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# PLANNING JUSTIFICATION REPORT

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APPLICATION For

## OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION

5155 Mississauga Road  
City of Mississauga

March 2017 (First version September 2016)  
GSAI File #956-002

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**Planning Justification Report  
Official Plan Amendment, Zoning By-law Amendment &  
Draft Plan of Subdivision  
5155 Mississauga Road  
City of Mississauga**

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## **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. has been retained by City Park (Old Barber) Homes Inc. to assist in obtaining the necessary planning approvals to allow for the redevelopment of the subject property located to the northeast of the intersection of Mississauga Road and Barbertown Road in the City of Mississauga. The development proposal includes five (5) freehold single detached units along Barbertown Road, as well as sixteen (16) townhouse units along a common element condominium road with access from Mississauga Road. The designated heritage building on the existing property, the Old Barber House, is proposed to remain as per its original building footprint from the 1860s and converted into four ‘back-to-back’ townhouse units.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan and Zoning By-law 0225-2007.

## **2.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

The subject property is located at the northeast intersection of Mississauga Road and Barbertown Road, approximately 400 metres to the north of the intersection of Mississauga Road and Eglinton Avenue West. The subject property is legally described as PT LT 1, CON 4 WEST OF HURONTARIO ST. The subject property has a frontage of 78.3 metres on Mississauga Road as well as a frontage along Barbertown Road of 74.8 metres, and has a total site area of 0.698 hectares (1.725 acres). The subject property currently contains the Old Barber House, a two-storey designated historical dwelling with attached banquet facility that currently operates as a restaurant, and a surface parking area.

Adjacent uses to the subject property include single detached dwellings to the west across Mississauga Road and to the south across Barbertown Road. A neighbourhood park, Barbertown Park, is located to the south of the subject property, across Barbertown Road. To the east of the subject property are single detached dwellings with a church and large surface parking lot located at Amana Place and Barbertown Road. To the north of the subject property is a single detached dwelling and lands designated and approved for future residential redevelopment.

The subject property is serviced by MiWay bus routes 9 (Rathburn-Millers Grove) and 44 (Mississauga Road). Route 9 provides service all week long between Meadowvale Town Centre and City Centre Transit Terminal (Square One). Route 44 provides service Monday to Saturday between Meadowvale Town Centre and Cedar Glen Gate. Bus stops for both routes are located at the corner of Queen Street South and Barbertain Road/Rothesay Court. The site is also 1.1 km from the Streetsville GO Train Station which provides access to interregional transit. The GO Station is approximately a 13 minute walk from the subject property in travelling north along Queen Street to Old Station Road. The terminus of Old Station Road is a GO Transit parking lot on the east side of the railway tracks, opposite the GO Station. This parking lot has a tunnel which provides underground pedestrian access to the train platform and to the GO Station itself on the west side of the train tracks.

### **3.0 DEVELOPMENT PROPOSAL**

City Park (Old Barber) Homes Inc. is proposing to develop the areas of the subject property currently occupied by surface parking or landscaping with five (5) freehold single detached dwellings along Barbertain Road, as well as sixteen (16) townhouse units along a common element condominium road with access from Mississauga Road. The Old Barber House is proposed to be retained but reduced to its original 1860s building footprint and converted into four 'back-to-back' townhouse units at two-storeys in height. The Old Barber House has had several building additions to the original structure completed around 1960, 1984, and 2003. The total number of proposed residential units for the subject property is twenty-five (25) dwelling units.

The total proposed residential GFA is 3,720.67 square metres (40,049 square feet). Each freehold detached unit along Barbertain Road is proposed to be zoned a R4-XX site specific zone and each unit is proposed with double car driveways and garages. The common element condominium townhouse units are proposed at two parking spaces, one in an attached garage and one within a driveway.

Visitor parking is also provided at 0.25 spaces per unit for the common element condominium townhouses and the residential conversion of the Old Barber House for a total of 5 visitor parking spaces (including one accessible visitor parking space).

The floor space index for the total proposal (freehold and common element condominium) is 0.6681.

Additional required studies and materials submitted in support of the applications are detailed in Section 5.0 of this report.

## 4.0 LAND USE POLICIES

### 4.1 Provincial Policy Statement 2014

The Provincial Policy Statement (PPS 2014) provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns. Policies in Sections 1.1.1 and 1.1.3 state:

*“1.1.1 Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

*1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted;*

*1.1.3.2 Land use patterns within settlement areas shall be based on:*

- a) densities and a mix of land uses which:
  - 1. efficiently use land and resources;*
  - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
  - 4. support active transportation;*
  - 5. are transit-supportive, where transit is planned, exists or may be developed; and*
  - 6. are freight-supportive; and**
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*



- 1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”*

The proposed development conforms to Sections 1.1.1 and 1.1.3 as it is located within a Settlement Area and contributes to the range of land uses within the Mississauga Official Plan. The proposal represents redevelopment and compact built form, which is encouraged by the PPS 2014 where it can be accommodated. The subject property represents an appropriate opportunity for redevelopment and adaptive re-use as it is located along a Major Collector road with existing services and is within reasonable walking distance to an existing GO Train Station which encourages active and public forms of transportation. Therefore the proposal represents an efficient development and land use pattern in which existing services can accommodate the proposed development.

Section 1.4 of the PPS 2014 provides policies relating to housing:

- “1.4.1 *To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) *maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*
- 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use;*

- e) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*

The proposed development of detached dwellings and townhouse dwellings represents an appropriate form of low rise redevelopment within an existing neighbourhood that provides a range and mix of market housing options for the community while minimizing the impact on existing services and infrastructure. The proposed development therefore conforms to Section 1.4 of the PPS 2014.

The following polices in Section 1.6 relate to land use and transportation and infrastructure facilities:

- “1.6.7.2 *Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible;*
- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”*

The proposal conforms to Section 1.6 as the proposed development will be serviced using existing infrastructure and will also make use of an existing public road by proposing nine (9) freehold units with frontage along Barbertain Road. The subject property is also located in close proximity to an existing local bus public transit routes and a GO Train Station.

## **4.2 Growth Plan for the Greater Golden Horseshoe, 2006 (Office Consolidation, June 2013)**

The Growth Plan for the Greater Golden Horseshoe, 2006 (Office Consolidation, June 2013) (Growth Plan) is intended to be a framework for implementing strong prosperous communities through managing growth in the region to 2031. The Growth Plan policies relevant to the proposed development include Policies 2.2.2 ‘Managing Growth’ and 2.2.3 ‘General Intensification’ which state:

### *“2.2.2 Managing Growth*

- 1. *Population and employment growth will be accommodated by –*
  - a. *directing a significant portion of new growth to the built-up areas of the community through intensification*
  - b. *focusing intensification in intensification areas*
  - c. *reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments*

- d. *providing convenient access to intra- and inter-city transit*
- e. *planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking and cycling*
- f. *encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services*
- g. *directing development to settlement areas, except where necessary for development related to the management or use of resources, resource-based recreational activities, and rural land uses that cannot be located in settlement areas*
- h. *directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services*

### 2.2.3 General Intensification

- 1. *By the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each upper- and single-tier municipality will be within the built-up area.*
- 7. *All intensification areas will be planned and designed to –*
  - a. *cumulatively attract a significant portion of population and employment growth*
  - b. *provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods*
  - c. *provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places*
  - d. *support transit, walking and cycling for everyday activities*
  - e. *generally achieve higher densities than the surrounding areas*
  - f. *achieve an appropriate transition of built form to adjacent areas.”*

The proposed development promotes the policies of the Growth Plan as it represents residential infill redevelopment in a settlement area with existing municipal water and wastewater systems. The subject property in its current form can be considered underutilized as it consists of a detached heritage dwelling with a large portion of the site used for surface parking. The proposed development is located in close proximity to local public transit service which allows for the opportunity for higher-order transit connections. The Mississauga Official Plan identifies Mississauga Road as a ‘Major Collector (Scenic Route)’ road which encourages active transportation facilities and is designed to accommodate moderate traffic volumes. The proposed development has a compact built-form which will help to reduce dependence on the automobile.

### 4.3 Region of Peel Official Plan (Office Consolidation October, 2014)

The Region of Peel Official Plan provides guidance to the area municipalities in the preparation and implementation of their local Official Plans. The subject property is located within the “Urban System” designation in the Region of Peel Official Plan. General Objectives and General Policies of the “Urban System” relevant to the proposed development include:

- “5.3.1.2 To achieve sustainable development within the Urban System.
- 5.3.1.3 *To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*
- 5.3.1.4 *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;*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive;*
- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans; and*
- 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
  - a) *support the Urban System objectives and policies in this Plan;*
  - b) *support pedestrian-friendly and transit-supportive urban development;*
  - c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use;”*

The proposed development conforms to the Region of Peel Official Plan as it provides for living opportunities and contributes to the mix of land uses in the Urban System which make efficient use of land, thereby having respect for the natural environment and resources. The proposed development is pedestrian friendly and transit-supportive as it is in close proximity to existing

bus routes and a GO Station. No amendment to the Region of Peel Official Plan is required to allow for the proposed development.

#### **4.4 City of Mississauga Official Plan (Office Consolidation October 26, 2016)**

The City of Mississauga Official Plan was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The entire Official Plan was subsequently appealed to the Ontario Municipal Board (OMB) but is now in partial effect as of October 26, 2016 except for specific policies that are still under appeal. The Mississauga Official Plan sets out goals, objectives and policies to guide development of the City.

##### 4.4.1 Land Use Designations

The subject property is designated “Mixed Use” on Schedule 10 – Land Use Designations and is identified with the “Neighbourhood” designation on Schedule 1 – Urban System. Map 16-1 City Structure – Neighbourhoods identifies the subject property within the Central Erin Mills Neighbourhood.

Section 11.2.6 of the Mississauga Official Plan establishes policies for the Mixed Use designation. The Mixed Use designation permits the following uses:

- a. commercial parking facility;
- b. conference centre;
- c. entertainment, recreation and sports facility;
- d. financial institution;
- e. funeral establishment;
- f. motor vehicle rental;
- g. motor vehicle sales;
- h. overnight accommodation;
- i. personal service establishment;
- j. post-secondary educational facility;
- k. residential;
- l. restaurant;
- m. retail store; and
- n. secondary office.

The Mixed Use designation does not permit the following uses:

- a. self-storage facility; and
- b. detached and semi-detached dwellings.

Other applicable policies listed for the Mixed Use designation include:

- “11.2.6.2 *Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.*
- 11.2.6.3 *Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.*
- 11.2.6.4 *Residential uses will be combined on the same lot or same building with another permitted use.*
- 11.2.6.5 *Residential uses will be discouraged on the ground floor.*
- 11.2.6.6 *Notwithstanding 11.2.6.4 and 11.2.6.5, development applications proposing residential uses that are not combined in the same building with another permitted use may be required to submit a development master plan to the City’s satisfaction.”*

The proposed detached and townhouse units would not be permitted uses for the current ‘Mixed Use’ designation in the Official Plan. The Mixed Use designation permits more of an apartment building built-form with grade-related retail commercial uses. Given that the Old Barber House is a designated heritage building under the Ontario Heritage Act that had operated as a restaurant use in recent decades, it is our opinion that the current Mixed Use designation for the subject property is a historical anomaly in the current Official Plan. An Official Plan Amendment is therefore required to facilitate the proposed development.

#### 4.4.2 Housing Policies

The Mississauga Official Plan includes policies for the City’s current and future housing stock in Chapter 7:

- “7.2.1 *Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.*
- 7.2.2 *Mississauga will provide opportunities for:*
- a. *the development of a range of housing choices in terms of type, tenure and price;*
  - b. *the production of a variety of affordable dwelling types for both the ownership and rental markets;”*

The proposed development includes housing types (freehold townhouses, common element condominium townhouses and back-to-back townhouses within the Old Barber House) that

contribute towards more affordable housing alternatives in the low-rise housing market. This aligns with the City's housing policy framework of providing a variety of dwelling types for different life cycles and income levels.

#### 4.4.3 Neighbourhoods and Non-Intensification Areas (Corridors)

Schedule 1 (Urban System) of the Official Plan identifies the subject property as 'Neighbourhood' and Mississauga Road as a 'Corridor'. The Official Plan's policies on Neighbourhoods (Section 5.3.5 in Chapter 5) outline that although Neighbourhoods are intended to remain physically stable and protected, new development is permitted and does not have to mimic previous development patterns. Instead, it is noted that new development should be sensitive to the existing and planned character of Neighbourhoods. Relevant policies include:

- “5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.*
- 5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.*
- 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.”*

The proposed development conforms to the above-noted policies as the subject property is located along a designated Corridor, adjacent to existing low density uses, and is an existing underutilized commercial use. The proposed height of the development is a maximum of 3-stories which is compatible with existing residential uses. The proposed five (5) detached freehold dwellings along Barbertain Road will provide an appropriate transition to the surrounding neighbourhood which primarily consists of single detached dwellings.

Section 9.2.2 of the Official Plan provides policies on 'Non-Intensification Areas' including Neighbourhoods and Corridors. This section restates the policy of Chapter 5 that new development in Neighbourhoods need not mirror existing development but must respect the built-form context and be compatible with the surrounding area. Relevant policies include:



“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; and*
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.*

9.2.2.6 *Development on Corridors will be encouraged to:*

- a. assemble small land parcels to create efficient development parcels;*
- b. face the street, except where predominate development patterns dictate otherwise;*
- c. not locate parking between the building and the street;*
- d. site buildings to frame the street and where nonresidential uses are proposed to create a continuous street wall;*
- e. provide entrances and transparent windows facing the street for non-residential uses;*
- f. support transit and active transportation modes;*
- g. consolidate access points and encourage shared parking, service areas and driveway entrances; and*
- h. provide concept plans that show how the site can be developed with surrounding lands.”*

The proposed development conforms to the policies for Non-Intensification Areas in proposing an appropriate and efficient use of land that respects the existing character and scale of the existing neighbourhood. The existing use on the property of the Old Barber House restaurant with surface parking between the building and the street would not conform to current best practices in urban design. Although the proposal also includes townhouse dwellings in a predominately single detached dwelling neighbourhood, the built-form and scale of the proposed townhouses still conforms to the policies outlined for Non-Intensification Areas in remaining compatible with adjacent uses and in encouraging more active forms of transportation and reducing reliance on travel by private car.

In encouraging principles of good urban design, no garages or visitor parking spaces are proposed between buildings and the street along the Mississauga Road frontage. Lastly, supporting studies including a tree inventory and preservation plan, and functional servicing report/stormwater management report have been prepared in support of development to demonstrate conformity with the above-noted policies.

#### 4.4.4 Central Erin Mills Neighbourhood Character Area

Chapter 16 of the Mississauga Official Plan outlines policies and objectives for the City's identified 'Neighbourhood' areas. A maximum height of four (4) storeys is permitted for lands within Neighbourhoods (Section. 16.1.1.1). The subject property is not identified with any Special Site Policies, nor are any policies outlined yet specifically for the Central Erin Mills Neighbourhood Character Area that would apply to the subject property.

#### 4.4.5 Mississauga Road Scenic Route policies and policy review

The Mississauga Official Plan denotes Mississauga Road where it fronts along the subject property as a designated scenic route and is subject to the following policies:

- “9.3.3.11 *Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated scenic route, will be subject to the following:*
- a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;*
  - b. service road and reverse frontage lot development will be discouraged;*
  - c. existing residential lot frontages will be retained;*

- d. building massing, design and setback should be consistent with buildings on surrounding lots;*
- e. projecting garages will be discouraged;*
- f. tree preservation, enhancement and replacement on private lands will be required;*
- g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis;*
- h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and*
- i. the location of utilities should minimize the impact on existing vegetation.”*

The proposed development conforms the current scenic route policies in the Official Plan by proposing no reverse frontages along Mississauga Road, no projecting garages, and minimizing the number of driveway entrances from Mississauga Road to just one for the proposed common element condominium road. As previously stated, building massing, scale and height are designed to be compatible with the neighbourhood, including proposing two single detached dwellings with upgraded flankage conditions along Mississauga Road. Landscape and Tree Inventory/Preservation have been prepared in support of this proposal to enhance and protect landscaping along the property frontage along Mississauga Road. Lastly, the Old Barber House heritage building is to be preserved along with its existing direct view onto Mississauga Road.

In 1997, the City of Mississauga completed the Mississauga Road Scenic Road Study which proposed recommendations to preserve key features of the route including its residential and heritage character, its trees and vegetation, and its road width and alignment. In 2012, City Council directed staff to revisit and review the Mississauga Road Scenic Route Study policies to propose a new Official Plan Amendment. The intention of this undertaking would be to strengthen and improve the current policies in the Mississauga Official Plan that relate to the Mississauga Road corridor. The proposed development is an enhancement of the existing property which is underutilized with surface parking surrounding the current restaurant use. Sound planning principles would dictate that surface parking provided between the building and street detracts from heritage qualities of the property as well as from the Mississauga Road scenic route.

A draft Official Plan Amendment has been approved by the City in March, 2017 which proposes new policies relating to the Mississauga Road Scenic Route. New proposed policies include only permitting detached dwellings on lots with frontage on to Mississauga Road and encouraging

new development to match grade differences with existing development. The new dwelling units proposed will only have a flankage yard facing Mississauga Road as to avoid creating additional driveway entrances. At the time of the writing of this report, the by-law to enact the new Official Plan Amendment was still within the statutory appeal period and it is not confirm if any appeals will be launched.

#### 4.4.6 Complete Community Principles

One of the key tenants of recognized good planning is the principle of creating and encouraging ‘complete communities’. Complete communities are addressed in Chapter 7 of the Mississauga Official Plan and are based on the notion that communities should be self-sustaining in providing opportunities for living, working, playing, and learning. Overall complete communities should provide a high quality of life and provide for the day-to-day needs of residents.

Relevant Official Plan policies on creating complete communities include:

- Complete communities require compact development that reduces travel time and encourages alternate modes of transportation (Section 7.1.3.a);
- Ensure housing can accommodate a range of socioeconomic backgrounds and preferences (Section 7.1.6);
- Encourage the protection of heritage sites and streetscapes (Section 7.1.8);
- Provide opportunities for ‘aging-in-place’ that allows residents to stay in the community as they progress through their lifecycle by introducing alternate forms of housing (Section 7.2);
- Ensure housing maximizes the use of community infrastructure and engineering services (Section 7.2.1);
- Provide opportunities for a range of housing choices in terms of type, tenure and price (Section 7.2.2);
- With regard to heritage planning, the Official Plan requires that heritage resources be protected and integrated with development proposals (through the submission of a Heritage Impact Assessment). Adjacent development should be compatible and enhance the existing qualities of the heritage property (Section 7.4).

The proposed development meets these listed criteria for creating complete communities. In proposing a range of housing types (freehold detached dwellings, common element condominium townhouses units, and back-to-back two-storey units in the Old Barber House) the proposal provides for aging-in-place opportunities as well as different housing types in the neighbourhood other than large detached lots which primarily cater to a particular lifestyle and have limited affordability in the present housing market. The compact and efficient form on the proposed development enhances the current heritage site which is dominated by surface parking.

#### 4.4.5 Official Plan Amendment

Section 19.5 of the Official Plan sets out criteria for Site Specific Official Plan Amendments, these include that:

- “a. *that the proposed redesignation would not adversely impact or destabilize the following:*
- *the achievement of the overall intent, goals, objectives, and policies of this Plan; and*
  - *the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and*
- b. *that a municipal comprehensive review of land use designations or a five year review is not required;*
- c. *that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;*
- d. *land use compatibility with the existing and future uses of surrounding lands; and*
- e. *the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.”*

As demonstrated in the above discussion and review of applicable Official Plan chapters, the application for an Official Plan Amendment complies with the policies of Section 19.5 of the Official Plan. In our opinion it is appropriate to amend the Official Plan to re-designate the subject property from “Mixed Use” to “Residential Medium Density” and to “Residential Low Density II” in the Central Erin Mills Neighbourhood Character Area. The proposed development otherwise conforms to the applicable policies of the Official Plan.

A Draft Official Plan Amendment to the Mississauga Official Plan is included at the end of this report as an appendix. The portion of the proposed development encompassing the freehold detached dwelling and townhouses fronting onto Barbertown Road is proposed to be re-designated to “Residential Low Density II” while the proposed common element condominium detached dwelling and townhouse dwelling with access from Mississauga Road are proposed to be re-designated to “Residential Medium Density”. A draft of the Official Plan Amendment is appended to this report as an appendix.

## **4.5 City of Mississauga Zoning By-Law 0225-2007**

The subject property is currently zoned 'C3-12' in the City of Mississauga Zoning By-Law 0225-2007 which only permits a restaurant and an outdoor garden accessory to a retail store. Therefore a Zoning By-law Amendment is required to permit the redevelopment of the subject property. A draft of the Zoning By-law Amendment is appended to this report as an appendix.

To allow for the proposed development, it is proposed that the subject property be rezoned from C3-12 to R4-XX (Detached Dwellings) and RM6 (Townhouse Dwellings on a CEC – private road).

## **4.6 Proposed Draft Plan of Subdivision**

A Draft Plan of Subdivision is being submitted concurrently with Official Plan and Zoning By-law Amendment applications to facilitate the creation of the proposed development. The Draft Plan of Subdivision consists of two blocks (Blocks 7 & 8) for common element condominium townhouses. A separate block is also proposed for the Old Barber House (Block 6) which is proposed to be converted into condominium townhouses. These blocks and lot front onto a block (Block 9) which consists of the condominium common elements (visitor parking, driveways and landscaped amenity garden area). Lastly, the five detached dwellings (Lots 1 through 5) are proposed as freehold units and have frontage directly onto Barbertown Road.

## **5.0 SUPPORTING STUDIES AND REPORTS**

The Development Application Review Committee (DARC) meeting on November 27, 2015 set out the required supporting studies to support the proposed rezoning. These studies have been prepared and are submitted in conjunction with the Zoning By-law Amendment Application under separate cover. The findings of each report are summarized in this section.

### **5.1 Traffic Impact & Parking Study**

The supporting Transportation Impact and Parking Study prepared by Cole Engineering, dated May 27, 2016 and further updated in March of 2017 has been prepared to establish existing and future traffic conditions and area capacity constraints, as well as to forecast and estimate the traffic associated with the proposed development, undertake future total traffic analysis, and review the adequacy of the proposed parking supply. The report concludes that the development will have minimal impact to the study intersections and that the unsignalized intersection of Mississauga Road and Barbertown Road as well as the site access from Mississauga Road will operate will good levels of service (LOS) and volume to capacity (v/c) ratios during the morning and afternoon peak hours. The proposed parking supply was found to be adequate to accommodate the parking demands of the proposed development. The proposed development will have minimal impact on the surrounding road network.

## 5.2 Noise Feasibility Study

A Noise Feasibility Study prepared by HGC Engineering dated May 26, 2016 (with an addendum letter submitted in March, 2017) has been prepared to determine the noise impact on the proposed development. The addendum letter concludes that road and rail traffic noise levels will not exceed MOECC guidelines at the dwelling units closest to Mississauga Road and that an acoustic barrier is not required. The report also recommends several mitigation measures including that forced air ventilation systems with ductwork sized for the future installation of central air conditioning by the occupant be required for the dwelling units closest to Mississauga Road at the north end of the site. For the dwelling units in the development, building constructions meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation. Warning clauses are also recommended to inform future occupants of the traffic noise impacts.

## 5.3 Heritage Impact Assessment

As the subject property is designated under Part IV of the Ontario Heritage Act, a Heritage Impact Assessment (HIA), dated May 19, 2016 (and updated March 23, 2017), has been prepared by Owen Scott of CHC Limited. The report provides a full overview of the history of the site, including the several building additions to the original structure completed around 1960, 1984, and 2003. These three additions are proposed to be removed as part of the development proposal which restores the dwelling to its original size. The report also includes an assessment of potential impacts on the heritage building and lists conservation recommendations. It is concluded that there is no negative impact from the proposed development on the original Old Barber House or the Mississauga Road scenic streetscape and that it would in fact result in a positive impact in terms of restoring the original facades of the building.

## **6.0 CONCLUSION**

It is our opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan;
2. The proposed development represents a compact and efficient form of development and has a level of density which can be supported by the existing surrounding community infrastructure;
3. The proposed development is pedestrian friendly and transit-supportive as the subject property is located adjacent to bus stops on Mississauga Road and is within an approximate 13 minute walk from the Streetsville GO Train Station. A public park



(Barbertown Park) is adjacent to the south of the subject property across Barbertown Road;

4. The proposed development contributes towards the Official Plan's policies on housing and 'complete communities' by proposing housing types that contribute towards more affordable housing alternatives and aligns with the City's objectives of providing a variety of dwelling types for different life cycles and income levels;
5. The proposed development also includes five (5) detached dwellings along Barbertown Road with double car garages and driveways to provide a transition to the surrounding neighbourhood which primarily consists of single detached dwellings. The provision of double car garages and driveways will help alleviate concerns of on-street visitor parking along Barbertown Road;
6. The proposed development conforms to the City of Mississauga Official Plan policies on Non-Intensification Areas for Neighbourhoods and Corridors as it represents an adaptive re-use of the Old Barber House and redevelopment of an underutilized site currently dominated by surface parking area;
7. The design of the proposed development conforms to existing and proposed policies for the Mississauga Road scenic road corridor in proposing detached dwellings along the property's frontage along Mississauga Road and in minimizing the number of access points to Mississauga Road; and,
8. The current Mixed Use designation in the Official Plan which applies to the subject property is, in our opinion, a historical anomaly and does not accurately reflect the built form and uses in the immediate neighbourhood. The proposed development is compatible in terms of heights, scale and massing with adjacent and nearby land uses and helps complete the neighbourhood.

**Respectfully submitted,**

**GLEN SCHNARR & ASSOCIATES INC.**



---

**Jim Levac, MCIP, RPP**  
**Associate**

Figures:

1. Aerial Context
2. Mississauga Official Plan Schedule 10
3. Mississauga Official Plan – Central Erin Mills Neighbourhood Character Area
4. Mississauga Zoning By-law 0225-2007
5. Site Plan
6. Draft Plan of Subdivision

Appendices:

1. Draft Official Plan Amendment
2. Draft Zoning By-law Amendment



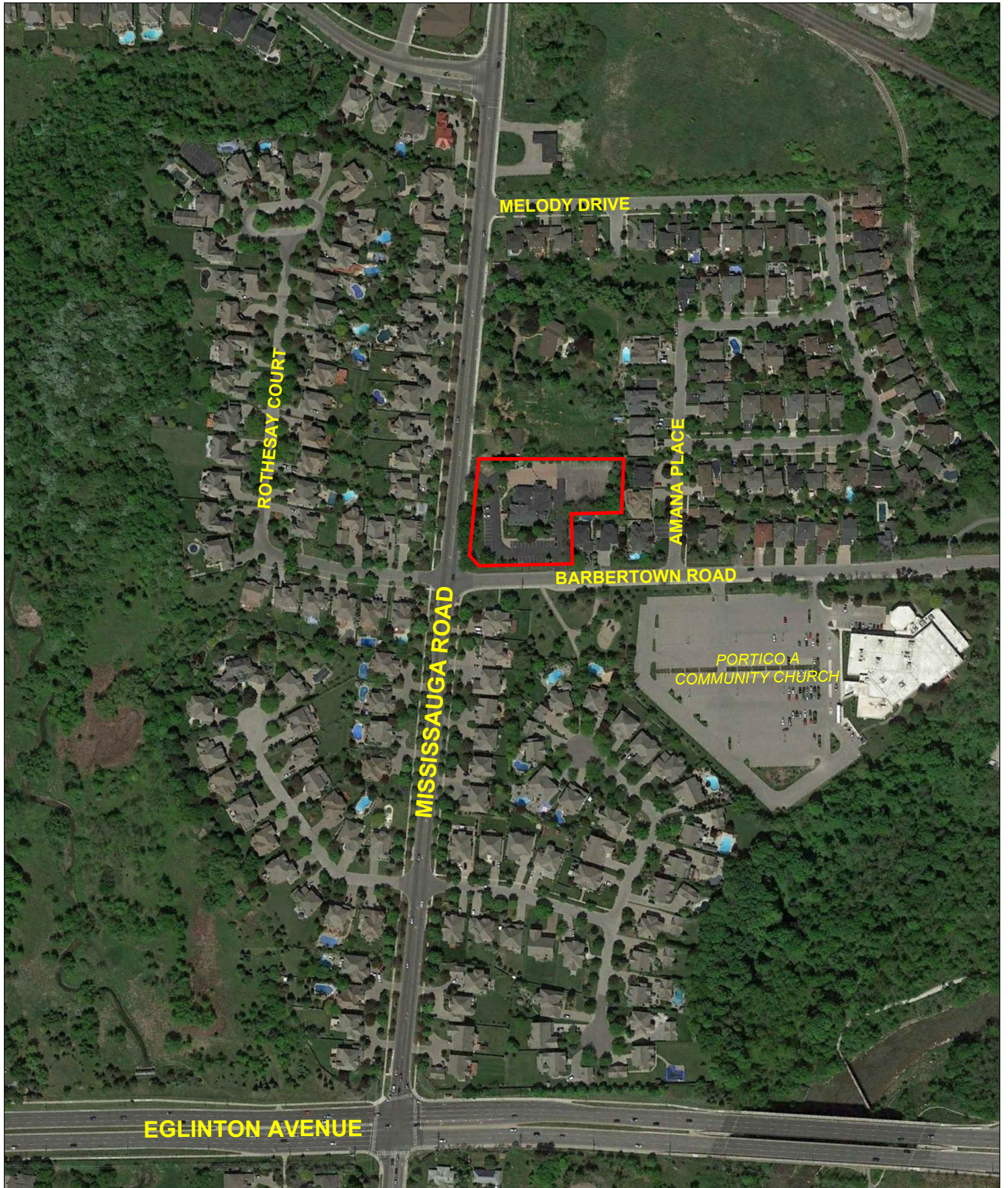


Figure 1 - Aerial Location Plan

— Subject Property



March 17, 2016



GLEN SCHNARR & ASSOCIATES INC.  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS  
SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE,  
MISSISSAUGA, ONTARIO, L5R 3K6  
TEL (905) 568-8888 FAX (905) 568-8894 www.gsa.ca



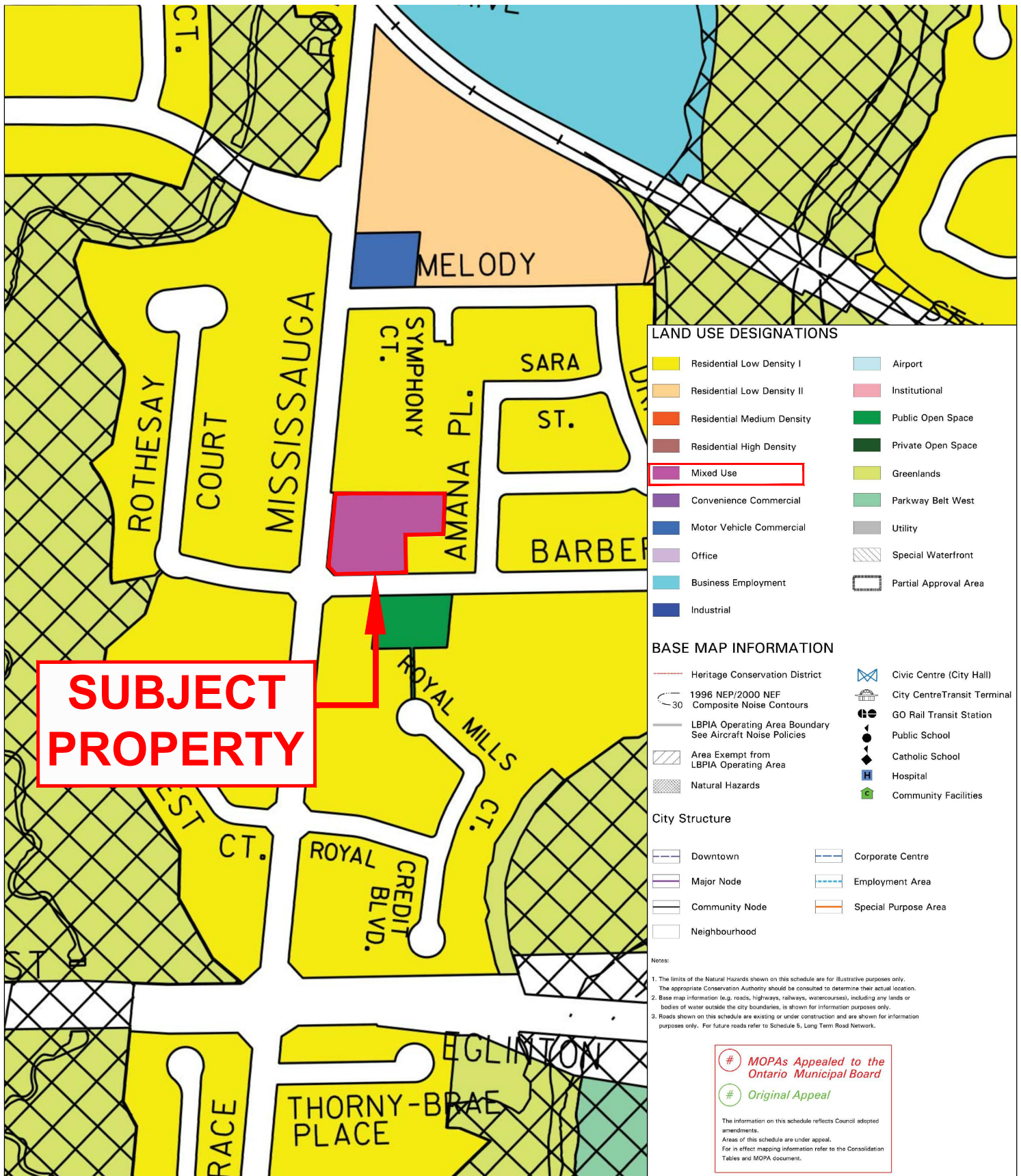


Figure 2 - Mississauga Official Plan Land Use Designations (Schedule 10)

— Subject Property



March 17, 2016



GLEN SCHNARR & ASSOCIATES INC.  
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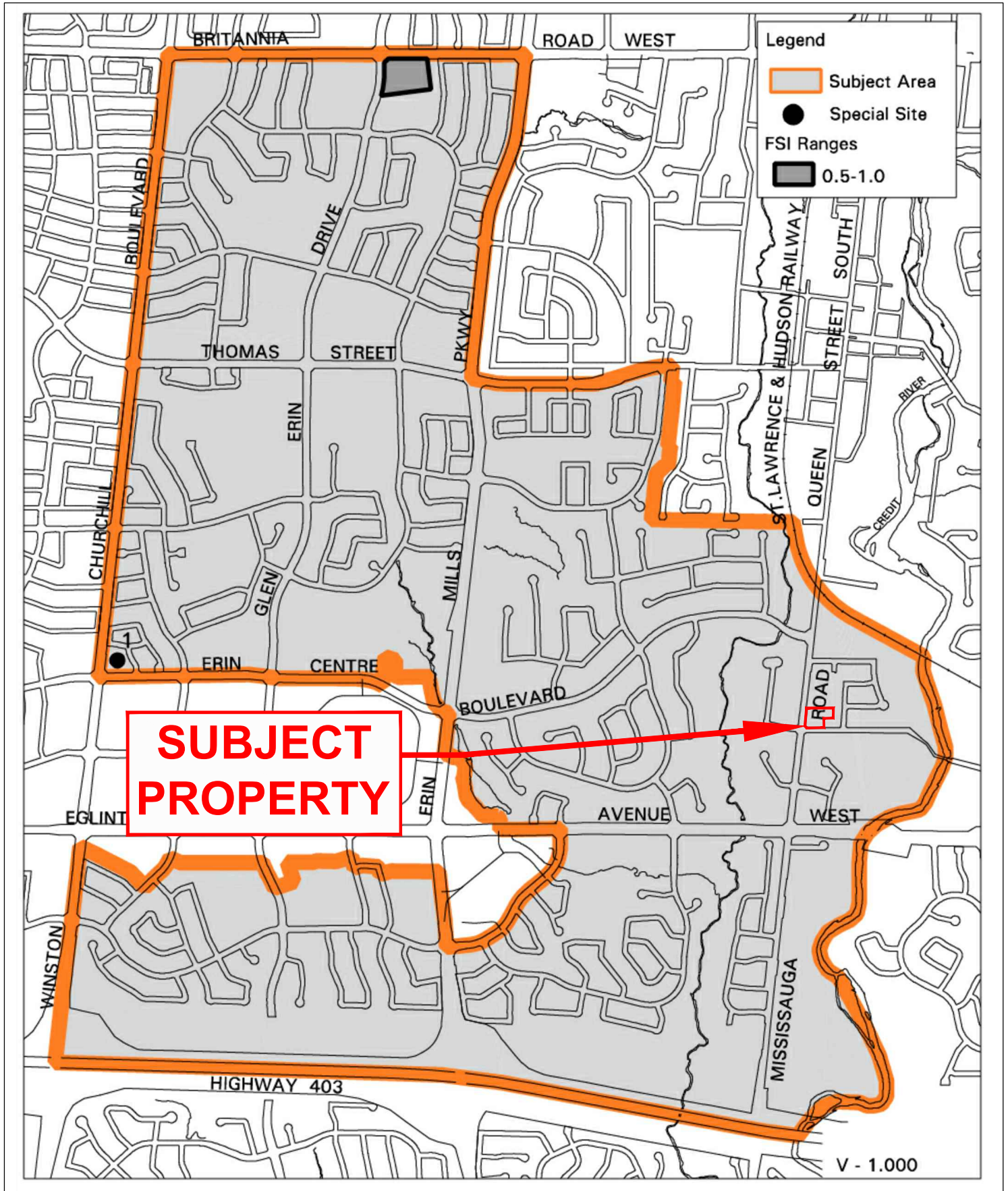


Figure 3 - 16.3 Central Erin Mills

— Subject Property



March 17, 2016



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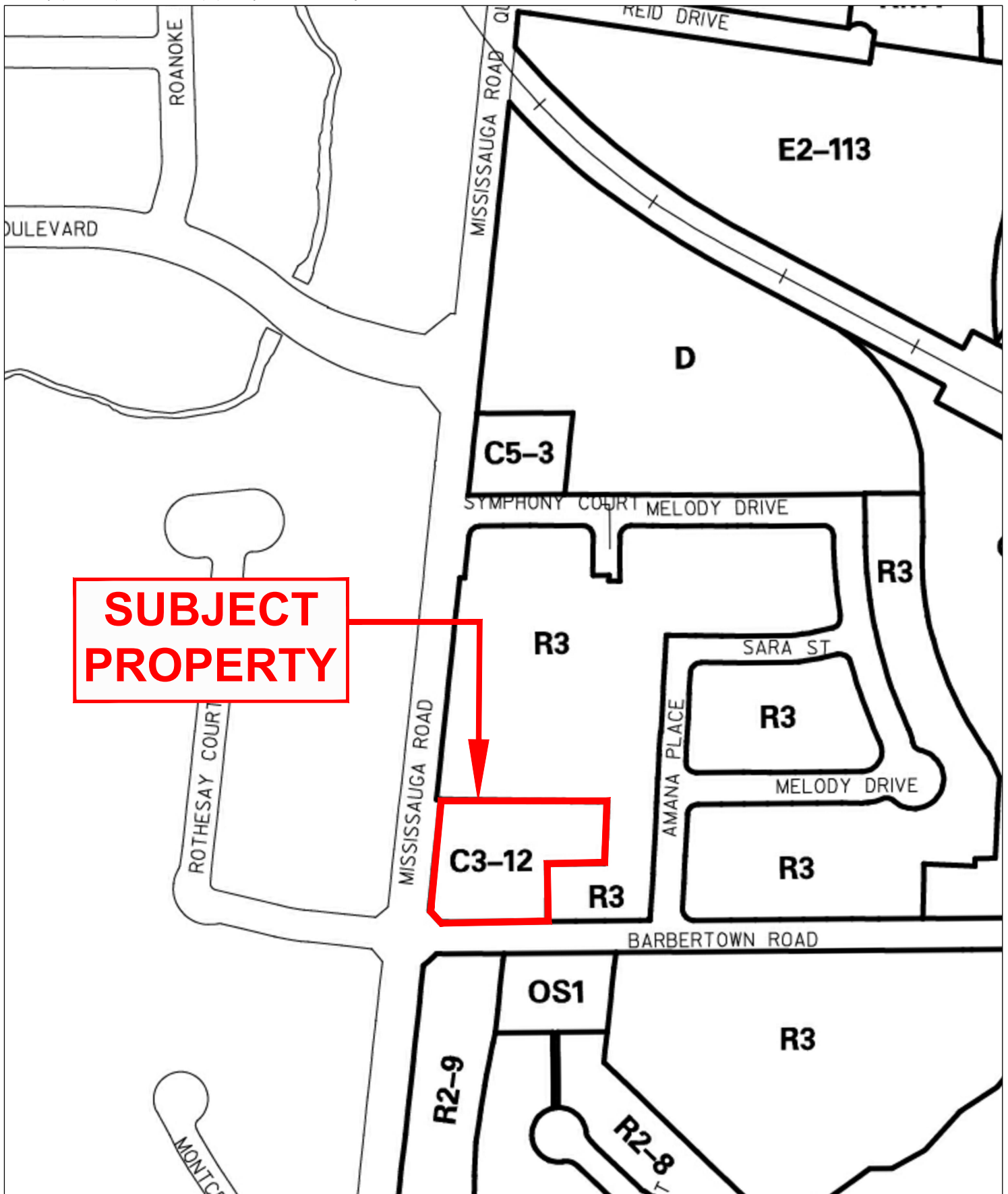


Figure 4 - Mississauga Zoning By-law

— Subject Property

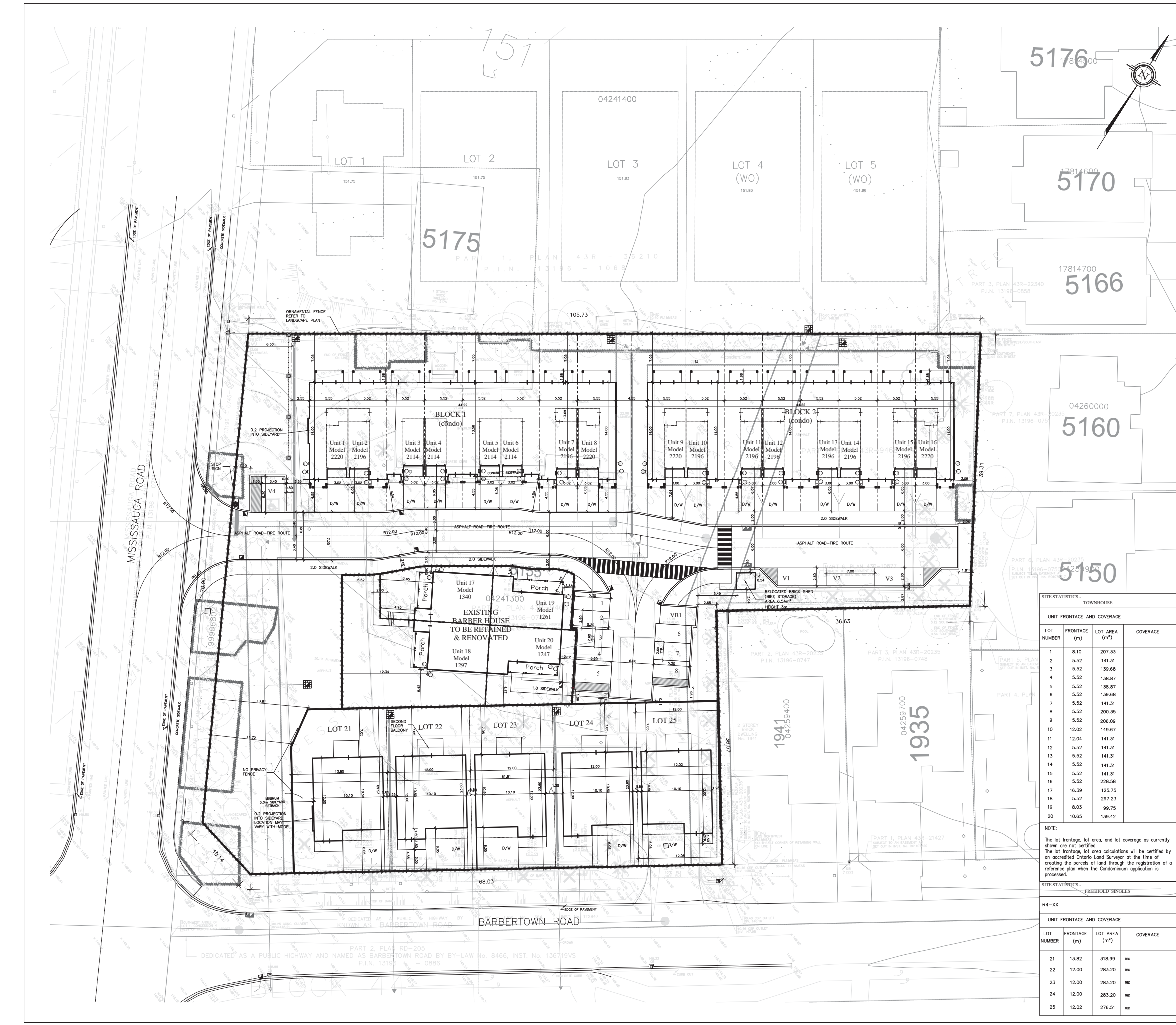
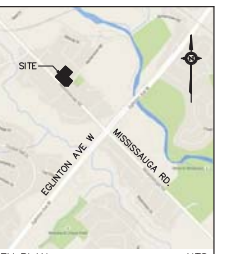


March 17, 2016



GLEN SCHNARR & ASSOCIATES INC.  
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### LEGEND

- PROPOSED GRADES
- LOT CORNER
- PROPOSED GRADE
- HIGH POINT OF PROPERTY LINE
- HIGH POINT OF BUILDING
- HIGH POINT OF FINISHED FLOOR LEVEL
- DIRECTION OF FLOW
- FINISHED FLOOR LEVEL
- FTW TOP OF FOUNDATION WALL
- FBS FINISHED BASEMENT SLAB
- UNGBRSIDE OF FOOTINGS
- STREET LIGHT
- HYDRANT
- TRANSFORMER
- BELL PEDESTAL
- CABLE TV PEDESTAL
- CATCH BASIN
- VALVE CHAMBER
- DOWNPOUT
- COMMUNITY MAILBOX
- WATER SERVICE
- STORM & SANITARY CONNECTION
- EXTERIOR DOOR LOCATION
- SIGNAL DIRECTION
- STANDARD PLAN
- REVERSE PLAN
- "STOP" SIGN
- ACCESSIBLE PARKING SIGN
- HYDRO METER
- GAS METER
- SANITARY MANHOLE
- SANITARY PIPE
- STORM PIPE
- WATER PIPE
- HYDRO LINE
- GAS MAIN
- SOUND BARRIER FENCE
- 3/0 AWG TRIPLEX AL. COMPT. 600V
- NLPE PVCJ SECONDARY CABLE
- PROPERTY LINE
- DROPPED CURB
- 00-00 MUNICIPAL ADDRESS (UNIT)

SIGNED CONDOMINIUM DECLARATION FOR TOWNHOUSE RESIDENTIAL DEVELOPMENT AS FOLLOWS:

DOMINION OF CANADA } IN THE MATTER OF A PROVINCE OF ONTARIO } TOWNHOUSE RESIDENTIAL BUILDING DEVELOPMENT ON PROPERTY LOCATED IN THE CITY OF MISSISSAUGA BEING KNOWN AS TO WIT: \_\_\_\_\_

MAKE DATH AND SAY AS FOLLOWS:

- I, AM THE PRESIDENT OF WHICH IS THE OWNER AND BUILDER OF SINGLE FAMILY RESIDENTIAL BUILDINGS ON PROPERTY DESCRIBED ABOVE.
- THAT THE SAID TOWNHOUSE RESIDENTIAL BUILDINGS ARE BEING BUILT TO BE SOLD AS TOWNHOUSE FREESTANDING CONDOMINIUM UNITS.
- THAT THE CITY OF MISSISSAUGA DOES NOT REQUIRE OF THIS DEVELOPER, IN THE CASE OF HEAVY SNOW FALLS, THE LIMITED SNOW STORAGE SPACE AVAILABLE ON THE PROPERTY MAY BE NECESSARY TO TRUCK SNOW OFF THE SITE AND THE COST OF SAME WILL BE INCLUDED IN THE COMMON EXPENSE FEES.

AND I MAKE THIS SOLID DECLARATION CONSCIENTIOUSLY BELIEVING IT TO BE TRUE AND KNOWING THAT IT IS OF THE SAME FORCE AND EFFECT AS IF I MAKE IT UNDER OATH.

DECLARED BEFORE ME AT THE \_\_\_\_\_

IN THE MUNICIPALITY OF \_\_\_\_\_

THIS DAY OF \_\_\_\_\_

200... \_\_\_\_\_

A COMMISSIONER ETC. \_\_\_\_\_

**NOTE**  
The fire access route will be designed to support a load of not less than 11,263kg per axle and have a change in gradient of not more than 1:12.5 over a minimum distance of 15m. The fire route will be designated as per Bylaw 1036-81 as amended.

**NOTE**  
Where possible building design & site design have been implemented to conserve energy & water. Wherever possible buildings have been designed, oriented and landscaped to minimize interior heat loss and to capture & retain solar heat energy in winter & to minimize solar heat penetration in summer.

**NOTE**  
Works in the municipal right-of-way being performed by the City's contractor will require 4 to 6 weeks notice prior to commencement of construction after all drawings have been approved and securities have been received.

**NOTE**  
The City of Mississauga does not require off site snow removal, however in the case of heavy snowfalls, the limited snow storage space available on the property may make it necessary to truck snow off the site and the cost of same will be included in the common expense fees.

**NOTE**  
Satisfactory arrangements are to be made with the Transportation and Works Department for the erection and maintenance of hoarding adjacent to all existing residential properties throughout all phases of construction.

**NOTE**  
All proposed curbing of the entrances to the site to stop at the property line or at the municipal sidewalk. All access egress material will be removed from the site.

**NOTE**  
Satisfactory arrangements are to be made with the Transportation & Works Department for the erection & maintenance of hoarding adjacent to all existing residential properties throughout all phases of construction. The applicant will erect and maintain access hoarding adjacent to all existing residential properties throughout all phases of construction.

**NOTE**  
All surface drainage will be self contained, collected and discharged at a location to be approved prior to the issuance of a building permit. The portion of the driveway within the municipal boulevard will be paved by the applicant in accordance with the City of Mississauga's standards.

**NOTE**  
At the entrances to the site the municipal sidewalk will be continuous through the driveway.

**NOTE**  
All internal curbing shall be OPFD 600.070, standard two curb and gutter.

**NOTE**  
Driveways to be asphalt. Paths from driveways to entry to be concrete pavers min. 0.80m wide.

**NOTE**  
The Architectural Consultant shall certify that the buildings and air conditioning condenser units are in compliance with the acoustic analysis prepared for the particular building.

**NOTE**  
I hereby certify that this drawing conforms in all respects to the site development plans as approved by the City of Mississauga under file number \_\_\_\_\_ Architect's or Engineer's Signature (If applicable) and Professional Seal.

**NOTE**  
The City of Mississauga requires that all working drawings submitted to the Building Division as part of an application for the issuance of a building permit shall be certified by the architect or engineer as being in conformity with the site development plans as approved by the City of Mississauga.

**NOTE**  
All exterior lighting will be directed onto the site and will not shine upon the adjacent properties.

**NOTE**  
All roof top mechanical units shall be screened from view by the applicant.

**NOTE**  
Planting required for people with disabilities must be identified by a sign, installed at the applicant's expense, in accordance with the design specifications of Schedule 2 & 3 of Bylaw 505-2009.

**NOTE**  
The applicant will be responsible for ensuring the all plans conform to Transport Canada's restrictions.

**NOTE**  
Driveway will be met within a 33% minimum slope at the property lines and within the site.

**NOTE**  
All damaged areas are to be reinstated with topsoil and seed prior to release of securities.

**NOTE**  
Storage shown on the site development plans is for information purposes only.

**NOTE**  
All signs will be subject to the provisions of Bylaw 505A-2002, as amended and a separate sign application will be required through the Building Division.

**NOTE**  
Any fencing adjacent to municipal lands is to be located 1500(600) inside the property line.

**NOTE**  
Only "shielded" lighting fixtures are permitted for all development, except for detached and semi-detached dwellings within 60 m (196ft 8in) of a residentially zoned property and must conform to the Engineer Certified Lighting Plan.

**NOTE**  
The Engineer Certified Lighting Plan must be signed by the consulting Engineer.

**NOTE**  
The Owner consents and agrees to construct and install "shielded" lighting fixtures on the subject lands, in conformity with the Site Plan and Engineer Certified Lighting Plan to the satisfaction of the City of Mississauga.

**NOTE**  
The applicant will be responsible for ensuring the all plans conform to Transport Canada's restrictions.

**NOTE**  
Where planting is to be located in landscape area on top of an underground parking structure, it is the responsibility of the applicant to ensure the coordination of the design of the underground parking structure with the Landscape Architect and the Consulting Engineer. Underground parking structures with landscaping are to be capable of supporting the following loads:

- 15 cm of drainage gravel plus 40 cm topsoil for seed
- 15 cm of drainage gravel plus 60 cm topsoil for shrubs
- 15 cm of drainage gravel plus 90 cm topsoil for trees

**NOTE**  
The applicant will be responsible for ensuring the all plans conform to Transport Canada's restrictions.

**NOTE**  
The structural design of any retaining wall over 0.6m in height or any retaining wall located within a property line is to be shown on the Site Draining Plan for this project and is to be approved by Consulting Engineer for the project.

**NOTE**  
Continuous 15 cm high barrier type poured concrete curbing will be provided between all asphalt and landscaped area throughout the site.

**NOTE**  
The applicant is responsible for ensuring that tree protection hoarding is maintained throughout all phases of demolition and construction in the location and condition as approved by the Planning & Building Department. No materials (building materials, soil, etc.) may be stockpiled within the area of hoarding. Failure to maintain the hoarding as originally approved or the storage of materials within the hoarding will be cause for the Letter of Credit to be held for two (2) years following completion of all site works.

### SETI STATISTICS - COMMON ELEMENT TOWNHOUSES

RM6-XX

GROSS SITE AREA 6978.85 m<sup>2</sup>  
1.725 Ha  
0.636 Ha

FREEDHOLD DETACHED AREA -1409.95 m<sup>2</sup>

NET SITE AREA 5568.9 m<sup>2</sup>  
1.3781 Ha  
0.5369 Ha

### UNIT BREAKDOWN

MODEL	UNITS	HEIGHT (STORES)	UNIT GFA (SQ FT)	TOTAL GFA (SQ FT)
TOWNHOUSE (BLOCK 1-2)				
END	4	3 (10.9 m)	2220	8880
INTERIOR	4	3 (10.9 m)	2114	8456
INTERIOR	6	3 (10.9 m)	2196	17568
BARBER COND				
FRONT	1	2	1340	1340
FRONT	1	2	1297	1297
REAR	1	2	1261	1261
REAR	1	2	1247	1247
TOTAL	20		40049 SF / 3720.67 SQ.M.	

### DENSITY

20 UNITS/0.5569 Ha 35.913 UPH

20 UNITS/1.3781 Ha 14.534 UPA

### COVERAGE

1554.83 M<sup>2</sup> 27.82%

ROADS, WALKWAY, D/W 1515.46 M<sup>2</sup> 27.21%

LANDSCAPE 2498.61 M<sup>2</sup> 44.87%

### PARKING:

2 cars per unit (1 in driveway) 32

VISITOR PARKING: (0.25/unit x 16 units = 4.00) provided (included 1 'Type A' accessible space) 4

BARBER CONDO PARKING (2 cars per unit) 2x4= 8

VISITOR PARKING: required (0.25 spaces/unit X 4 = 1.00) provided 1

TOTAL: 45

TOTAL G.F.A. 3720.76 m<sup>2</sup>  
F.S.I. 3720.76/5568.9 = 0.6681

### SITE STATISTICS - FREEDHOLD SINGLES

R4-XX

LOT NUMBER	FRONTAGE (m)	LOT AREA (m <sup>2</sup> )	COVERAGE
21	13.82	318.99	TWO
22	12.00	283.20	TWO
23	12.00	283.20	TWO
24	12.00	283.20	TWO
25	12.02	276.51	TWO

**NOTE:**  
The lot frontage, lot area, and lot coverage as currently shown are not certified.  
The lot frontage, lot area calculations will be certified by an accredited Ontario Land Surveyor at the time of creating the parcels of land through the registration of a reference plan when the Condominium application is processed.

### Revisions

Drawn	CZ
Date	08/06/15
Checked	
Approved	
Printed	03.22.17
CAD File	15-1276-SP28DWG

The Architect has not been retained to carry out general review of the work and assumes no responsibility for the failure of the contractor or sub-contractors to carry out the work in accordance with the Contract Documents. Single pages of documents are not to be read independently of all pages of the Contract Documents.

The contractor shall verify all dimensions on the Contract Documents. Any discrepancies prior to the commencement of the work. Under no circumstances shall the Contractor or sub-contractors proceed in uncertainty. Do not scale drawings.

**KEY PLAN NTS**

03.22.17 CZ UPDATED FOR SUBMISSION

03.20.17 CZ Added light hobbing envelope

03.14.17 CZ REVISED PARKING LOT 8 & 14 FOR TRAFFIC ENG. STUDY

03.01.17 CZ RELOCATED HANDICAP PARKING ADDED LOT FRONTAGE AND LOT AREA INTO SITE STATISTICS

02.22.17 CZ RELOCATED SHED AND ENTRY PARKING

02.15.17 CZ General Review per City Plan meeting

02.08.17 CZ INCREASED LOT 5 WIDTH 18.0m Others 12m

02.06.17 CZ INCREASED LOT 4 & 5 WIDTH FROM 12M TO 15M

01.05.17 CZ Revised unit 2-7 & 10-15 with Rev. 5.4m to 5.55m (raised the finished topsoil to 5.55m above updated site statistics)

11.26.16 CZ UPDATED UNIT 2,3,8,9 AND STAIRS

11.02.16 CZ ADDED D/W WITH DIMENSION AND NOTES

09.21.16 CZ UPDATED BARBER HOUSE PLAN PER DESIGN

05.31.16 CZ REMOVED SIDEWALK & RENAMED BARBER HOUSE PARKING LOTS

05.27.16 CZ REVISION

05.24.16 CZ ADDED GAS & HYDRO METERS INTO.

05.19.16 CZ REMOVED COMMERCIAL

05.13.16 CZ ADDED 4 UNIT APFT. REV. STATS

05.06.16 CZ ADDED NOTES

04.06.16 CZ UPDATED BUILDING FOOTPRINT

02.21.16 CZ UPDATED PER CAD SURVEY

02.15.16 CZ UPDATED BLOCK 4 & 5

01.12.16 CZ UPDATED SITE STATISTICS

01.11.16 CZ REVISED PROJECT NAME

01.08.16 CZ NEW OPTION

11.04.15 CZ NEW OPTION

10.01.15 JMM REV. SIDEWALK (2.0M), STATISTICS

08.06.15 CZ PRELIMINARY SITE PLAN

**Architect:** Ianagan, Beresford & Pattison architects

70 Stn Road, Unit L, Woodbridge, Ontario L4L 8B9 Tel: (905) 265-2688 Fax: (905) 265-2688

**Engineer:** [Signature]

**CITY PARK (STREETSVILLE) INC.**

**BARBER HOUSE**

PROPOSED RESIDENTIAL DEVELOPMENT

STREETVILLE, MISSISSAUGA ONTARIO

OZ/OPA 16 11&21T-M16003 W11

**CITY PARK (STREETSVILLE) INC.**

**BARBER HOUSE**

PROPOSED RESIDENTIAL DEVELOPMENT

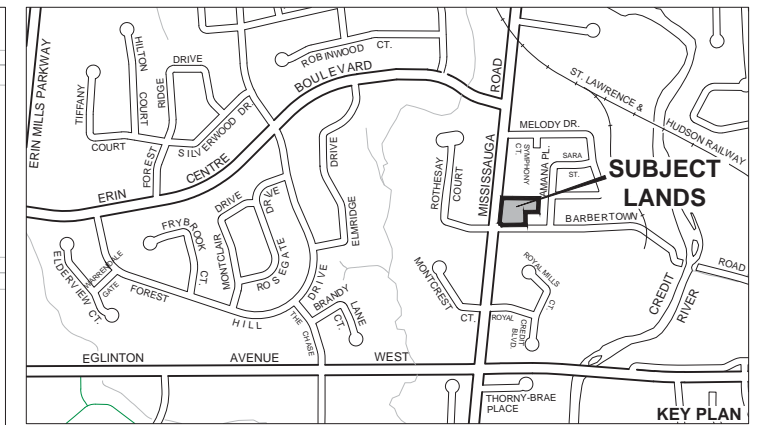
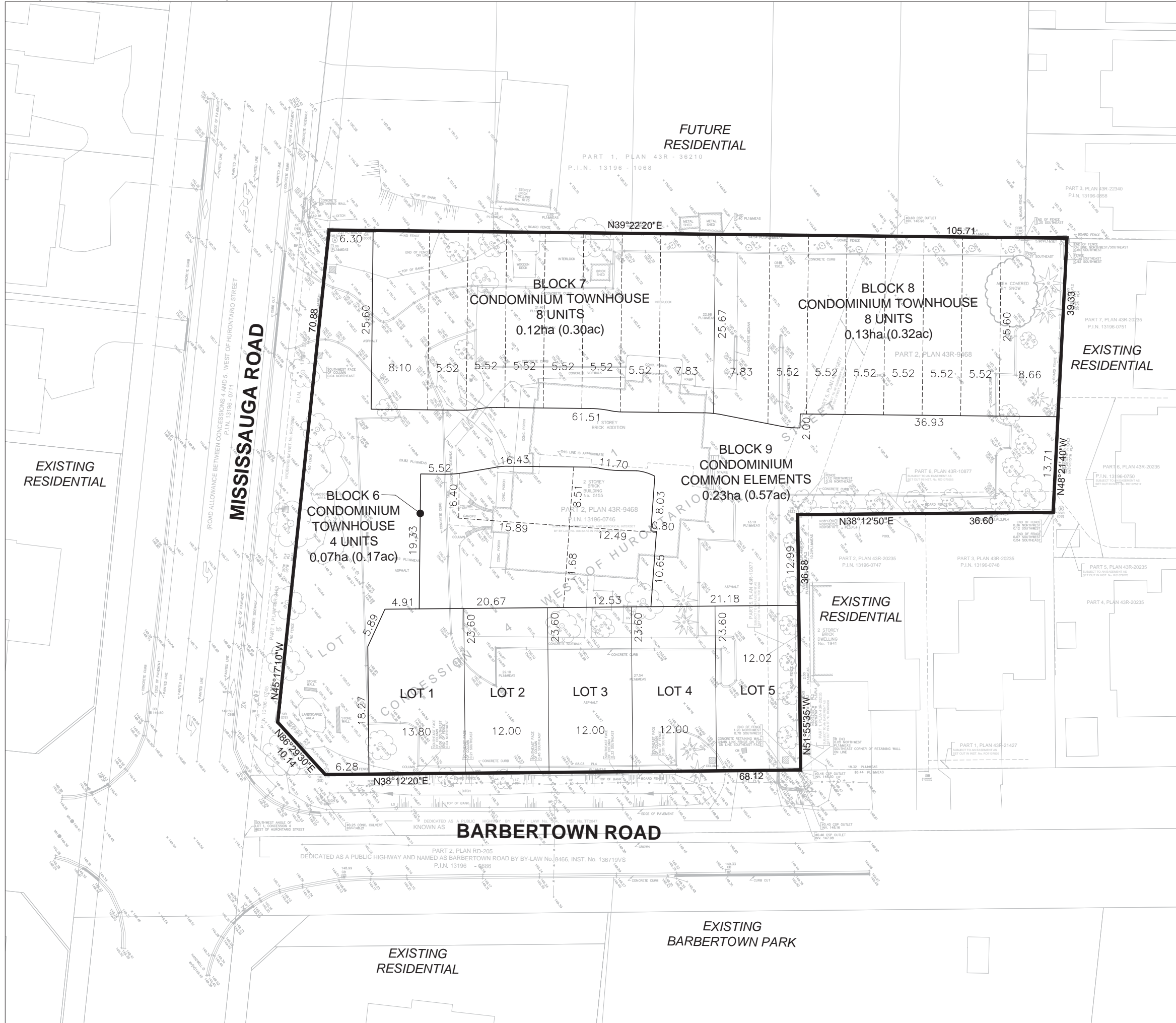
STREETVILLE, MISSISSAUGA ONTARIO

Sheet Title: SITEPLAN

Scales: 1:250

Sheet Number: 15-1276-SP1





**DRAFT PLAN OF SUBDIVISION**  
**FILE # 21T-M16003 W11**  
**CITY PARK (OLD BARBER) HOMES INC.**

5155 MISSISSAUGA ROAD,  
 PART 1, PLAN OF PART OF LOT 1,  
 CONCESSION 4, W.H.S.  
 (GEOGRAPHIC TOWNSHIP OF TORONTO)  
 CITY OF MISSISSAUGA  
 REGIONAL MUNICIPALITY OF PEEL

**OWNERS CERTIFICATE**

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED  DATE JUNE 1, 2016  
 CHRIS ZEPPA, PRESIDENT  
 CITY PARK (OLD BARBER) HOMES INC.

**SURVEYORS CERTIFICATE**

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED  DATE JUNE 3, 2016  
 JOE WAHBA, O.L.S.  
 RADY-PENTEK & EDWARD SURVEYING LTD.  
 643 CHRISLEA ROAD, UNIT 7  
 WOODBRIDGE ON, L4L 8A3  
 PHONE: (416) 635-5000  
 PHONE: (905) 264-0881

**ADDITIONAL INFORMATION**

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) SANDY LOAM AND CLAY LOAM
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

**LAND USE SCHEDULE**

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
STREET DETACHED RESIDENTIAL	1-5	0.15	0.37	5
CONDOMINIUM TOWNHOUSE	6-8	0.32	0.79	20
CONDOMINIUM COMMON ELEMENTS	9	0.23	0.57	
<b>TOTAL</b>	<b>9</b>	<b>0.70</b>	<b>1.73</b>	<b>25</b>

**NOTES**

- EXISTING HERITAGE STRUCTURE TO BE RETAINED



SCALE: 1:250  
 (24 x 36)  
 MARCH 2, 2017

Amendment No. XX

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

The following text and map designated Schedule “A” attached hereto constitutes Amendment No. XX.

Also attached hereto but not constituting part of the Amendment and Appendices I, and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XX, XX, 201X, pertaining to this Amendment.

## PURPOSE

The purpose of submitting this Official Plan Amendment is to re-designate the subject property from “Mixed Use” to “Residential Medium Density” and to “Residential Low Density II” to permit eight (8) freehold townhouse units and one (1) single detached dwelling with access from Barbertown Road, as well as sixteen (16) townhouse units and one (1) single detached dwelling along a common element condominium road with access from Mississauga Road. Furthermore, the existing Old Barber House is proposed to be retained but reduced to its original building footprint from the 1860’s and converted into four ‘back-to-back’ townhouse units at two-storeys in height.

## LOCATION

The lands affected by this Amendment are located at the northeast intersection of Mississauga Road and Barbertown Road in the City of Mississauga. The subject property is located in the Central Erin Mills Neighbourhood Character Area in the Mississauga Official Plan.

## BASIS

The subject property are designated “Mixed Use” and are located within the Central Erin Mills Neighbourhood Character Area of the Mississauga Official Plan. Permitted uses on the subject lands include residential and commercial uses.

The proposal is to re-designate the subject property from “Mixed Use” to “Residential Medium Density” and to “Residential Low Density II”.

The proposed Official Plan Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed development is consistent with and promotes the growth management and intensification policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan.
2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes a range of housing types, sizes and tenures; it is compatible from a density, size, scale, and massing perspective; it efficiently and effectively utilizes existing community infrastructure and facilities.

Details regarding this Amendment to the Mississauga Official Plan are contained in the Planning and Building Report dated xxxxxx xx, 201X, attached to this Amendment as Appendix II.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Mississauga Official Plan is hereby amended by the following:

1. Schedule 10: Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating the subject property to “Residential Medium Density” and to “Residential Low Density II”, as shown on Schedule ‘A’ of this Amendment.

## IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan. The lands will be rezoned concurrently to implement this Amendment.

Provisions will be made through the Zoning By-law Amendment for the lands subject to this Official Plan Amendment, for development to occur subject to approved site development, architectural and landscaping plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

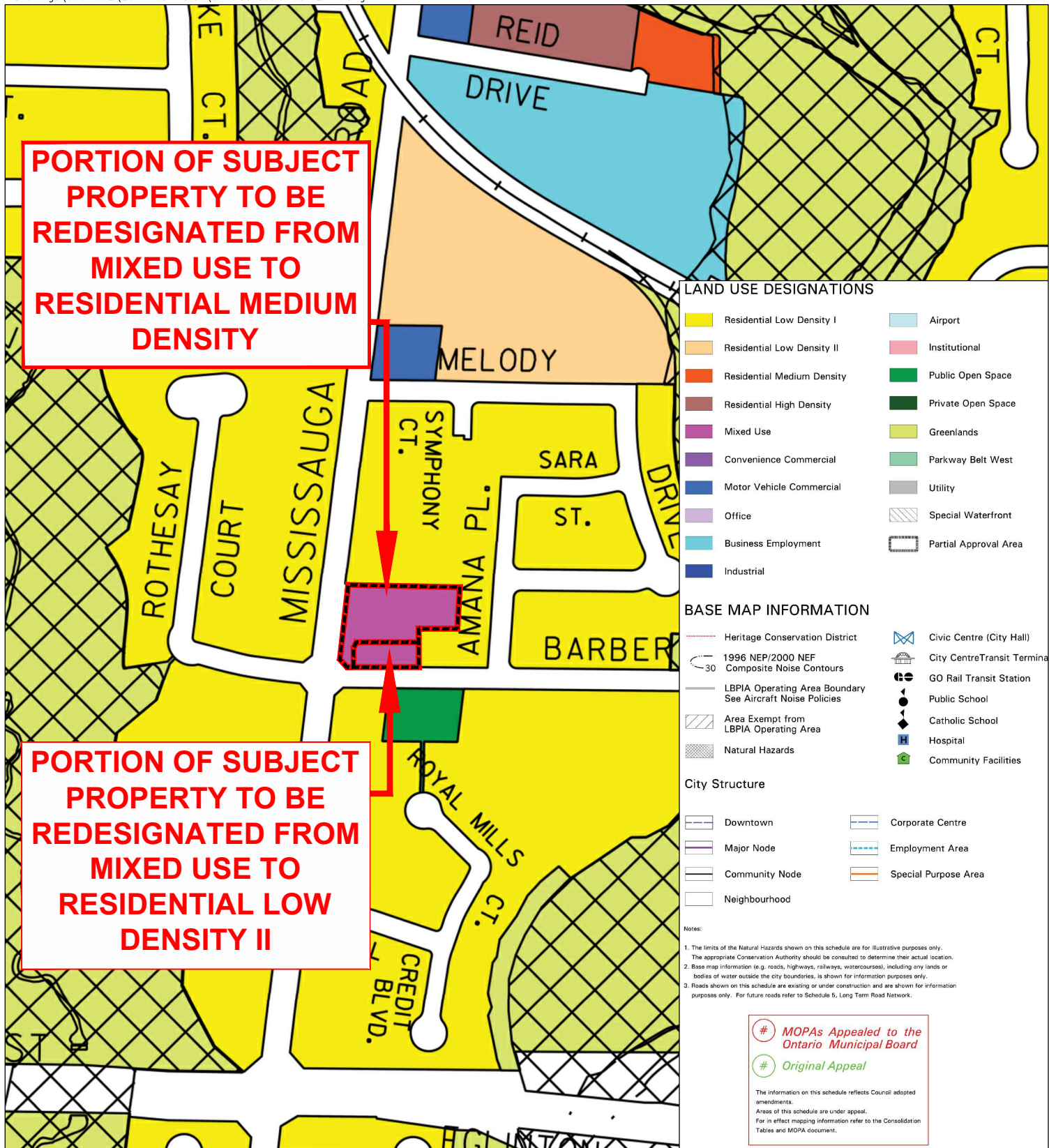
This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan dated July 13, 2016.

## INTERPRETATION

The provisions of the Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

Upon approval of this Amendment, the Mississauga Official Plan, will be amended in accordance with the intent of this Amendment.





# SCHEDULE 'A'

Subject Property



March 2, 2017



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS  
SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE,  
MISSISSAUGA, ONTARIO, L5R 3K6  
TEL (905) 568-8888 FAX (905) 568-8894 www.gsal.co

A By-law to amend By-law 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.2.5.XX	Exception: R4-XX	Map # 38W	By-law:
In a R4-XX zone the permitted uses and applicable regulations shall be as specified for a R4 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Regulations</b>			
4.2.5.XX.1	Minimum <b>lot area, interior lot</b>		275 m <sup>2</sup>
4.2.5.XX.2	Minimum <b>front yard</b>		4.5 m
4.2.5.XX.3	Minimum setback to <b>front garage face</b>		6.0 m
4.2.5.XX.4	Minimum <b>rear yard</b>		7.0 m

2. By-law 0225-2007, as amended, is further amended by adding the following Exception Table:

4.12.2.XX	Exception: RM6-XX	Map # 38W	By-law:
In a RM6-XX zone the permitted uses and applicable regulations shall be as specified for a RM6 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Additional Permitted Uses</b>			
4.12.2.XX.1	Back to back townhouse dwellings		
<b>Regulations</b>			
4.12.2.XX.2	Minimum <b>rear yard</b>		7.0 m
4.12.2.XX.3	Maximum encroachment of a <b>balcony</b> into the required <b>rear yard</b>		1.5 m
4.12.2.XX.4	Minimum width of a <b>CEC – private road</b>		6.0 m
4.12.2.XX.5	Maximum <b>height</b>		10.9 m

4.12.2.XX	Exception: RM6-XX	Map # 38W	By-law:
In a RM6-XX zone the permitted uses and applicable regulations shall be as specified for a RM6 Zone except that the following <b>uses</b> /regulations shall apply:			
4.12.2.XX.6	Area A as shown on Schedule RM6-XX of this Exception shall only contain back to back townhouse dwellings within the existing building being the Barber House.		
4.12.2.XX.7	“Back to Back Townhouse Dwelling” means one of more than two (2) attached <b>dwelling units</b> , not exceeding three (3) <b>storeys in height</b> which are divided vertically above grade by a <b>party wall</b> at least 5.0m in length and at least 2.0m <b>in height</b> , being located within a Common Element Condominium.		
4.12.2.XX.8	Back to back townhouse dwellings contained within Area A as shown on Schedule RM6-XX of this Exception shall comply with the following:		
	(1) Maximum number of <b>dwelling units</b>		4
	(2) Minimum lot area		107 m <sup>2</sup>
	(3) Frontage on a <b>CEC – private road</b> shall not be required		
	(4) Attached garage shall not be required		
	(5) All site development plans shall comply with Schedule RM6-XX of this Exception		
4.12.2.XX.9	Minimum number of required <b>parking spaces</b>		2.0 resident spaces per unit 0.25 visitor spaces per unit

3. Map Number 38W of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “C3-12” to “R4-XX” and “RM6-XX” PROVIDED HOWEVER THAT the “R4-XX” and “RM6-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “R4-XX” and “RM6-XX” zoning indicated thereon.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2017.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



APPENDIX “A” TO BY-LAW NO. \_\_\_\_\_

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “C3-12” to “R4-XX” and “RM6-XX”.

“C3-12” permits a restaurant and outdoor garden centre accessory to a retail store

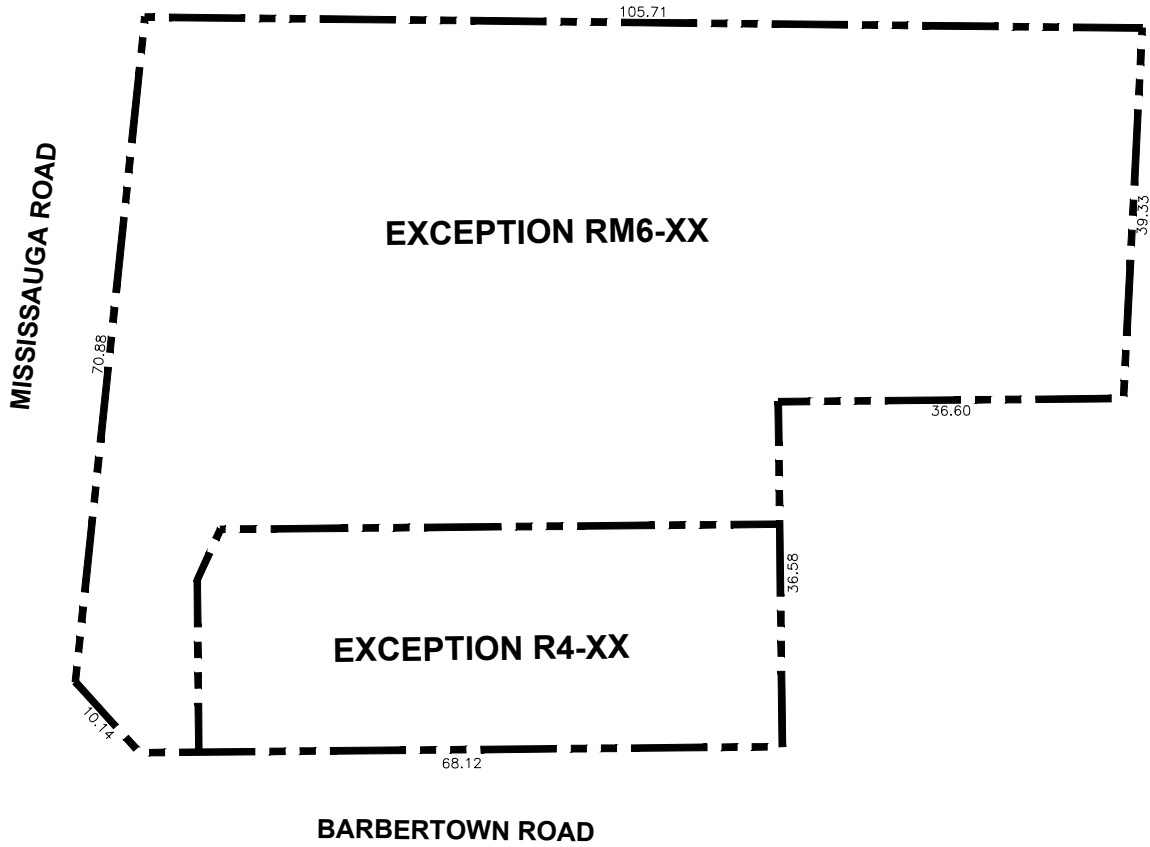
“R4-XX” permits detached dwellings on 12 m wide lots

“RM6-XX” permits townhouses on a Common Element Condominium private road, and four back to back townhouses within the existing Barber house historical building

Location of Lands Affected

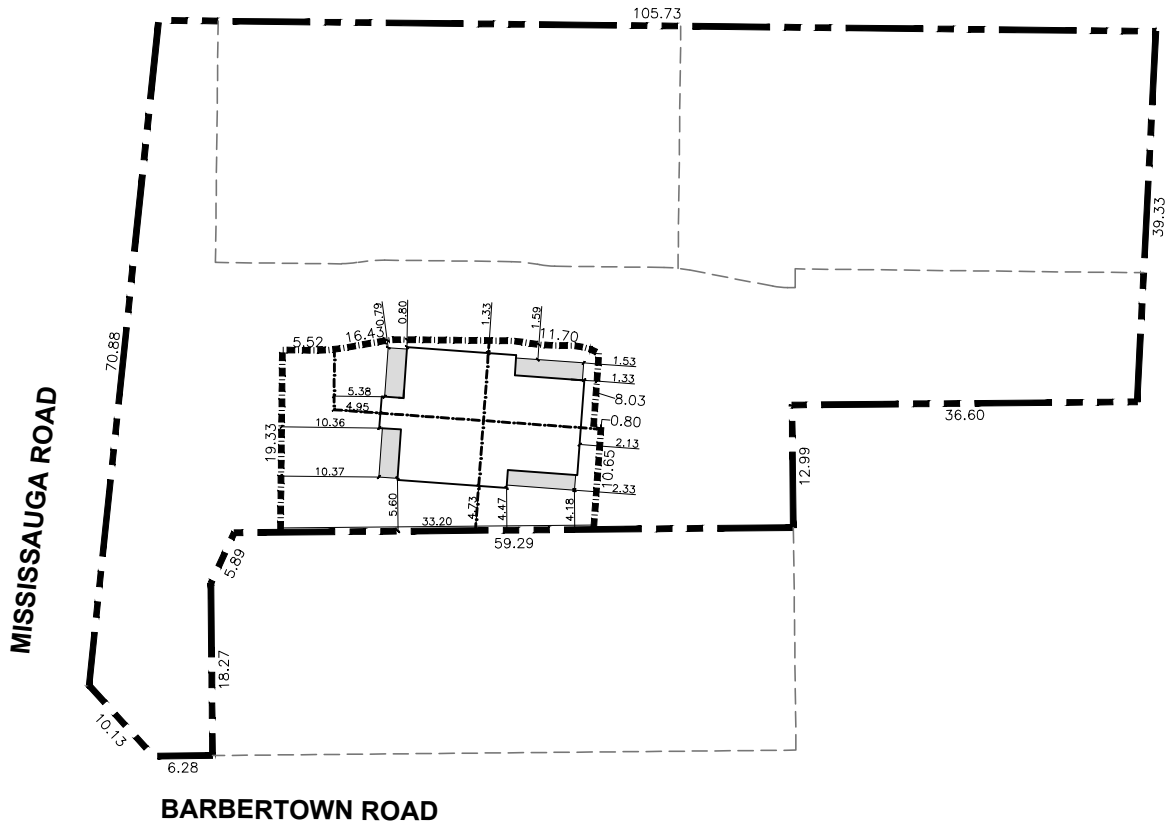
East side of Mississauga Road, north of Barbertown Road, as shown on the attached Map designated as Schedule “A”.

Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.



PART 1, PLAN OF PART OF LOT 1  
 CONCESSION 4, W.H.S.  
 CITY OF MISSISSAUGA  
 (GEOGRAPHIC TOWNSHIP OF TORONTO)  
 REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO  
 BY-LAW \_\_\_\_\_  
 PASSED BY COUNCIL  
 \_\_\_\_\_



**LEGEND:**



AREA 'A'



PORCH



PART 1, PLAN OF PART OF LOT 1  
 CONCESSION 4, W.H.S.  
 CITY OF MISSISSAUGA  
 (GEOGRAPHIC TOWNSHIP OF TORONTO)  
 REGIONAL MUNICIPALITY OF PEEL

SCHEDULE EXCEPTION RM6-XX  
 MAP XX