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

| | | |
|---|---|---|
| **DATE OF NOTICE** | May 12, 2022 | |
| **OPA NUMBER** | OPA 112 (By-law 0067-2022) | |
| **ZONING BY-LAW NUMBER** | 0068-2022 | |
| **DATE PASSED BY COUNCIL** | May 04, 2022 | |
| **LAST DATE TO FILE APPEAL** | **June 01, 2022** | |
| **FILE NUMBER** | OZ 18/010 | Ward 1 |
| **APPLICANT** | KFA Architects and Planners | |
| **PROPERTY LOCATION** | West side of Cawthra Road, north of Arbor Road, in the City of Mississauga. The subject lands are located in the Mineola Neighbourhood Character Area, as identified in Mississauga Official Plan. | |

**TAKE NOTICE** that on May 04, 2022 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 112 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

**THE PURPOSE AND EFFECT** of the Official Plan Amendment is to change the land use designation of the subject lands from Residential Low Density II to Residential Medium Density and to add a Special Site to the Mineola Neighbourhood Character Area to permit detached dwellings.

The purpose of the Zoning By-law is to permit four detached dwellings and 12 townhouses on CEC - roads. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "R3-1" (Detached Dwellings - Typical Lots - Exception) to "RM6-24" (Townhouses on a CEC - Road - Exception).

**The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 112 is in full force and effect.**

**The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.**

**IF YOU WISH TO APPEAL** to the Ontario Land Tribunal a copy of an appeal form is available from the OLT website at olt.gov.on.ca. An appeal may be filed by registered mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **June 01, 2022**.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. 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 Land Tribunal, 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 prescribed under the *Ontario Land Tribunal Act* in the amount of $1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at https://olt.gov.on.ca/appeals-process/fee-chart/
3) be accompanied by a fee in the amount of $300.00, payable to the City of Mississauga.

**MORE INFORMATION**: 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 Michael Franzolini of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 8232.

Sacha Smith, Manager & Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0067-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 112

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 and Housing 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. 112, 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 a change in the land use designation on the subject lands and the addition of a Special Site in the Mineola 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. 112 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 4th day of May, 2022.

| Approved by<br>Legal Services<br>**City Solicitor**<br>City of Mississauga |
|---|
| MEM |
| Michal E. Minkowski |
| Date: April 21, 2022 |
| File: OZ 18/010 W1 |

Bonnie Crombie

MAYOR

CLERK

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0068-2022

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

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

| 4.12.2.24 | Exception: RM6-24 | Map # 07 | By-law: |
|---|---|---|---|
| In a RM6-24 zone the permitted **uses** and applicable regulations shall be as specified for a RM6 zone except that the following **uses**/regulations shall apply: | | | |
| **Additional Permitted Use** | | | |
| 4.12.2.24.1 | (1) **Detached dwelling** on a **CEC - road** | | |
| **Regulations** | | | |
| 4.12.2.24.2 | **Flat roofs** shall not be permitted | | |
| 4.12.2.24.3 | Maximum number of **detached dwellings** on a **CEC - road** on all lands zoned RM6-24 | | 4 |
| 4.12.2.24.4 | Maximum number of **townhouses** on a **CEC - road** on all lands zoned RM6-24 | | 12 |
| 4.12.2.24.5 | Notwithstanding Sentence 4.12.2.24.12 of this Exception, minimum **front yard** setback from a **garage face** to a **CEC - road** or CEC - sidewalk | | 6.0 m |
| 4.12.2.24.6 | Notwithstanding Sentence 4.12.2.24.12 of this Exception, maximum encroachment of a **porch** or **deck** inclusive of stairs located at and accessible from the **first storey** or below the **first storey**, or awning into the required **rear yard** | | 3.5 m |
| 4.12.2.24.7 | The nearest part of a **driveway** shall have a minimum setback of 1.8 m from any side lot line other than the common side lot line separating an attached **townhouse** on a **CEC - road** | | |

| 4.12.2.24 | Exception: RM6-24 | Map #07 | By-law: |
|---|---|---|---|
| 4.12.2.24.8 | A **townhouse** on a **CEC - road** shall comply with the RM6 zone regulations except that: | | |
| | (1) | minimum **lot area - interior lot** | 150 $m^2$ |
| | (2) | minimum **lot area - CEC - corner lot** | 185 $m^2$ |
| | (3) | minimum **lot frontage - CEC - corner lot** | 8.0 m |
| | (4) | a **townhouse** on a **CEC - road** with an **exterior side lot line** abutting Cawthra Road shall have the **main front entrance** and **main entry feature** facing Cawthra Road | |
| | (5) | maximum height - highest ridge of a townhouse on a CEC - road | 9.9 m and 3 **storeys** |
| | (6) | notwithstanding Sentence 4.12.2.24.12 of this Exception, 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 yard** or **exterior side yard** | 1.6 m |
| | (7) | notwithstanding Sentence 4.12.2.24.12 of this Exception, maximum encroachment of a window, **chimney**, pilaster or corbel, and window well into the required **rear yard** | 1.0 m |
| | (8) | minimum setback of a **townhouse** on a **CEC - road** to a CEC - visitor **parking space** | 2.3 m |
| 4.12.2.24.9 | A **detached dwelling** on a **CEC - road** shall comply with the RM6 zone regulations except that: | | |
| | (1) | minimum **lot area** | 400 $m^2$ |
| | (2) | minimum **lot frontage** | 15.0 m |
| | (3) | minimum **interior side yard** | 1.8 m |
| | (4) | maximum height - highest ridge of a detached dwelling on a CEC - road | 9.0 m and 2 **storeys** |
| | (5) | minimum **landscaped area** | 45% of the **lot area** |
| | (6) | notwithstanding Sentence 4.12.2.24.12 of this Exception, 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 yard** | 2.0 m |
| | (7) | notwithstanding Sentence 4.12.2.24.12 of this Exception, maximum encroachment of a window, **chimney**, pilaster or corbel, and window well into the required **interior side yard** and **rear yard** | 1.0 m |
| | (8) | maximum **driveway** width | 6.5 m |
| 4.12.2.24.10 | "Height - Highest Ridge of a Detached Dwelling on a CEC - Road" means with reference to the height of a **detached dwelling** on a **CEC - road**, the vertical distance between **established grade** and the highest ridge of a **sloped roof** | | |



FORM 309

| 4.12.2.24 | Exception: RM6-24 | Map #07 | By-law: |
|---|---|---|---|
| 4.12.2.24.11 | "Height - Highest Ridge of a Townhouse on a CEC - Road" means with reference to the height of a **townhouse** on a **CEC - road**, the vertical distance between **established grade** and the highest ridge of a **sloped roof** | | |
| 4.12.2.24.12 | All site development plans shall comply with Schedule RM6-24 of this Exception | | |

2. Map Number 07 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "R3-1" to "RM6-24", the zoning of Part of Lot 11, Concession 2, South of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "RM6-24" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "RM6-24" zoning indicated thereon.

3. This By-law shall not come into force until Mississauga Official Plan Amendment Number 112 is in full force and effect.

ENACTED and PASSED this 4th day of May, 2022.

| Approved by<br>Legal Services<br>**City Solicitor**<br>City of Mississauga |
|---|
| MEM |
| Michal E. Minkowski |
| Date: April 21, 2022 |
| File: OZ 18/010 W1 |

Bonnie Crombie

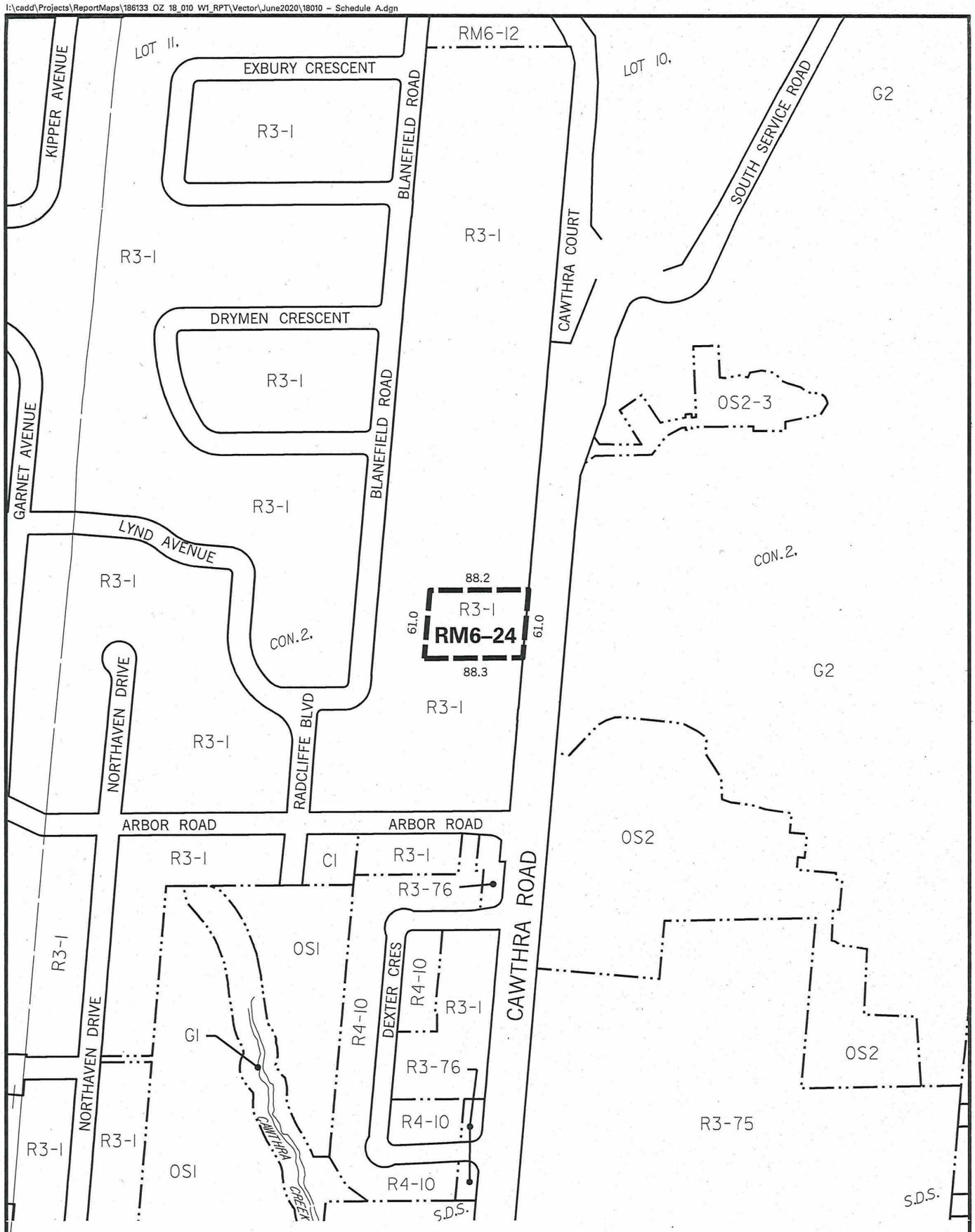
MAYOR

CLERK



FORM 309

I:\cadd\Projects\ReportMaps\186133 OZ 18_010 W1_RPT\Vector\June2020\18010 - Schedule A.dgn




0 50 100 150 200
metres

This is not a Plan of Survey. For accurate boundary information refer to Plan of Surevy, by Tom A. Senkus, OLS., dated March 30, 2017

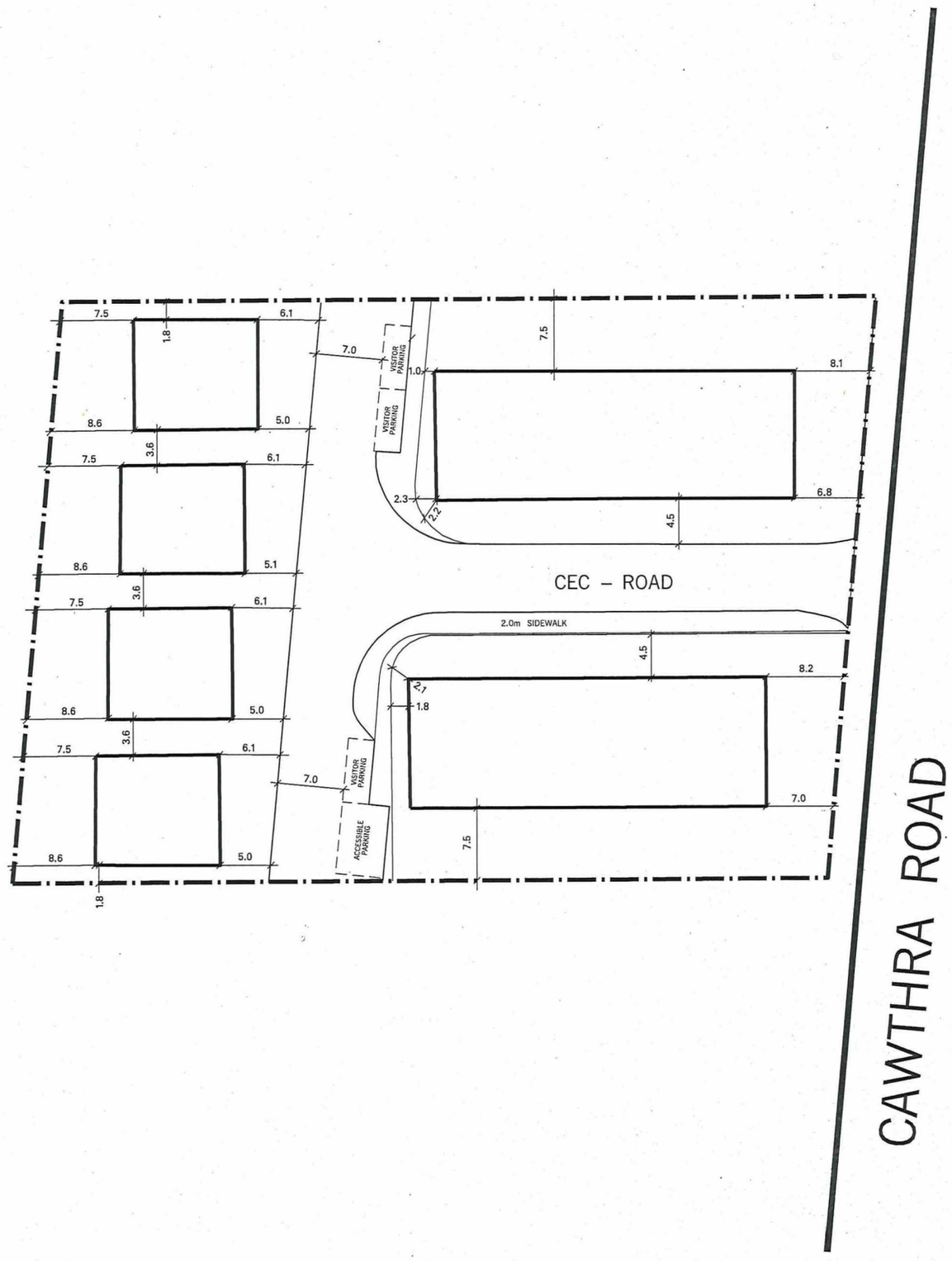
**CITY OF MISSISSAUGA**

**THIS IS SCHEDULE "A" TO**

**BY-LAW** 0068-2022

**PASSED BY COUNCIL ON**

May 4, 2022




**BUILDABLE AREA**

Note:
All measurements are in metres and are minimum setbacks, unless otherwise noted.

This is not a Plan of Survey.

**THIS IS SCHEDULE "RM6–24"**

**AS ATTACHED TO BY-LAW** 0068-2022

**PASSED BY COUNCIL ON** May 4, 2022

4/9/2022

## APPENDIX "A" TO BY-LAW NUMBER 0068-2022

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit four detached dwellings and 12 townhouses on CEC - roads.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "R3-1" (Detached Dwellings - Typical Lots - Exception) to "RM6-24" (Townhouses on a CEC - Road - Exception).

"R3-1" permits detached dwellings on a public road, subject to regulations with respect to side yards, heights, gross floor area, garage projection, and dwelling unit depth.

"RM6-24" permits detached dwellings and townhouses on CEC - roads, subject to regulations with respect to lot area, lot frontage, front yard setbacks, side yard setbacks, height, encroachments and driveway width.

Location of Lands Affected

West of Cawthra Road, north of Arbor Road in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Michael Franzolini of the City Planning and Building Department at 905-615-3200 ext. 8232.

# Amendment No. 112

# to

# Mississauga Official Plan

By-law No. 0067-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 112

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 and Housing 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. 112, 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 a change in the land use designation on the subject lands and the addition of a Special Site in the Mineola 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. 112 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 4th day of May, 2022.

Signed Bonnie Crombie
MAYOR

Signed
CLERK

**Amendment No. 112**

**to**

**Mississauga Official Plan**

The following text and Map "A" attached constitute Amendment No. 112.

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 March 4, 2022, pertaining to this Amendment.

## PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Residential Low Density II to Residential Medium Density and to add a Special Site to the Mineola Neighbourhood Character Area to permit detached dwellings.

## LOCATION

The lands affected by this Amendment are located on the west side of Cawthra Road, north of Arbor Road. The subject lands are located in the Mineola 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 Local Planning Appeal Tribunal.

The subject lands are designated Residential Low Density II in the Mineola Neighbourhood Character Area which only permits detached dwellings.

The proposed Amendment is required to change the land use designation of the subject lands to Residential Medium Density to permit townhouse dwellings on the lands. The proposed Amendment is also required to add a Special Site to permit detached dwellings given the Residential Medium Density designation in the Mineola Neighbourhood Character Area only permits townhouse dwellings.

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

1. The proposed development makes efficient use of the subject lands and provides a variety of housing forms.

2. The lands are suitable for the proposed development of detached dwellings and townhouse dwellings given the subject lands are located along the Cawthra Road corridor and an appropriate transition of built form is provided to the adjacent areas.

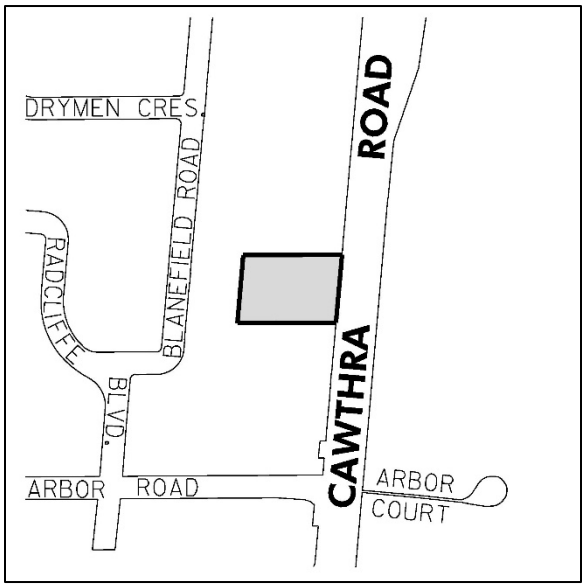
3. There is adequate infrastructure to accommodate development. Water and sewer infrastructure is available to accommodate development. Cawthra Road provides public transit routes and can accommodate additional vehicular traffic. Community centres and schools are located in close proximity to the lands.

**DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO**

1. Section 16.18, Mineola Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding Special Site 6 on Map 16-18: Mineola Neighbourhood Character Area, in accordance with the Special Site Policies.

2. Section 16.18.5, Special Site Policies, Mineola Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding the following:

   16.18.5.6 Site 6




   16.18.5.6.1 The lands identified as Special Site 6 are located on the west side of Cawthra Road, north of Arbor Road.

   16.18.5.6.2 Notwithstanding the policies of this Plan, detached dwellings will also be permitted.

3. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Residential Low Density II to Residential Medium Density, as shown on Map "A" of this Amendment.

## 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 October 21, 2021.

## 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.

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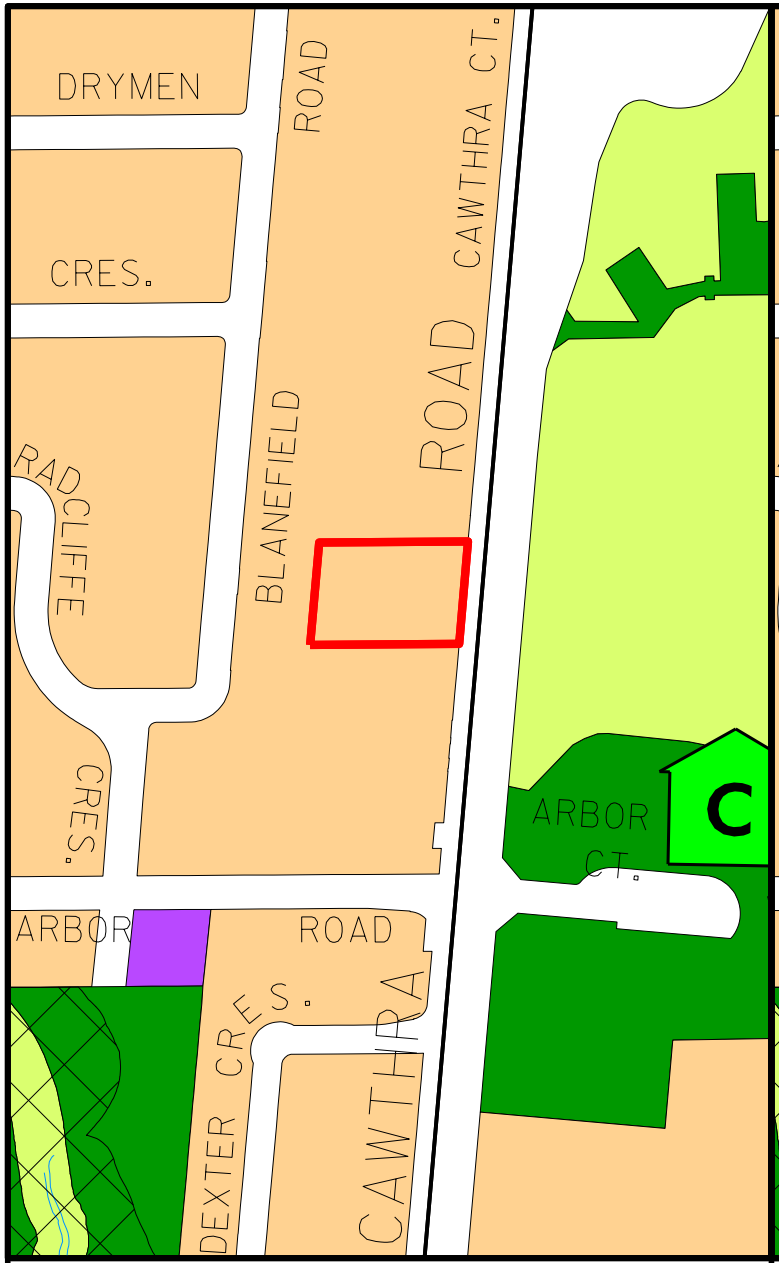
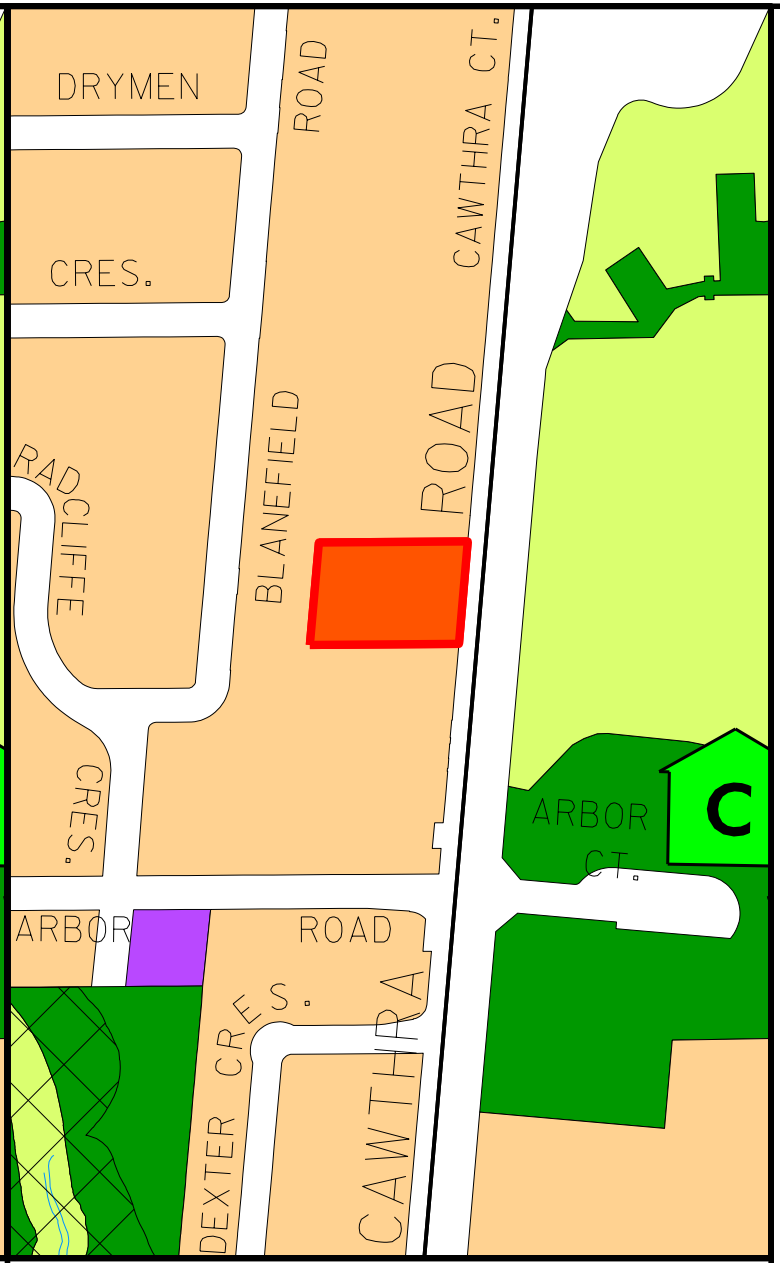



EXISTING LAND USE DESIGNATION




AMENDED LAND USE DESIGNATION

## 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
- Civic Centre (City Hall) City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

## City Structure

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

AREA OF AMENDMENT

FROM:

RESIDENTIAL LOW DENSITY II

TO:

RESIDENTIAL MEDIUM DENSITY

0 50 100 150

metres

# MAP 'A'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

2/8/2022

brerlc

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## APPENDIX I

## PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend Public Meetings of the Planning and Development Committee held February 19, 2019 and March 28, 2022 in connection with this proposed Amendment.

No oral comments were submitted at the Public Meeting. Written comments regarding the Amendment were generally directed towards issues of respecting the character of the area, overdevelopment of the site, loss of privacy and traffic impacts. These issues have been addressed in the Planning and Building Department Report dated March 4, 2022 attached to this Amendment as Appendix II.

City of Mississauga
# Corporate Report

MISSISSAUGA

Date: March 4, 2022

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's files:
OZ 18-010 W1 and
T-M19002 W1

Meeting date:
March 28, 2022

## Subject

**PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)**

**Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit 4 two storey detached dwellings and 12 three storey townhome dwellings on a common element condominium road**

**1444, 1448, 1454 and 1458 Cawthra Road, west side of Cawthra Road, north of Arbor Road**

**Owner: 2530173 Ontario Corporation**

**Files: OZ 18-010 W1 and T-M19002 W1**

## Recommendation

1. That the applications under File OZ 18-010 W1, 2530173 Ontario Corporation, 1444, 1448, 1454 and 1458 Cawthra Road, to amend Mississauga Official Plan to **Residential Medium Density** and to add a Special Site policy; to change the zoning to **RM6-Exception** (Townhouses on a CEC – Road) to permit 4 two storey detached dwellings and 12 three storey townhome dwellings be approved in conformity with the provisions outlined in Appendix 2 of the staff report dated March 4, 2022 from the Commissioner of Planning and Building.

2. That Council acknowledges that the Commissioner of Planning and Building, in accordance with the Commissioner's delegated authority, is contemplating imposing the draft conditions of approval outlined in Appendix 3 attached to the staff report dated March 4, 2022 from the Commissioner of Planning and Building for the draft plan of subdivision under File T-M19002 W1.

3. That the applicant agree 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 36 months of the Council decision.

5. That 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 not increase.

6. That notwithstanding planning protocol, that the report dated March 4, 2022 from the Commissioner of Planning and Building regarding the draft plan of subdivision under File T-M19002 W1, 2530173 Ontario Corporation, be considered both the public meeting and combined information and recommendation report.

## Executive Summary

- The applications are to amend the policies of the official plan, change the zoning by-law and permit a plan of subdivision to allow 4 two storey detached dwellings and 12 three storey townhome dwellings on a common element condominium road
- The applicant has made minor revisions to the proposal including a minor increase in the height of the townhome dwellings, reconfiguring the visitor parking spaces, reducing the rear yard setback of townhome block 'B' and reducing the rear and side yard setbacks of the detached dwelling lots
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff find the proposal 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 February 19, 2019, at which time an Information Report (https://www7.mississauga.ca/documents/committees/pdc/2019/2019_02_19_Afternoon_PDC_Agenda.pdf) was received for information. Recommendation PDC-0007-2019 was then adopted by Council on March 6, 2019.

> That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by 2530173 Ontario Corporation to permit 4 two storey detached dwellings and 12 three storey townhome dwellings on a common element condominium private road, under File OZ 18-010 W1, 1444, 1450, 1454, and 1458 Cawthra Road, be received for information.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.

Aerial Image of 1444, 1448, 1454 and 1458 Cawthra Road

# Comments

### REVISED DEVELOPMENT PROPOSAL

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

- Visitor parking spaces have been relocated within the common element condominium road
- The four townhome blocks have been reduced to two townhome blocks
- The rear yard setbacks of the detached dwelling lots have been reduced from approximately 8.3 m (27.2 ft.) to 7.5 m (24.6 ft.)
- The rear yard setback of townhome block 'B' has been reduced from 7.9 m (25.9 ft.) to 7.5 m (24.6 ft.)
- The side yard setbacks of the detached dwelling lots have been reduced from 2.4 m (7.9 ft.) to 1.8 m (5.9 ft.)
- The heights of the townhome dwellings have been increased from 9.5 m (31.2 ft.) to 9.9 m (32.5 ft.)

### COMMUNITY ENGAGEMENT

A notice sign was placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on November 16, 2018. Supporting studies were posted on the City's website at http://www.mississauga.ca/portal/residents/development-applications.

The public meeting was held on February 19, 2019. No members of the public made oral deputations regarding the applications. A community meeting was held by Ward 1 Councillor Dasko on December 8, 2021. Four people attended the meeting. Responses to the issues from correspondence received and the community meeting can be found in Appendix 2.

**PLANNING ANALYSIS SUMMARY**

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan (MOP). An official plan amendment is required to change the designation from **Residential Low Density II** to **Residential Medium Density**. Approval of the associated draft plan of subdivision is also necessary in order to develop the subject lands.

The applications have been found to be acceptable, based upon the following:

- The proposal represents sensitive intensification that is compatible with the neighbourhood context and is located along Cawthra Road where similar medium and higher density uses have already been approved
- The proposal provides a range of ground related residential housing types to the neighbourhood with an appropriate transition to the existing land uses
- The existing municipal infrastructure is adequate to support the proposed development

## Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be

prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

In summary, the proposed development has been designed to be compatible with the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent residential uses. Recognizing that intensification does not have to mirror existing development, the proposal provides a combination of ground related housing types along Cawthra Road that will complement the neighbourhood. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

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: Detailed Planning Analysis
Appendix 3: City Conditions of Approval

A. Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Michael Franzolini, MCIP, RPP, Development Planner

City of Mississauga
# Corporate Report

MISSISSAUGA

| | |
|---|---|
| Date: January 25, 2019 | Originator's file: OZ 18/010 W1 |
| To: Chair and Members of Planning and Development Committee | |
| From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building | Meeting date: 2019/02/19 |

## Subject

**PUBLIC MEETING INFORMATION REPORT (WARD 1)**

**Applications to permit 4 two-storey detached dwellings and 12 three-storey townhome dwellings on a common element condominium private road**

**1444, 1450, 1454 and 1458 Cawthra Road, west side of Cawthra Road, north of Arbor Road**

**Owner: 2530173 Ontario Corporation**

**File: OZ 18/010 W1**

**Bill 139**

## Recommendation

That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by 2530173 Ontario Corporation to permit 4 two-storey detached dwellings and 12 three-storey townhome dwellings on a common element condominium private road, under File OZ 18/010 W1, 1444, 1450, 1454, and 1458 Cawthra Road, be received for information.

## Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

**PROPOSAL**

The official plan amendment and rezoning applications are required to permit 4 two-storey detached dwellings and 12 three-storey townhome dwellings on a private road. The applicant is proposing to retain the **Residential Low Density II** designation but will add a special site policy to permit the townhomes. The zoning by-law will also need to be amended, with the applicant proposing to rezone the lands from **R3-1** (Detached Dwellings – Typical Lots - Exception) to **R16 - Exception** (Detached Dwelling on a CEC – Private Road - Exception) and

**RM6 - Exception** (Townhouse Dwelling on a CEC – Private Road - Exception) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal, if it is determined to be an acceptable development project.

## Comments

The property is located on the west side of Cawthra Road (a regional arterial roadway), south of the Cawthra Road/Queen Elizabeth Way (QEW) interchange and north of Arbor Road on the edge of the established residential Mineola Neighbourhood Character Area. The surrounding residential lands were developed primarily in the 1950s; however, the neighbourhood has experienced some change as a result of renovations, additions and new construction. In addition, townhome developments have been approved to the north at South Service Road and to the south at Atwater Road. The area is well served with community infrastructure including parks, community centres and schools. MiWay bus service, Route 8, runs on Cawthra Road from the City Centre to the Port Credit GO Station.

The subject site is a land assembly of four lots, each with a two storey detached home and individual driveways onto Cawthra Road. The land assembly has a deep rectangular configuration with a lot depth of approximately 88 m (289 ft.).

Aerial image of 1444, 1450, 1454, and 1458 Cawthra Road

Image of existing conditions (facing west from Cawthra Road)

Applicant's conceptual illustration and selected proposed elevations

Site Plan

**LAND USE POLICIES AND REGULATIONS**

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and Region of Peel Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The proposed development is generally consistent with the PPS and conforms to the Growth Plan and the ROP. The conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 6.

**AGENCY AND CITY DEPARTMENT COMMENTS**

Agency and department comments are summarized in Appendix 1, Section 9.

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

Most agency and City department comments have been received and reflect issues of a technical nature. Once the comments have been resolved and any concerns raised by the public have been reviewed and addressed, the Planning and Building Department will make a recommendation on this application.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis

A Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Paul Stewart, Development Planner

# Detailed Information and Preliminary Planning Analysis

## Owner: 2530173 Ontario Corporation

## Table of Contents

1. Site History ..... 2
2. Site Context ..... 2
3. Neighbourhood Context ..... 3
   Demographics ..... 3
   Other Development Applications ..... 4
   Community Facilities & Services ..... 5
4. Project Details ..... 5
   Concept Plan and Elevations ..... 6
5. Community Comments ..... 8
6. Land Use Policies and Regulations ..... 8
   Excerpt of Mineola Neighbourhood Character Area Land Use ..... 8
   Existing Zoning and General Context ..... 9
   Proposed Zoning ..... 9
   Summary of Applicable Policies ..... 10
   Existing and Proposed Mississauga Official Plan Designation for the Subject Site ..... 11
      Existing Designation ..... 11
      Proposed Designation ..... 11
   *Provincial Policy Statement* (PPS) and *Growth Plan* Analysis ..... 11
      Consistency with *Provincial Policy Statement* 2014 ..... 11
      Conformity with *Growth Plan* 2017 ..... 16
   Region of Peel Official Plan ..... 23
   Relevant Mississauga Official Plan Policies ..... 24
   Existing and Proposed Zoning ..... 29
7. Section 37 Community Benefits (Bonus Zoning) ..... 30
8. School Accommodation ..... 31
9. Development Issues ..... 32
   Development Requirements ..... 35
   Other Information ..... 35

## 1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R3-1** (Detached Dwellings – Typical Lots Exception Zone) which permits detached dwellings.

- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential Low Density II** in the Mineola Neighbourhood Character Area.

## 2. Site Context

The property is located on the west side of Cawthra Road (a Regional arterial roadway), south of the Cawthra / Queen Elizabeth Way (QEW) interchange and north of Arbor Road on the edge of the established residential Mineola Neighbourhood Character Area. Detached homes are the predominate residential built form in the immediate area; however, there are townhomes and apartment buildings further south towards Lakeshore Road East as well as north near the QEW. Retail stores and commercial services are located along Lakeshore Road which is approximately 1 km (.6 miles) to the south of the site.

The subject site is a land assembly of four (4) lots, being 1444, 1450, 1454, and 1458 Cawthra Road, each with a two storey detached home and individual driveway onto Cawthra Road. The land assembly has a deep, rectangular lot configuration.

Aerial image of the subject property – 1444 to 1458 Cawthra Road

| **Property Size and Use** | |
|---|---|
| Frontages:<br>Cawthra Road | 61 m (200 ft.) |
| Depth: | 88 m (289 ft.) |
| Gross Lot Area: | 0.54 ha (1.3 ac.) |
| Existing Uses: | Detached Homes |

The surrounding land uses are:

North: Detached homes, QEW interchange

East: Cawthra Estate and Woodlot, Carmen Corbasson Community Centre, Mississauga Seniors Centre, Cawthra Park Secondary School and St. Paul Secondary Schools, townhouses and apartment buildings

South: Detached homes, St. Dominic Catholic Church

West: Detached homes, St. Dominic Separate School, Janet McDougald Public School, Dellwood Park

Image of existing conditions facing west onto Cawthra Road

## 3. Neighbourhood Context

Residential lands surrounding the subject property were developed mostly in the early 1950's. The broader Mineola neighbourhood is not forecast to grow significantly and is anticipated to remain stable; however, some infill redevelopment is anticipated much of which to date has been focused along Cawthra Road.

### Demographics

The subject site is located along the edge of the larger Mineola Neighbourhood Character Area. Based on the 2011 Census this area has an existing population of 9,695 with a population density of 18 people per hectare. By 2031 and 2041 the population for this character area is forecast to be 10,500 and 10,700 respectively. Sixty-seven percent of the population is of working age (15 to 64 years of age), with 17%children (0-14 years) and 16% seniors (65 years of age or older). On average, there are 3 persons living in a typical household, with 84% of the population living in detached homes.

**Other Development Applications**

There are a number of active or approved development applications in the vicinity of the subject property, including:

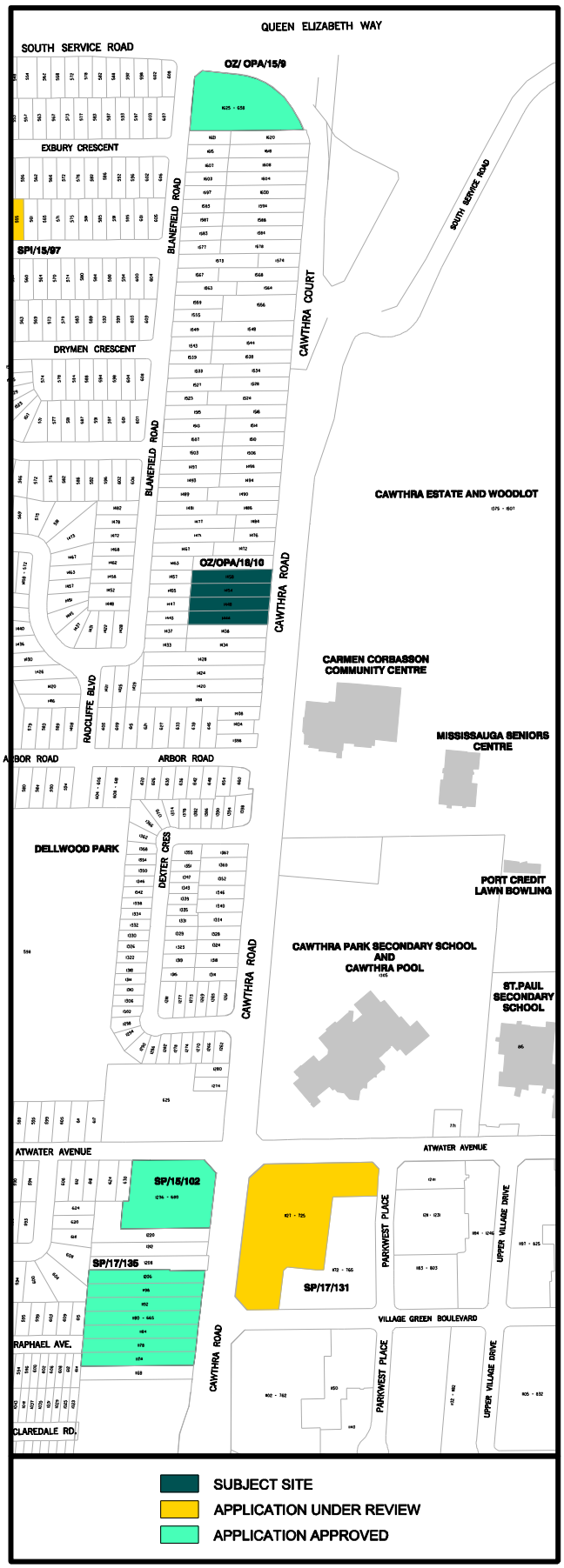
- 24 townhouses, at the corner of Cawthra Road and South Service Road (0.5 km north of the subject site), rezoning approved in June 2017 and site plan approved in June 2018;

- 110 units in four 3 storey stacked condo townhouse buildings at the southwest corner of Atwater Avenue and Cawthra Road (0.6 km south of the subject site). Committee of Adjustment application approved May 2017, and site plan approved in February 2018;

- 148 units in back-to-back, stacked, and back-to-back stacked townhouses on the west side of Cawthra Road, south of Atwater Avenue (0.7 km south of the subject site), official plan amendment and rezoning approved February 2018, site plan approved December 21, 2018;

- 171 stacked townhouse dwellings, at the southeast corner of Atwater Avenue and Cawthra Road (0.6 km south of the subject site). Committee of Adjustment application approved in August 2018. The site plan application is under review by City staff.

- In addition, throughout the Mineola neighbourhood there are a number of smaller applications which are predominately site plans for infill development.



**Community Facilities & Services**

The area is served by a wide range of community facilities including open space and parks such as the Cawthra Estate woodlot (across the street), and Dellwood Park which is some 200 m (656 ft.) to the southwest of the site. Community facilities are located in close proximity with the Carmen Corbasson Community Centre, Mississauga Seniors Centre, and Port Credit Lawn Bowling all generally located across the street and to the south. Cawthra Park and St. Paul Secondary Schools are also located nearby along Atwater Avenue which is approximately 600 m (1969 ft.) from the site.

There is bus service via Route 8, that runs on Cawthra Road, which connects the site to the City Centre as well as the Port Credit Go Station. Cawthra Road is also identified in the Mississauga Official Plan as a primary on-road cycling route (regional).

**4. Project Details**

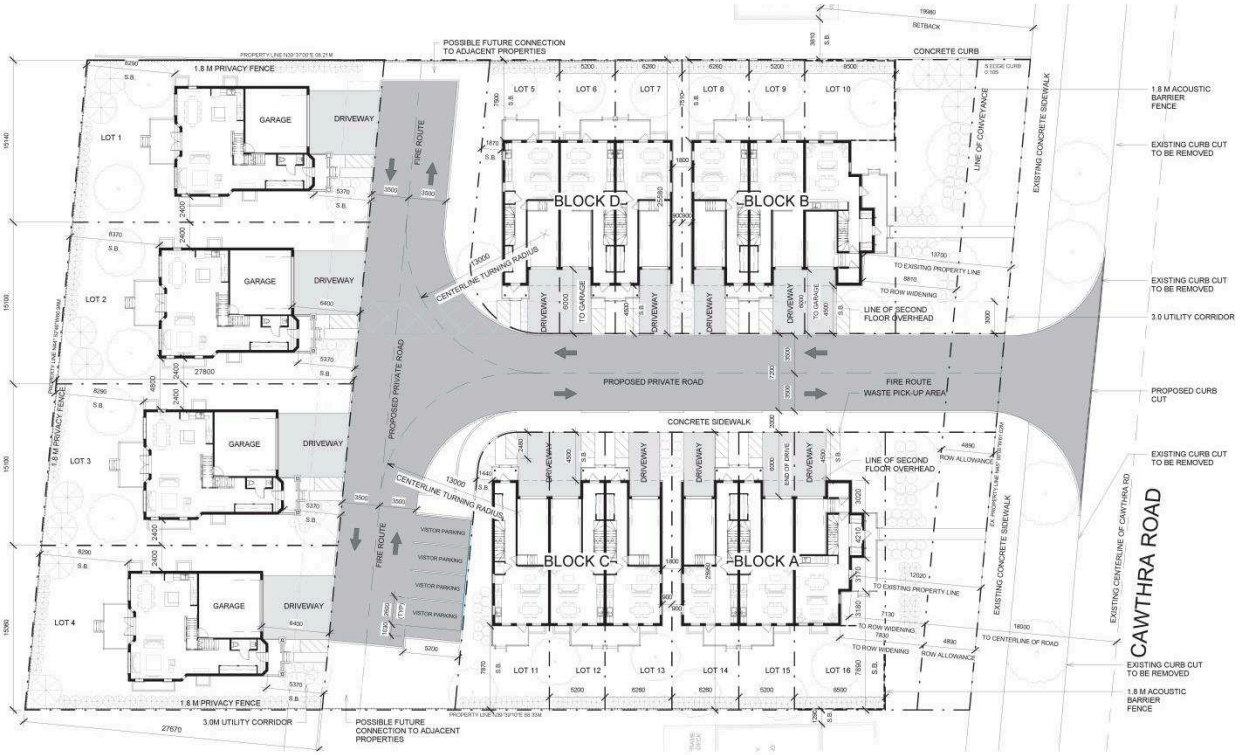
The applications are to permit four detached dwellings and twelve townhouse dwelling units all fronting onto a common element condominium road.

| **Development Proposal** | |
|---|---|
| Application submitted: | Received: October 2, 2018<br>Deemed complete: November 1, 2018 |
| Developer/ Owner: | 2530173 Ontario Corporation |
| Applicant: | KFA Architects and Planners |
| Number of units: | 4 detached homes on a CEC private road<br>12 townhomes on a CEC private road<br>16 total |
| Height: | 2 storey detached homes - 9.0 m (29.5 ft.) to ridge<br>3 storey townhomes - 9.5 m (31.2 ft.) to ridge |
| Lot Coverage: | 27% |
| Landscaped Area: | 49% |
| Road Type: | T-shape common element condominium (CEC) private road |
| Anticipated Population: | 50*<br>*Average household sizes for all units (by type) based on the 2016 Census |
| Parking:<br>resident spaces<br>visitor spaces<br>Total | Required / Proposed<br>32 / 32<br>4 / 4<br>36 / 36 |
| Green Initiatives: | • Low impact development features (e.g. proposed grading will improve drainage, 5 mm of rainfall to be retained on-site)<br>• 32 of a required 42 trees are proposed to be planted on-site with cash-in-lieu being paid for remaining 10 trees<br>• 35 trees are proposed to be retained<br>• 40 trees are to be removed |

**Concept Plan and Elevations**

Conceptual illustration of the 4 detached and 12 townhomes proposed on the subject lands

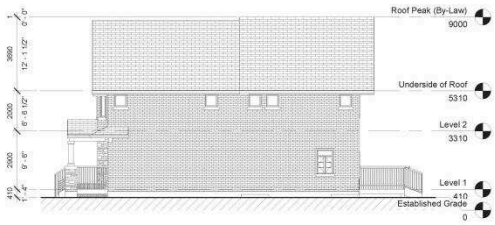
Site Plan



# Elevations

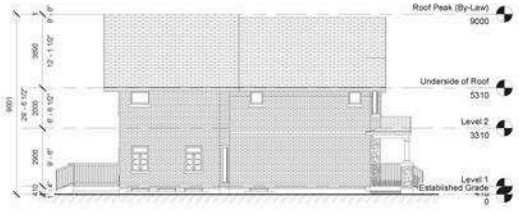
ELEVATIONS - DETCHED DWELLINGS

3 EAST ELEVATION
1 : 100



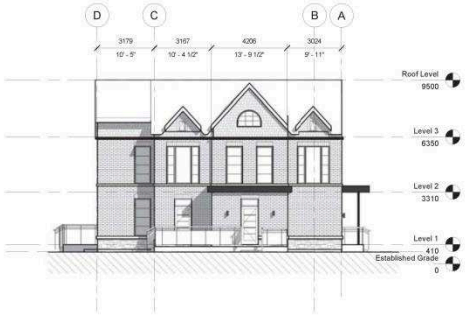

1 NORTH ELEVATION
1 : 100

4 WEST ELEVATION
1 : 100



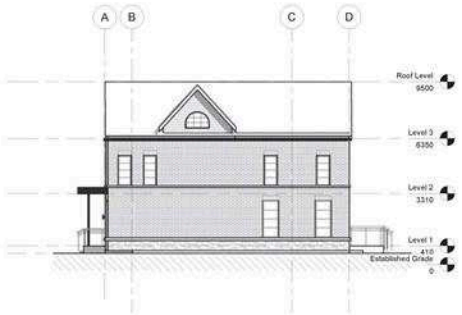

2 SOUTH ELEVATION
1 : 100

ELEVATIONS - TOWNHOUSES

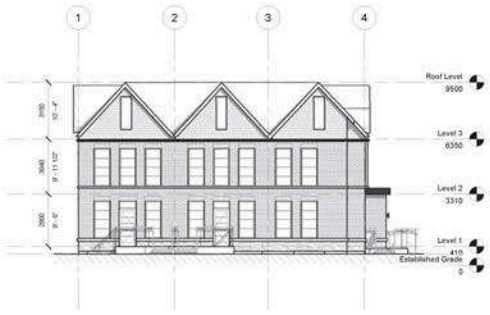



3 BLOCK A EAST ELEVATION (BLOCK B EAST ELEVATION MIRRORED)
1 : 100

1 BLOCK A NORTH ELEVATION (BLOCK B SOUTH ELEVATION SIMILAR)
1 : 100




4 BLOCK A WEST ELEVAITON (BLOCK B WEST ELEVATION MIRRORED)
1 : 100



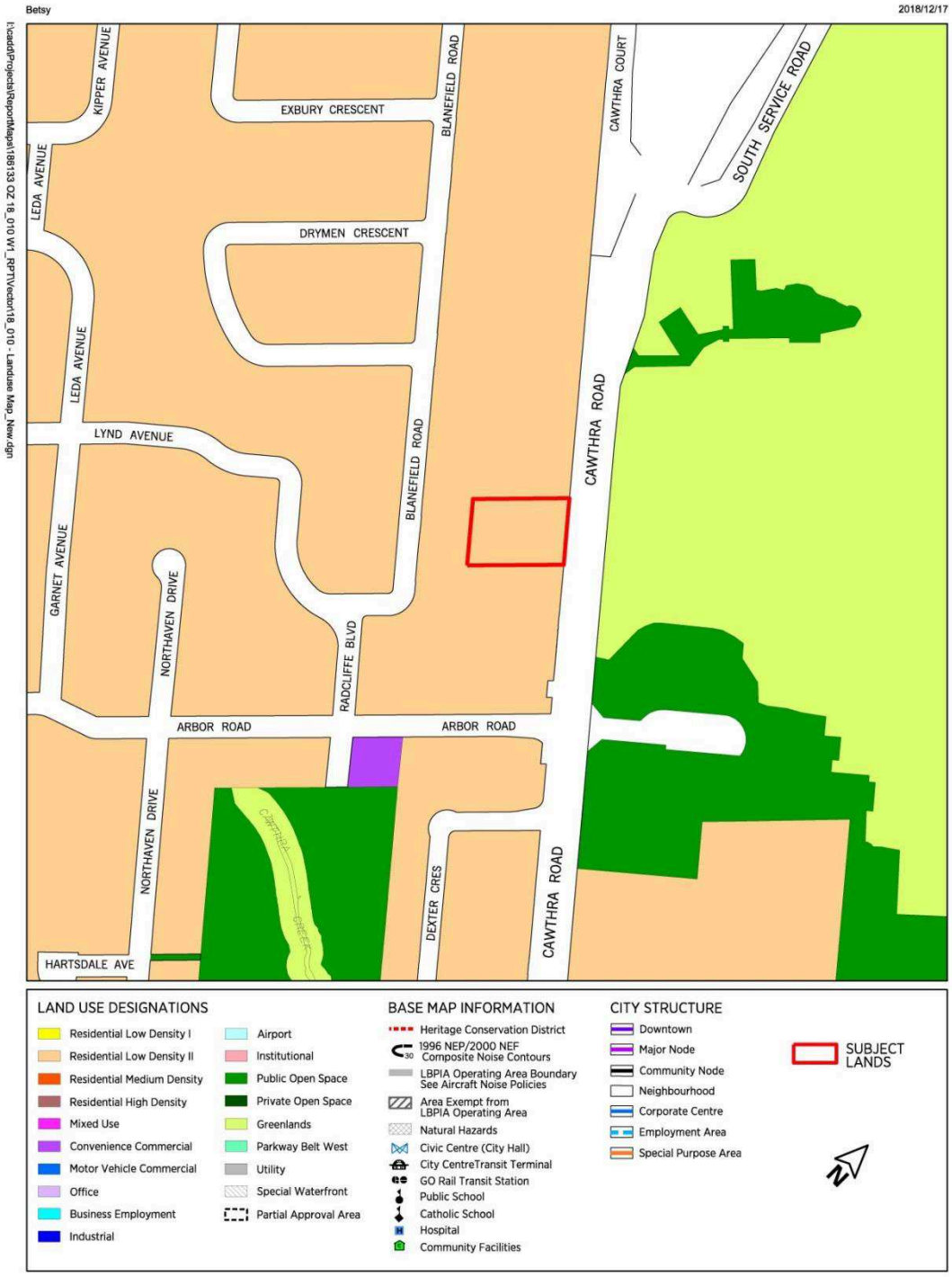

2 BLOCK A SOUTH ELEVATION (BLOCK B NORTH ELEVATION SIMILAR)
1 : 100

## 5. Community Comments

No community meetings were held and no written comments were received by the Planning and Building Department. The purpose of the Public Information report is to inform and obtain input from the community.

## 6. Land Use Policies and Regulations

**Excerpt of Mineola Neighbourhood Character Area Land Use**



## Existing Zoning and General Context

## Proposed Zoning

**Summary of Applicable Policies**

The following table summarizes the applicable policy and regulation documents that affect this application:

| Policy | Mississauga Official Plan (MOP) Policies | Proposal |
|---|---|---|
| ***Provincial Policy Statement* (PPS)** | The existing policies of MOP are consistent with the PPS | The proposed development is generally consistent with the PPS |
| ***Growth Plan for the Greater Golden Horseshoe* (Growth Plan)** | The existing policies of MOP conform with the *Growth Plan* | The proposed development is generally in conformity with the *Growth Plan* |
| **Greenbelt Plan** | n/a | n/a |
| **Parkway Belt Plan** | n/a | n/a |
| **Region of Peel Official Plan** | The existing policies of MOP are consistent with the ROP | The application is exempt from Regional Approval and no Regional Official Plan Amendment is required. |
| **Mississauga Official Plan** | The lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Low Density II** which permits detached dwellings.<br><br>Neighbourhoods are intended to focus on residential uses and associated services and facilities. Intensification within Neighbourhoods 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 this Plan. | The applicant is proposing to retain the **Residential Low Density II** designation, and add a special site policy to permit townhouse dwellings.<br><br>The applicant will need to address amongst other things, the built form policies as outline in the Development Issues section. |
| **Zoning By-law 225-2007** | The lands are currently zoned **R3-1** (Detached Dwellings – Typical Lots - Exception), which permits detached dwellings, with additional regulations pertaining to infill development (e.g. side yards, height, garage projection, dwelling depth) | The applicant is proposing a rezoning to the following:<br>• **R16-Exception** (Detached Dwelling on a CEC – Private Road) to permit 4 detached homes at the rear of the subject lands on a private road<br>• **RM6 – Exception** (Townhouse Dwelling on a CE – Private Road) to permit 12 townhomes at the front of the subject lands on a private road |

**Existing and Proposed Mississauga Official Plan Designation for the Subject Site**

**Existing Designation**
**Residential Low Density II** which permits detached dwellings.

**Proposed Designation**
**Residential Low Density II – Special Site** to provide site specific permission for townhouse dwellings in addition to detached dwellings on the subject site.

Should staff determine that this proposal is acceptable, to be consistent with other developments approved by the City in the immediate area, staff may recommend that the site be redesignated to **Residential Medium Density** which permits townhomes, with a special site policy to permit detached dwellings. This will be discussed in the next report.

***Provincial Policy Statement* (PPS) and *Growth Plan* Analysis**

**Consistency with *Provincial Policy Statement* 2014**
The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 18/010 W1 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

**Consistency Analysis**

| ***Provincial Policy Statement* (PPS)** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Consistency** |
|---|---|---|
| **1.0 Building Strong Healthy Communities** | | |
| **General Statement of Intent:**<br>Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth. | MOP provides for efficient land use patterns by recognizing that development and intensification will occur; however, the magnitude will vary in accordance with the City's urban hierarchy. (5.3 City Structure).<br><br>Neighbourhood Character Areas may accommodate intensification that is sensitive | The proposed redevelopment represents intensification that promotes an efficient land use pattern.<br><br>As part of the next staff report, the applications will be assessed with regard to whether the proposed built form represents sensitive infill. |

| ***Provincial Policy Statement* (PPS)** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Consistency** |
|---|---|---|
| | to the existing and planned character and will include appropriate transition in use, built form, density and scale. (5.3.5 Neighbourhoods). | |
| 1.1.1 Healthy, livable and safe communities are sustained by:<br>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;<br>b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons),<br>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;<br>e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; | MOP recognizes the importance of directing growth to appropriate locations to ensure that resources and assets are managed in a sustainable manner including the protection of ecological functions, public health and safety. (5.1.3 Direct Growth)<br><br>MOP recognizes the importance of providing suitable housing and a range of choices (7.2 Housing)<br><br>MOP encourages compact development (5.1.6 Direct Growth) | Intensification on the subject lands will help achieve an efficient land use pattern.<br><br>The lots are smaller than the immediate surrounding area, and could provide for a greater mix of dwellings in the neighbourhood.<br><br>The proposed development is within a residential urban area and does not create environmental health or public safety concerns.<br><br>However, the extent to which growth should be accommodated on the subject site, and the built form of the development, is subject to further review and further analysis will be included in the next staff report. |
| 1.1.3.2 Land use patterns within settlement areas shall be based on:<br>a) Densities and a mix of land uses which:<br>1. efficiently use land and resources<br>2. are appropriate for and efficiently use infrastructure and public service facilities<br>3. minimize negative impacts to air quality and climate change and promote | MOP policies recognize that Mississauga is at the end of its greenfield growth phase and new growth will be accommodated through redevelopment and intensification (5.0 Direct Growth).<br><br>MOP policies recognize the City's urban system is comprised of a Green System, City Structure and Corridors. These policies provide for appropriate densities and mix of land uses and range of opportunities for intensification and | The proposed development represents intensification.<br><br>The appropriateness of the built form in achieving PPS and MOP policies will be assessed in the next staff report. |

| ***Provincial Policy Statement* (PPS)** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Consistency** |
|---|---|---|
| energy efficiency<br>4. support active transportation<br>5. are transit supportive<br>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3 | redevelopment (5.0 Direct Growth).<br><br>The subject lands are located within the Mineola Neighbourhood, an element in the City's urban structure.<br><br>Neighbourhoods are to be stable but not static (5.3.5 Direct Growth).<br><br>Lands adjacent to Cawthra Road are located within the Corridor component of Mississauga's Urban System. Corridors are important elements of the public realm, as they link communities together and are locations where people experience the city on a day-to-day basis (5.4 Corridors) | |
| 1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs. | MOP policies, including the Urban Hierarchy, address appropriate locations for intensification and redevelopment.<br><br>Although Neighbourhood Character Areas are not the focus for intensification, MOP policies recognize that this does not mean that they will remain static or that new development must imitate previous development patterns but be sensitive to existing and planned character (5.3.5 Neighbourhoods).<br><br>Cawthra Road is identified as a corridor where development should be compact, and appropriate to the context of the surrounding area (5.4.4 Direct Growth) | The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transition to adjacent land uses. These issues will be discussed in the next staff report. |

| ***Provincial Policy Statement* (PPS)** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Consistency** |
|---|---|---|
| 1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety. | MOP contains policies that provide direction on appropriate standards to facilitate intensification with respect to issues such as transition, sun/shadow impacts, compact urban realm and public realm (9.0 Desirable Urban Form).<br><br>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to the surrounding lands. (5.4.5). | The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transition to adjacent land uses. These issues will be discussed in the next staff report. |
| 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas | As the City of Mississauga is fully urbanized (with the exception of a small amount of land along the western border) all development represent intensification.<br><br>MOP policies state that new growth will be accommodated through redevelopment and intensification within developed areas (Section 5.1). | Mississauga has sufficient underutilized sites to accommodate allocated growth, with the subject lands representing a potential opportunity for intensification.<br><br>The proposed development will help achieve growth targets, should it be determined to represent good planning with an appropriate built form. |
| 1.4 Housing<br><br>1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing types and densities that can accommodate residential growth for a minimum of ten years through intensification, redevelopment, and lands that are designated and available. | MOP policies state that the city will ensure there is adequate land capacity to accommodate population and employment growth to 2031 (5.1.2 Direct Growth) and that forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner (5.1.3 Direct Growth). | The proposed development with its smaller lot and dwelling sizes will help improve the range and variety of housing in the neighbourhood, should it be determined to represent good planning with an appropriate built form. |

| ***Provincial Policy Statement* (PPS)** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Consistency** |
|---|---|---|
| 1.4.3 Planning Authorities shall provide for an appropriate range and mix of housing types and densities that implement targets for affordable housing, permitting all forms of residential intensification, in accordance with 1.1.3.3, directing new housing towards locations where appropriate levels of infrastructure are available, promoting densities for new housing which efficiently use land and infrastructure, establish development standards for residential intensification, which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety. | MOP policy 7.2.2 Complete Communities notes that Mississauga will provide opportunities for:<br>a. The development of a range of housing choices in terms of type, tenure and price<br>b. The production of a variety of affordable dwelling types for both the ownership and rental markets | |
| 1.6.7 Transportation System<br><br>1.6.7.2 Efficient use shall be made of existing and planned infrastructure<br><br>1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. | Intensification Areas will be planned to maximize the use of existing and planned infrastructure (5.5.9 Direct Growth)<br><br>Mississauga will create a well connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas. (8.1.7 Multi-Modal City) | Although the proposed development is not located within an intensification area (where the city is focusing growth), its proximity to Cawthra Road and existing MiWay bus service makes it a transit supportive use. |
| **4.0 Implementation and Interpretation** | | |
| **General Statement of Intent:**<br>Provides direction on how the *Provincial Policy Statement* is to be implemented and interpreted.<br><br>4.2 Decisions of the council | As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement. | The application to permit the development of 4 detached dwellings and 12 townhomes on a CEC (private) road is supportive of a number of PPS and MOP policies.<br><br>However, the applications require further analysis with |

| ***Provincial Policy Statement* (PPS)** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Consistency** |
|---|---|---|
| of a municipality shall be consistent with the *Provincial Policy Statement*<br><br>4.7 The Official Plan is the most important vehicle for implementation of the *Provincial Policy Statement* | | respect to density and built form. The applications will be evaluated based on all MOP policies and reported on in a subsequent staff report. |

**Conformity with *Growth Plan* 2017**

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies (i.e. "OZ 18/10 W1 Conformity" column). Only key policies relevant to the application(s) have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

**Conformity Analysis**

| ***Growth Plan for the Greater Golden Horseshoe*** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Conformity** |
|---|---|---|
| **1.1 The Greater Golden Horseshoe** | | |
| **General Statement of Intent:**<br>The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment | The policies of MOP will accommodate growth within the existing urban boundary, helping to reduce sprawl. The policies provide a planning framework to address the challenges of accommodating growth.<br><br>Section 4 of MOP outlines the City's Vision, and Guiding Principles which will help shape change that the Growth Plan anticipates. | The development applications represent growth within the existing urban boundary.<br><br>Any potential issues associated with accommodating additional growth on the subject site will be further evaluated based on relevant policies and guidelines. |

| ***Growth Plan for the Greater Golden Horseshoe*** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Conformity** |
|---|---|---|
| **1.2 The *Growth Plan for the Greater Golden Horseshoe*** | | |
| **General Statement of Intent:**<br>The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront. | The Vision for Mississauga as outlined in Section 4 of MOP, is that it will be a beautiful sustainable city that protects it natural and cultural heritage resources and its established stable neighbourhoods. The City will plan for a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities. | Any potential issues associated with negative impacts on the established stable neighbourhood and the quality of the urban area will be further evaluated and discussed in the subsequent staff report. |
| **1.2.1 Guiding Principles** | | |
| **General Statement of Intent for this Section:**<br>The policies of this Plan are based on the following principles:<br>a. Complete communities<br>b. Prioritize intensification<br>c. Provide flexibility to capitalize on new employment opportunities<br>d. Support a range and mix of housing options<br>e. Integrate land use planning and investment in infrastructure<br>f. Provide different approaches to manage growth that recognize diversity of communities<br>g. Protect natural heritage, hydrologic, landforms<br>h. Conserve and promote cultural heritage<br>i. Integrate climate | The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following:<br><br>Section 5 – Direct Growth (addresses prioritizing intensification)<br>Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change)<br>Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities)<br>Section 8 – Creating a multi-modal City (addresses transportation infrastructure and creating a multi-modal transportation system)<br>Section 9 – Building a Desirable Built Form (provides direction on how to accommodate growth within intensification and non-intensification areas) | The development applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and other city guidelines. |

| ***Growth Plan for the Greater Golden Horseshoe*** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Conformity** |
|---|---|---|
| change considerations | | |
| 1.2.2 Legislative Authority | | |
| **General Statement of Intent:** All decisions made on or after July 1, 2017 will conform with this Plan | As illustrated through this table, MOP generally conforms to the Growth Plan, as it pertains to the proposed development. | As the decision on the applications will occur after July 1, 2017, it must conform to the Growth Plan 2017. |
| 1.2.3 How to Read this Plan | | |
| **General Statement of Intent for this Section:** Outlines the relationship between the *Growth Plan* and other planning documents, and how to read the plan | Relevant MOP policies have been reviewed in respect of the Growth Plan and other planning documents. | The applications have been reviewed accordingly. |
| **2. Where and How to Grow** | | |
| **2.1 Context** | | |
| **General Statement of Intent:** This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation. | The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document (Section 4). | The applications are located within a built-up area of the City and will allow for better utilization of existing infrastructure. The applications focus intensification partially within a Corridor and help optimize the use of existing infrastructure and reduce the need for expansion of municipal services.<br><br>It is important, however, to ensure the manner in which this intensification occurs is planned and designed appropriately. The applications are subject to further analysis. |
| **2.2 Policies For Where and How To Grow** | | |
| **2.2.1 Managing Growth** | | |
| **General Statement of Intent for this Section:** Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality. | MOP includes policies, as approved by the Region, that direct growth and intensification to appropriate locations. The location is within a Corridor while also being located within a Neighbourhood Character (not intended to be the focus of intensification) (Section 5 - | The subject site is located within a Neighbourhood Character Area, which is not intended to be a major focus of intensification. The site, however, is also partially located within a Corridor where higher density uses may be directed.<br><br>The next step in the planning |

| ***Growth Plan for the Greater Golden Horseshoe*** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Conformity** |
|---|---|---|
| | Direct Growth).<br><br>MOP includes policies that speak to appropriateness of locations for intensification including:<br><br>• Intensification within Neighbourhoods 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 policies of the plan (5.3.5.5); and<br>• Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhood and provide appropriate transitions in height, built form and density to the surrounding lands (5.4.5).<br><br>To ensure development is appropriate for the proposed location, MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10). | process will determine whether the development applications are accommodating growth in a built form that appropriately responds to the existing and planned character for the area. |
| Relevant Policies:<br>2.2.1.2<br>a. Growth should be primarily directed to settlement areas that:<br>i. Are within the built boundary and have planned municipal water and | The Mineola Neighbourhood is located within the existing built-up area that has access to municipal infrastructure to accommodate the proposed development.<br><br>Cawthra Road is identified as a Corridor on Schedule 1C, | The proposed development represents intensification along Cawthra Road that will contribute to the diversity of land uses and housing (smaller lots, condominium tenure) in an area where existing infrastructure can be utilized to support new development (e.g. transit, active |

| ***Growth Plan for the Greater Golden Horseshoe*** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Conformity** |
|---|---|---|
| wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)<br>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv),<br>iii. that is generally away from hazardous lands (2.2.1.2. e)<br><br>b. Integrated planning to manage forecasted growth will:<br>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)<br>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)<br>iii. Support the environment (2.2.1.3.d)<br>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)<br><br>c. The *Growth Plan* will support the achievement of complete communities that<br>i. Features a diverse | where development should be compact and appropriate to the context of the surrounding Neighbourhood (5.4.4)<br><br>Schedule 7 (Long Term Cycling Routes) identifies Cawthra Road as a Primary On-Road / Boulevard Routes (Regional)<br><br>MOP includes policies that speak to appropriately utilizing infrastructure, including:<br><br>• 10.6.8 which states that Mississauga will maintain and establish programs for renewal of infrastructure and utilities. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized. Opportunities for reusing pre-existing infrastructure and utilities for new purposes will be encouraged<br><br>• 10.1.11 which states infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.<br><br>MOP includes policies that address complete communities, including:<br><br>7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage | transportation, water systems are available). The applicant has identified green initiatives for the proposed development.<br><br>The manner, however, in which the proposed development contributes to the built form will be subject to further evaluation. |

| ***Growth Plan for the Greater Golden Horseshoe*** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Conformity** |
|---|---|---|
| mix of land uses<br>ii. Improves social equity<br>iii. Provides mix of housing options<br>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options<br>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design<br>vi. Mitigates climate change<br>vii. Integrates green infrastructure | compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. | |
| **2.2.2 Delineated Built-up Areas** | | |
| **Statement of Intent:**<br>The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing). | With the exception of a small portion of land along the western boundary of Mississauga, the City is within the delineated built-up area. | The development applications are supportive of the Growth Plan intent to direct development within the built-up area. However, the manner in which growth is accommodated on the site is subject to further review. |
| **2.2.6 Housing** | | |
| **General Statement of Intent:**<br>A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used. | Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf | The proposed development includes 4 detached homes and 12 townhomes on a CEC private road. |

| ***Growth Plan for the Greater Golden Horseshoe*** | **Mississauga Official Plan Policies (MOP)** | **OZ 18/010 W1 Conformity** |
|---|---|---|
| Relevant Policies:<br>a. The Region is responsible for preparing a housing strategy (2.2.6.1)<br>b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2) | MOP policies provide opportunities for a range of housing choices in terms of type, tenure and price. | The proposed development includes detached homes and townhouses on CEC private road which increases the variety of housing types available in the neighbourhood. |
| **5 Implementation** | | |
| **Statement of Intent:** Comprehensive municipal implementation is required to implement the *Growth Plan*. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.<br><br>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices. | MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional, and municipal level. In particular provincial policy initiatives provide strong direction for the growth management and development strategies found in MOP. | Not directly applicable, as these policies speak to broader planning matters including: interpretation, implementation and how to read the plan. Part 1.0 of the Mississauga Official Plan addresses many of these issues. |

**Region of Peel Official Plan**

The Region of Peel approved MOP on September 22, 2011. The proposed development application was circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 9 of this Report.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services, and achieve an urban form and densities which are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011 is the primary instrument used to evaluate development applications.

**Relevant Mississauga Official Plan Policies**

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of this application, some of which are found below.

| | **Specific Policies** | **General Intent** |
|---|---|---|
| **Section 4 Vision** | Section 4.4.3<br>Section 4.4.6<br>Section 4.4.7<br>Section 4.5 | Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles. |
| **Section 5 Direct Growth** | Section 5.1.2<br>Section 5.1.3<br>Section 5.1.4<br>Section 5.1.7<br>Section 5.1.9 | Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth.<br><br>Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner<br><br>Most of Mississauga's future growth will be directed to Intensification Areas.<br><br>Mississauga will protect and conserve the character of stable residential Neighbourhoods.<br><br>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. |
| **Section 5.3.3 Neighbourhoods** | 5.3.5.1<br>5.3.5.2<br>5.3.5.3<br>5.3.5.5<br>5.3.5.6<br>Schedule 1b | Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.<br><br>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.<br><br>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.<br><br>Intensification within Neighbourhoods 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 this Plan.<br><br>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.<br><br>Subject lands are within the Neighbourhood Element of the Urban System – City Structure |

| | Specific Policies | General Intent |
|---|---|---|
| **Section 5.4.4 Corridors** | 5.4<br>5.4.1<br>5.4.4<br>5.4.5<br>5.4.7<br>5.4.8 | Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.<br><br>A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System - Corridors.<br><br>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.<br><br>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.<br><br>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.<br><br>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element. |
| **Section 7 Complete Communities** | 7.1.1<br>7.1.10<br>7.2.1<br>7.2.2 | Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.<br><br>When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.<br><br>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.<br><br>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price; and the production of a variety of affordable dwelling types for both the ownership and rental markets; |
| **Section 8 Multi-Model City** | 8.2.2.1a<br>8.2.2.7 | Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and |

| | Specific Policies | General Intent |
|---|---|---|
| | | pedestrian/cycling routes and to achieve operational objectives.<br><br>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted. |
| **Section 9 Desirable Urban Form** | 9.1<br>9.1.1<br>9.1.3<br>9.1.5<br>9.1.10<br>9.1.15 | 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.<br><br>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.<br><br>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.<br><br>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.<br><br>The city vision will be supported by site development that: respects the urban hierarchy; utilizes best sustainable practices; demonstrates context sensitivity, including the public realm; promotes universal accessibility and public safety; and employs design excellence.<br><br>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. |
| **Section 9.2.2 Desirable Urban Form Non-Intensification Areas (includes Neighbourhoods)** | 9.2.2.3<br>9.2.2.6 | While new development need not mirror existing development, new development in Neighbourhoods will:<br>a. respect existing lotting patterns;<br>b. respect the continuity of front, rear and side yard setbacks;<br>c. respect the scale and character of the surrounding area;<br>d. minimize overshadowing and overlook on adjacent neighbours;<br>e. incorporate stormwater best management practices;<br>f. preserve mature high quality trees and ensure replacement of the tree canopy; and<br>g. be designed to respect the existing scale, massing, character and grades of the surrounding area. |

| | Specific Policies | General Intent |
|---|---|---|
| | | Development on Corridors will be encouraged to:<br>a. assemble small land parcels to create efficient development parcels;<br>b. face the street, except where predominate development patterns dictate otherwise;<br>c. not locate parking between the building and the street;<br>d. site buildings to frame the street;<br>f. support transit and active transportation modes;<br>g. consolidate access points and encourage shared parking, service areas and driveway entrances; and<br>h. provide concept plans that show how the site can be developed with surrounding lands. |
| **Section 9 Desirable Urban Form**<br><br>**Various Policies That Address**<br><br>**- Public Realm**<br><br>**- Movement**<br><br>**- Site Development**<br><br>**- Buildings** | 9.3.1.8<br>9.3.11<br>9.5.1.1<br>9.5.1.2<br>9.5.1.9<br>9.5.2<br>9.5.3<br>9.5.4<br>9.5.6 | Buildings and site design will be compatible and integrate with site conditions, the surrounding context and surrounding landscape of the existing or planned character area. Appropriate transition should be provided and have regard for various elements including sunlight, wind, privacy, overlook, skyviews.<br><br>New development should contribute to creating a comfortable, safe environment for pedestrians with attractive streetscapes, respecting existing grades, and incorporating sustainable measures such as stormwater best management practices.<br><br>Reverse frontage lots will not be permitted, except for infill development where a street pattern has already been established. |
| **Section 11 Land Use** | 11.2.5.4 | Lands designated Residential Low Density II will permit the following uses:<br>a. detached dwelling;<br>b. semi-detached dwelling;<br>c. duplex dwelling; and<br>d. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.<br><br>NOTE: Neighbourhood policies further restrict uses. |
| **Section 16 Neighbourhood**<br><br>**- General** | 16.1.1.1<br>16.1.2.1 | For lands within a Neighbourhood, a maximum building height of four storeys will apply.<br><br>To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots created by land division or units or parcels of tied land (POTLs) created by condominium will generally represent the greater of:<br><br>a. The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m |

| | Specific Policies | General Intent |
|---|---|---|
| | | of the subject property. In the case of corner development lots, units or POTLs on both streets within 120 m will be considered; or<br>b. the requirements of the Zoning By-law. 16.1.2.2<br><br>Notwithstanding 16.1.2.1, where the average lot frontage or lot area of residential lots determined pursuant to 16.1.2.1.a is less than the minimum requirements of the zoning by-law, consideration may be given to a minor variance. |
| **Section 16 Neighbourhoods Mineola Character Area Policies** | 16.18.1.1<br>16.18.2.1 | Infill housing policies require development of detached dwellings to address, amongst other things, setbacks, grades, height, scale and character, minimizing impacts on neighbours.<br><br>Notwithstanding the Residential Low Density I and Residential Low Density II policies of this Plan, the Residential Low Density I and Residential Low Density II designations permit only detached dwellings. |
| **Section 19 Implementation** | 19.5.1 | The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:<br><br>• that the proposed redesignation would not adversely impact or destabilize the following: the overall intent, goals, objectives, and policies of this Plan; and the development or functioning of the remaining lands that have the same designation, or neighbouring lands;<br><br>• that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;<br><br>• land use compatibility with the existing and future uses of surrounding lands; and<br><br>• the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application. |

**Existing and Proposed Zoning**

**Existing Zone** – **R3-1** (Detached Dwellings – Typical Lots – Exception) which permits detached dwellings, and provides additional regulations pertaining to infill development (e.g. side yards, height, garage projection, dwelling depth)

**Proposed Zoning Regulations:**

- **R16 – Exception** (Detached Dwelling on a CEC-Private Road – Exception) and
- **RM6 – Exception** (Townhouse Dwelling on a CEC-Private Road – Exception)

Should staff determine that this proposal is acceptable, a more appropriate approach, consistent with other developments approved by the City, may be to rezone the entire site to **RM6** - **Exception** with an exception to allow four detached dwellings in a townhouse zone**.** This will be discussed in the next report.

| **Selected Zone Regulations** | **R3-1 Zone Regulations** | **R16 Zone Regulations** | **Proposed R16 Exception Zone Regulations[1]** |
|---|---|---|---|
| Min. Lot Area<br>- Interior Lot<br>- Corner Lot | <br>550 $m^2$ (5,920 $ft^2$)<br>720 $m^2$ (7,750 $ft^2$) | <br>550 $m^2$ (5,920 $ft^2$)<br>720 $m^2$ (7,750 $ft^2$) | <br>415 $m^2$ (4,467 $ft^2$)<br>Same as R16 |
| Min. Lot Frontage<br>- Interior Lot<br>- Corner Lot | <br>15.0 m (49 ft.)<br>19.5 m (64 ft.) | <br>15.0 m (49 ft.)<br>19.5 m (64 ft.)[2] | <br>Same as R16 |
| Max. Lot Coverage | 35% | 35% | Same as R16 |
| Min. Front Yard<br>- Interior Lot<br>- Corner Lot | <br>7.5 m (25 ft.)<br>6.0 m (20 ft.) | <br>7.5 m (25 ft.)<br>7.5 m (25 ft.) | <br>5.3 m (17 ft.)<br>Same as R16 |
| Min. Exterior Side Yard | 6.0 m (20 ft.) | 6.0 m (20 ft.) | Same as R16 |
| Min. Interior Side Yard<br>- Interior Lot<br>- Corner Lot | 1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey or portion thereof above one storey | 1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey or portion thereof above one storey | Same as R16 |
| Min. Rear Yard<br>- Interior Lot<br>- Corner Lot | <br>7.5 m (25 ft.)<br>3.0 m (10 ft.) | <br>7.5 m (25 ft.)<br>7.5 m (25 ft.)[2] | <br>Same as R16 |
| Max. Height – highest ridge (frontage less than 22.5 m) | 9.0 m (30 ft.) | 10.7 m (35 ft.) | Same as R16 |
| Minimum setback from a front garage face to a street, CEC-private road or CEC -sidewalk | 7.5 m (25 ft.) – interior lot<br>6.0 m (20 ft.) – corner lot | 6.0 m (20 ft.) | Same as R16 |
| 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 | 1.6 m (5.2 ft.) | 1.5 m (5 ft.) | 2.4 m (8 ft.) |

[1] In some cases dimensions of proposed development are less than regulations (e.g. maximum height of proposed detached dwellings is 9.0 m to ridge as opposed to 10.7 m as permitted in an R16 Zone)

[2] Regulation is for a CEC lot

Note: The provisions listed are based on information provided by the applicant (draft zoning by-law), which is subject to revisions as the applications are further refined.

| Selected Zone Regulations | R3- 1 Zone Regulations | RM6 Zone Regulations[2] | Proposed RM6 Exception Zone Regulations[1] |
|---|---|---|---|
| Min. Lot Area<br>- Interior Lot<br>- Corner Lot | <br>550 $m^2$ (5,920 $ft^2$)<br>720 $m^2$ (7,750 $ft^2$.) | <br>115 $m^2$ (1,239 $ft^2$)<br>190 $m^2$ (2,045 $ft^2$) | <br>Same as RM6 |
| Min. Lot Frontage<br>- Interior Lot<br>- Corner Lot | <br>15.0 m (49 ft.)<br>19.5 m (64 ft.) | <br>5.0 m (16 ft.)<br>8.3 m (27 ft.) | <br>Same as RM6<br>7.0 m (23 ft.) |
| Min. Front Yard<br>- Interior Lot<br>- Corner Lot | <br>7.5 m (25 ft.)<br>6.0 m (20 ft.) | <br>4.5 m (15 ft.)<br>4.5 m (15 ft.) | <br>Same as RM6 |
| Min. Exterior Side Yard | 6.0 m (20 ft.) | n/a | n/a |
| Min. Exterior Side Yard - lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater | n/a | 7.5 m (25 ft.) | 7.1 m (23 ft.) |
| Min. Exterior Side Yard - lot with an exterior side lot line abutting a CEC-private road | n/a | 4.5 m (15 ft.) | 1.4 m (5 ft.) |
| Min. Interior Side Yard<br>- Interior Lot<br>- Corner Lot | 1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey of portion thereof above one storey | 1.5 m (5 ft.) (unattached side) | 0.9 m (3 ft.) |
| Min. Rear Yard<br>- Interior Lot<br>- Corner Lot | <br>7.5 m (25 ft.)<br>3.0 m (10 ft.) | <br>7.5 m (25 ft.)<br>7.5 m (25 ft.) | <br>Same as RM6 |
| Max. Height – highest ridge (lots having frontage less than 22.5 m) | 9.0 m (30 ft.) | 10.7 m (35 ft.) and 3 storeys | 9.5 m (31 ft.) and 3 storeys |
| Minimum setback of a townhouse dwelling to a CEC – visitor parking space | n/a | 3.3 m (11 ft.) | 1.9 m (6 ft.) |

[1] In some cases dimensions of proposed development are less than regulations (e.g. maximum height of proposed detached dwellings is 9.0 m to ridge). Exceptions from planning justification report (pg. 24)

[2] Unless stated, the regulation is applicable for a CEC lot

Note: The provisions listed are based on information provided by the applicant (draft zoning by-law), which is subject to revisions as the applications are further refined.

## 7. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

**8. School Accommodation**

| **The Peel District School Board** | **The Dufferin-Peel Catholic District School Board** |
|---|---|
| • Student Yield:<br><br>2 Kindergarten to Grade 5<br>1 Grade 6 to Grade 8<br>1 Grade 9 to Grade 12<br><br>• School Accommodation:<br><br>Janet I. Mc.Dougald<br><br>Enrolment: 450<br>Capacity: 552<br>Portables: 0<br><br>Allan A. Martin<br><br>Enrolment: 497<br>Capacity: 538<br>Portables: 1<br><br>Cawthra Park S.S.<br><br>Enrolment: 1,297<br>Capacity: 1,044<br>Portables: 5<br><br>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables. | • Student Yield:<br><br>2 Junior Kindergarten to Grade 8<br>2 Grade 9 to Grade 12<br><br>• School Accommodation:<br><br>St. Dominic<br><br>Enrolment: 326<br>Capacity: 271<br>Portables: 5<br><br>St. Paul<br><br>Enrolment: 475<br>Capacity: 807<br>Portables: 0 |

**9. Development Issues**

The following is a summary of comments from agencies and departments regarding the application:

| Agency / Comment Date | Comment |
|---|---|
| Region of Peel<br>(December 17, 2018) | We can advise that in its current state, the application meets the requirements for exemption from Regional approval and a Regional Official Plan Amendment is not required.<br><br>There is an existing 300 mm (12 in.) diameter watermain and 350 mm (14 in.) diameter sanitary sewer located on Cawthra Road. Servicing must comply with local requirements, Ontario Building Code, and Regional standards.<br><br>Revisions to the Functional Servicing Report and Storm Water Management Report are required. Private servicing easements maybe required. The Traffic Impact Study is currently under review. Property dedication will be required and encroachments are not permitted within the Region's right-of-way. The Region will provide curbside collection of garbage, recyclable material, organics and yard waste.<br><br>Additional information, fees, conditions, securities, will be required at subsequent stages of the approval process (e.g. site plan and/or prior to commencement of work). |
| Dufferin-Peel Catholic District School Board and the Peel District School Board<br>(November 27, 2018)<br>(November 29, 2018) | In comments, dated November 27, 2018, and November 29, 2018 the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application. In addition, the Peel District School Board and Dufferin-Peel Catholic School Board also requires certain conditions be added to any purchase and sale agreements or Servicing and/or Subdivision Agreement. |
| City Community Services Department – Parks and Forestry Division/Park Planning Section<br>(January 10, 2019) | In comments dated January 10, 2019, the Community Services Department indicated that the subject property is adjacent to City owned lands identified as Cawthra Park (P-074) which is approximately 37 m (121 ft.) from the proposed development and includes the Cawthra Arena, Cawthra Senior Centre, lawn bowling and a soccer field (11V11).<br><br>Prior to the issuance of building permits for all lots and blocks, |

| Agency / Comment Date | Comment |
|---|---|
| | satisfactory arrangements shall have been made with the Park Planning Section, Community Services Department and the Realty Services Section of the Corporate Services Department with respect to the payment of cash-in-lieu for park or other public recreational purposes. The owner is advised that the City will require the payment of cash-in-lieu for park or other public recreational purposes as a condition of development prior to the issuance of building permits, and valued as of the day before the day of building permit issuance pursuant to Section 42(6) of the Planning Act and City of Mississauga by-laws and policies.<br><br>The developer will be required to provide securities for tree preservation and arrangements shall be made for the preservation of as many of the existing trees on the public boulevard as possible. Tree removal permission is required to injure or remove trees. |
| City Community Services Department – Culture Division<br>(November 9, 2018) | The property has archaeological potential and the proponent shall carry out an archaeological assessment. No grading or other soil disturbance shall take place prior to the approval authority and the Ministry of Tourism Culture and Sport confirming that all concerns have met licensing and resource conservation requirements. |
| City Community Services Department – Fire and Emergency Services Division<br>(December 17, 2018) | Fire has reviewed the application and has no concerns from an emergency response time or accommodating fire trucks given the layout of the road pattern; however, confirmation from the Region is required indicating the proposed water main system for this area will be adequate. Hydrants should be installed and in service prior to construction. |
| City Transportation and Works Department<br>(December 20, 2018) | The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions in support of the application, as follows:<br><br>Noise Study:<br>The Noise Impact Study is to be updated to provide further analysis of noise levels impacting the site. As this site is fronting Cawthra Road, final written approval of the Noise Study and location of noise barrier(s) fronting Cawthra Rd. is to be obtained by the Region of Peel.<br><br>Servicing / Grading:<br>Revised engineering drawings to add additional technical details, including private condominium road standard details.<br><br>Storm Drainage:<br>The Functional Servicing Report is to be updated to include external drainage and internal site drainage/servicing details |

| Agency / Comment Date | Comment |
|---|---|
| | and final review by CVC. In addition, as Cawthra Road is a Regional Road, the review of the FSR is to be approved by the Region of Peel.<br><br>Traffic:<br>The Traffic Impact Study will require additional coordinated comments with the Region of Peel with respect to the access as Cawthra Road is under their jurisdiction. The study is to be revised to include turning movement details/diagrams.<br><br>The above aspects are to be addressed prior to the Recommendation Meeting. |
| Other City Departments and External Agencies | The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:<br>Canada Post<br>Enbridge<br>Rogers Cable<br>CVC<br>Greater Toronto Airport Authority |
| | The following City Departments and external agencies were circulated the applications but provided no comments, as of the writing of this report:<br>Ministry of Transportation<br>Bell Canada<br>Conseil Scolaire Viamonde<br>Conseil Scolaire De District Catholique Centre-Sud<br>Alectra Utilities |

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- The provision of a satisfactory Servicing Report to determine if there is capacity and resolution of all servicing and utility issues.

**Development Requirements**

There are engineering matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

**Other Information**

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

- Survey
- Site Plan Details
- Parcel Registry documents
- Landscape Plan
- Tree Protection Plan
- Arborist Report and Tree Preservation Plan
- Plans for basement, levels 1 to 3 and roof plan
- Elevations – Detached Homes
- Elevations - Townhomes
- Site Grading Plan
- Site Servicing Plan
- Engineering Drawing Details
- Planning Report
- Functional Servicing and Stormwater Management Report
- Noise Impact Study
- Traffic Impact Study
- Stage 1&2 Archaeological Assessment
- Draft Official Plan and Zoning Amendment

# Recommendation Report
# Detailed Planning Analysis

## Owner: 2530173 Ontario Corporation

## 1444, 1448, 1454 and 1458 Cawthra Road

Table of Contents

1. Community Comments ..... 2
2. Updated Agency and City Department Comments ..... 3
3. *Provincial Policy Statement*, 2020 (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) 2019 and Amendment No. 1 (2020) ..... 4
4. Consistency with PPS ..... 5
5. Conformity with Growth Plan ..... 5
6. Region of Peel Official Plan ..... 6
7. Mississauga Official Plan (MOP) ..... 6
8. Revised Site Plan and Elevations ..... 12
9. Zoning ..... 16
10. Bonus Zoning ..... 17
11. Site Plan ..... 17
12. Draft Plan of Subdivision ..... 17
13. Conclusions ..... 17

# 1. Community Comments

Comments from the public at the community and public meetings were generally directed towards the proposed land use and built form. Below is a summary and response to the specific comments heard.

**Comment**
Concern was raised that the Mineola neighbourhood is not an appropriate area for intensification and that the proposed development is out of character with the Mineola neighbourhood.

**Response**
While Mississauga Official Plan (MOP) states that Neighbourhood Character Areas are not appropriate areas for significant intensification, intensification in neighbourhoods may occur where it is sensitive to the existing and planned character. Higher density uses, such as townhomes, may also be considered when located along right-of-ways identified as Corridors such as Cawthra Road.

Further, new development is not required to imitate previous development patterns or mirror existing development, but is required to respect and be compatible with the surrounding area. Although the proposed development of detached dwellings and townhome dwellings represents an increase in density and height in comparison to the immediate area, the proposal is for modest intensification in the form of ground related residential development along Cawthra Road, which already has a different character than the interior of the Mineola neighbourhood.

Based on the criteria for compatible development set forth in MOP, the proposed development of detached and townhome dwellings on an assembly of four properties at the eastern periphery of the Mineola neighbourhood is considered to be appropriate.

**Comment**
The proposed townhome dwellings will result in the loss of privacy and inappropriate overlook on to adjacent properties.

**Response**
The proposed rear yard setbacks for the townhome dwellings (7.5 m (24.6 ft.)) meet the applicable zoning requirement and are considered an appropriate separation distance to address privacy and overlook concerns. Further, privacy fencing (2.0 m (6.6 ft.)) is provided along the property lines and the proposed rear yards are sufficient to accommodate the preservation of existing trees or the planting of new trees to further mitigate any privacy and overlook impacts.

**Comment**
The proposed development will result in additional traffic along Cawthra Road which could lead to potential negative impacts such as pedestrian safety.

**Response**
A traffic impact study was prepared by Cole Engineering and reviewed by the Region of Peel and the City's Transportation

and Works Department. It has been determined that the additional trips generated by the development will not impact the operations of the existing road network and intersections.

Access from the site will also require a stop sign and stop bar before the sidewalk on Cawthra Road. The Region will also require access to be restricted to right-in/right-out movements however, in the interim, full movement with restrictions on left turns during peak PM hours will be permitted. These measures will help mitigate conflicts with pedestrians and vehicular traffic.

**Comment**
The proposed development should provide a sufficient amount of parking for visitors.

**Response**
The proposed parking supply for the detached and townhome dwellings meets the applicable zoning requirements for resident and visitor parking spaces. Specifically, a minimum of two resident parking spaces are provided for each detached dwelling and townhome dwelling, and four parking spaces, including one accessible parking space, are provided for visitors.

## 2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on November 2, 2018. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

**City Transportation and Works Department**

Comments updated November 2021, state that technical reports and drawings have been submitted and have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

*Stormwater*

A Stormwater Management Report, prepared by Lithos Group Ltd., dated August 2021, was submitted for review. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site.

The applicant has demonstrated a satisfactory stormwater servicing concept, including onsite stormwater management techniques and that there will be no impact on the City's storm sewer system. Various methods of water reuse on site are being pursued and low impact design features are also being proposed.

The applicant is also proposing to connect their site storm drainage into the Region of Peel's storm sewer in Cawthra Road. The Region has reviewed and accepted the site drainage to be conveyed to the region's storm sewer.

*Traffic*

Cawthra Road is a Regional Road and under the jurisdiction of the Region of Peel. All matters pertaining to Cawthra Road will need to satisfy the Region, including access consolidation and internal road layout/interconnections.

A total of four (4) traffic impact study (TIS) submissions were provided by Cole Engineering Group Ltd. Each submission was reviewed and audited by the City's Transportation and Works staff. The May 2020 TIS complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 12 (3 in, 9 out) and 12 (7 in, 5 out) two-way site trips for the weekday AM and PM peak hours in 2024, respectively.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

*Environmental Compliance*

Based on the review of the Phase One Environmental Site Assessment (ESA), dated November 9, 2020, and the Phase Two ESA, dated July 28, 2020, both prepared by Palmer, it has been determined the site is suitable for the intended land use.

*Noise*

The Noise Feasibility Study by HGC Engineering dated April 15, 2020 evaluates the potential impact to and from the development and recommends mitigation measures to reduce any negative impacts. The results of this preliminary study indicate that noise mitigation measures will be required, including sound barriers for outdoor living areas. The details of which will be confirmed through the site plan process.

*Other Engineering Matters*

Transportation and Works is satisfied that the information reviewed to date is satisfactory and in accordance with City requirements. Any outstanding items required in support of this development will be dealt with through Draft Plan Conditions, the Subdivision Agreement and the Site Plan review process.

## 3. *Provincial Policy Statement*, 2020 (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) 2019 and Amendment No. 1 (2020)

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these

policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

## 4. Consistency with PPS

The Public Meeting Report dated January 25, 2019 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The subject site and proposal represent an opportunity to modestly intensify and increase the range of housing in the area in proximity to public transit infrastructure and community services. The proposed development represents an efficient land use pattern that avoids environmental, health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

## 5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 2.2.2.4 b) in the 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.

The proposed development conforms with the Growth Plan as it modestly intensifies an assembly of properties along Cawthra Road and will use existing municipal infrastructure. Further, the proposed development provides a variety of housing options along the periphery of an established neighbourhood while ensuring compatibility with the adjacent residential homes.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

## 6. Region of Peel Official Plan

As summarized in the Public Meeting Report dated January 25, 2019 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing options in the established Mineola neighbourhood.

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Mineola Neighbourhood Character Area, to permit 4 two storey detached dwellings and 12 three storey townhome dwellings. 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 relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

*Directing Growth*

The subject site is located in the Mineola Neighbourhood Character Area, which is characterized as a predominantly low rise neighbourhood comprised mainly of detached dwellings, with medium and higher density developments located generally along the Cawthra Road and Hurontario Street corridors. The site is a land assembly of four lots, each with a detached dwelling and individual driveway onto Cawthra Road (regional arterial road). The site is designated **Residential Low Density II**, which permits detached dwellings. The applications are proposing to change the designation to **Residential Medium Density** and to add a Special Site policy to permit both townhome and detached dwellings.

Under MOP, residential intensification in Neighbourhoods is subject to specific criteria as set forth in the following policies:

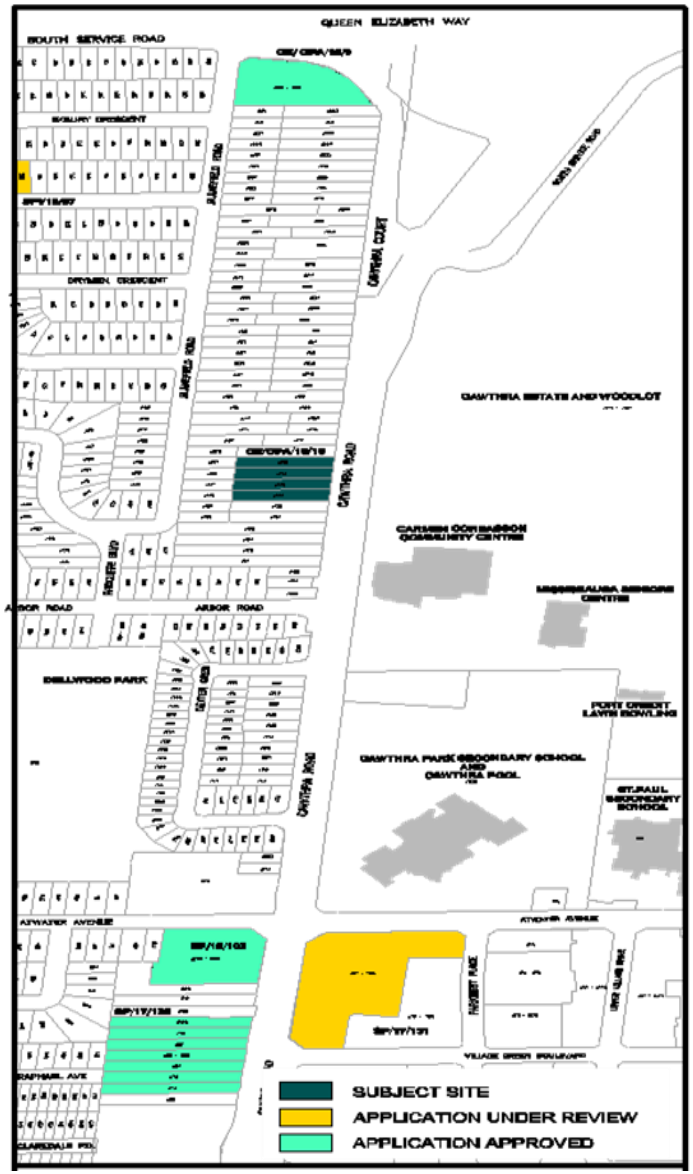
- 5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres
- 5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan
- 5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale

Although neighbourhoods, including Mineola, are not intended to accommodate significant intensification, this does not mean that they will remain static or that new development must imitate previous development patterns, but rather when development does occur it should be sensitive to the neighbourhood's existing and planned character. The site's location along the eastern periphery of the Mineola neighbourhood ensures that the character of the neighbourhood largely remains unchanged, as the character of the Cawthra Road corridor already differs from the core area of the neighbourhood.

The Cawthra Road corridor is already experiencing intensification in the form of medium and higher density uses such as townhome dwellings, stacked townhome dwellings and apartment buildings. As illustrated on the map below, there are multiple applications approved or under review along Cawthra Road and the surrounding area which introduce higher density uses. The proposed townhome dwellings are also located towards the front of the subject site along Cawthra Road and the detached dwellings are located towards the rear, ensuring an appropriate transition in height and built form to the adjacent neighbourhood. The proposed land use and built form is, therefore, not new to the eastern periphery of the Mineola

neighbourhood and will contribute to the growing variety of housing options.

When evaluating the proposal in consideration of the applicable policies above, the proposed detached and townhome dwellings are sensitive to and compatible with the surrounding context as they are located along the Cawthra Road corridor. They have been designed to ensure appropriate transitions to the adjacent land uses and will provide higher density uses in a ground related built form already present in the area. Therefore, it is staff's opinion that the proposal meets the directive of MOP regarding intensification within established Neighbourhood Character Areas such as the Mineola neighbourhood and will not adversely impact or destabilize the intent, goals and objectives of MOP.



*Compatibility with the Neighbourhood*

Intensification within neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The surrounding lands in proximity to the subject site are designated **Residential Low Density II**, which permits only detached dwellings. The proposed amendment to **Residential Medium Density** and the addition of a Special Site policy will result in a combination of detached dwellings and townhome dwellings.

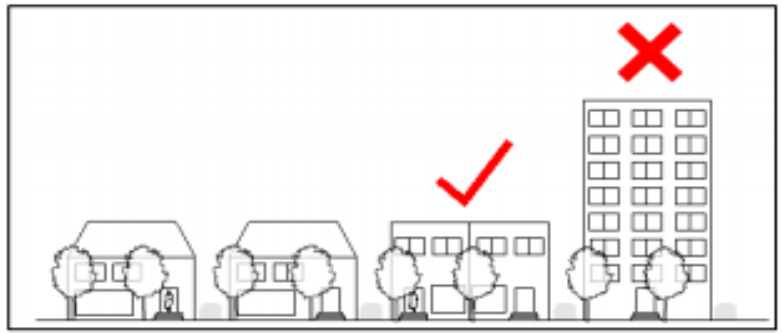


Figure 9-10: New development in neighbourhoods does not need to mirror existing development, but will be required to respect and be compatible with the surrounding area.

MOP defines "compatibility" as, "development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area." While the proposed redevelopment is not the same as existing development, the proposed ground related built form and scale coexist with the surrounding development. This is illustrated when evaluating the proposal based on the criteria set forth in Section 9.2.2.3 of MOP below.

- 9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods 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 neighbours
  e. incorporate stormwater best management practices
  f. preserve mature high quality trees and ensure replacement of the tree canopy
  g. be designed to respect the existing scale, massing, character and grades of the surrounding area

The proposed building locations and layout of the development respects the lotting pattern and building setbacks of existing development. The proposed lots for the detached dwellings align with the existing residential lots to the west in terms of width and orientation, and the detached dwellings are in keeping with the applicable zoning's setback standards. While the proposed lots for the townhome dwellings have a different orientation, the rear yard setbacks and setbacks from Cawthra Road are similarly in keeping with the applicable zoning's standards. The provision of adequate setbacks protects neighbouring properties from adverse impacts, while maintaining the pattern of development for visual continuity along the streetscape.

The proposed built form and scale of the development respects the scale and character of the surrounding area. The proposed height (9.0 m (29.5 ft.)) and lot frontage (15.0 m (49.2 ft.)) of the detached dwellings are permitted under the existing zoning with the exception that they will be located on a private, common element condominium road. Although the proposed height of the townhome dwellings (9.9 m (32.5 ft.)) is slightly higher than the existing zoning, the third storey is located within a sloped roofline and accompanied by architectural elements, such as third storey windows, to help deemphasize building height. As previously mentioned, a transition in height to the adjacent residential uses to the west is also provided by locating the townhome dwellings closer to Cawthra Road and the detached dwellings along the rear of the subject site.

Overshadowing and overlook impacts are minimized through the provision of appropriate rear yard setbacks (7.5 m (24.6 ft.)) from the detached and townhome dwellings to all adjacent properties. Adequate rear yards are also provided to accommodate the preservation of select existing trees or new tree planting. A privacy fence (2.0 m (6.6 ft.)) will also be provided along the property lines to further mitigate impacts.

Stormwater management will be primarily controlled through an underground superpipe and conveyed towards the existing storm sewer network along Cawthra Road. Hard landscaping in the front yards of the detached and townhome dwellings will be limited to the driveways, garbage collection areas and walkways. The existing infrastructure on Cawthra Road will be adequate to service the development.

Replacement trees and cash-in-lieu will be required in order to protect the existing tree canopy on the subject site. There are 78 trees which currently exist on the subject site, neighbouring properties and City property. 50 trees, including 27 injured or dead ash trees, will require removal to accommodate the proposed development. Tree replacement locations have either been identified or where not possible, payment of cash-in-lieu of tree removal will be pursued.

The proposed development has been designed to respect the existing scale, massing, character and grades of the surrounding area. The proposed grading will improve the existing drainage patterns where feasible, and the grades along the property lines will be maintained to the extent possible.

The proposed detached and townhome dwellings can be successfully integrated into the periphery of the Mineola neighbourhood while coexisting with the existing land uses and built form. Therefore, it is staff's opinion that the proposed redevelopment meets the directives of MOP regarding compatibility with the Mineola Neighbourhood Character Area and that the subject lands are suitable for the proposed uses.

*Services and Infrastructure*

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

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit route:

- Number 8 on Cawthra Road having direct access to Port Credit and City Centre, and connecting to the Port Credit GO Station and City Centre Transit Terminal

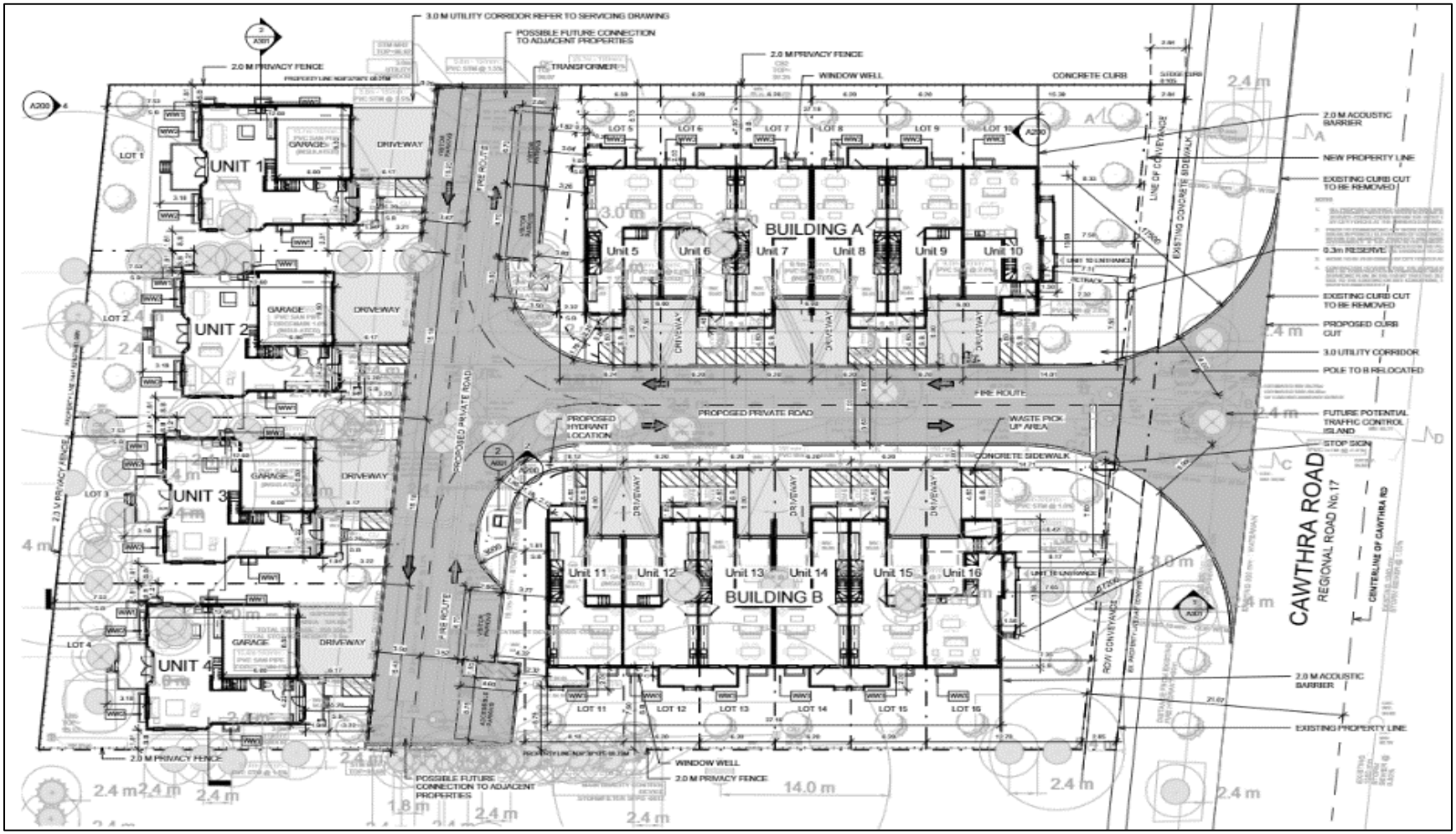
There are southbound and northbound MiWay Transit stops on Cawthra Road within 200 m (656.2 ft.) of the site.

The area is served by a range of community infrastructure and facilities including Carmen Corbasson Community Centre and Mississauga Senior Centre, Dellwood Park, Cawthra Woodlot, and multiple schools such as Cawthra Park Secondary School and St. Paul Secondary School.

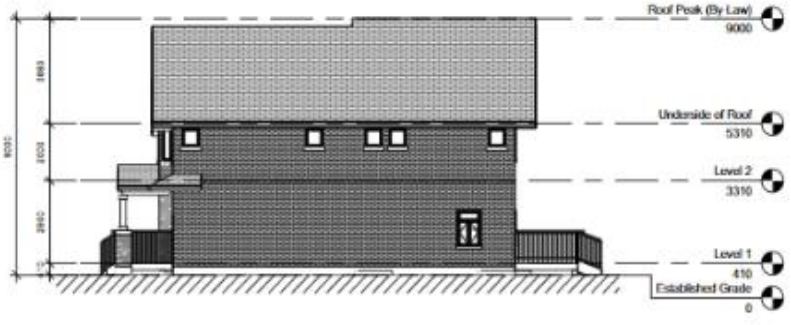
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

## 8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:

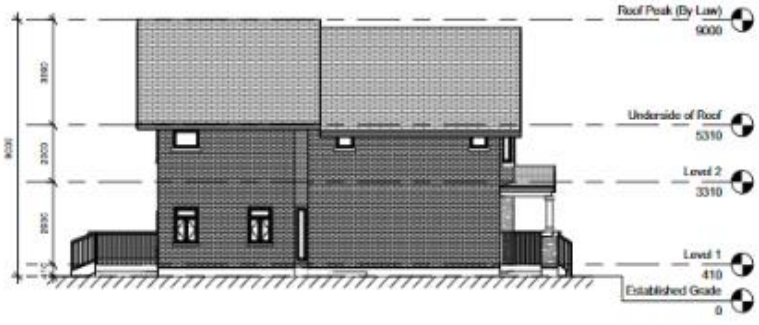


3 East Elevation
1 : 100




1 North Elevation
1 : 100

4 West Elevation
1 : 100




2 South Elevation
1 : 100

3 BUILDING A SOUTH ELEVATION
1 : 100

1 BULDING A WEST ELEVATION
1 : 100

4 BUILDING A NORTH ELEVATION
1 : 100

2 BUILDING A EAST ELEVATION
1 : 100

1 BUILDING B NORTH ELEVATION
1 : 100

3 BUILDING B EAST ELEVATION
1 : 100

2 BUILDING B SOUTH ELEVATION
1 : 100

4 BUILDING B WEST ELEVATION
1 : 100

## 9. Zoning

The proposed **RM6-Exception** (Townhouses on a CEC – Road – Exception) is appropriate to accommodate the 4 two storey detached and 12 three storey townhome dwellings.

Below is an updated summary of the proposed site specific zoning provisions:

**Proposed Zoning Regulations**

| Zone Regulations | RM6 Zone Regulations | Proposed RM6-Exception Zone Regulations |
|---|---|---|
| Minimum Lot Frontage | 5.0 m (16.4 ft.) Interior Lot (Townhome)<br><br>8.3 m (27.2 ft.) CEC – Corner Lot (Townhome) | 5.0 m (16.4 ft.) Interior Lot (Townhome)<br><br>8.0 m (26.2 ft.) CEC – Corner Lot (Townhome)<br><br>15.0 m (49.2 ft.) (Detached) |
| Minimum Lot Area | 115 $m^2$ (1,237.9 $ft^2$) Interior Lot (Townhome)<br><br>190 $m^2$ (2,045.1 $ft^2$) CEC – Corner Lot (Townhome) | 150 $m^2$ (1,614.6 $ft^2$) Interior Lot (Townhome)<br><br>185 $m^2$ (1,991.3 $ft^2$) CEC – Corner Lot (Townhome)<br><br>400 $m^2$ (4,305.6 $ft^2$) (Detached) |
| Minimum Interior Side Yard | 1.5 m (4.9 ft.) (Townhouse) | 1.8 m (5.9 ft.) (Detached) |
| Minimum Rear Yard | 7.5 m (24.6 ft.) | 7.5 m (24.6 ft.) (Townhome and Detached) |
| Maximum Dwelling Height | 10.7 m (35.1 ft.) and 3 storeys | 9.0 m (29.5 ft.) and 2 storeys - Highest Ridge (Detached)<br><br>9.9 m (32.5 ft.) and 3 storeys - Highest Ridge (Townhome)<br><br>No flat roofs shall be permitted |
| Permitted Uses | Townhome Dwelling on a CEC - road | Detached Dwelling on a CEC - road and Townhome Dwelling on a CEC - road |
| In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved. | | |

## 10. 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. Corporate Policy and Procedure 07-03-01 – Bonus Zoning is not intended to apply to smaller development projects, although there may be instances where proposed developments meet the minimum thresholds.

Given the proposed gross floor area does not meet the policy criteria for a minimum threshold of 5 000 $m^2$ (54,000 $ft^2$) and the proposed height increase is modest, community benefits in accordance with Section 37 will not be requested.

Bill 197, an amendment to the Planning Act, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022.

## 11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date 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 technical matters as part of the site plan approval process.

## 12. Draft Plan of Subdivision

The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.

The proposed plan of subdivision consists of four lots for the detached dwellings, two blocks for the townhome dwellings, a block for the common element condominium road, visitor parking and open space and three blocks for the road widening and buffer reserves. The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to conditions attached as Appendix 3.

## 13. Conclusions

In conclusion, City staff has evaluated the applications to permit 4 two storey detached and 12 three storey townhome dwellings against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications have been found to be acceptable and align with the goals and objectives of the *Provincial Policy Statement* and *Growth Plan*, as well as Mississauga Official Plan, based upon the following:

- The proposed development makes efficient use of the subject site and represents modest intensification that is compatible with the Mineola neighbourhood and the Cawthra Road corridor
- The proposal provides appropriate transition to the surrounding land uses and a mix of ground related residential housing types while respecting the character of the area
- The existing municipal infrastructure, public transit and community facilities are adequate to support the proposed development

MISSISSAUGA

**SCHEDULE A**
**CONDITIONS OF APPROVAL**

| | |
|---|---|
| **APPROVAL DATE OF DRAFT PLAN OF SUBDIVISION:** | **March 28, 2022** |
| **FILE:** | **T-M19002 W1** |
| **SUBJECT:** | **Draft Plan of Subdivision**<br>**Part of Lot 11, Concession 2, South of Dundas Street**<br>**1444, 1448, 1454 and 1458 Cawthra Road**<br>**City of Mississauga**<br>**2530173 Ontario Corporation** |

In accordance with By-law 1-97, as amended, the Commissioner, Planning and Building Department has made a decision to approve the above noted draft plan of subdivision subject to the lapsing provisions and conditions listed below.

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

**NOTE:** City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

1.0 Approval of the draft plan applies to the plan dated February 23, 2022.

2.0 That the applicant/owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.

3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT MARCH 2022, THAT CORRESPONDS WITH THE RESUBMISSION DATED JANUARY 2022 AND REMAIN APPLICABLE. THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.

6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.

7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.

8.0 The proposed street shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.

9.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".

10.0 Prior to final approval, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.

11.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Subdivision Agreement and all offers of purchase and sale agreements for all residential lots, the following warning clauses until the permanent school for the area has been completed:

11.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.

11.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.

12.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Subdivision Agreement and on all offers of purchase and sale agreements until the permanent school for the area has been completed:

12.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's

Transportation Policy #39. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.

12.2 That the purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place designated by the Board.

13.0 That the owner/applicant agree to provide a temporary location at which Canada Post Corporation may locate community mailboxes during construction, until curbing and sidewalks are in place at the prescribed permanent mailbox locations.

14.0 That the owner/applicant agrees to include in all offers of purchase and sale agreements a statement which advises the prospective new home purchasers that the mail delivery will be from a designated community mailbox, and to include the exact location of the community mailbox and further, advise any affected homeowners of any established easements granted to Canada Post Corporation.

15.0 Prior to final approval, confirmation be received from Canada Post Corporation that the applicant has made satisfactory arrangements for the installation of any central mail facilities required in this development.

16.0 Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.

17.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

18.0 Prior to the execution of a Subdivision Agreement, the applicant will be required to pay a storm water management development charge.

19.0 That the Subdivision Agreement shall contain a clause that purchasers/tenant are advised and hereby put on notice that acoustical barriers are located within the Condominium Corporation lands and that the said acoustical barriers shall not be altered or removed. It shall be the obligation of the Condominium Corporation to maintain and keep in repair the acoustical barriers situated within their lands.

20.0 That the Subdivision Agreement shall contain a clause that the owner provide for warnings/clauses in purchase and sales agreements and condominium declarations that the owner is advised and obligated to maintain, repair and replace, at their sole expense, any privacy fence in strict compliance with the approved location. The owner shall not alter and/or change the aforementioned privacy fence and any required future replacement of any privacy fence is to be installed in the same location in strict compliance with the approved location ensuring that appropriate buffering is provided between any fencing and common element features such as curbing, sidewalks, parking areas and outdoor amenity areas.

21.0 That the Subdivision Agreement shall contain a clause that the owner provide for warnings/clauses in purchases and sales agreements and condominium declarations that the owner is advised that the internal private roadway is to form part of the Common Element portion. All costs associated with the completion of any part of the private roadway shall be borne by the owner(s). The private roadway works shall be and remain at all times, under the private registered ownership of the owner(s), and its successors and assigns. The owner(s)

further acknowledges that the City shall not be responsible for any maintenance or repair of the private roadway.

22.0 That the Subdivision Agreement shall contain a clause that the City does not require off-site snow removal. However, in the case of heavy snow falls the limited snow storage space available on the property may make it necessary to truck the snow off the site with all associated costs being borne by the registered property owner.

23.0 That the Subdivision Agreement shall contain a clause that purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Ministry of the Environment, Conservation and Parks.

24.0 That the Subdivision Agreement shall contain a clause that purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

25.0 That the Subdivision Agreement shall contain a clause that dwelling units have been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

26.0 That the Subdivision Agreement shall contain a clause that dwelling units have been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

27.0 That the Subdivision Agreement shall contain a clause that the owner shall contact the Development Engineering Section, Transportation and Works Department with respect to the procedure for the assignment of Public/Private Street names.

28.0 That the Subdivision Agreement shall contain a clause that the owner acknowledges that the City has implemented stormwater management policies intended to minimize the impact of development; and that it will be necessary to implement on-site stormwater management techniques in the design and construction of the site works and services, including but not limited to, rooftop storage and detention ponding in car parked and/or landscaped areas.

29.0 That the Subdivision Agreement shall contain a clause that the owner acknowledges that they will maintain the on-site stormwater management facilities and that they will not alter or remove these facilities without the prior written consent of the City.

30.0 That the Subdivision Agreement shall contain a clause that the owner hereby agrees to indemnify and save harmless the City from any and all claims, demands, suits, actions or causes of action as a result of, arising out of, or connected with any flooding of the lands subject to this agreement, with respect to the implementation of on-site stormwater management techniques incorporated into the design and construction of the site works and services. This indemnification and save harmless undertaking shall be binding upon the owner's successors and assigns.

31.0 That the Subdivision Agreement shall contain a clause that the owner acknowledges and agrees that all future purchase and sale agreements and all future lease agreements in connection with the subject lands, or any lot, part lot or other segment of the subject lands or of any residential development constructed on the subject lands, shall contain notice of the constraints on development of these lands described in this agreement, as well as notice of the indemnification and save harmless clause.

32.0 That the Subdivision Agreement shall contain a clause that prior to Site Plan approval for any building permit clearance, the owner's consulting engineer shall certify, to the satisfaction of the Transportation and Works Department, that the weeping tiles are situated at least 1.0 m above the seasonally high water table to ensure that the sump pumps do not operate continually.

33.0 That the Subdivision Agreement shall contain a clause that purchasers/tenants are advised and hereby put on notice that the internal road may be extended through potential future redevelopment of lands located to the north and south.

34.0 That the Subdivision Agreement shall contain a clause that purchasers/tenants are advised and hereby put on notice that the access onto Cawthra Road may be limited to right-in-right-out movements in the future.

35.0 That the Subdivision Agreement shall contain a clause that purchasers are advised that, despite the payment of monies by the developer to the City for street tree planting, site conditions may prevent the planting of a street tree within the Cawthra Road public right-of-way in front of this lot. Purchasers are further advised that the City will not reimburse purchasers for any payments made by the purchaser to the vendor for street tree planting should a tree not be planted within the public right-of-way in front of this lot.

36.0 That the Subdivision Agreement shall contain a clause that purchasers are advised that the City has no jurisdiction over the monies charged by the vendor to the purchaser for street tree planting.

37.0 That the Subdivision Agreement shall contain a clause that purchasers are advised that site conditions may require that a street tree is planted within the private lot rather than within the public right-of-way along Cawthra Road.

38.0 That the Subdivision Agreement shall contain a clause that purchasers are advised that the current Fee Charges By-Law permits the charge of $607.12 per street tree, up to 60mm caliper.

39.0 That the Subdivision Agreement shall contain a clause that the owner will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the owner shall be responsible for the relocation of such facilities or easements.

40.0 That specific clauses regarding the maintenance plan for the stormwater management for the private lands be included in the Subdivision Agreement.

41.0 That the Subdivision Agreement shall contain a clause that prior to Site Plan approval for any building permit clearance, the Owner's consulting engineer shall certify, to the satisfaction of the Transportation and Works Department, as there is no storm sewer available, that sump pumps will be required to drain the weeping tiles. These systems are private and are the sole responsibility of the respective property owner to maintain and repair. The sump pump outlet

location shall be shown and it is preferred that the sump pump outlet be directed towards the road.

42.0 That the Subdivision Agreement shall contain a clause that approval of the site development plans by the Development and Design Division of the Planning and Building Department will be a prerequisite to the issuance of building permits for Unit 10 and Unit 16 which are to be reviewed according to the following conditions:

a) Side elevations which face onto a public street shall be designed in a manner equal to the front elevation in terms of details, trim, the orderly placement of windows and roof forms;
b) The main entry shall be located facing the public street; and
c) A 1.0 m wide swinging gate is to be provided where noise attenuation fencing or wood screen privacy fencing returns to the side of a dwelling unit. In the case of noise attenuation fencing, the gate is to be constructed to a standard determined by the acoustical consultant.

43.0 That the Subdivision Agreement shall contain a clause that no lots or blocks shall have direct access to the Regional roads. Any existing driveways/accesses along Regional roads frontage not approved as part of this subdivision must be removed as part of the subdivision works at 100% the Developer's cost.

44.0 Prior to the registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region: A road widening pursuant to the Region's Official Plan along Cawthra Road (Regional Road 17).

a) The Region's Official Plan road widening requirement for mid-block along Cawthra Road is 41.5 metres right-of-way (20.75 metres from the centerline);
b) A 0.3 metre reserve along the frontage of Cawthra Road except at the approved access location; and
c) All costs associated with the transfer are the responsibility of the Developer. The Developer must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way.

45.0 Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy permit and construction access permit for all works within the Region's road right-of-way, including access works, and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the access and road works within the Region's right-of-way shall be borne entirely by the Developer. The location, design and implementation of the construction access must be acceptable to the Region. A clause shall be included in the Subdivision Agreement in respect of same.

46.0 The Developer shall acknowledge and agree to indemnify and hold the Region harmless from and against any and all actions, suites, claims, demands, and damages which may arise either directly or indirectly by reason of the development of the subject lands and/or construction of works, save and except for any actions, causes of action, claims, demands and damages arising out of the negligence of the Region or those for whom it is in law responsible.

47.0 The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features or any other encroachments will not be permitted within the Region's easements and/or Right-of-Way limits.

48.0 That the Subdivision Agreement shall contain a clause that the Developer agrees that neither they nor any Builder will make any alterations to the grading within Regional road right-of-way along the frontage of proposed development without prior Region's approval.

49.0 That the Subdivision Agreement shall contain a clause that the Developer shall grant/obtain (at no cost to the Region) all necessary easements for proposed/existing Regional infrastructures located in the vicinity of the proposed development, as this may be required by the Region to service proposed development and/or external lands.

50.0 That the Subdivision Agreement shall contain a clause that the Developer acknowledges that: The Region of Peel has implemented stormwater management policies intended to minimize the impact of development on Regional storm network. Prior to registration of the Plan the Developer will be required to make satisfactory arrangements with the Region of Peel for the provision of on-site storm water quality controls in accordance with the Region of Peel stormwater management criteria. The implementation of on-site stormwater management techniques shall be included in all future purchase and sale and lease agreements in connection with the subject lands.

51.0 That the Subdivision Agreement shall contain a clause that the prior to final approval of the subdivision Plan, a noise abatement report is required for lots adjacent to Regional roads.

52.0 Provision shall be made in the Subdivision Agreement that the Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:

a) A copy of the final signed M-Plan
b) A copy of the final draft R-Plan(s); and
c) The documents required pursuant to Schedules of the Subdivision Agreement and all associated documents.

53.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

**THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.**