metres square (m^2), which consists of 70,511 m^2 of residential GFA with 1,122 dwelling units, and 3,255 m^2 of non-residential GFA, resulting in a Floor Space Index ("FSI") of approximately 10.1;
- (b) There are 600 (53.5%) one-bedroom dwelling units proposed, 139 (12.4%) one bedroom plus den units, 356 (31.7%) two-bedroom units, and 27 (2.4%) two bedroom plus den units;
- (c) A total of 3,385 m^2 of amenity space is provided, equating to 3 m^2 of amenity area per dwelling unit. Outdoor amenity space is located at the ground, 2, 9 and 16 floors, with a total area of 925 m^2 . Indoor amenity space is also located at the ground, 2, 9, and 16 levels and totals 2,460 m^2 . In addition to the outdoor amenity area, a 1,790 m^2 Privately Owned Public Space (POPS) is proposed;
- (d) Finalizing the OPA and the ZBLA requires, among other things, the final results of a wind tunnel test to improve the pedestrian wind safety and comfort conditions, satisfactory to the City. In addition, the final wording of the proposed Holding ("H") condition related to servicing is pending, and

subject to confirmation by the Region and the City;

- (e) An interim Order only is recommended with the approval in principle of the OPA and ZBLA, subject to the following conditions:
 - (i) The City and Edenshaw Ann Developments Limited have entered into an Agreement of Purchase and Sale in relation to the purchase by the City of 63 offsite parking spaces located at land municipally known as 28 Ann Street, in the City.
 - (ii) Edenshaw shall demonstrate that it has addressed all wind safety issues through appropriate mitigation and improved the uncomfortable wind conditions on the Subject Property and adjacent public realm to a walking standard or better or as otherwise agreed to by the City, acting reasonably; and
 - (iii) The final version of the OPA is satisfactory to the City and Edenshaw, and the ZBLA is satisfactory to the City and Edenshaw in its entirety, the Region in relation to the servicing condition, and Metrolinx in relation to components agreed upon between Metrolinx and Edenshaw.
- (f) the Development has appropriate regard for all relevant matters of provincial interest as outlined in section 2 of the *Planning Act* R.S.O. 1990, c. P.13;
- (g) the Development is consistent with all applicable policies of the Provincial Policy Statement, 2020 (“PPS”);
- (h) the Development represents efficient development and land use patterns. It contributes to the supply and range of housing options and makes efficient use of existing and future infrastructure, public service facilities, and transit investment;
- (i) the Development conforms to the Growth Plan for the Greater Golden Horseshoe, 2020 (“Growth Plan”). The Subject Property is within the

settlement area and delineated built-up area. Port Credit is identified as a strategic growth area and a Major Transit Station Areas (“MTSA”) located on a Priority Transit Corridor. This is a location where growth is intended to be focused;

- (j) the Development conforms to the Region Official Plan, 1996 (which was in effect at the time of the applications made) but also the most recent version which was revised in 2022 (collectively, “ROP”). The Development represents an intensified and compact form that efficiently uses land, services, infrastructure, and public finances. The Subject Property has access to existing services and supporting infrastructure and is adjacent to two higher-order transit corridors with significant recent public investment and close to a local and regional bus terminal. The location facilitates active transportation and transit use, supporting a pedestrian-friendly and transit-supportive urban development;
- (k) the Development generally conforms to the City’s Official Plan (“MOP”), subject to the requested OPA, which has been appropriately justified in accordance with the criteria outlined in policy 19.5.1 of the MOP;
- (l) the Development implements the goals and vision for Port Credit, in particular the Central Residential Precinct, and therefore meets the intent of the Port Credit Local Area Plan, 2014 (“PCLAP”); and
- (m) the Settlement also seeks to revise City Zoning By-law 0225-2007 by way of the ZBLA so as to rezone the Subject Property to permit the Development, subject to the conditions described in [6] (e) above.

[7] As noted, the opinion evidence of Mr. Sajecki summarized above in paragraph [6] was tendered on consent, without challenge.

CONCLUSIONS

[8] The Tribunal accepts the opinions of Mr. Sajecki and finds that the Settlement and the Development satisfy all matters of provincial interest under the *Planning Act*; are consistent with the provisions of the PPS; conform to the applicable provisions of the Growth Plan; conform to the relevant provisions of the ROP and the MOP; meet the general intent of the PCLAP; are fair and reasonable and in the public interest and respect principles of good planning.

INTERIM ORDER

[9] **THE TRIBUNAL ORDERS THAT:**

- (a) The appeal by Edenshaw Queen Developments Limited is allowed in part, and the Amendment to the Zoning By-law and the Amendment to the Official Plan of the City of Mississauga appended as Attachments A and B hereto, respectively, are approved in principle, on an interim basis subject to the satisfaction and confirmation of the pre-requisite matters set out in paragraph [9] (b) below;
- (b) The Tribunal's Final Order shall be withheld pending the confirmation by the Solicitor for the City of satisfaction of the following pre-requisite matters:
 - a. The City and Edenshaw Ann Developments Limited have entered into an Agreement of Purchase and Sale in relation to the purchase by the City from Edenshaw Ann Developments Limited of off-site parking spaces located at land municipally known as 28 Ann Street, in the City of Mississauga;
 - b. The applicant demonstrates that it has addressed all wind safety issues through appropriate mitigation and improved the uncomfortable wind conditions on the Subject Property and adjacent public realm to a walking standard or better or as otherwise agreed to by the City,

acting reasonably; and

- c. The final version of the Official Plan Amendment is satisfactory to the City and the applicant, and the Zoning By-law Amendment is satisfactory to the City and the applicant in its entirety, the Region in relation to the servicing condition, and Metrolinx in relation to components agreed upon between Metrolinx and the applicant;

[10] In the event that the Parties do not seek the Final Order described in paragraph [9] above by December 31, 2024, they shall provide a status report on or before that date advising as to by what date they expect that the conditions described in paragraph [9] (b) will be satisfied and confirmed and when they will seek the Final Order from the Tribunal.

[11] The Tribunal may be spoken to in the event that the Parties require assistance in implementing the Interim Orders made above, or in connection with the obtaining of the Final Order.

“William Middleton”

WILLIAM MIDDLETON
VICE-CHAIR

Ontario Land Tribunal

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The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal (“Tribunal”). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.

ATTACHMENTS A AND B

ATTACHMENT "A"

The Corporation of the City of Mississauga

By-law Number _____

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

WHEREAS in accordance with the provisions of section 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, 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 and Housing may authorize the Regional Municipality of Peel, 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 of Peel has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The following explanatory text attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically the Port Credit Community Node within the Port Credit Local Area Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this _____ day of _____, 202X.

Signed _____

MAYOR

Signed _____

CLERK

**EXPLANATORY NOTE TO PROPOSED
OFFICIAL PLAN AMENDMENT
NUMBER XX
TO THE MISSISSAUGA OFFICIAL PLAN OF
THE CITY OF MISSISSAUGA PLANNING AREA**

City of Mississauga File No. _____

The Proposed Official Plan Amendment applies to lands located between Hurontario Street, Park Street East and Ann Street, in the City of Mississauga. The lands are legally described as Part of Lot 1 and all of Lot 2 Registered Plan PC-2, (East of Credit River), and are municipally known as 88 Park Street East.

The purpose of the Official Plan Amendment is to amend certain subsections of Section 13.1.12 relating to Block 1 and the height limit applying to the subject lands as contained in Schedule 2B of the Port Credit Local Area Plan. This Official Plan Amendment proposes to amend Special Site 12 within Section 13.1.12 of the in-force Port Credit Local Area Plan in order to permit mixed-use buildings with maximum heights of 29- and 36-storeys and site-specific performance standards.

Amendment No. XX

To

Mississauga Official Plan

The following text and schedules attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to amend certain subsections of Section 13.1.12 and the height limit applying to the subject lands located at the north-eastern corner of Park Street East and Ann Street as contained in Schedule 2B of the Port Credit Local Area Plan.

The Amendment will permit the proposed development of two mixed-use buildings, 29- and 36-storeys in height, containing commercial uses at the lower level(s) of the buildings and one 1-storey stand-alone commercial building.

LOCATION

The subject lands affected by this Amendment are located at 88 Park Street East, located at the north-eastern corner of the Park Street East and Ann Street intersection. The subject lands are located within a Community Node Character Area in the Port Credit Local Area Plan of the Mississauga Official Plan.

BASIS

The subject lands are located within the Port Credit Community Node in the Port Credit Local Area Plan. The subject lands are designated *Mixed Use* and located within an area identified as part of the Central Residential Precinct. This area is identified in the Port Credit Local Area Plan as a place to accommodate the greatest level of intensification within Port Credit and a more urban and transit-supportive built form. Permitted building heights for the subject lands range from 2 to 22-storeys.

The proposed development for the subject lands consists of two mixed-use buildings, 29- and 36-storeys in height (North Tower and South Tower, respectively, including podiums with setbacks at various levels and commercial floor area at the lower level(s) of the buildings. It also includes a 1-storey stand-alone commercial building. The proposed development includes private indoor and outdoor amenity spaces, publicly accessible private open space (POPS), at-grade landscaping and underground parking.

Schedule 2B of the Port Credit Local Area Plan prescribes a height limit of 2 to 22-storeys on the subject lands. The Official Plan Amendment will allow buildings with a minimum height of 1-storey and maximum height of 29- and 36-storeys on the subject lands and additional performance standards including a maximum floor plate of 900 m² above the 15th floor and a minimum of 3,250 m² of non-residential GFA.

This Amendment will vary the performance standards outlined in Policy 13.1.12 of the Port Credit Local Area Plan to permit the proposed 29- and 36-storey mixed-use buildings. The proposed Official Plan Amendment to permit additional height and density on the subject lands is appropriate from a planning standpoint and should be approved for the following reasons:

1. This Amendment is supportive of the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan all of which promote a range and mix of housing as well as redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.
2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes to the range of housing types, sizes and tenure; it is compatible from a density, scale and massing perspective; and it efficiently and effectively utilizes existing community infrastructure and facilities.

3. The proposed development represents a compact land use pattern that makes more efficient use of land and existing infrastructure resources, including nearby transit services. The subject lands are located within the Primary Study Area for the Port Credit Mobility Hub Study and within a Protected Major Transit Station Area, which is recognized in the provincial Growth Plan, the Region of Peel Official Plan and in the Mississauga Official Plan as a focus area for higher density transit-oriented development.
4. The greatest densities within the Port Credit Community Node are to be located within the Central Residential Precinct, particularly within proximity of the Port Credit GO Transit Station and LRT Station, which the site sits at the intersection of. The proposed development responds to the built form and scale of the surrounding Port Credit context, in particular the existing and evolving context of the Central Residential Precinct.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Policy 13.1.12.2.a of the Port Credit Local Area Plan is hereby amended by adding the following underlined text:
 - a. Minimum and maximum building heights are shown in Schedule 2B and described below:
 - Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building is primarily residential, with the exception of lands fronting Hurontario Street. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and have greater floor to ceiling heights;
 - Notwithstanding Schedule 2B and the above bullet point, a maximum building height of 29- and 36- storeys is permitted on Block 1.
 - All buildings shall be a minimum of two storeys. This requirement shall not apply to Block 1, where a minimum of 1 storey shall be permitted.
2. Policy 13.1.12.2.c of the Port Credit Local Area Plan is hereby amended by adding the following underlined text:
 - c. For Blocks 2, 3 and 4, a minimum of 30 metres shall be provided between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher.
 - d. For Block 1, a minimum of 25 metres shall be provided between any two buildings, for any portion of a building that is nine storeys or higher to another building that is nine storeys or higher;
3. Policy 13.1.12.2.d of the Port Credit Local Area Plan is hereby amended by adding the following underlined text:

- e. For Block 1, the maximum size of a residential floor plate beyond the 15th storey shall be 900 m².
 - f. For Blocks 2, 3 and 4, the maximum size of residential floor plates beyond the 15th storey shall generally be 800 m² or less.
4. Policy 13.1.12.2 g. of the Port Credit Local Area Plan is hereby amended by adding the following underlined text:
- h. The following minimum gross floor area (GFA) of non-residential uses will be required as part of future comprehensive block redevelopments:
 - Block 1: 3,250 square metres
 - i. Schedule 2B of the Port Credit Local Area Plan is hereby amended as indicated in the hatching in the diagram below:



IMPLEMENTATION

Upon the approval of this Amendment by the Ontario Land Tribunal, the Mississauga Official Plan and the Zoning By-law applicable to the subject lands will be amended to the appropriate classification, in accordance with the intent of this Amendment.

Provisions will be made through the rezoning and site development plan approval process of the lands subject to the Amendment, for development to occur subject to the approved site development plan, to ensure that development occurs in accordance with the intent of the Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur subject to approved site development, architectural and landscape plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

INTERPRETATION

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

This Amendment supplements the intent and policies of the Port Credit Local Area Plan.

Upon approval of this Amendment, Section 13.0 of the Port Credit Local Area Plan will be amended in accordance with this Amendment.

ATTACHMENT “B”

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2024

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Council of a local municipality may, respectively, pass a zoning by-law and enact a by-law to impose a holding provision;

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

1. The lands subject to this By-law consist of Part of Lot 1 and all of Lot 2 Registered Plan PC-2, (East of Credit River), City of Mississauga, as shown on Schedule “H-RA5-XX” attached hereto, and that Schedule “H-RA5-XX” forms part of this By-law.
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by rezoning the lands subject to this By-law from "D" to "H-RA5-XX" with the following exceptions:

4.15.6.X	Exception RA5-XX	Map #08	By-law: XXX-2024									
In an RA5-XX zone the permitted uses and applicable regulations shall be as specified for an RA5 zone except that the following uses/regulations shall apply:												
Additional Permitted Uses												
4.15.6.X.1	Uses permitted in the C4 zone as contained in Table 6.2.1 of this By-law shall be permitted in addition to the uses permitted in the RA5 zone.											
Regulations												
4.15.6.X.2	An apartment shall comply with the RA5 zone regulations contained in Section 4.15.1 of this By-law except that: (1) Maximum building height of all building and structures on Areas ‘A1’ and ‘A2’ identified in Schedule “H-RA5-XX” of this Exception shall comply with the following: <table><tr><th>Area</th><th>Maximum Building Height (storeys)</th><th>Maximum Building Height (metres)</th></tr><tr><td>A1</td><td>36 storeys</td><td>131.5 m</td></tr><tr><td>A2</td><td>29 storeys</td><td>104.8 m</td></tr></table> (2) Maximum Floor Space Index 10.1 (3) Maximum Gross Floor Area – Apartment Zone 73,766 m2 (4) The total combined minimum Gross Floor Area – Non-Residential for Areas A1 and A2 shall be 3,255 m ² .			Area	Maximum Building Height (storeys)	Maximum Building Height (metres)	A1	36 storeys	131.5 m	A2	29 storeys	104.8 m
Area	Maximum Building Height (storeys)	Maximum Building Height (metres)										
A1	36 storeys	131.5 m										
A2	29 storeys	104.8 m										

	<p>(5) Despite regulation 4.15.1.6 in Table 4.15.1 of this By-law, the maximum Gross Floor Area-Apartment Zone per Storey For each Storey shall be 1,405 m² up to and including 15 Storeys.</p> <p>(6) "Terrace" means an accessible, external platform situated wholly on the rooftop of the structure below with no access to the ground.</p> <p>(7) Minimum landscaped area 25%</p> <p>(8) Minimum setback from a parking structure below finished grade, inclusive of external access stairwells, to any lot line 0.0 m</p> <p>(9) Maximum projection of a balcony into a required yard 2.5 m</p> <p>(10) Maximum projection of an architectural feature measured from the outermost face of a building in A1 and A2 3.0 m</p> <p>(11) Minimum amenity area per dwelling unit 3.0 m²</p> <p>(12) Minimum percentage of total required amenity area to be provided in one contiguous area. 25%</p> <p>(13) All site development plans shall comply with the building envelopes and setbacks in Schedule "H-RA5-XX" of this Exception.</p>
4.15.6.X.4	The provisions contained in Section 4.1.7 of this By-law shall not apply.
4.15.6.X.5	Minimum setback of a Public School, Private School, Day Care or Public Walkway from a railway right-of-way shall be 4.5 m.
4.15.6.X.6	Maximum encroachment into required parking space to provide electric vehicle charging and servicing shall be 1.0 m.
4.15.6.X.7	Notwithstanding Section 3.1.1.4.3 and 3.1.1.4.4 of this By-law, the minimum width of a parking space shall be 2.6 m.
4.15.6.X.8	<p>Despite Section 3.1.2 of Part 3 of this By-law, the minimum number of Parking Spaces for all buildings and structures on Areas 'A1' and 'A2' identified in Schedule "H-RA5-XX" of this Exception shall comply with the following:</p> <ul style="list-style-type: none"> • Residential parking rate of 0.63 parking spaces per dwelling unit • Non-residential and visitor parking rate of 0.1 parking spaces per dwelling unit

4.15.6.X.10	Despite Section 3.1.6.5 of Part 3 of this By-law, the minimum number of Bicycle Parking Spaces of all buildings and structures on Areas 'A1' and 'A2' identified in Schedule "H-RA5-XX" of this Exception shall be 0.6 for long-term Bicycle Parking Spaces and 0.05 for short- term Bicycle Parking Spaces .
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4.15.6.X	Exception RA5-XX	Map #08	By-law: XXX-2024
Holding Provision			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-XX by further amendment to Map 08 of Schedule "H-RA5-XX" contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:</p> <ol style="list-style-type: none"> (1) Delivery of an executed Development Agreement satisfactory to the City of Mississauga and to Metrolinx (2) Submission of an updated Rail Safety Report satisfactory to Metrolinx (3) Submission of a Quantitative Wind Study satisfactory to the City of Mississauga Planning and Building Department (4) Submission of an updated Grading and Servicing Plan and Functional Servicing Report satisfactory to the City of Mississauga and the Region of Peel (5) Satisfactory arrangements with the City of Mississauga regarding the required land dedications (6) {PLACEHOLDER RE: SERVICING W. CITY & REGION} (7) The submission of a satisfactory Streetscape Feasibility Study to the Planning and Building Department and Transportation and Works Department, including a satisfactory Utility Plan and associated Cross Sections as per the City's Terms of Reference (8) Satisfactory arrangements with the City regarding the conveyance of 63 parking spaces to the City of Mississauga at 28 Ann Street. 			



— · — · · SITE BOUNDARY

This is not a Plan of Survey.

OLT CASE NO. OLT-22-004843