

City of Mississauga
Corporate Report



<p>Date: August 14, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 24-6 W7 and T-M24003 W7</p>
	<p>Meeting date: September 3, 2024</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Rezoning and Draft Plan of Subdivision applications to permit nine detached residential homes: six on a public road and three on a common element condominium (CEC) road 120 Fairview Road West, southwest corner of Fairview Road West and Sir Antonio Drive

Owner: Dahab Homes Inc.

File: OZ 24-6 W7, T-M24003 W7

Recommendation

1. That the application under File OZ 24-6 W7, Dahab Homes Inc., 120 Fairview Road West to change the zoning to **R5 – Exception** (Detached Dwelling – Typical Lots), **R16 – Exception** (Detached Dwellings On A CEC – Road), and **H-R16 – Exception** (Detached Dwellings On A CEC – Road) to permit nine detached residential homes: six on a public road and three on a common elements condominium (CEC) road, be approved in conformity with the provisions outlined in the staff report dated August 14, 2024 from the Commissioner of Planning and Building.
2. That Council acknowledges that a draft plan of subdivision application, under File 21T-M 24-3 W7, has been received and is currently under review, and that the Commissioner of Planning and Building, in accordance with the Commissioner's delegated authority, intends to draft approve the plan of subdivision, subject to the appropriate conditions, at a future date.
3. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.

4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
5. That the "H" holding symbol is to be removed from the **H-R16 – Exception** (Detached Dwellings on A CEC – Road) zoning applicable to a portion of the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated August 14, 2024, from the Commissioner of Planning and Building have been satisfactorily addressed.

Executive Summary

- A rezoning application has been submitted to change the zoning by-law to permit nine detached residential homes: six on a public road and three on a common element condominium (CEC) road
- The applicant has revised the proposal to address issues raised by departments and agencies, including:
 - modifying the CEC road configuration to allow for a temporary turn-around facility until the abutting property at 130 Fairview Road West redevelops and can complete the ultimate CEC road configuration
 - re-arranging the garbage collection points to ensure greater functionality
 - agreeing to convey a public vehicular and pedestrian access easement to the City to allow for access to a future development on the abutting parcel
- It has been concluded that the proposed rezoning is supportable from a planning perspective
- Staff are satisfied with the proposal and find it to be acceptable from a planning standpoint, and recommend that the rezoning application be approved
- A Draft Plan of Subdivision application was also submitted to create six freehold lots, three parcels of tied land (POTLs) and one condominium block. The report dated August 14, 2024, is intended for informational purposes, and no approval is being sought at this time. The applicant is in the process of addressing technical matters prior to the Commissioner of Planning and Building issuing draft plan approval

Background

The rezoning and draft plan of subdivision applications were deemed complete on June 11, 2024, and subsequently circulated for technical comments.

The purpose of this report is to provide information on the applications and to provide a detailed planning analysis, including recommendations on the rezoning for the Planning and Development Committee's consideration.

Present Status

1. Site Information

(a) Site Location and Description

The site is located at the southwest corner of Fairview Road West and Sir Antonio Drive in the Fairview Neighbourhood Character Area. The site is rectangular in shape and generally flat. A number of mature trees occupy the property, and the rear half of the site is naturalized. There is an existing two storey detached home on-site, which will be demolished to allow for the proposed development.



Aerial Photo of 120 Fairview Road West

Property Size and Use	
Frontages:	Fairview Road West – 30.5 m (100.1 ft.)
Depth:	118.7 m (389.4 ft.)
Gross Lot Area:	0.36 ha (0.89 ac.)

Photo of Existing Site Condition:



View of site from intersection of Sir Antonio Drive and Danielson Court



View of site looking southwest from the intersection of Fairview Road West and Sir Antonio Drive

(b) Site History

- June 20, 2007 - Zoning By-law 0225-2007 came into force. The subject lands were zoned R3 (Detached Dwellings - Typical Lots), which permits detached dwellings.
- November 14, 2012 – Mississauga Official Plan (MOP) came into force which designates the property Residential Low Density I within the Fairview Neighbourhood Character Area
- June 11, 2024 – The subject applications were deemed complete, circulated and formal review began

(c) Site Context

The property is located in the Fairview Neighbourhood Character Area. The surrounding area is characterized by low-rise residential homes, including detached dwellings, semi-detached dwellings and two and three-storey townhouses. Approximately 350 m (1,148.3 ft.) west of the site is the Downtown Cooksville Character Area which includes a mix of residential and commercial uses located along Hurontario Street. This Intensification Corridor is notable for its high density mix of uses and the future Hurontario Light Rail Transit (HLRT), which is currently under construction. The intersection of Hurontario Street and Fairview Road West includes a 2-storey commercial plaza, Mississauga Fire Station No. 101, a three-storey townhouse complex, and an approved development proposal for a 32 storey apartment.

Immediately surrounding the subject property are the following land uses:

- North: Detached dwellings fronting Fairview Road West and Elm Drive Public School further north
- East: Detached dwellings fronting Fairview Road West with semi-detached and townhouses further east
- South: Detached and semi-detached dwellings and Cooksville GO Station further south
- West: Detached dwellings fronting Fairview Road West and Joan Drive, with Fairview Park located further west

2. Surrounding Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- Files OZ/OPA 20-1 W4 and SP 21-121 W4 – 1 Fairview Road East – Official Plan Amendment and Rezoning approved and Site Plan in process for a 32 storey building with 408 residential units and retail uses at grade
- Ministerial Zoning Order (MZO) granted – 3355 Hurontario Street – 50 storey mixed use development permitted

3. Official Plan

The lands are located within the Fairview Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached dwellings, semi-detached dwellings, and duplexes.

The Fairview Neighbourhood Character Area is not an identified Intensification Area in MOP and is, therefore, not intended to be the focus of significant intensification within the City. However, this does not mean that it must remain static and does allow for development which is sensitive to the existing and planned character of the area.

The subject property is not located within a Major Transit Station Area (MTSA).

No official plan amendment is required to permit the proposed development.

4. Zoning

The subject property is currently zoned **R3** (Detached Dwellings - Typical Lots), which permits detached dwellings on lots with a minimum area of 550 m² (5,920.2 ft²) for interior lots and 720 m² (7,750.0 ft²) for corner lots. The minimum lot frontage for lots in the **R3** (Detached Dwellings - Typical Lots) zone are 15 m (49.2 ft) for interior lots and 19.5 m (64 ft) for corner lots. Refer to Appendix 1 for the existing and proposed Zoning Map.

5. Proposed Development

(a) Description

The applicant proposes to develop the property with nine detached residential homes, of which six will be located on public roads (four units fronting Sir Antonio Drive, and two units fronting Fairview Road West) and three will be located on a common elements condominium (CEC) road towards the rear of the property. A rezoning application is required to permit the proposed development. A draft plan of subdivision application is also submitted to create six freehold lots, three POTLs, and one block to accommodate the CEC road. The applicant is currently working on addressing technical matters prior to draft plan approval. Refer to Appendix 1 for details on the proposed development.

Temporary Turn Around Facility

Lot 3 in the CEC (highlighted in the drawing below) is proposed to serve as a temporary turn-around facility until the abutting property at 130 Fairview Road West is redeveloped in a similar manner to the subject property. The redevelopment of 130 Fairview Road West will be required to construct a permanent turn-around facility for all properties utilizing the CEC road. Lot 3 will have an 'H' holding provision applied to its underlying **R16 (Detached Dwellings On A CEC – Road)** zoning until the ultimate turn-around facility is constructed on 130 Fairview Road West.

A condition of approval for the draft plan of subdivision will require the applicants to enter into a Section 118 Agreement under the Land Titles Act, restricting any conveyance or mortgaging of any part of Lot 3 without prior written consent from the City. Additionally, the applicant will be required to convey a public vehicular and pedestrian access easement over the CEC road to the City, ensuring legal public access.



Rendering of Proposed Development

(b) Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://yoursay.mississauga.ca/development-applications-public-feedback>

(c) Green Development Initiatives

The Applicant has identified several green initiatives to enhance sustainability and energy efficiency within the proposed development, including:

- Installation of hybrid heating systems that pair heat pumps with natural gas furnaces to optimize energy use and reduce carbon footprints.
- Use of building materials with recycled content wherever possible.
- Careful air-sealing, energy-efficient windows and doors, and whole-house mechanical heat recovery ventilation systems for balanced ventilation and good indoor air quality.
- Use of low VOC materials to minimize indoor air pollutants.
- Installation of high-efficiency water heaters, water-saving plumbing fixtures, and ENERGY STAR certified LED bulbs and appliances.

Comments

The following section summarizes the various elements that were considered in developing the Planning and Building Department's position on the rezoning application.

1. Reason for Application

Zoning By-law Amendment

An amendment to Zoning By-law 0225-2007 is required to implement the proposal. The site is zoned **R3** (Detached Dwellings - Typical Lots), which permits detached dwellings.

The proposed zoning amendment rezones the property to **R5-Exception** (Detached Dwellings - Typical Lots), **R16 – Exception** (Detached Dwellings On A CEC – Road), and **H-R16 – Exception** (Detached Dwellings On A CEC – Road). The proposed residential zones include exceptions to accommodate site specific regulations for each dwelling type, including reduced parking, driveway widths, frontages, side yard setbacks, lot coverages, and lot sizes.

Refer to Section 2 and Appendix 1 for a complete list of the requested zoning amendments.

Policy Summary

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

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

(a) Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe

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".

Consistency with PPS, 2020

The Provincial Policy Statement (PPS) directs growth to Settlement Areas (Policy 1.1.3.1) and promotes healthy, livable communities through efficient land use, accommodating a range of residential types while avoiding health and safety concerns (Policy 1.1.1). It emphasizes the need for intensification to efficiently use land, infrastructure, and public service facilities (Policy 1.1.3.2). Policies 1.1.3.2, 1.1.3.3, and 1.1.3.4 focus on optimizing

infrastructure use, encouraging transit, and ensuring residential intensification while maintaining compatibility with the existing community character.

The proposed development aligns with these policies by gently intensifying an underutilized parcel while integrating with the existing semi-detached and detached homes in the surrounding neighbourhood. The development makes efficient use of land, maintains the neighbourhood's low density character, and complements existing infrastructure and scale, thus supporting a diverse range of housing options. The proposed development supports the general intent of the PPS

Conformity with Growth Plan, 2020

The site is located within the Delineated Built-Up Area, in the Growth Plan, which aims to optimize infrastructure and foster complete communities (Policy 2.2.1.2). The plan supports development and redevelopment in these areas to efficiently utilize land, enhance transit, and create pedestrian-friendly environments (Policy 2.2.1.4). New developments must align with the existing community's character and scale (Policy 2.2.2.3). Furthermore, it promotes diverse housing options, including low-density residential forms, to meet various population needs (Policy 2.2.6.1). The plan also encourages creating vibrant, mixed-use neighborhoods that are transit-supportive and offer a high quality of life.

The proposed development of nine single detached homes aligns with the Growth Plan, 2020, by targeting growth within an established built-up area, effectively utilizing underutilized land and existing infrastructure. It adheres to the Growth Plan's policies by making efficient use of land, preserving the low-density character of the Fairview neighbourhood, and providing diverse housing options that meet community needs.

b) Regional Official Plan

General objectives of ROP, 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 achieving an urban form and densities that are pedestrian-friendly and transit supportive.

The proposed development does not require an amendment to the Region of Peel Official Plan (ROP). The site is located within the Urban System and achieves several objectives and policies of the ROP, including promoting a range and mix of housing types (Policy 5.2.2.4), supporting intensification within built-up areas (Policy 5.5.1.3), and enhancing the public realm through high-quality urban design (Policy 5.7.3.1). The development offers diverse housing options by introducing nine detached homes, contributing to the variety of housing types in the area and meeting the needs of current and future residents. Incorporating houses on both municipal and CEC roads supports the creation of a complete community, while the inclusion of sidewalks on the CEC road enhances walkability and

sustainable transportation. The project optimizes the use of existing land and infrastructure, promotes intensification and respects the mature trees along Sir Antonio frontage, contributing to environmental sustainability and a pleasant streetscape. As such, the proposed development gives adequate regard for the objectives of the ROP.

(c) Mississauga Official Plan

The proposal does not require an amendment to Mississauga Official Plan. Planning staff have undertaken an evaluation of the relevant policies of Mississauga Official Plan against this proposed development application.

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

(i) Directing Growth

The subject site is located in the Fairview Neighbourhood Character Area and is designated **Residential Low Density I**, which permits detached dwellings, semi-detached dwellings, and duplexes. The proposed detached dwellings are permitted within the **Residential Low Density I** designation.

Neighbourhoods are generally not to be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved (Policy 5.3.5.1). However, 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 the Plan (Policy 5.3.5.5). Development is to be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale (Policy 5.3.5.6).

The proposed development will have a built form similar to the immediate neighbourhood, while ensuring the units reflect the character of the surrounding homes. Although the lot area and frontages are reduced, they are designed to blend seamlessly with the existing neighborhood fabric, preserving its character.

This proposal represents a sensitive and compatible form of intensification within the existing and planned context of the neighborhood. It respects the established scale and density, thereby supporting the neighborhood's stability. The gentle intensification enhances the neighborhood by providing more housing options while maintaining visual harmony with both existing and potential future developments.

Overall, the proposed development aligns with the policies outlined in Sections 5 – Directing Growth, ensuring that the character and stability of the neighborhood are maintained while accommodating thoughtful growth. It represents a balanced approach to intensification that respects and enhances the Neighborhood's existing and planned context.

(ii) Compatibility

The existing and planned character of Neighbourhoods are to be protected and respected (Policy 5.1.7). These non-intensification areas will experience limited growth and change and will have the lowest densities and building heights (Policy 9.2.2). 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; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area. (Policy 9.2.2.3).

The proposed development maintains the existing detached dwelling typology ensuring the character of the neighbourhood is respected while introducing contemporary design elements. The development introduces nine two storey detached homes, maintaining a low density character and building heights that are consistent with the established neighbourhood. While the proposed lot sizes are smaller than what exists in the immediate area, they are consistent with lot sizes in the broader Neighbourhood and allow for a more efficient use of a large, underutilized parcel. A logical lotting pattern is proposed which addresses the frontages of the abutting public roads and allows for the preservation of the existing mature trees along the Sir Antonio frontage. This effort enhances the aesthetic quality of the neighbourhood and supports the existing character. Overall, the proposed development is designed to be compatible with and respectful of the existing neighbourhood.

(iii) 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 following community services are located in proximity to the site:

Parks and Community Amenities

- Fairview Tennis Courts
- Fairview Park
- Dr. Martin L. Dobkin Community Park and Softball Park
- Stonebrook Park
- Sgt David Yakichuk Park
- Mississauga Valley Community Centre
- Cooksville Library

Transit

The site is located 1.3 km (0.8 mi.) from the Cooksville GO Station. The following major MiWay bus routes currently service the site:

- Route 2 – Hurontario, 600 m (1,968.5 ft.), approximately 7- 8 minute walking time
- Route 28 – Confederation, 950 m (3,116.8 ft.), approximately 11-13 minute walking time

There is a transit stop on the southeast corner of Hurontario Street and Fairview Road West within 600 m (1,968.5 ft.) of the site.

(d) Zoning By-law

An amendment to Zoning By-law 0225-2007 is required to implement the proposal. The site is zoned **R3** (Detached Dwellings - Typical Lots), which permits detached dwellings.

The proposed zoning amendment rezones the property to **R5-Exception** (Detached Dwellings - Typical Lots), **R16 – Exception** (Detached Dwellings On A CEC – Road), and **H-R16 – Exception** (Detached Dwellings On A CEC – Road). The proposed residential zones include exceptions to accommodate specific regulations for each dwelling type, including reduced parking, driveway widths, frontages, side yard setbacks, lot coverages, and lot sizes.

A table summarizing the proposed zoning regulations can be found in Appendix 1.

(e) Bonus Zoning/Community Benefit Charge

Schedule 17 of Bill 197, COVID-19 Economic Act, 2020, amended the Planning Act. Section 27 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions implemented by the CBC By-law passed by Council. Section 37 of the Planning Act now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be able to fund projects City-wide and Council will determine how to spend or allocate CBC funds to specific project in accordance with the CBC Strategy and Corporate Policy annually.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies which type of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment the CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC with each application. While the proposed development is more than 10 residential units, it is less than 5 storeys and therefore CBC charges do not apply.

(f) "H" Holding Provision

Should this application be approved by Council, staff request that an "H" Holding Provision be applied to Lot 3 which can be lifted upon:

- Completion of a turnaround facility on the adjacent property (130 Fairview Rd W), along with an extension to the CEC road as required, to the satisfaction of the City
- Conveyance of a public access easement, permitting access on the adjacent property (130 Fairview Rd W) for the turnaround facility, and the extension of the CEC road as required, to the satisfaction of the City

2. Departmental and Agency Comments

The rezoning application was circulated to all City departments and commenting agencies on June 17, 2024. The following section summarizes the comments received. Refer to Appendix 1 for detailed comments.

(a) Region of Peel

Comments dated July 24, 2024, state that the Region supports the proposed development from a servicing and waste management perspective. Additional technical details and revisions are required to the Functional Servicing Report through the subdivision application. For full technical comments, see Appendix 1.

(b) City Transportation and Works Department

Comments dated August 7, 2024, state that technical reports associated with the subdivision application T-M24003 are under review to ensure all engineering matters, including noise, grading, servicing, stormwater management, traffic, and environmental compliance, meet City standards. The stormwater management plan is generally satisfactory, though further details are needed. Traffic impacts are minimal, the site is environmentally suitable, and no noise mitigation is required. Additional engineering details, such as municipal infrastructure and land dedications, will be addressed through the subdivision application. A holding provision is recommended for Lot 3, contingent on specific infrastructure improvements. For full technical comments, see Appendix 1.

(c) City Community Services Department

Comments dated July 24, 2024, state that Community Services has no concerns with the proposed rezoning for 120 Fairview Road West. Additional clauses and cash-in lieu will be required through the subdivision application.

(d) Dufferin-Peel Catholic District School Board and Peel District School Board

Comments dated June 19, 2024, state that the Dufferin Peel Catholic School Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. Various warning clauses will be included in the subdivision agreement.

Comments dated July 2, 2024, from the Peel District School Board state that sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, and future residents will be notified through warning clauses in the agreement of purchase and sale, and by signs placed on the site. The school board advises that some students may be accommodated in temporary facilities or bused to schools outside of the area.

Refer to Appendix 1 for the School Accommodations Summary by school board.

3. Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement (2020)*, Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city. The applicant has indicated that the proposed development will provide market-based units. As fewer than 50 units are proposed, the requirement for affordable housing units does not apply.

4. Next Steps

(a) Site Plan

Site plan approval does not apply to development containing 10 residential units or less. Since only nine units are proposed, Site Plan approval does not apply.

(b) Draft Plan of Subdivision

A draft plan of subdivision application was submitted concurrently with the proposed rezoning application and is currently under review by City Departments and external agencies.

The applicant has not addressed a number of technical matters related to the Draft Plan of Subdivision application. Upon providing the required information, staff will bring a report back to Planning and Development Committee to advise of the Commissioner of Planning and Building's intent to draft approve the proposed subdivision, subject to a series of conditions which will need to be satisfied prior to registration of the subdivision. Approval of a draft plan of subdivision granted under Section 51 of the Planning Act, R.S.O. 1990, c.P.13, as amended, is valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

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.

Engagement and Consultation

1. Community Feedback

Five pieces of written correspondence have been received regarding the proposed development. The following summarizes comments received on the applications:

Comment

The proposed redevelopment will impact the ability of the lands at 130 Fairview Road West to be redeveloped

Response

To protect future redevelopment for 130 Fairview Road West, a public vehicular and pedestrian easement will be required over the proposed CEC road. This will facilitate access for the redevelopment. Additionally, an 'H' holding provision on Lot 3 will require that an adequate turn

around facility is created on the property at 130 Fairview Road West, before the 'H' can be lifted from the zoning and the lot is developed.

Comment

The proposed redevelopment includes a private CEC road rather than extending the municipal right-of-way (ROW), limiting public accessibility and maintenance.

Response

Due to the site constraints, the applicant opted for a CEC road. A municipal ROW would necessitate a 17 m (55.8 ft.) right of way width and a turning facility, significantly reducing the available development area. In contrast, a CEC road requires only a 7 m (23 ft.) width and a turning facility, allowing for more efficient use of the site. To ensure public accessibility, a public vehicular and pedestrian access easement will be established over the CEC road, guaranteeing access to 130 Fairview Road West if it redevelops. Any formal agreements for maintenance of the CEC road will be a private matter to be resolved between landowners.

Comment

The site currently has issues with upkeep and illegal dumping.

Response

The City of Mississauga enforces the Property Standards By-law and the Nuisance By-law to address property maintenance and illegal dumping, ensuring properties are kept in good condition. For concerns about site maintenance or illegal dumping, residents can contact 311 and City staff will address these issues promptly.

Comment

This development will increase the amount of traffic on the existing road network in the area.

Response

The Transportation Impact Study, prepared by Traffic+ Engineering Limited, dated December 2023, was submitted in support of the proposed development and was deemed satisfactory by the City's Transportation and Works Department. It has been determined that the development is anticipated to have a very minimum impact on traffic operations in the area.

Conclusion

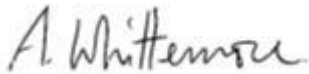
In conclusion, City staff has evaluated the rezoning application to permit nine detached homes, six of which will be located on a public road and three on a CEC road, against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan. Staff found that the **R5-Exception** (Detached Dwellings - Typical Lots), **R16 – Exception** (Detached Dwellings On A CEC – Road), and **H-R16 – Exception** (Detached Dwellings On A CEC – Road) zones propose acceptable performance

regulations and that the proposed development conforms with the relevant provincial, regional and city policies for appropriate land use.

Should the applications be approved by Council, the implementing zoning by-law will be brought to a future Council meeting for approval.

Attachments

Appendix 1: Supplementary Information



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

Prepared by: Jaspreet Sidhu, Development Planner