

## Recommendation Report Detailed Planning Analysis

**Owner: 2530173 Ontario Corporation**

**1444, 1448, 1454 and 1458 Cawthra Road**

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## 1. Community Comments

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

### Comment

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

### Response

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

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

already has a different character than the interior of the Mineola neighbourhood.

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

### Comment

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

### Response

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

### Comment

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

### Response

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

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

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

#### **Comment**

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

#### **Response**

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

## **2. Updated Agency and City Department Comments**

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

### **City Transportation and Works Department**

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

#### *Stormwater*

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

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

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

### *Traffic*

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

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

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

### *Environmental Compliance*

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

### *Noise*

The Noise Feasibility Study by HGC Engineering dated April 15,

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

### *Other Engineering Matters*

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

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

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

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

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

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

#### 4. Consistency with PPS

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

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

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

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

The subject site and proposal represent an opportunity to modestly intensify and increase the range of housing in the area

in proximity to public transit infrastructure and community services. The proposed development represents an efficient land use pattern that avoids environmental, health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

#### 5. Conformity with Growth Plan

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

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

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in

intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

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

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

## 6. Region of Peel Official Plan

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

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

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Mineola Neighbourhood Character Area, to permit 4 two storey detached dwellings and 12 three storey townhome dwellings. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

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

#### *Directing Growth*

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

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

- 5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres
- 5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible

in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan

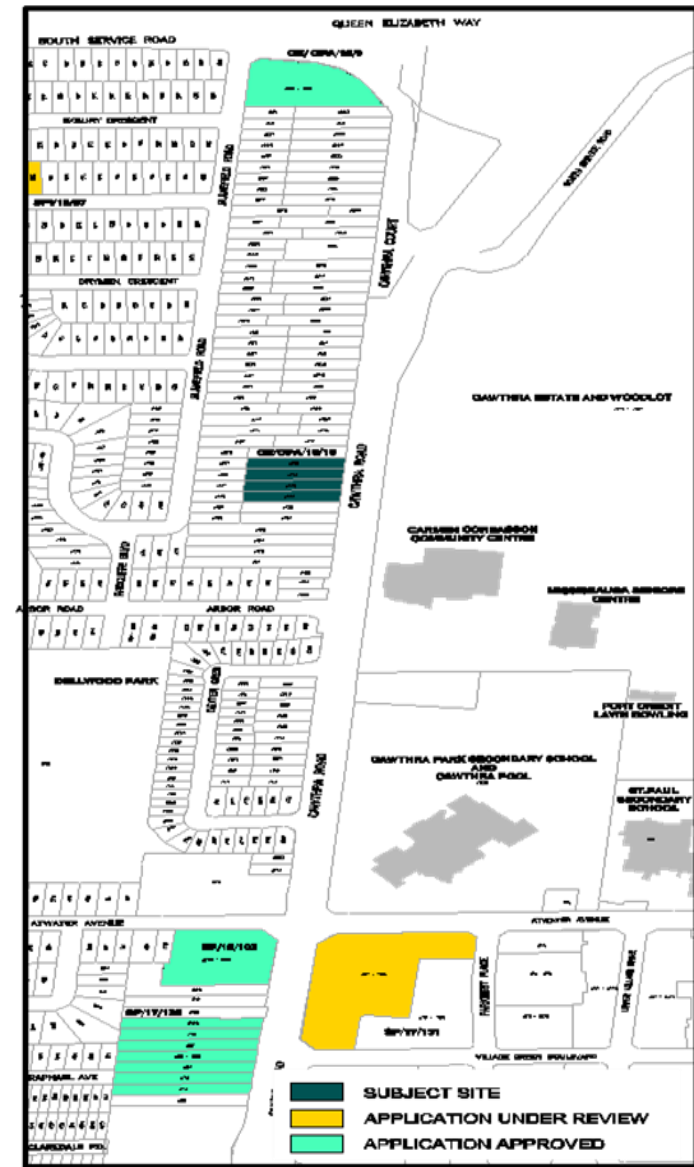
- 5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale

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

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

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

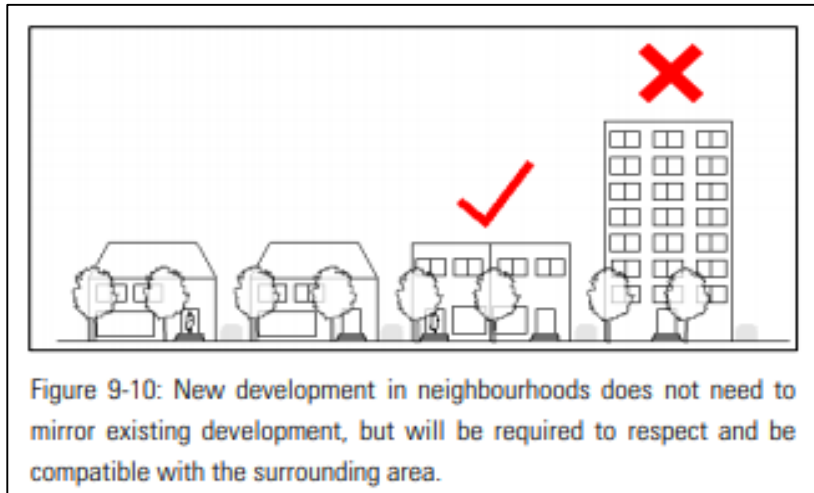
When evaluating the proposal in consideration of the applicable policies above, the proposed detached and townhome dwellings are sensitive to and compatible with the surrounding context as they are located along the Cawthra Road corridor. They have been designed to ensure appropriate transitions to the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





### *Compatibility with the Neighbourhood*

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



MOP defines “compatibility” as, “development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.” While the proposed redevelopment is not the same as existing development, the proposed ground related built form and scale

coexist with the surrounding development. This is illustrated when evaluating the proposal based on the criteria set forth in Section 9.2.2.3 of MOP below.

- 9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:
  - a. respect existing lotting patterns
  - b. respect the continuity of front, rear and side yard setbacks
  - c. respect the scale and character of the surrounding area
  - d. minimize overshadowing and overlook on adjacent neighbours
  - e. incorporate stormwater best management practices
  - f. preserve mature high quality trees and ensure replacement of the tree canopy
  - g. be designed to respect the existing scale, massing, character and grades of the surrounding area

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

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

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

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

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

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

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

#### *Services and Infrastructure*

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

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

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

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

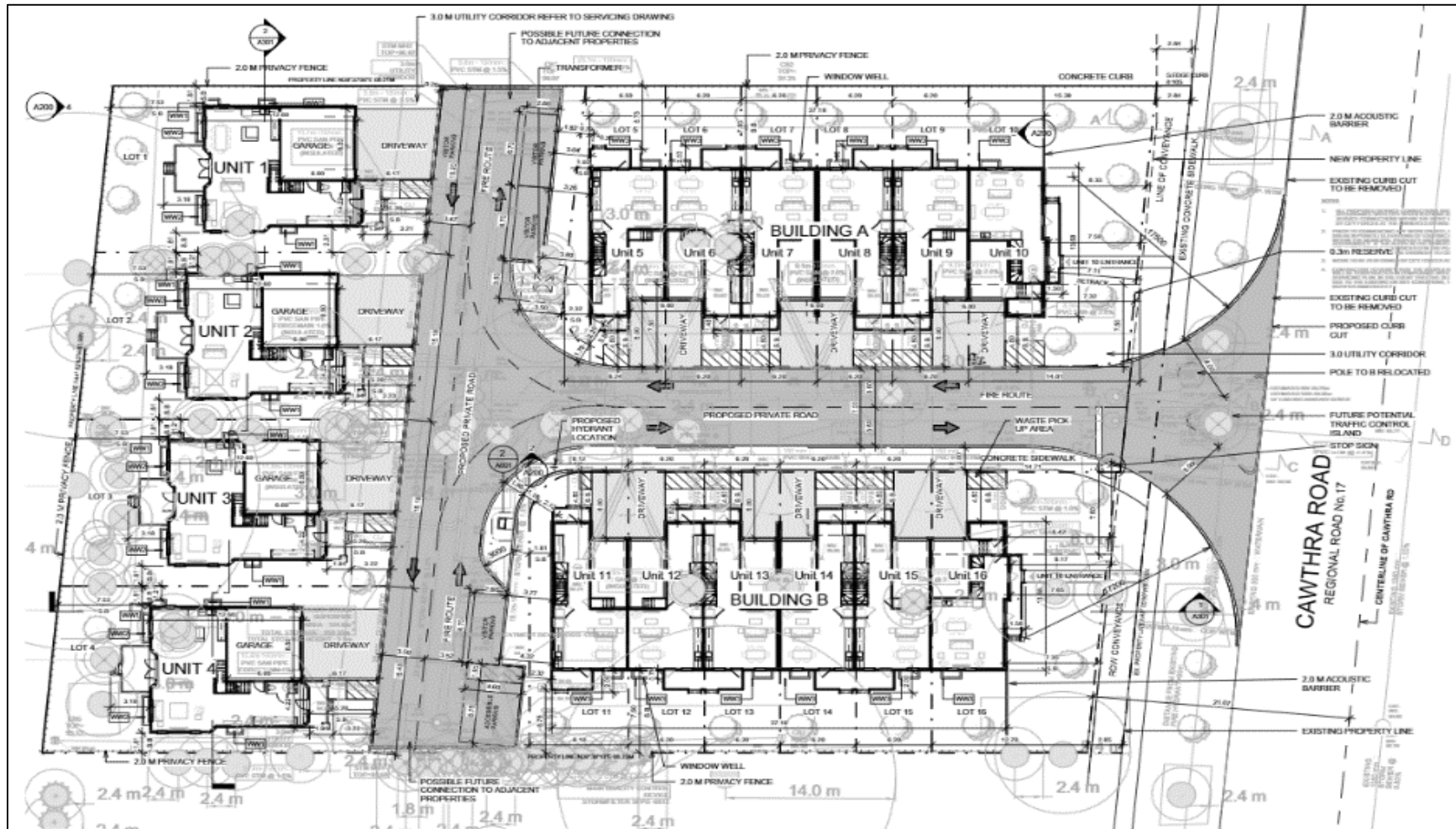
There are southbound and northbound MiWay Transit stops on Cawthra Road within 200 m (656.2 ft.) of the site.

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

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

## 8. Revised Site Plan and Elevations

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





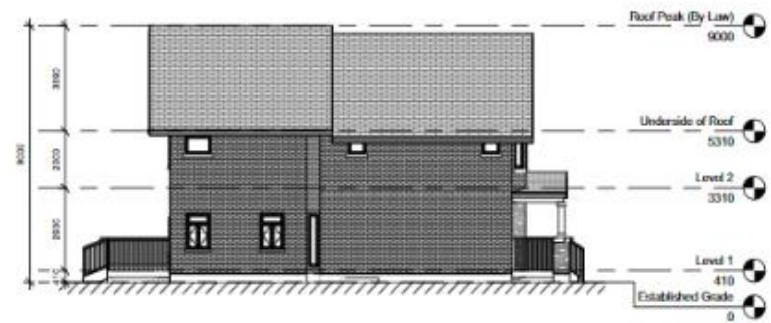
3 East Elevation  
1 : 100



1 North Elevation  
1 : 100



4 West Elevation  
1 : 100



2 South Elevation  
1 : 100







① BUILDING B NORTH ELEVATION  
1:100



③ BUILDING B EAST ELEVATION  
1:100



② BUILDING B SOUTH ELEVATION  
1:100



④ BUILDING B WEST ELEVATION  
1:100

## 9. Zoning

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

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

### Proposed Zoning Regulations

Zone Regulations	RM6 Zone Regulations	Proposed RM6-Exception Zone Regulations
Minimum Lot Frontage	5.0 m (16.4 ft.) Interior Lot (Townhome)  8.3 m (27.2 ft.) CEC – Corner Lot (Townhome)	5.0 m (16.4 ft.) Interior Lot (Townhome)  8.0 m (26.2 ft.) CEC – Corner Lot (Townhome)  15.0 m (49.2 ft.) (Detached)
Minimum Lot Area	115 m <sup>2</sup> (1,237.9 ft <sup>2</sup> ) Interior Lot (Townhome)  190 m <sup>2</sup> (2,045.1 ft <sup>2</sup> ) CEC – Corner Lot (Townhome)	150 m <sup>2</sup> (1,614.6 ft <sup>2</sup> ) Interior Lot (Townhome)  185 m <sup>2</sup> (1,991.3 ft <sup>2</sup> ) CEC – Corner Lot (Townhome)  400 m <sup>2</sup> (4,305.6 ft <sup>2</sup> ) (Detached)

Zone Regulations	RM6 Zone Regulations	Proposed RM6-Exception Zone Regulations
Minimum Interior Side Yard	1.5 m (4.9 ft.) (Townhouse)	1.8 m (5.9 ft.) (Detached)
Minimum Rear Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.) (Townhome and Detached)
Maximum Dwelling Height	10.7 m (35.1 ft.) and 3 storeys	9.0 m (29.5 ft.) and 2 storeys - Highest Ridge (Detached)  9.9 m (32.5 ft.) and 3 storeys - Highest Ridge (Townhome)  No flat roofs shall be permitted
Permitted Uses	Townhome Dwelling on a CEC - road	Detached Dwelling on a CEC - road and Townhome Dwelling on a CEC - road
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		



## 10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Corporate Policy and Procedure 07-03-01 – Bonus Zoning is not intended to apply to smaller development projects, although there may be instances where proposed developments meet the minimum thresholds.

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

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

## 11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address technical matters as part of the site plan approval process.

## 12. Draft Plan of Subdivision

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

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

## 13. Conclusions

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

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

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