

**Recommendation Report
Detailed Planning Analysis**

Owner: Hanlon Glen Homes Inc., and Simqua Developments Inc.

1200 Old Derry Road

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1. Community Comments

Comments from the public at the community and public meetings were generally directed towards traffic, road safety, density, character, loss of mature trees, wildlife habitat and greenspace, and flooding. Below is a summary and response to the specific comments heard.

Comment

A number of residents questioned the adequacy of the Traffic Impact Study (TIS), raised concerns about the existing and proposed traffic and increased pedestrian safety risk. There are concerns that the size of the homes will encourage multi-generational families to live in the area which would mean more cars. There were also concerns about the adequacy of the Traffic Impact Study.

Response

Neither of the two TIS submissions that were prepared in support of the proposed development have been approved by staff. Staff has requested that the TIS be amended to address community concerns. In addition to the fulsome staff audit and review of the TIS, the City retained a qualified, independent, traffic consultant to peer review the applicant's studies to ensure that they were conducted in accordance with the City's Terms of Reference which are based on industry standards.

Comment

A number of residents are concerned that the proposed density is too high and is not in keeping with the character of the existing neighbourhood character.

Response

The proposed development is within the Meadowvale Village Neighbourhood Character Area identified in the Mississauga Official Plan (MOP). The Neighbourhood Character Area section includes urban design and landscape policies against which all development applications are reviewed. The proposed development represents an extension to the existing neighbourhood to the east which consists of detached and semi-detached homes. This application is proposing a similar mix of detached and semi-detached. Sections 3-9 of this Appendix contain staff responses with respect to the appropriateness of the development and consistency and conformity with applicable plans and policies.

Comment

Some residents raised concerns regarding the proximity to the Credit River, the loss of mature trees, and wildlife habitat.

Response

Credit Valley Conservation (CVC) is reviewing the applications and has requested that additional information be provided in order to evaluate the development's potential impacts on the watershed, wildlife and tree canopy. Permits will be required by the CVC will need to approve the stormwater management plan, buffers and tree preservation and/or replacement plans as part of these applications. As both a permitting agency and technical advisor to the City of Mississauga and Region of Peel, CVC will ensure that all significant natural features, including Significant Wildlife Habitat, are protected through the maintenance of a robust natural heritage system (NHS).

Further, staff will recommend that the NHS lands be dedicated to public ownership for long term stewardship.

Comment

A number of residents raised concerns with previous and recent flooding.

Response

There have been recent flooding issues along this portion of the Credit River. The Churchville area in Brampton just northeast of the subject land was particularly hard hit. The Credit Valley Conservation and the City of Mississauga Storm Drainage Staff require Stormwater Management Plans to be approved. The requirements of the approved plans are then implemented through the detailed engineering and design stage and the required subdivision agreement. The proposed draft plan of subdivision identifies the existing floodplain and the grading plans recommend that the development would be outside the floodplain and graded to avoid flood inundation. Additional technical review from the CVC will also provide input to avoid potential flooding and impacts to the floodplain.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were initially circulated to all City departments and commenting agencies on January 2, 2020. Subsequent submissions were circulated on December 21, 2021. A summary of the initial comments are contained in the

Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Technical reports and drawings have been submitted to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed and in accordance with City requirements.

Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions to confirm the feasibility of the development proposal from an engineering standpoint and prior to the City issuing Conditions of Draft Plan Approval.

Stormwater

A Functional Servicing Report (FSR) dated December 2021 prepared by David Schaeffer Engineering Ltd., was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development's impact on the proposed municipal drainage system and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. The applicant is proposing to construct a new municipal storm sewer to service the development lands, with an outlet to a stormwater management pond that will outlet to the Credit River. Approval of the proposed plan is also required from Credit Valley Conservation and the Ministry of Transportation.

Should these applications be approved by the Ontario Land Tribunal (OLT), Transportation and Works staff request that the applicant be required to provide further technical information to:

- demonstrate the feasibility of the proposed outlets
- demonstrate that the municipal infrastructure is designed to the City's satisfaction including how groundwater will be managed on-site
- demonstrate that there will be no upstream or downstream impact on the Credit River and that there will be no impact on the long term slope stability of the valley slope located along the Credit River

Environmental Compliance

The Phase One Environmental Site Assessment (ESA) report, dated November 10, 2021, and the Phase Two ESA report, dated November 19, 2021, both prepared by GeoPro Consulting Limited, have been received and reviewed. The Phase Two ESA indicates that lead impacts in soil were remediated and that no further investigation is required.

Traffic

Two transportation impact study (TIS) submissions were prepared by WSP Canada Group Limited in support of the proposed development. Based on the second submission dated November, 2021, there are still outstanding traffic comments and issues that need to be addressed. Therefore the study is not considered acceptable at this time. In addition, staff have retained a qualified traffic consultant to conduct a peer review on the TIS and have additional comments to be addressed.

The study concluded that the proposed development is anticipated to generate approximately 194 (49 in, 145 out) and 276 (160 in, 116 out) two-way site trips for the weekday AM and PM peak hours in 2024 respectively.

Should these applications be approved by the Ontario Land Tribunal (OLT), Transportation and Works staff request that the following be required:

- Provision of an updated TIS to the satisfaction of the City
- Provision of updated technical plans addressing interim conditions with details on the hold out properties, road connections and future accesses to the satisfaction of the City
- Provision of updated engineering plans to confirm feasibility of external road improvements to the satisfaction of the City

Noise

A Noise Feasibility Study dated November, 2021 prepared by YCA Engineering Limited was submitted in support of the proposed development. The noise study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. The noise source that may have an impact on this development is road traffic.

Noise mitigation will be required including building design requirements and sound barriers for the outdoor living areas, the details of which will be confirmed through the detailed

engineering submission review and/or site plan process once the final architectural, mechanical and grading plans are available. The detailed noise study will further address the impact of noise on this development, location and height of noise barriers and elevation based on the latest grading plan.

Construction Management Plan

A Construction Management Plan (CMP) in support of the proposed development is to be submitted to the Transportation and Works Department for review. The CMP will evaluate the potential impacts from the construction of the proposed development and will delineate the anticipated construction program, construction traffic management plans, and any other matters relating to the development and construction of the phases.

Should these applications be approved by the OLT, Transportation and Works staff request that the CMP be required as a condition of draft plan approval.

Engineering Plans/Drawings

The applicant has submitted a number of technical plans and drawings which need to be revised. Should these applications be approved by the OLT, Transportation and Works staff request that the required plans and drawings be revised and resubmitted to ensure compliance with city standards in order to finalize the Conditions of Draft Plan Approval. The review of the engineering drawings (i.e. grading and servicing plans, road cross sections, plan and profile drawings) and supporting reports are required to be further evaluated as part of the

municipal infrastructure detailed design process prior to registration of the subdivision.

Municipal Works and Other Engineering Matters

New municipal infrastructure is necessary to support this development. Should these applications be approved by the OLT, a subdivision agreement and a detailed engineering submission review will be required to capture required public works and related matters.

The submission will need to include details regarding, but not limited to:

- the construction of storm sewer outlets to service these lands
- the construction of new public roads and boulevards
- the proposed noise attenuation and mitigation measures
- site grading and drainage, services and utilities
- land dedication and easements

Several technical details remain outstanding to confirm with certainty the feasibility of the development proposal. Once the outstanding technical feasibility matters have been satisfactorily addressed, the remaining engineering items required to facilitate the implementation of the zoning by-law and approval of the draft plan may be addressed further through an 'H' Holding provision (if applicable), draft plan conditions and subdivision agreement.

Heritage Planning

The Heritage Impact Assessment (HIA) submitted as part of the application does not meet the City of Mississauga's Terms of Reference for Heritage Impact Assessments within Cultural Heritage Landscapes. The Terms of References requires alternate strategies with regards to impacts to both the Sandford Farm Cultural Heritage Landscape and the Credit Corridor Cultural Heritage Landscape. Changes are also required to accurately present the past and current heritage status of the property, noting that previous agricultural buildings on the property were not on the City's heritage register. The HIA must provide an overall evaluation of the impacts to all heritage characteristics, attributes and aspects of the property and provide recommendations for mitigation of these impacts.

Further, the HIA is required to be amended to address the proximity to the Meadowvale Village Heritage Conservation District, and must include a discussion of the impacts to the Heritage Conservation District produced by construction, development and occupation of the proposed development.

A Conservation Plan is required to evaluate the implementation and conservation strategies proposed. This plan must address the Simpson-Humphries House, the Meadowvale Village Heritage Conservation District and the Credit River Bridge on Old Derry Road, as this bridge is designated under the Heritage Act. Heritage permits are required.

Credit Valley Conservation

The subject property is regulated as it is traversed by the Credit River and its associated valleylands, erosion hazards and regulatory floodplain as well as Levi Creek and its associated erosion hazard. The site also contains an Area of Natural and Scientific Interest (ANSI), Peel Core Greenlands, Environmentally Significant Area (ESA) and the City of Mississauga's Natural Areas Survey. The proposed buffers along the Credit River have not been finalized.

In comments received on February 28, 2022 the Conservation Authority has asked the applicants to consider the dedication of the lands labelled "Other Lands Owned by Applicant" on the Draft Plan.

Species at Risk, including the Jefferson Salamander and Redside Dace have been identified in the area. Additional consultation with the Department of Fisheries and Oceans and the Ministry of the Environment, Conservation and Parks is required, and all related technical materials must be updated in accordance.

Updates and/or revisions to the submitted studies are required, including but not limited to the Environmental Impact Statement, Hydrogeology Report, Geotechnical Investigation, and Functional Servicing Report.

School Accommodation

In correspondence dated February 23 2022, the Peel District School Board and in correspondence dated February 22, 2022, the Dufferin-Peel Catholic District School Board confirmed that they are still satisfied with the current provision of educational facilities for the catchment area. 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.

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 22, 2021 (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 1.1.3.1 of the PPS directs growth and development to existing settlement areas.

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 1.1.4.3 of the PPS states that Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area.

Section 2.1.1 requires that natural features and areas shall be protected for the long term.

Section 3.1.1 states that development shall generally be directed to areas outside of hazardous lands.

Section 3.2.2 requires that sites with contaminants in land or water be assessed and remediated.

The subject site and proposal represents an opportunity to modestly intensify while extending existing roads and utilizing existing infrastructure. 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.

Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)

Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)

New development in designated greenfield areas will support the achievement of complete communities, support active transportation and encourage the integration and sustained viability of transit services. (Growth Plan 2.2.7.1)

The minimum density target applicable to the designated greenfield area of the Region of Peel is not less than 50 residents and jobs combined per hectare (20.2 residents and jobs combined per acre). (Growth Plan 2.2.7.2.a)

Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)

To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)

The proposed development conforms to the Growth Plan as it is proposing to develop a former farm and utilize existing municipal infrastructure.

6. Greenbelt Plan

As included in the public meeting report dated September 28, 2020 (Appendix 1), Mississauga is not located within the Greenbelt Area and therefore the Greenbelt Act, 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River. The portion of the lands which form part of the Credit River and associated valleylands is captured within the Urban River Valleys designation of the Greenbelt Plan.

Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.

7. Parkway Belt West Plan

As outlined in the public meeting report dated September 28, 2020, a portion of these lands form part of the Credit River and

associated valleylands which for part of the Urban River Valleys designation of the Greenbelt Plan. The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.

The portions of the lands that contain the valleylands associated with the Credit River are designated Public Open Space and Buffer Area in the PBWP.

Once the technical information is complete and a fulsome examination of the comments has been completed, the City will require that any lands deemed necessary, be dedicated to the City or to Credit Valley Conservation.

8. Region of Peel Official Plan

As summarized in the public meeting report dated September 28, 2020 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is primarily located within the Urban System within the Region of Peel. General Objectives in Section 5.3 direct development and redevelopment to the Urban System to conserve the environment, achieve sustainable development, establish healthy complete communities and intensification in appropriate areas that efficiently use land, services, and infrastructure, while taking into account the characteristics of existing communities. A portion of the lands are located within the Region of Peel Core Greenlands. These lands will remain within the Core Greenlands.

The relevant MOP policies in this report are in conformity with the ROP. The proposed development conforms to the ROP as it represents the development of a vacant site within the Urban System.

9. Mississauga Official Plan (MOP)

The lands are located within the Meadowvale Village Neighbourhood Character Area are designated **Residential Low Density I**, **Residential Low Density II**, **Greenlands** and **Open Space**. The **Residential Low Density I** designation permits detached dwellings, and **Residential Low Density II** permits detached, semi-detached, duplex and other forms of low-rise dwellings. The **Greenlands** designation is associated with the natural hazards and natural areas to provide for the protection, enhancement and restoration of the Natural Heritage System. The **Public Open Space** designation permits cemetery, conservation, golf course, nursery gardening, recreational facility, stormwater retention pond and the proposed public park.

An amendment to MOP is not required as the **Residential Low Density I** and **Residential Low Density II** permit the proposed dwellings. The lands designated **Greenlands** are proposed to be used for stormwater management and the land designated **Public Open Space** is proposed to be a public park. These uses are permitted within the existing designations.

Staff have identified the need to provide open space at Credit River. In accordance with MOP Policy 6.3.24 b). In order to accomplish this, staff are requesting that lands be dedicated to

the City and that appropriate setbacks and buffers be implemented to ensure that the development does not overpower the valleys and to prevent damage to the valley rims through construction close to the valley.

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP against the proposed development application.

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

Directing Growth

The subject site is located in the Meadowvale Village Neighbourhood Character Area. MOP contains policies which organize the city into areas to establish the framework for policies that guide development. Neighbourhoods will focus on residential uses and accommodate the lowest densities and building heights. The lands are already designated to permit the proposed detached and semi-detached dwellings.

Compatibility with the Neighbourhood

Development within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. A range of uses is permitted in the neighbourhood including residential. The lands east of the subject property are designated Residential Low Density I and Residential Low Density II and contain a mix of detached and semi-detached homes, a school and public park.

Environmental Noise

MOP recognizes that ambient noise levels are part of living in an urban environment, excessive noise levels can adversely impact quality of life and, in extreme circumstances, public health. A Noise Feasibility Study was required to ensure that acceptable mitigation measures were included. The Noise Feasibility Study was prepared by YCA Engineering Limited and updated November 2021. This study evaluated the potential impact to and from the development, and recommended mitigation measures to reduce any negative impacts. As traffic is the main source of noise at this location, mitigation measures will be required. Some of the mitigation will be achieved through using building design and sound barriers for the outdoor living areas. Additional information is required to be confirmed through the detailed engineering submission review once the final architectural, mechanical and grading plans are available. A future detailed noise study will be required to further address the impact of noise on this development, location and height of noise barriers and elevation based on the latest grading plan.

Services and Infrastructure

Based on the comments received from the applicable city departments and external agencies, the existing infrastructure may be adequate to support the proposed development, but additional technical information is required to make the final determination.

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

Should these applications be approved at OLT, an 'H' Holding provision and Conditions of Draft Plan Approval will be proposed to ensure the receipt of a satisfactory grading and servicing plans; the receipt of an updated Traffic Impact Study; that all parties enter into agreements as required satisfactory to the city and the Region of Peel or any other applicable authority; that the Region approve the sanitary services and any required easements; and that satisfactory arrangements are made regarding the buffer along the Credit River Mullet Creek to the east.

The area is serviced Monday to Friday by MiWay Route 57, which connects to the Meadowvale Town Centre Major Transit Station, as well as the Renforth Transitway Station. Route 61 runs along Old Derry Road and services Mavis Road from Brampton's Sheridan College, through Heartland Centre to the City Centre Transit Terminal.

Amenities in the area include a large retail centre with a movie theatre at Courtneypark Drive and Hurontario Street and additional commercial, retail, restaurant and personal service shops located at the intersection of McLaughlin Road and Derry Road. For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, and the Growth Plan for the Greater Horseshoe and the PPS.

10. Zoning

The proposal includes the following Zones: **R1 – Exception** (Detached Dwellings – Typical Lots), **R2 – Exception** (Detached Dwellings – Typical Lots), **R11 – Exception** (Detached Dwellings – Garage Control Lots), **RM2 – Exception** (Semi-Detached), **OS1 – Exception** (Open Space) and **G1 – 7** (Greenlands). The **R1 – Exception** and the **R2 – Exception** zones are proposed to accommodate detached lots and semi-detached lots with modifications to the existing base zone requirements. The **OS1 – Exception** is proposed to be applied to the proposed public park and the **G1-7** zone that is already in place on the natural hazard lands will remain.

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

Proposed Zoning Regulations

Zone Regulations	R1 Zone Regulations	Proposed R1 – Exception Zone Regulations
Permitted uses	Detached Dwellings	Detached Dwellings Dentist Medical Office
Maximum number of Detached Dwellings	1	2
Minimum Lot Area for an Interior Lot	750 m ² (8,083.6 ft. ²)	1 600 m ² (17,222.2 ft. ²)

Zone Regulations	R1 Zone Regulations	Proposed R1 – Exception Zone Regulations
Minimum Lot Frontage	22.5 m ² (73.81 ft. ²)	35 m (114.8 ft. ²)
Maximum Lot Coverage	25%	15%
Minimum Interior Side Yard	1.8 m on one side of the lot and 4.2 m on the other side	1.5 m (4.9 ft. ²)
Minimum Rear Yard	7.5 m (24.6 ft.) for Interior Lot 3.0 m (9.8 ft.) for Corner Lot	3.0 m (9.8 ft.)
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.		

Zone Regulations	R2 Zone Regulations	Proposed R2 - Exception Zone Regulations
Maximum Lot Coverage	30%	50%
Minimum Front Yard for an Interior Lot and Corner Lot	9 m (29.5 ft.) Interior Lot 7.5 m (24.6 ft.) Corner Lot	4.5 m (14.7 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	4.5 m (14.7 ft.)

Minimum Exterior Side Yard to garage face	7.5 m (24.6 ft.)	6.0 m (19.6 ft.)
Zone Regulations	R2 Zone Regulations	Proposed R2 - Exception Zone Regulations
Minimum Interior Side Yard for interior lot and corner lot	1.8 m (5.9 ft.) + 0.61 m (2.0 ft.) for each additional storey or portion thereof above one (1) storey	1.2 m (3.9 ft.)
Minimum Rear Yard for Interior Lot	7.5 m (24.6 ft.)	7.0 m (22.9 ft.)
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.		
Zone Regulations	R11 Zone Regulations	Proposed R11 - Exception Zone Regulations
Maximum Lot Coverage	40%	52%
Minimum Front Yard to Garage Face for Interior Lot and Corner Lot	9 m (29.5 ft.) Interior Lot 7.5 m (24.6 ft.) Corner Lot	5.8 m (15.7 ft.)
Minimum Exterior Side Yard to a Garage Face	7.5 m (24.6 ft.)	5.8 m (15.7 ft.)
Minimum Interior Side Yard Corner Lot	1.2 m (3.9 ft.)	0.61 m (2.0 ft.)
Minimum Rear Yard for Interior Lot and Exterior Lot		7.0 m (22.9 ft.)
Section 4 – General Provisions for Residential Zones		
Encroachments to a porch or deck located at or accessible from the first storey	Not permitted when the lot is abutting lands zoned G1	Section 4.1.5.6 of this By-law shall not apply to a deck.

inclusive of stairs, may encroach		
Zone Regulations	R11 Zone Regulations	Proposed R11 - Exception Zone Regulations
The minimum setback for all buildings, structures, parking areas and swimming pools in Residential Zones to all lands zoned G1	Shall be the greater of 5.0 m or the required yard/setback .	Section 4.1.8.1 of this By-law shall not apply to a deck.
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.		

Zone Regulations	RM2 Zone Regulations	Proposed RM2 - Exception Zone Regulations
Maximum Lot Coverage	45%	52%
Minimum Front Yard to a Garage Face	6.0 m (19.6 ft.)	5.8 m (19.0 ft.)
Minimum Exterior Side Yard to a Garage Face	4.5 m (14.7 ft.)	5.8 m (19.0 ft.)
Minimum Exterior Side Yard to garage face	6.0 m (19.6 ft.)	5.8 m (19.0 ft.)
Section 4 – General Provisions for Residential Zones		
Encroachments to a porch or deck located at or accessible from the first storey inclusive of stairs, may encroach	Not permitted when the lot is abutting lands zoned G1	Section 4.1.5.6 of this By-law shall not apply to a deck.

Zone Regulations	RM2 Zone Regulations	Proposed RM2 - Exception Zone Regulations
The minimum setback for all buildings, structures, parking areas and swimming pools in Residential Zones to all lands zoned G1	Shall be the greater of 5.0 m or the required yard/setback .	Section 4.1.8.1 of this By-law shall not apply to a deck.
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.		

Zone Regulations	OS1 Zone Regulations	Proposed OS1 - Exception Zone Regulations
Permitted Uses	<ul style="list-style-type: none"> • Passive Recreational Use • Active Recreational Use • Stormwater Management Facility • Cemetery 	<ul style="list-style-type: none"> • Public Walkway
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.		

Staff have reviewed the proposed zoning, and note that while the proposed base zones are similar to the zone regulations to the lots on abutting lands to the east, a number of the requested modifications, such as lot coverage and setbacks, need to be

considered once all of the site constraints have been identified and found satisfactory. Additionally, the proposed lot pattern should facilitate the completion of the registered plan to the east. Lot sizes and configurations may need to be altered to accommodate accordingly.

Without sufficient technical information, staff are unable to make a recommendation on the proposed zones and modifications at this time.

Should these applications be approved by OLT staff will recommend that an “H” holding provision be applied to the lands to ensure that all technical information be provided and that the appropriate agreements be entered into. These provisions would likely include that the following items be satisfied prior to the lifting of the “H”:

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- The receipt of a satisfactory Grading and Servicing plans
- Receipt of an acceptable Traffic Impact Study
- An agreement to capture the obligations to complete the required municipal infrastructure works in support of the proposed development
- The receipt of a satisfactory Functional Servicing Report
- Satisfactory arrangements regarding the buffers along the Credit River
- The receipt of satisfactory Construction Management Plan

- Any agreements as required to the satisfaction of the City and the Region of Peel or any other applicable authority.

11. Draft Plan of Subdivision



The lands are the subject of a draft plan of subdivision application. The proposed plan of subdivision and the supporting technical studies and plans were reviewed by City Departments and agencies. More information is required to properly evaluate the proposed draft plan of subdivision.

Development will be subject to the completion of services and registration of the plan. Through this process, all of the required draft approval conditions will be addressed.

The application for draft plan approval was also appealed to the OLT.

12. Green Development Initiatives

The applicant has identified that green development initiatives such as stormwater control, a restoration block and further restoration along the buffers will be secured through the subdivision agreement.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit 260 detached homes, 62 semi-detached homes, and a park and LID/restoration block against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, The *Greenbelt Act*, The *Parkway Belt West Plan*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to develop an underutilized parcel within the Meadowvale Village Neighbourhood Character Area in accordance with the Residential Low Density I and II Designations of MOP.

Staff are of the opinion that the applications are consistent with and conform to Provincial and Regional Planning Policies, but are not yet satisfied that the proposal as submitted has been adequately justified through the submission of the required materials and technical studies. Additional information is required before staff will be in a position to determine if these applications conform to all City planning instruments.

Staff recommend that the rezoning and draft plan of subdivision applications not be approved this time. Should the required information be provided, a report will be brought back to Council.