

City of Mississauga
Corporate Report



Date: January 25, 2019

To: Chair and Members of Planning and Development Committee

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

Originator's file:
 OZ 18/010 W1

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



Andrew Whitemore, 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

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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: 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.

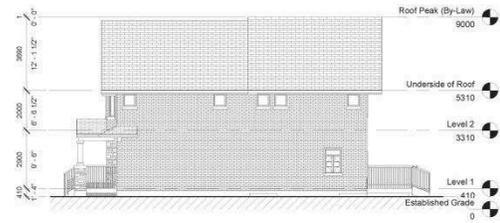
Development Proposal													
Application submitted:	Received: October 2, 2018 Deemed complete: November 1, 2018												
Developer/ Owner:	2530173 Ontario Corporation												
Applicant:	KFA Architects and Planners												
Number of units:	4 detached homes on a CEC private road <u>12</u> townhomes on a CEC private road 16 total												
Height:	2 storey detached homes - 9.0 m (29.5 ft.) to ridge 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* *Average household sizes for all units (by type) based on the 2016 Census												
Parking: resident spaces visitor spaces Total	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%; text-align: center;">Required</th> <th style="width: 25%; text-align: center;">Proposed</th> </tr> </thead> <tbody> <tr> <td>resident spaces</td> <td style="text-align: center;">32</td> <td style="text-align: center;">32</td> </tr> <tr> <td>visitor spaces</td> <td style="text-align: center;"><u>4</u></td> <td style="text-align: center;"><u>4</u></td> </tr> <tr> <td>Total</td> <td style="text-align: center;">36</td> <td style="text-align: center;">36</td> </tr> </tbody> </table>		Required	Proposed	resident spaces	32	32	visitor spaces	<u>4</u>	<u>4</u>	Total	36	36
	Required	Proposed											
resident spaces	32	32											
visitor spaces	<u>4</u>	<u>4</u>											
Total	36	36											
Green Initiatives:	<ul style="list-style-type: none"> • Low impact development features (e.g. proposed grading will improve drainage, 5 mm of rainfall to be retained on-site) • 32 of a required 42 trees are proposed to be planted on-site with cash-in-lieu being paid for remaining 10 trees • 35 trees are proposed to be retained • 40 trees are to be removed 												

Elevations

ELEVATIONS - DETACHED DWELLINGS



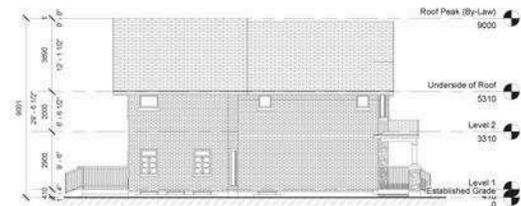
3 EAST ELEVATION
 1 : 100



1 NORTH ELEVATION
 1 : 100

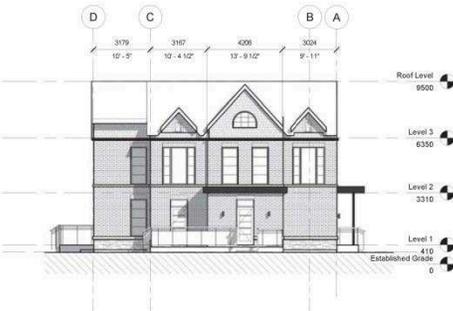


4 WEST ELEVATION
 1 : 100



2 SOUTH ELEVATION
 1 : 100

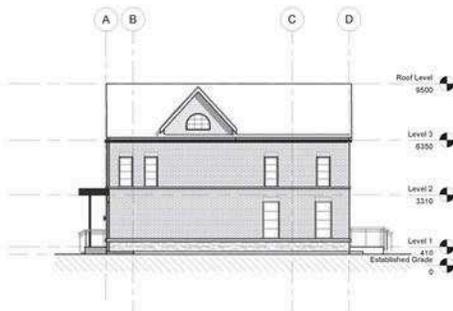
ELEVATIONS - TOWNHOUSES



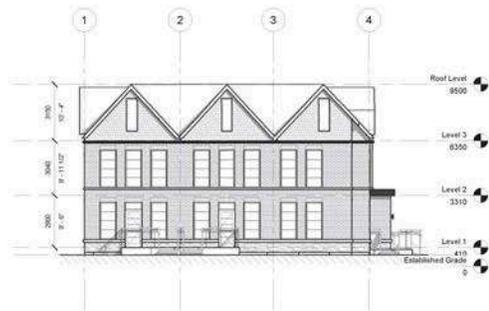
3 BLOCK A EAST ELEVATION (BLOCK B EAST ELEVATION MIRRORED)
 1 : 100



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



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



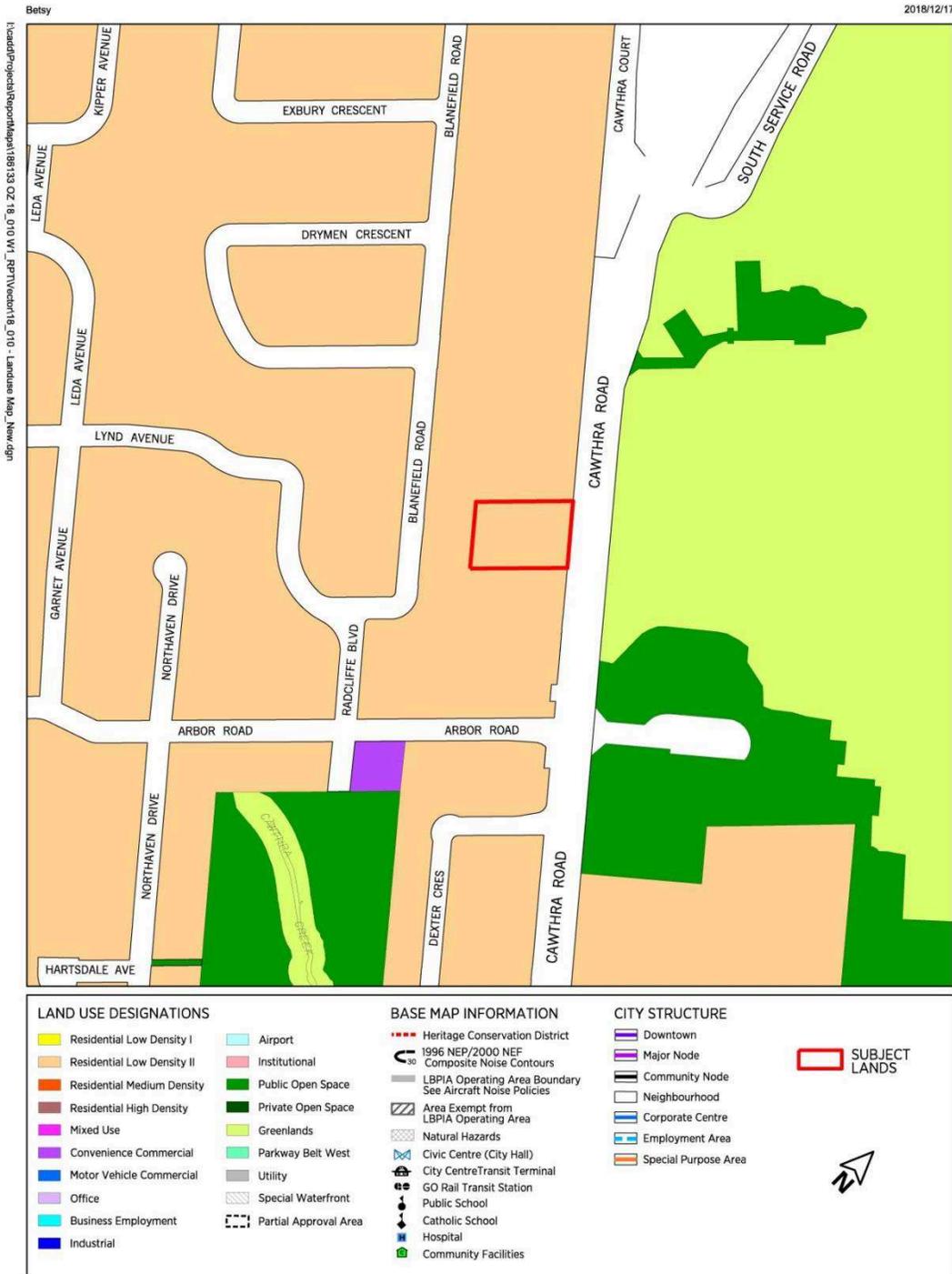
2 BLOCK A SOUTH ELEVATION (BLOCK B NORTH ELEVATION SIMILAR)
 1 : 100

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 <i>Growth Plan</i>	The proposed development is generally in conformity with the <i>Growth Plan</i>
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	<p>The lands are located within the Mineola Neighbourhood Character Area and are designated Residential Low Density II which permits detached dwellings.</p> <p>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.</p>	<p>The applicant is proposing to retain the Residential Low Density II designation, and add a special site policy to permit townhouse dwellings.</p> <p>The applicant will need to address amongst other things, the built form policies as outline in the Development Issues section.</p>
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)	<p>The applicant is proposing a rezoning to the following:</p> <ul style="list-style-type: none"> • 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 • 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		
<p>General Statement of Intent: 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.</p>	<p>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).</p> <p>Neighbourhood Character Areas may accommodate intensification that is sensitive</p>	<p>The proposed redevelopment represents intensification that promotes an efficient land use pattern.</p> <p>As part of the next staff report, the applications will be assessed with regard to whether the proposed built form represents sensitive infill.</p>

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).	
<p>1.1.1 Healthy, livable and safe communities are sustained by:</p> <ul style="list-style-type: none"> a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; 	<p>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)</p> <p>MOP recognizes the importance of providing suitable housing and a range of choices (7.2 Housing)</p> <p>MOP encourages compact development (5.1.6 Direct Growth)</p>	<p>Intensification on the subject lands will help achieve an efficient land use pattern.</p> <p>The lots are smaller than the immediate surrounding area, and could provide for a greater mix of dwellings in the neighbourhood.</p> <p>The proposed development is within a residential urban area and does not create environmental health or public safety concerns.</p> <p>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.</p>
<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <ul style="list-style-type: none"> a) Densities and a mix of land uses which: <ul style="list-style-type: none"> 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service facilities 3. minimize negative impacts to air quality and climate change and promote 	<p>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).</p> <p>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</p>	<p>The proposed development represents intensification.</p> <p>The appropriateness of the built form in achieving PPS and MOP policies will be assessed in the next staff report.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/010 W1 Consistency
<p>energy efficiency</p> <p>4. support active transportation</p> <p>5. are transit supportive</p> <p>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</p>	<p>redevelopment (5.0 Direct Growth).</p> <p>The subject lands are located within the Mineola Neighbourhood, an element in the City’s urban structure.</p> <p>Neighbourhoods are to be stable but not static (5.3.5 Direct Growth).</p> <p>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)</p>	
<p>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.</p>	<p>MOP policies, including the Urban Hierarchy, address appropriate locations for intensification and redevelopment.</p> <p>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).</p> <p>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)</p>	<p>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.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/010 W1 Consistency
<p>1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.</p>	<p>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).</p> <p>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).</p>	<p>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.</p>
<p>1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas</p>	<p>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.</p> <p>MOP policies state that new growth will be accommodated through redevelopment and intensification within developed areas (Section 5.1).</p>	<p>Mississauga has sufficient underutilized sites to accommodate allocated growth, with the subject lands representing a potential opportunity for intensification.</p> <p>The proposed development will help achieve growth targets, should it be determined to represent good planning with an appropriate built form.</p>
<p>1.4 Housing</p> <p>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.</p>	<p>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).</p>	<p>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.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/010 W1 Consistency
<p>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.</p>	<p>MOP policy 7.2.2 Complete Communities notes that Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. The development of a range of housing choices in terms of type, tenure and price b. The production of a variety of affordable dwelling types for both the ownership and rental markets 	
<p>1.6.7 Transportation System</p> <p>1.6.7.2 Efficient use shall be made of existing and planned infrastructure</p> <p>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.</p>	<p>Intensification Areas will be planned to maximize the use of existing and planned infrastructure (5.5.9 Direct Growth)</p> <p>Mississauga will create a well connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas. (8.1.7 Multi-Modal City)</p>	<p>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.</p>
<p>4.0 Implementation and Interpretation</p>		
<p>General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council</p>	<p>As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.</p>	<p>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.</p> <p>However, the applications require further analysis with</p>

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

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		
<p>General Statement of Intent: 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</p>	<p>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.</p> <p>Section 4 of MOP outlines the City's Vision, and Guiding Principles which will help shape change that the Growth Plan anticipates.</p>	<p>The development applications represent growth within the existing urban boundary.</p> <p>Any potential issues associated with accommodating additional growth on the subject site will be further evaluated based on relevant policies and guidelines.</p>

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		
<p>General Statement of Intent: 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.</p>	<p>The Vision for Mississauga as outlined in Section 4 of MOP, is that it will be a beautiful sustainable city that protects its 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.</p>	<p>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.</p>
1.2.1 Guiding Principles		
<p>General Statement of Intent for this Section: The policies of this Plan are based on the following principles:</p> <ul style="list-style-type: none"> a. Complete communities b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate 	<p>The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following:</p> <p>Section 5 – Direct Growth (addresses prioritizing intensification) Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change) Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities) Section 8 – Creating a multi-modal City (addresses transportation infrastructure and creating a multi-modal transportation system) Section 9 – Building a Desirable Built Form (provides direction on how to accommodate growth within intensification and non-intensification areas)</p>	<p>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.</p>

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 <i>Growth Plan</i> 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. 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. The next step in the planning

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/010 W1 Conformity
	<p>Direct Growth).</p> <p>MOP includes policies that speak to appropriateness of locations for intensification including:</p> <ul style="list-style-type: none"> • 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 • 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). <p>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).</p>	<p>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.</p>
<p>Relevant Policies: 2.2.1.2 a. Growth should be primarily directed to settlement areas that: i. Are within the built boundary and have planned municipal water and</p>	<p>The Mineola Neighbourhood is located within the existing built-up area that has access to municipal infrastructure to accommodate the proposed development.</p> <p>Cawthra Road is identified as a Corridor on Schedule 1C,</p>	<p>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</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/010 W1 Conformity
<p>wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</p> <p>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),</p> <p>iii. that is generally away from hazardous lands (2.2.1.2. e)</p> <p>b. Integrated planning to manage forecasted growth will:</p> <p>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)</p> <p>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</p> <p>iii. Support the environment (2.2.1.3.d)</p> <p>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</p> <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <p>i. Features a diverse</p>	<p>where development should be compact and appropriate to the context of the surrounding Neighbourhood (5.4.4)</p> <p>Schedule 7 (Long Term Cycling Routes) identifies Cawthra Road as a Primary On-Road / Boulevard Routes (Regional)</p> <p>MOP includes policies that speak to appropriately utilizing infrastructure, including:</p> <ul style="list-style-type: none"> • 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 • 10.1.11 which states infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs. <p>MOP includes policies that address complete communities, including:</p> <p>7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage</p>	<p>transportation, water systems are available). The applicant has identified green initiatives for the proposed development.</p> <p>The manner, however, in which the proposed development contributes to the built form will be subject to further evaluation.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/010 W1 Conformity
<ul style="list-style-type: none"> ii. mix of land uses iii. Improves social equity iv. Provides mix of housing options v. Expands convenient access to transportation, public service facilities, open space, healthy food options vi. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vii. Mitigates climate change viii. Integrates green infrastructure 	<p>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.</p>	
2.2.2 Delineated Built-up Areas		
<p>Statement of Intent: 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).</p>	<p>With the exception of a small portion of land along the western boundary of Mississauga, the City is within the delineated built-up area.</p>	<p>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.</p>
2.2.6 Housing		
<p>General Statement of Intent: 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.</p>	<p>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</p>	<p>The proposed development includes 4 detached homes and 12 townhomes on a CEC private road.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/010 W1 Conformity
<p>Relevant Policies:</p> <ul style="list-style-type: none"> a. The Region is responsible for preparing a housing strategy (2.2.6.1) 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) 	<p>MOP policies provide opportunities for a range of housing choices in terms of type, tenure and price.</p>	<p>The proposed development includes detached homes and townhouses on CEC private road which increases the variety of housing types available in the neighbourhood.</p>
5 Implementation		
<p>Statement of Intent: Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. 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.</p> <p>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.</p>	<p>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.</p>	<p>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.</p>

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 Section 4.4.6 Section 4.4.7 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 Section 5.1.3 Section 5.1.4 Section 5.1.7 Section 5.1.9	<p>Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth.</p> <p>Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner</p> <p>Most of Mississauga’s future growth will be directed to Intensification Areas.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure.</p>
Section 5.3.3 Neighbourhoods	5.3.5.1 5.3.5.2 5.3.5.3 5.3.5.5 5.3.5.6 Schedule 1b	<p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.</p> <p>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.</p> <p>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.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p> <p>Subject lands are within the Neighbourhood Element of the Urban System – City Structure</p>

	Specific Policies	General Intent
Section 5.4.4 Corridors	5.4 5.4.1 5.4.4 5.4.5 5.4.7 5.4.8	<p>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.</p> <p>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.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>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.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element.</p>
Section 7 Complete Communities	7.1.1 7.1.10 7.2.1 7.2.2	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.</p> <p>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.</p> <p>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.</p> <p>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;</p>
Section 8 Multi-Model City	8.2.2.1a 8.2.2.7	<p>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</p>

	Specific Policies	General Intent
		<p>pedestrian/cycling routes and to achieve operational objectives.</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.</p>
<p>Section 9 Desirable Urban Form</p>	<p>9.1 9.1.1 9.1.3 9.1.5 9.1.10 9.1.15</p>	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>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.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>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.</p> <p>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.</p>
<p>Section 9.2.2 Desirable Urban Form Non- Intensification Areas (includes Neighbourhoods)</p>	<p>9.2.2.3 9.2.2.6</p>	<p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> 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; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area.

	Specific Policies	General Intent
		<p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street; f. support transit and active transportation modes; g. consolidate access points and encourage shared parking, service areas and driveway entrances; and h. provide concept plans that show how the site can be developed with surrounding lands.
<p>Section 9 Desirable Urban Form</p> <p>Various Policies That Address</p> <ul style="list-style-type: none"> - Public Realm - Movement - Site Development - Buildings 	<p>9.3.1.8 9.3.11 9.5.1.1 9.5.1.2 9.5.1.9 9.5.2 9.5.3 9.5.4 9.5.6</p>	<p>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.</p> <p>Appropriate transition should be provided and have regard for various elements including sunlight, wind, privacy, overlook, skyviews.</p> <p>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.</p> <p>Reverse frontage lots will not be permitted, except for infill development where a street pattern has already been established.</p>
<p>Section 11 Land Use</p>	<p>11.2.5.4</p>	<p>Lands designated Residential Low Density II will permit the following uses:</p> <ul style="list-style-type: none"> a. detached dwelling; b. semi-detached dwelling; c. duplex dwelling; and d. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages. <p>NOTE: Neighbourhood policies further restrict uses.</p>
<p>Section 16 Neighbourhood</p> <ul style="list-style-type: none"> - General 	<p>16.1.1.1 16.1.2.1</p>	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply.</p> <p>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:</p> <ul style="list-style-type: none"> 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
		<p>of the subject property. In the case of corner development lots, units or POTLs on both streets within 120 m will be considered; or</p> <p>b. the requirements of the Zoning By-law. 16.1.2.2</p> <p>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.</p>
Section 16 Neighbourhoods Mineola Character Area Policies	16.18.1.1 16.18.2.1	<p>Infill housing policies require development of detached dwellings to address, amongst other things, setbacks, grades, height, scale and character, minimizing impacts on neighbours.</p> <p>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.</p>
Section 19 Implementation	19.5.1	<p>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:</p> <ul style="list-style-type: none"> • 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; • 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; • land use compatibility with the existing and future uses of surrounding lands; and • 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 - Interior Lot - Corner Lot	550 m ² (5,920 ft ²) 720 m ² (7,750 ft ²)	550 m ² (5,920 ft ²) 720 m ² (7,750 ft ²)	415 m ² (4,467 ft ²) Same as R16
Min. Lot Frontage - Interior Lot - Corner Lot	15.0 m (49 ft.) 19.5 m (64 ft.)	15.0 m (49 ft.) 19.5 m (64 ft.) ⁽²⁾	Same as R16
Max. Lot Coverage	35%	35%	Same as R16
Min. Front Yard - Interior Lot - Corner Lot	7.5 m (25 ft.) 6.0 m (20 ft.)	7.5 m (25 ft.) 7.5 m (25 ft.)	5.3 m (17 ft.) Same as R16
Min. Exterior Side Yard	6.0 m (20 ft.)	6.0 m (20 ft.)	Same as R16
Min. Interior Side Yard - Interior Lot - 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 - Interior Lot - Corner Lot	7.5 m (25 ft.) 3.0 m (10 ft.)	7.5 m (25 ft.) 7.5 m (25 ft.) ⁽²⁾	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 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 - Interior Lot - Corner Lot	550 m ² (5,920 ft ²) 720 m ² (7,750 ft ² .)	115 m ² (1,239 ft ²) 190 m ² (2,045 ft ²)	Same as RM6
Min. Lot Frontage - Interior Lot - Corner Lot	15.0 m (49 ft.) 19.5 m (64 ft.)	5.0 m (16 ft.) 8.3 m (27 ft.)	Same as RM6 7.0 m (23 ft.)
Min. Front Yard - Interior Lot - Corner Lot	7.5 m (25 ft.) 6.0 m (20 ft.)	4.5 m (15 ft.) 4.5 m (15 ft.)	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 - Interior Lot - 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 - Interior Lot - Corner Lot	7.5 m (25 ft.) 3.0 m (10 ft.)	7.5 m (25 ft.) 7.5 m (25 ft.)	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.)
<p>⁽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)</p> <p>⁽²⁾ Unless stated, the regulation is applicable for a CEC lot</p> <p>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.</p>			

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																														
<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 2 Kindergarten to Grade 5 1 Grade 6 to Grade 8 1 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> Janet I. Mc.Dougald <table style="width: 100%; border: none;"> <tr><td>Enrolment:</td><td style="text-align: right;">450</td></tr> <tr><td>Capacity:</td><td style="text-align: right;">552</td></tr> <tr><td>Portables:</td><td style="text-align: right;">0</td></tr> </table> Allan A. Martin <table style="width: 100%; border: none;"> <tr><td>Enrolment:</td><td style="text-align: right;">497</td></tr> <tr><td>Capacity:</td><td style="text-align: right;">538</td></tr> <tr><td>Portables:</td><td style="text-align: right;">1</td></tr> </table> Cawthra Park S.S. <table style="width: 100%; border: none;"> <tr><td>Enrolment:</td><td style="text-align: right;">1,297</td></tr> <tr><td>Capacity:</td><td style="text-align: right;">1,044</td></tr> <tr><td>Portables:</td><td style="text-align: right;">5</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	Enrolment:	450	Capacity:	552	Portables:	0	Enrolment:	497	Capacity:	538	Portables:	1	Enrolment:	1,297	Capacity:	1,044	Portables:	5	<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 2 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> St. Dominic <table style="width: 100%; border: none;"> <tr><td>Enrolment:</td><td style="text-align: right;">326</td></tr> <tr><td>Capacity:</td><td style="text-align: right;">271</td></tr> <tr><td>Portables:</td><td style="text-align: right;">5</td></tr> </table> St. Paul <table style="width: 100%; border: none;"> <tr><td>Enrolment:</td><td style="text-align: right;">475</td></tr> <tr><td>Capacity:</td><td style="text-align: right;">807</td></tr> <tr><td>Portables:</td><td style="text-align: right;">0</td></tr> </table> 	Enrolment:	326	Capacity:	271	Portables:	5	Enrolment:	475	Capacity:	807	Portables:	0
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9. Development Issues

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

Agency / Comment Date	Comment
<p>Region of Peel (December 17, 2018)</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (November 27, 2018) (November 29, 2018)</p>	<p>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.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (January 10, 2019)</p>	<p>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).</p> <p>Prior to the issuance of building permits for all lots and blocks,</p>

Agency / Comment Date	Comment
	<p>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.</p> <p>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.</p>
<p>City Community Services Department – Culture Division (November 9, 2018)</p>	<p>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.</p>
<p>City Community Services Department – Fire and Emergency Services Division (December 17, 2018)</p>	<p>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.</p>
<p>City Transportation and Works Department (December 20, 2018)</p>	<p>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:</p> <p>Noise Study: 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.</p> <p>Servicing / Grading: Revised engineering drawings to add additional technical details, including private condominium road standard details.</p> <p>Storm Drainage: The Functional Servicing Report is to be updated to include external drainage and internal site drainage/servicing details</p>

Agency / Comment Date	Comment
	<p>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.</p> <p>Traffic: 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.</p> <p>The above aspects are to be addressed prior to the Recommendation Meeting.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Canada Post Enbridge Rogers Cable CVC Greater Toronto Airport Authority</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments, as of the writing of this report:</p> <p>Ministry of Transportation Bell Canada Conseil Scolaire Viamonde Conseil Scolaire De District Catholique Centre-Sud Alectra Utilities</p>

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

