

# City of Mississauga

## Corporate Report



<p>Date: March 5, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's files: OZ/OPA 24-13 W1 and 21T-M 24-6 W1</p>
	<p>Meeting date: March 24, 2025</p>

### Subject

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

**Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit 9 three storey townhouse dwellings**

**1489 Hurontario Street, northeast corner of Hurontario Street and Pinewood Trail**

**Owner: Twin Townhouses Inc. (a company of the Milani Group)**

**Files: OZ/OPA 24-13 W1 and 21T-M 24-6 W1**

### Recommendation

1. That City Council amend Mississauga Official Plan to **Residential Medium Density** for 1489 Hurontario Street, in accordance with the provisions contained in the staff report dated March 5, 2025 from the Commissioner of Planning and Building.
2. That City Council amend Zoning By-law 0225-2007 to **RM5-Exception** (Street Townhouses – Exception) for 1489 Hurontario Street, in accordance with the provisions contained in the staff report dated March 5, 2025 from the Commissioner of Planning and Building.
3. That Council acknowledges that the Commissioner of Planning and Building, in accordance with the Commissioner's delegated authority, is contemplating imposing the draft conditions of approval outlined in Appendix 2 attached to the staff report dated March 5, 2025 from the Commissioner of Planning and Building for the draft plan of subdivision under File 21T-M 24-6 W1, and that further draft conditions from other departments and external agencies be included prior to issuing draft approval.
4. That City Council direct the applicant to satisfy all the requirements of the City and any other external agency concerned with the development.

5. That City Council's 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.

## Executive Summary

- Staff recommend approval of this development application proposing 9 three storey townhouse dwellings
- The applicant has made minor revisions to the proposal to address issues raised at the Community Meeting and by staff, which included:
  - Replacement of the detached dwelling that originally fronted Hurontario Street with another townhouse dwelling which allows the building setback to increase from 3.0 m (9.8 ft) to 5.2 m (17.0 ft) in order to improve the interface with Hurontario Street and the multi-use trail
  - The sight-triangle has been reduced from 15 m (49 ft) by 15 m (49 ft) to 10 m (33 ft) by 10 m (33 ft) so that the most westerly private driveway does not encroach into it. The sight-triangle will also be dedicated to the City
  - Improved storm water and servicing connections to provide better drainage from the site
- Based on staff's evaluation, the development conforms to relevant planning policies and is supportable from a planning perspective as:
  - Hurontario Street and the Mineola MTSA are intensification areas where growth is anticipated
  - The proposal represents modest intensification and maintains appropriate design standards
  - Adequate services and infrastructure are available or will be provided prior to construction

## Background

Official plan amendment, rezoning and draft plan of subdivision applications were deemed complete on November 28, 2024 and then 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 for the Planning and Development Committee's consideration.

## Present Status

### 1. Site Information

#### (a) Site Location and Description

The site is located at the northeast corner of Hurontario Street and Pinewood Trail, in the Mineola Neighbourhood Character Area. The site is rectangular in shape and is generally

Originator's files: OZ/OPA 24-13 W1 and 21T-M 24-6 W1

flat with a gentle slope towards the eastern property boundary. A number of trees are located on the site or within the adjacent public right-of-way. The property contains an existing two storey detached dwelling which has been converted to contain office space and one residential rental unit.



Aerial Photo of 1489 Hurontario Street

Property Size and Use	
Frontage (Hurontario Street):	27.6 m (90.6 ft)
Frontage (Pinewood Trail):	61.7 m (202.4 ft)
Gross Lot Area:	0.16 ha (0.39 ac)



**Photo of 1489 Hurontario Street (looking east)**

**(b) Site History**

- Pre1955 - Based on available aerial photography, the subject site was developed with a detached home which predates the construction of surrounding subdivisions built in the 1950s and 1960s
- June 20, 2007 – Zoning By-law 0225-2007 came into force which zoned the subject property **R1-2** (Detached Dwellings – Exception). This zoning permits residential uses in the form of detached dwellings
- May 6, 2008 – City initiated Official Plan Amendment No. 62 to Mississauga Plan came into force. This amendment introduced Special 2 policies within the Mineola Neighbourhood Character Area which permits selected office and commercial uses along this portion of Hurontario Street
- November 14, 2012 – Mississauga Official Plan (MOP) came into force which designated the site **Residential Low Density 1** and continued Special Site 2 policies
- January 25, 2018 – Committee of Adjustment approved a minor variance to permit on a temporary basis pre-operative and post-operative medical care facility on the subject site
- March 5, 2024 – A community meeting was held by Ward 1 Councillor, Stephen Dasko, for a residential proposal consisting of one detached dwelling and 8 townhouse units
- May 9, 2024 – MOP Amendments No. 141 to 144 came into force which implemented the City's Major Transit Station Area (MTSA) policies as modified by the Region of Peel. A maximum building height of 3 storeys is permitted on the site
- November 28, 2024 – The subject applications for nine townhouses were deemed complete, circulated and began formal review

**(c) Site Context**

The site is located within the Mineola Neighbourhood Character Area which can be characterized as generally containing a mix of low rise residential, office and community

uses. In the immediate vicinity many of the dwellings fronting Hurontario Street between the QEW and the railway line have been converted to office uses. These buildings typically retain a two-storey residential appearance, are well landscaped and have surface parking between the street and building. There are other townhouse developments located in the broader neighbourhood including 20 Mineola Road East and 150 South Service Road.

Hurontario Street is currently under construction to accommodate the Hurontario Light Rail Transit (HLRT) system with a transit stop located approximately 450 m (1,476 ft) from the site at Mineola Road. Traffic lights are planned for the intersection of Hurontario Street and Pinewood Trail. Hurontario Street has an interchange with the Queen Elizabeth Highway approximately 400 m (1,312 ft) to the north and the Port Credit GO station is located approximately 1 km (0.6 miles) to the south.

In the immediate vicinity the following land uses are found:

- North: Office uses, including a medical clinic adjacent to the site, and detached residential dwellings along both sides of Hurontario Street
- East: Residential detached dwellings, including a 2 storey house on a lot adjacent to the site with an approximate 30 m (100 ft) frontage on Pinewood Trail
- South: Office uses, including a medical clinic immediately across the street from the site, and detached dwellings along Hurontario Street
- West: Residential detached dwellings and a multi-use trail (paved and separate from the road) located immediately adjacent to the site

## 2. Surrounding Development Applications

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

- OZ/OPA 22/023 – 49 South Service Road – applications approved by the Ontario Land Tribunal for a 29 storey condominium apartment in November 2024
- OZ/OPA 17/021 – 1575 Hurontario – applications approved for eighteen (18) townhouses on a condominium road in August 2022
- OZ/OPA 16/006 – 1142 Mona Road – applications approved by the Ontario Land Tribunal for seventeen (17) townhouses on a condominium road in August 2021

## 3. Official Plan

The lands are designated **Residential Low Density 1**, which generally permits detached and semi-detached dwellings as well as duplexes; however, the Mineola Neighbourhood Character Area policies restrict the permitted uses to only detached dwellings. Hurontario Street is identified as an intensification corridor in Mississauga Official Plan and the subject lands are located within the Mineola MTSA. Pinewood Trail is identified as a Minor Collector Road in the



Mississauga Official Plan Long Term Road Network. Refer to Appendix 1 for the existing and proposed Official Plan designations.

#### 4. Zoning

The subject property is currently zoned **R1-2** (Detached Dwellings – Typical Lots - Exception), which permits detached dwellings. Refer to Appendix 1 for the existing and proposed Zoning Map.

#### 5. Proposed Development

##### (a) Description

The applicant proposes to develop the property with 9 three-storey townhouse dwellings. Official plan amendment and rezoning applications are required to permit the proposed development. A draft plan of subdivision application is also submitted to create the nine townhouse lots. Refer to Appendix 1 for details of the proposed development.



**Front Elevation 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 not identified which green development initiatives will be incorporated into the development but has indicated that low impact development measures will be implemented to address stormwater management (e.g. on-site runoff retention either through infiltration trenches or rain barrels).

## Comments

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

#### 1. Reason for Application

##### Official Plan Amendment

An Official Plan Amendment is required to accommodate the proposed development. The application proposes to redesignate the property from **Residential Low Density I** to

**Residential Medium Density** which permits all forms of townhouse dwellings, including street townhouses.

### **Zoning By-law Amendment**

An amendment to Zoning By-law 0225-2007 is required to implement the proposal as submitted. The current Zoning By-law permissions allow detached dwellings. The applicant has proposed to rezone the property from **R1-2** (Detached Dwellings – Typical Lots - Exception) zone to an **RM5-Exception** (Street Townhouses – Exception) zone. The site-specific exception zone includes provisions to reduce lot area and frontage, increase building height and gross floor area, and permit increased encroachments.

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

## **2. 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 Planning Statement, 2024 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 Planning Statement, 2024**

The *Provincial Planning Statement, 2024* (PPS) provides policy direction on matters of provincial interest related to land use planning, such as increasing housing supply, supporting a strong economy, aligning development with infrastructure, protecting the environment, public health and safety. The PPS contains a number of sections and associated policies that are relevant to the proposed development, including but not limited:

- Section 2.2 of the PPS, 2024 requires an appropriate range and mix of housing options and densities by facilitating all types of residential intensification, promoting densities which efficiently use land and infrastructure, requiring transit-supportive development and prioritizing intensification in proximity to transit.
- Section 2.3 of the PPS, 2024 states that within settlement areas growth should be focused in strategic growth areas, including MTSA's. Land uses and densities should efficiently use resources, optimize infrastructure, and support transit.

The proposed development will contribute to the provision of housing within a Strategic Growth Area by increasing the mix of housing options and densities. The proposal accommodates intensification within an MTSA and optimizes existing and planned infrastructure. The PPS, 2024 also recognizes that municipal official plans are the most important vehicle for implementation of these policies, which are discussed in subsequent sections of this report.

#### **(b) Regional Official Plan**

General objectives of the Region of Peel Official Plan (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 ROP. The site is located within a Strategic Growth Area, which includes the Mineola Secondary MTSA. The property is also on a Growth Plan Priority Transit Corridor that is within the Urban System of the Region of Peel. The proposed development conforms to the ROP as it represents appropriate intensification in a strategic location that efficiently uses land while supporting transit infrastructure and providing additional housing.

#### **(c) Mississauga Official Plan**

The proposal requires an amendment to the Mississauga Official Plan (MOP) to permit the proposed nine townhouse dwellings. Section 19.5.1 of MOP 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 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 Mineola Neighbourhood Character Area, the Hurontario Intensification Corridor and the Mineola Secondary MTSA. In general, MOP policies support sensitive intensification on the site, as outlined in the following discussion.

##### Stable But Not Static

While neighbourhoods are not intended to accommodate significant intensification, the policies within MOP state that neighbourhoods aren't meant to remain static and do not have to imitate previous development patterns, however, when development does occur, it should be sensitive to the existing and planned character of the neighbourhood (MOP 5.3.5).

The proposal, while not mirroring the adjacent subdivisions represents a modest increase in density that is sensitive to the area. Specifically, the townhouses are 3 storeys in height which is permitted in the official plan. Additionally, the proposal represents low rise, ground related development (each unit has a front door onto the street) which respects the residential nature of the surrounding subdivisions.

The subject site is also located on the periphery of the neighbourhood on Hurontario Street which has developed differently from many of the subdivisions internal to the neighbourhood. There is a greater diversity of uses, including offices, detached homes, existing and planned townhouses found along Hurontario Street which helps the proposed development "fit" the character of the area.

##### Directing Growth To Intensification Corridors

MOP states that where higher density uses are proposed in Neighbourhoods, they should be directed to Corridors (MOP 5.3.5.3). The subject site is located on the Hurontario Intensification Corridor where low density residential development will be discouraged (MOP 5.4.11 and MOP 5.4.13).

Intensification areas are encouraged to have a high quality compact built form, to reduce extensive parking areas, complement adjacent uses, and distinguish the significance of the Intensification Area from surrounding areas (MOP 9.2.1.4). The subject site is also located in the Mineola Secondary MTSA which requires a minimum of 50 residents and jobs combined per hectare. Currently this MTSA does not meet the density requirement as it only has a combined 43.6 residents and jobs per hectare.

The subject site is an appropriate location where some growth is anticipated. The proposed townhouses will contribute towards a high quality compact built form that will help support transit and achieve required density for the area.

Provide A Variety of Housing Forms

MOP states that the city will provide opportunities for the development of a range of housing choices in terms of type, tenure and price (MOP 7.2.2). The proposal represents an opportunity to increase the variety of built housing forms within the area in a modest manner that is sensitive to the character of the area.

**(ii) Compatibility**

Intensification within Neighbourhoods is to be compatible in built form and scale with surrounding development (MOP 5.3.5.5). Corridors will receive growth compatible with their planned vision (MOP 9.1) and new development within intensification areas is to provide appropriate height and built form transition between sites and their surrounding areas (MOP 9.2.11).

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".

The development incorporates appropriate design standards that promote compatibility with the vision for the corridor and surrounding neighbourhood, including:

- The front yards on Pinewood Trail and side yard along Hurontario Street will either preserve or plant new trees in order to respect the neighbourhood's mature tree canopy
- Rear yard setback of 6.0 m (19.7 ft.) to the north lot line, is sufficiently deep to provide an appropriate separation distance from the adjacent medical office building. Existing mature trees along the northern property line will assist in minimizing any perceived overlook and privacy impacts
- The exterior side yard along Hurontario Street at 5.2 m (17 ft) is deeper than required for townhouses and is sufficiently setback from the multi-use trail and sidewalk. The corner unit has been oriented towards Hurontario Street, providing an entrance and windows, which will contribute towards a pedestrian oriented streetscape for the corridor. The subdivision agreement will ensure this is implemented
- The interior side yard provides a 2.5 m (8.2 ft) setback which achieves the required setback for townhouses in the zoning by-law and will provide appropriate separation distances. In addition, the applicant has indicated their intention to construct a 1.8 m privacy fence along the east and north property boundaries
- A Shadow Study prepared for the proposal demonstrated that impacts are acceptable. While some shadow impacts extend beyond one hour, they are not significant as the majority of the area is in sunlight. Additionally, longer shadow

impacts occur during shoulder seasons when outdoor spaces are less utilized (e.g. pool usage on September 21<sup>st</sup> typically is less than peak summer)

- The roofline encompasses the third floor creating the impression of a lower height which helps the proposal integrate in the character of the area

While the townhouses are a different built form and represent a higher density than detached dwellings, the overall design enhances and is compatible with the neighbourhood. The proposed development represents an appropriate level of intensification where growth is anticipated. As such, the proposed applications meet the directives of MOP regarding compatibility within the Mineola Neighbourhood Character Area.

### **(iii) Services and Infrastructure**

Based on the comments received from the applicable City Departments and external agencies, and recognizing the proposal is for a small number of units within a larger developed neighbourhood, the existing infrastructure is considered adequate to support the proposed development.

The Region of Peel has advised that there is water and sanitary sewer pipes in the vicinity of the proposal; however, prior to approving the plan of subdivision, refinements and supporting documentation to technical studies (e.g. hydrant flow test) are required.

The following community services and retail stores are located in the surrounding neighbourhoods within an approximate 3 km (1.9 miles) radius of the site:

- Port Credit Secondary School and Queen Elizabeth Public School
- Port Credit Library and Memorial Arena
- Spruce Park, Memorial Park and the Hurontario multi-use trail
- Port Credit GO Station
- Hurontario Light Rapid Transit (under construction)
- MiWay Bus Route No. 2 on Hurontario Street
- Commercial uses (e.g. Cousins Market and Port Credit main street)

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

### **(d) Zoning By-law**

The proposed **RM5-Exception** (Street Townhouses – Exception) zone is appropriate to accommodate the proposed 9 three storey townhouse dwellings. A table summarizing the proposed zoning regulations can be found in Appendix 1.

### 3. Other Relevant Documents and Guidelines

#### Draft Mississauga Official Plan 2051

The City has drafted Mississauga Official Plan 2051 (MOP 2051) which will replace the current MOP. As of the writing of this report, the new MOP 2051 has not yet been adopted by Council or approved by the Ministry of Municipal Affairs and Housing and the policies are not yet in effect.

The recommendations made in this report are based on the current MOP, however, it is important to note that the draft MOP 2051 policies are also supportive of the proposed nine townhouses. Specifically, in the draft MOP 2051 the subject lands will be designated Residential Low-Rise I which permits all low-rise street-facing dwellings up to three storeys. As the proposed townhouses are 3 storeys and face directly onto a public street, the new MOP 2051 would permit the proposed development without an official plan amendment, however a rezoning application would still be required.

### 4. Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on November 28, 2024. The following section summarizes the comments received.

#### (a) Region of Peel

Comments dated December 2024, indicated that the Functional Servicing Report is to be revised to include hydrant flow test and refinements to some calculations prior to draft plan approval. City staff have included this information as a requirement prior to registration of the plan of subdivision. The Region has also requested additional information pertaining to the Waste Management Plan which will also be required as a condition of draft plan approval.

#### (b) City Transportation and Works Department

Comments dated February 2025, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance can be satisfactorily addressed and confirm feasibility of the project, in accordance with City requirements.

#### Stormwater

A Functional Servicing Report, prepared by Urbanworks Engineering Corporation and dated February 19, 2025, was submitted in support of the proposed development. To mitigate the impact of increased impervious area and manage post-development drainage, on-site stormwater management controls will be required.

The applicant has demonstrated a feasible servicing approach and is proposing to install a rear lot catch basin with a lead connection to manage stormwater on the north side of the property. Additionally, the storm sewer along Pinewood Trail is proposed to be extended to accommodate the lead connection and collect runoff effectively.

Further drainage requirements will be addressed through the detailed design process and Subdivision Agreement.

### **Traffic**

Two traffic impact study (TIS) submissions were provided by CGH in support of the proposed development. Each submission was reviewed and audited by staff. Based on the second submission dated February 11, 2025, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 4 (1 in, 3 out) and 5 (3 in, 2 out) two-way site trips for the weekday AM and PM peak hours.

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**

A Phase I Environmental Site Assessment (ESA), dated September 27, 2023 and was prepared by S2S Environmental Inc., has been received in support of the proposed development. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time.

### **Noise**

A Noise Feasibility Study prepared by HGC Engineering dated August 1, 2024, was submitted in support of the proposed development. The Noise Report evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. The submitted noise assessment confirms that noise mitigation will be required, including an acoustical barrier, ventilation requirements such as provisions for air conditioning and upgrading building materials, the details of which will be confirmed through the Subdivision Agreement requirements.

### **Engineering Plans/Drawings**

Any outstanding engineering matters required in support of this development will be completed as part of the review and approval of the related Draft Plan of Subdivision application and finalization of the required Subdivision Agreement. Site specific details will include, but not limited to, grading, municipal infrastructure design and construction, servicing, land dedications, easements and road/boulevard works.

### **(c) City Community Services**

Comments dated January 2024 from Parks Planning state that prior to issuance of a building permit for each lot, cash-on-lieu of park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with the City's policies and by-laws.

Comments dated November 2024 from Heritage Planning state that there is archaeological potential and an assessment is required. As a condition of draft plan approval and prior to any site alteration an archaeological study must be completed and any significant items appropriately preserved pursuant to Ministry Standards.

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

Comments from December 2024 indicate that neither school board raised objections to the proposed development regarding existing school facilities.

Both school boards provided warning clauses to be included within the Subdivision Agreement stating sufficient accommodation may not be available for all anticipated students and they may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood. In addition, school buses will pick-up the children on roads presently in existence or at another place designated by the Board.

**(e) Light Rail Transit Office**

Comments from January 2025 state that the subdivision agreement include a clause that any changes to the Hurontario Street right-of-way (i.e. elimination of Hurontario Street driveway, any landscaping within the sight triangle) will be the responsibility of the applicant to indicate on plans and to implement.

**(f) Fire Plan Review**

Comments from December 2024 state that the Fire Department has no concerns regarding emergency response times; however, a flow test is required from the existing water supply system to confirm adequate supply of water for fire protection purposes prior to final approval.

**(g) Other Departments and External Agencies**

The remaining City Departments and external agencies offered no objection to these applications provided that all technical matters, fees, permits and subdivision agreement clauses are addressed in a satisfactory manner.

**5. Inclusionary Zoning / Affordable Housing / Rental Housing Protection**

In August 2022 City Council approved an Inclusionary Zoning By-law (IZ) by-law which is aimed at increasing affordable housing units in all large developments located within the City's MTSAs. The IZ by-law, however, does not apply to development or redevelopment that is less than 50 units and 3 600 m<sup>2</sup> (38,751 ft<sup>2</sup>) of gross floor area. As the proposal is for nine units with a gross floor area of 2 065 m<sup>2</sup> (22,228 ft<sup>2</sup>), it is exempt from IZ.

In June 2018 City Council approved the Rental Housing Protection By-law in order to protect the City's housing supply. The by-law applies when there are 6 or more rental units. As the existing dwelling contains one rental unit, it is exempt from the Rental Housing Protection By-law.



## 6. Next Steps

### (a) Site Plan - None Required

As part of Bill 23, the *More Homes Built Faster Act*, 2022, the *Planning Act* was amended to exclude residential units of 10 or fewer units from being subject to site plan control. As the proposal is for 9 units, it is not subject to site plan control.

### (b) Draft Plan of Subdivision & Subdivision Agreement - Required

The lands are subject to a Draft Plan of Subdivision which was reviewed by City Departments and agencies and is considered acceptable subject to certain conditions attached as Appendix 2. These conditions are subject to revisions that may take place before Council adoption of the by-law. In addition, a subdivision agreement is required for the subject site in order to ensure various commenting group requirements (e.g. warning clauses) are included and registered on title. This development will be subject to the completion of services and registration of the 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

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on March 5, 2024. Approximately 25 people were in attendance at the community meeting. A summary of the meeting was provided in the Community Engagement Report that can be viewed at the following link: <https://yoursay.mississauga.ca/development-applications-public-feedback>

The following summarizes some of the key comments received on the applications:

### Comment

Concerns regarding the impact of increased traffic, road access, potential laneway and parking.

### Response

The applicant has submitted a traffic impact study prepared by CGH Transportation which concluded that peak hourly demand would generate a maximum of five (5) additional vehicle trips and will have a negligible impact on the road network. An analysis of corner sightlines determined that the driveway location was acceptable. The suggestion that access to the townhouses be provided from the rear of the lots by way of a laneway from Hurontario Street is not feasible given Official Plan policy to limit new access points onto arterial roads. The proposed development is providing two (2) parking spaces per unit which is the typical standard required in the zoning by-law; however, there are no minimum parking requirements for developments in MTSA's.

**Comment**

Concerns regarding privacy and overlook from the easterly proposed townhouse.

**Response**

The proposed development achieves the required zoning by-law side yard setback. The shadow study concluded that impacts from the proposed development were acceptable. The applicant has indicated it is their intent to have a 1.8 m (5.9 ft.) privacy along the east and north sides of the site.

**Comment**

Concerns regarding the proposal's fit with the character of the neighbourhood.

**Response**

The subject site is located within the Hurontario Intensification Corridor and MTSA which is intended to have a character that accommodates greater density and height than the surrounding Mineola neighbourhood. In addition, townhouses have been developed or approved in other Mineola neighbourhood locations including 1575 Hurontario Street, which is located approximately 250 m to the north and received approval for 18 townhouse units in 2022.

**Comment**

Concern regarding the removal of existing mature trees on the property.

**Response**

The proposed development preserves some existing trees along the property boundary and proposes new vegetation to be planted along Pinewood Trail and Hurontario Street. Any tree removal, replacement and/or protection will be in accordance with City standards and by-laws.

**Conclusion**

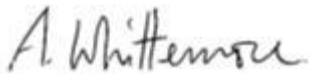
In conclusion, City staff has evaluated the applications to permit 9 townhouses against the *Provincial Planning Statement*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed development is directing growth to the Hurontario Street and the Mineola MTSA which are intensification areas where growth is anticipated. The proposed townhouses modestly intensify the site and maintain appropriate design standards such as height and adequate setbacks that will ensure compatibility with adjacent properties and the Mineola Neighbourhood Character Area. Therefore, staff is of the opinion that the applications conform to and maintain the goals and general objectives of the *Provincial Planning Statement*, and Mississauga Official Plan.

## Attachments

Appendix 1: Supplementary Information

Appendix 2: City Conditions of Approval



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

Prepared by: Paul Stewart, Lead Development Planner