
PLANNING JUSTIFICATION REPORT

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

Barbertown Ventures Inc.
1725 Barbertown Road
City of Mississauga

Revised March 2019
(Previous versions January 2017, May 2018)

GSAI File # 945-002

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**Planning Justification Report
Official Plan Amendment, Zoning By-law Amendment &
Draft Plan of Subdivision
1725 Barbertown Road
City of Mississauga**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Barbertown Ventures Inc. to assist in obtaining the necessary planning approvals to allow for the redevelopment of a portion of the subject property, municipally known as 1725 Barbertown Road, located on the north side of Barbertown Road, east of the Credit River and south of the Canadian Pacific Railway Line in the City of Mississauga. The development proposal includes 75 townhouse units along common element condominium roads with one main vehicular access driveway to the site provided from Barbertown Road. Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications are required to permit the proposed development.

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. This report is an update to the originally submitted versions from January, 2017 and May, 2018 to now reflect the latest development proposal.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject property is located approximately 375 metres north of the intersection of Barbertown Road and Eglinton Avenue West, and is a triangular shaped parcel of land on the north side of Barbertown Road, east of the Credit River and south of the Canadian Pacific Railway Line. The subject property is legally described as:

- PT LT 1, CON 4 WEST OF HURONTARIO ST TORONTO TWP, LYING NE OF 43R18608; AS IN TT173091 (SECONDLY); S/T 137479VS, RO1050134, RO733741, RO743209 MISSISSAUGA; AMENDED 02/11/00 BY LR20.

The subject property is irregular in shape and has a total gross site area of approximately 4.62 hectares (11.41 acres). The subject property currently contains three (3) detached residential dwellings and a detached garage situated in the north and west portions of the site that are connected by a private paved road with access from Barbertown Road. The remainder of the subject lands mostly consists of grass lawn and a small orchard. The entirety of the subject property is within the regulated area of Credit Valley Conservation (CVC).

The subject property is in close proximity the Village of Streetsville, a neighbourhood with a variety of retail commercial and community opportunities for local residents. The lands are approximately 1 kilometre from the Church of Croatian Martys and 1.5 kilometres from the Canadian Coptic Centre which functions as a place of worship, a banquet hall, commercial school and community centre. A retail plaza is located on the south side of Eglinton Avenue at Creditview Road, approximately one kilometer walking distance from the subject lands. This plaza includes a grocery store, banks, commercial schools, restaurants and other commercial services which serve the local community.

Public transit service that is in close proximity to the subject property includes MiWay bus route 9 (Rathburn-Millers Grove), route 35 (Monday – Saturday) and route 35A (Monday – Friday). Route 9 provides service all week long between Meadowvale Town Centre and City Centre Transit Terminal (Square One). Routes 35 and 35A provide a connection across Mississauga, along Eglinton Avenue, to Skymark Hub (Eglinton Avenue and Renforth Drive) in the City of Toronto. Bus stops for both routes are located at the intersection of Eglinton Avenue and Inverness Road, approximately 500 metres walking distance from the subject property. These routes overlap with a number of other MiWay bus routes which creates an opportunity for greater connectivity within the City as well as connections to GO Transit stations for access to the interregional transportation network. The Streetsville GO train station is an approximate 8-minute drive or a 30-minute walk from the subject property.

3.0 DEVELOPMENT PROPOSAL

Barbertown Ventures Inc. is proposing to redevelop the subject property to create 75 townhouse units (within 11 blocks) along internal common element condominium roads. Of the total number of proposed units, 45 units are proposed with a standard townhouse layout, while 28 units are proposed with an “urban townhouse” layout which features rooftop balconies. All units are proposed to accommodate a minimum of two parking spaces for residents (one car in a garage and one car in a driveway), however three end-units feature a unique building layout with wider lots and double-car garages. All townhouse units are proposed at 3-storeys in height (maximum 14 metres). Townhouses with a standard layout are proposed with a minimum unit width of 5.49 metres, while townhouses with the ‘urban’ layout are proposed with a minimum unit width of 5.0 metres.

In order to accommodate setbacks from staked constraint limits on the subject property, only 2.6 hectares (6.4 acres) of the total site area is proposed as developable area. These constraints lines include the regulatory flood line, the limits of vegetation/natural heritage, the top of bank, the long-term stable slope, and setbacks from an existing rail corridor.

As a result of these physical site constraints there are two main proposed encroachments into the Natural Heritage System related to a required crash wall and berm from the rail line corridor, as well as to accommodate the proposed main site access driveway from Barbertown Road. To accommodate the driveway entrance, a 10 metre wide encroachment for a drainage block (area of 1,039 square metres) is proposed.

A 5 metre encroachment within the buffer area is proposed along the northwest boundary from the staked dripline to accommodate a 110.5 metre long crash wall (1 metre thick). This proposed crash wall is required to protect the development in the event of a train derailment. There is a further encroachment of 5 metres into the required 10 metre buffer from the staked vegetation limit relating to edge management. This encroachment maintains a minimum 5 m setback to woodland features, which is in keeping with the industry standard. Moreover, existing woodlot edge trees will be preserved and protected throughout the construction period with hoarding.

Three areas are identified on the proposed site plan as dedication areas to provide compensation lands for the proposed encroachments (total of 288 square metres). In addition, the site features three outdoor amenity areas of 655 square metres, 895 square metres and 724 square metres. The amenity area located at the western boundary of the subject property is proposed to be remain naturalized and will contribute to the preservation of local ecology, while providing a wildlife connection between the Credit River ecosystem and the wildlife corridor flanking the rail line.

A total of 157 resident parking spaces proposed along with 19 visitor spaces which will meet the required parking rates in the City's Zoning By-law. To promote a walkable environment, 2.0 metre concrete sidewalks are proposed on at least one side of the internal condominium roads that would connect to the site entrance at Barbertain Road. The development is proposed to be serviced by an existing watermain and sanitary sewer along Barbertain Road.

A Draft Plan of Subdivision is required to facilitate the future common element condominium application for the subject development as well as to delineate lands that will be dedicated to the City.

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 infill development and has a compact built form, which is encouraged by the PPS 2014 where it can be accommodated. The subject property represents an appropriate opportunity for

development as it can utilize existing local road access and servicing infrastructure and is within reasonable distance to an existing GO Train Station which encourages active and public forms of transportation.

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 townhouse dwellings represents an appropriate form of low rise redevelopment within an existing neighbourhood that contributes to the range and mix of market housing options for the overall 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 policies 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 access that services the current

dwelling on the property. The subject property is also located in close proximity to existing local bus public transit routes and within close driving distance to a GO Train Station.

4.2 Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan) is intended to be a framework for implementing strong prosperous communities through managing growth in the region to 2041. The Growth Plan policies relevant to the proposed development include Policies 2.2.1 ‘Managing Growth’ and 2.2.3 ‘General Intensification’ which state:

“2.2.1 Managing Growth

- 1. Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*
- 2. Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a. the vast majority of growth will be directed to settlement areas that:*
 - i) have a delineated built boundary;*
 - ii) have existing or planned municipal water and wastewater systems; and*
 - iii) can support the achievement of complete communities;*
 - b. within settlement areas, growth will be focused in:*
 - i) are undelineated built-up areas;*
 - ii) are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii) are in the Greenbelt Area;*
 - c. within settlement areas, growth will be focused in:*
 - i) delineated built-up areas;*
 - ii) strategic growth areas;*
 - iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv) areas with existing or planned public service facilities;*
 - d. development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
 - e. development will be generally directed away from hazardous lands; and*
 - f. the establishment of new settlement areas is prohibited.*
- 3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
 - a. establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*

- b. be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;*
 - c. provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*
 - d. support the environmental and agricultural protection and conservation objectives of this Plan; and*
 - e. be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.*
- 4. Applying the policies of this Plan will support the achievement of complete communities that:*
 - a. feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b. improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - c. provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d. expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*
 - e. ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
 - f. mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
 - g. integrate green infrastructure and low impact development.*

2.2.2 Delineated Built-up Areas

- 1. By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
- 7. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a. *encourage intensification generally to achieve the desired urban structure;*
- b. *identify the appropriate type and scale of development and transition of built form to adjacent areas;*
- c. *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- d. *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e. *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f. *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed development promotes the policies of the Growth Plan as it represents residential infill development in a settlement area with existing municipal water and wastewater systems. The proposed project supports the development of complete communities through compact built form and is located in close proximity to local public transit service which allows for the opportunity of higher-order transit connections. The proposal also contributes to a diverse range of housing options in the city, through providing alternative housing units that are more affordable than traditional single detached, while also creating amenity space.

4.3 Region of Peel Official Plan (Office Consolidation December, 2016)

The Region of Peel Official Plan provides guidance to the area municipalities in the preparation and implementation of their local Official Plans. The subject lands are 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 complete 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 2031 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 encourage 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.

The subject lands are also located within the “Core Area” of the Region of Peel Greenlands System as indicated on Schedule A of the Region of Peel Official Plan. The Regional Official Plan has specific discussion relating to interpretation of Core Areas in both the Regional Official Plan and implementation and interpretation in local official plans.

“The Core Areas of the Greenlands System are shown generally on Schedule A. Where there is a discrepancy between Schedule A and the identification of Core Areas in the text of the Plan, the text shall govern, unless otherwise specifically stated. Policies regarding the detailed interpretation of the location and extent of the Core Areas will be contained in the area municipal official plans. Such local interpretations shall be in conformity with the text of this Plan.

Area municipalities may identify additional parts of the Greenlands System as local core areas in their official plans and may provide policies governing the protection of such areas, having regard for local considerations and the intent of this Plan. Area municipal official plans may also add specific areas to or delete them from the Core Areas of this Plan, where the addition or deletion is in conformity with the definition of Core Areas. For example, if as a result of new information, it is determined by a Conservation Authority that an area previously identified as an Environmentally Sensitive or Significant Area (ESA) no longer meets the criteria for such an area, or that an area not previously so identified should now be so identified, the area municipal plan may reflect such a determination and be in conformity with this Plan. Such a refinement need not be incorporated by amendment into this Plan or shown on Schedule A but must be incorporated by amendment into the area municipal official plan.

Core Areas are defined as the following:

2.3.2.2 Define the Core Areas of the Greenlands System in Peel as significant wetlands;

- a) significant coastal wetlands;*
- b) Core woodlands meeting one or more of the criteria in Table 1;*
- c) Environmentally Sensitive or Significant Areas;*
- d) Provincial Life Science Areas of Natural and Scientific Interest;*
- e) significant habitats of threatened and endangered species;*
- f) Escarpment Natural Areas of the Niagara Escarpment Plan; and*
- g) Core valley and stream corridors meeting one or more of the criteria in Table 2. The limit of Core valley and stream corridors shall be determined jointly with the area municipalities in consultation with relevant agencies and in accordance with the definition in the Glossary of this Plan and the criteria in Table 2 to recognize the unique urban and rural character of the region. Core valley and stream corridors include the main branches, major tributaries and other tributaries associated with the Credit River, the Etobicoke Creek, the Mimico Creek, the West Humber River and the Humber River and with the other identified watercourses draining directly to Lake Ontario, except for those portions in the Rural Service Centres and the rural settlements in the Rural System as designated in an area municipal official plan. These valley and stream corridors are continuous linkages connecting to other elements of the Greenlands System Core Areas.*

The Regional Official Plan generally prohibits development and site alteration within Core Areas of the Greenlands System, as per policy 2.3.2.6. Notwithstanding this policy, Section 2.3.2.25 of the Regional Official Plan directs local municipalities to require Environmental Impact Studies for any development and site alteration within or adjacent to the Greenlands System. An Environmental Impact Study (EIS), prepared by Beacon Environmental Limited, has been prepared in support of the proposed development (refer to Section 6.1 of this report for further detail). The study concludes that the identified development limit within the subject property will provide adequate protection of natural environment features and that the subject property that is proposed as developable area primarily consists of a manicured lawn with mature trees and plantings. It is therefore our opinion that the portion of the subject property proposed for development does not fall within the definition of a Core Area in the Greenlands System and is not prohibited from new development. A Regional Official Plan Amendment is therefore not required.

4.4 City of Mississauga Official Plan (Office Consolidation August 1, 2018)

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 August 1, 2018 which includes Ontario Municipal Board (OMB) decisions and City Council approved Official Plan Amendments, 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 lands are designated ‘Greenlands’ and ‘Natural Hazards’ on Schedule 10 – Land Use Designations and is identified with the ‘Neighbourhood’ and ‘Green System’ designations on Schedule 1 – Urban System. Map 16-1 City Structure – Neighbourhoods identifies the subject lands within the East Credit Neighbourhood Character Area.

Section 11.2.3 of the Mississauga Official Plan establishes land use policies for the ‘Greenlands’ designation, which is intended to restrict development to protect and enhance the Natural Heritage System. Permitted uses include conservation, passive recreational, utility, parkland and accessory uses.

The proposed townhouse development would not be a permitted use for the current ‘Greenlands’ designation in the Official Plan. Policy 11.2.3.4 does note that “*11.2.3.4 Permitted uses will be subject to fulfilling the requirements of the appropriate conservation authority, the City and other appropriate approval agencies.*”

Schedule 3 (‘Natural Areas’) of the Official Plan identifies the subject property as within a Natural Hazards boundary but it is not identified with any of the following:

- Significant Natural Area;
- Area of Natural and Scientific Interest (Provincial or Regional);
- Special Management Area;
- Linkages;
- Residential Woodlands;
- Provincially Significant Wetlands or Other Wetlands; and,
- Two Zone Floodplain or Special Policy Area Floodplain.

Chapter 6 of the Official Plan discusses policies and objectives related to the natural environment and the Natural Heritage System which, as mentioned, is illustrated in Schedule 3. The Official Plan notes the following key policies which relate to minor alterations to the Natural Heritage System:

“6.3.10 *The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.*

- 6.3.11 *Minor refinements to the boundaries of the Natural Heritage System may occur through Environmental Impact Studies, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan. Major boundary changes require an amendment to this Plan.”*

Additional policies are provided on development within the Natural Heritage System and Greenlands designation under the section on *Protecting the Natural Heritage System*. Relevant policies include:

- 6.3.27 *Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. Any negative impact that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.*
- 6.3.28 *Notwithstanding the policies of this Plan, development and site alteration will not be permitted in the following areas:*
- a. provincially significant wetlands or Provincially significant coastal wetlands which are or meet the criteria of a Significant Natural Area;*
 - b. habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements;*
 - c. fish habitat, except in accordance with Provincial and Federal requirements; and*
 - d. Core Areas of the Greenlands System as defined in the Region of Peel Official Plan, except in accordance with Regional requirements.*
- 6.3.33 *Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, restore and expand the Natural Heritage System and associated ecological functions. Environmental Impact Studies will be prepared to the satisfaction of the City and appropriate conservation authority.*

An Environmental Impact Study (EIS), prepared by Beacon Environmental Limited, has been prepared in support of the proposed development. The EIS proposes appropriate buffers from identified natural feature that result in the creation of a specific development limit on the subject property. It is concluded that the identified development limit will provide adequate protection of natural environment features and that the developable portion of the subject property does not

contain significant natural heritage features and primarily consists of a manicured lawn with mature trees and plantings.

Furthermore, the area within the proposed limit of development within the subject property has not been identified with any significant natural features in both the Official Plan and the completed EIS. It can therefore be concluded that the proposed development meets the Official Plan's policies of allowing for minor refinement of the boundaries of the Natural Heritage System. Furthermore, although the subject property is identified as within Natural Hazard Lands, the proposed development limit includes a 10 metre buffer from both the regulatory flood limit and a top-of-bank limit staked by Credit Valley Conservation, with minor encroachments to accommodate a railway corridor crash wall, and a drainage block.

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 a housing type (common element condominium townhouses) 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 lands as 'Neighbourhood'. 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 lands are located near a designated Transit Priority Corridor (Eglinton Avenue East), and is adjacent to existing low density and natural heritage uses. The proposed height of the development is a maximum of 3-storeys which is compatible with existing residential uses located some distance away from the proposed development.

Section 9.2.2 of the Official Plan provides policies on ‘Non-Intensification Areas’ including Neighbourhoods. 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.*

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. 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.

Lastly, supporting studies including a Functional Servicing & Stormwater Management Report, Transportation Study, Environmental Impact Study, and Archaeological Assessment have all been prepared in support of development to demonstrate conformity with the above-noted policies.

4.4.4 East Credit 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 identified as Exempt Site 4 within the East Credit Neighbourhood Character Area with the following policies:

- “16.8.4.4.1 The lands identified as Exempt Site 4 are located on the north side of Barbertown Road immediately east of the Credit River.*
- 16.8.4.4.2 Notwithstanding the provisions of the Greenbelt designation, existing residential dwellings will be permitted to remain subject to the policies of the Credit Valley Conservation.”*

An Official Plan Amendment is required to revise the policies of this Exempt Site policy to permit new development.

4.4.5 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:

- Encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment community, and recreational land uses (Section 7.1.3.a);
- Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs (Section 7.1.6);
- 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);
- 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 (Section 7.2.1); and,
- The development of a range of housing choices in terms of type, tenure and price (Section 7.2.2a).

The proposed development meets these listed criteria for creating complete communities. In proposing additional housing types to the surrounding neighbourhood (common element condominium townhouses), 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.

4.4.6 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 a specific portion of the subject property from “Greenlands” and “Natural Hazards” to “Residential Medium Density” well as to create repeal and replace ‘Exempt Site Policy 4’ in the East Credit 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. Only a specific developable portion of the subject property, as to be approved by the City and Credit Valley Conservation, is proposed for development. Therefore is the only part of the overall subject property proposed to be re-designated to “Residential Medium Density”.

5.0 CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007

The subject property is currently zoned ‘G1-6’ and ‘G1’ Greenlands in the City of Mississauga Zoning By-Law 0225-2007. The Greenlands zone only permit uses related to natural heritage protection, flood control and stormwater management. The site specific exception in the G1-6 zone permits a legally existing detached dwelling. A Zoning By-law Amendment is required to permit the development of the subject property and a draft zoning by-law amendment is appended to this report.

To allow for the proposed development, it is proposed that the developable portion of the subject property (as outlined in the Draft Plan of Subdivision) be rezoned to a site specific RM6-XX (Townhouse Dwellings on a CEC – private road). The draft zoning by-law amendment proposes a total of 11 regulations that vary from provisions in the parent zoning by-law:

1. *The regulations of Subsections 2.1.30 and 4.1.8 of the By-law shall not apply.*

Provision 2.1.30 is a newer provision in the Zoning By-law that was implemented as part of a City-initiated amendment in 2017. The provision requires that rooftop balconies be setback 1.2 m from all exterior edges of a building (except in non-residential zones). As the proposed ‘urban’ style townhouse units will feature rooftop balconies, this provision is proposed to not apply to this development. The subject property is somewhat isolated onto itself and does not immediately abut any other residential lots. Therefore there are no concerns for privacy/overlook conditions onto adjacent properties and this allows for maximizing private amenity space for future residents. Furthermore, the rooftop balconies of these units will all face toward the interior main amenity area and condominium roads of the site and therefore there are no overlook concerns on to private rear yards.

Provision 4.1.8 states that all buildings and structures in residential zones adjacent to Greenlands zones must be setback a minimum of 5.0 metres. Given that the proposed development represents a unique situation of creating a new residential infill development within a Greenlands designation and zone, it is inevitable that some buildings will be closer to adjacent lands that will remain within the G1-6 zone. An example would be the proposed townhouse lot that abuts the required 10 m wide drainage block that will be zoned as G1.

2. *Minimum interior side yard, unattached side: 1.2 metres*

The base RM6 zone requires a minimum side yard of 1.5 metres and the proposed development features minimum 1.2 metre side yards which facilitates a more compact form of development that is increasingly common with common element condominium townhouse developments. It should be noted that in several instances throughout the proposed site plan, a setback of 1.2 metres is only a pinch point between two blocks as several blocks are angled away from each other such that are conditions with side yards exceeding 1.5 metres (see distances between Blocks 6 and 7, Blocks 8 and 9, and Blocks 10 and 11).

3. *Minimum rear yard: 6.0 metres*

The base RM6 zone requires a minimum rear yard of 7.5 metres. Common element condominium townhouse developments with rear yards less than 7.5 metres are becoming increasingly common in the Greater Toronto Area. A minimum rear yard of 6.0 metres is only featured on one lot within the proposed development (the *MOD-1* end unit of Block 1). This lot features a wide-shallow design with a double-car garage and the overall shape of the lot is constrained by the established limit of development for the property. Furthermore this particular lot benefits from a larger overall lot size (approximately 248 square metres) compared with other lots of the proposed development. All other lots feature minimum 7.0 metre rear yards with several lots even exceeding 7.5 metres. The proposed 'urban' style townhouse units will also feature rooftop balconies which is an alternative to providing private outdoor amenity areas.

4. *Maximum encroachment of a porch or deck inclusive of stairs into a required front yard: 2.5 metres*

The base RM6 zone permits a maximum encroachment of a porch or deck inclusive of stairs of 1.5 metres into a required front yard. The design of the proposed development features larger front porches that necessitates adding in this provision.

5. *Maximum projection of a balcony beyond the front garage face: 1.5 metres*

The 'urban' style townhouses as part of proposed development will feature balconies that project beyond the front garage faces of units. Provision 4.1.12.3 of the City's Zoning By permits a maximum balcony projection of 1.0 metre beyond the front garage face. Increasing this provision allows for an additional opportunity to provide private outdoor amenity areas.

6. *Stairs with a maximum of three risers may encroach a maximum of 0.61 metres into a required side yard provided that the yard is a minimum of 1.2 metres*

The By-law only permits a maximum of three risers to encroach a maximum of 0.6 metres into a required front or exterior yard. In the case of the proposed development, there are interior side yard conditions (such as abutting a drainage block) that necessitates also adding in a provision to permit risers in interior side yards.

7. *Minimum setback of a townhouse dwelling to a CEC – visitor parking space: 2.0 metres*

The base RM6 zone requires a minimum setback of 3.3 metres from a townhouse dwelling to a visitor parking space. The compact built-form and design of the proposed development results in several visitor parking spaces being located closer than the By-law requirement. These particular visitor spaces are generally oriented parallel to the abutting dwellings and therefore the impact of light from vehicle headlights hitting the adjacent dwellings is reduced.

8. *Maximum width of a driveway providing access to a garage having a minimum width of 6.0 metres: 6.0 metres*

The base RM6 zone permits maximum driveway widths of 3.0 metres. The proposed development features three units with double-car garages and corresponding minimum driveway widths of 6.0 metres. These lots feature more unique wide-shallow lot designs and add more variety to the overall design and unit mix of the development.

9. *Maximum height: 14.0 metres*

The base RM6 zone permits a maximum building height of 10.7 metres and 3 storeys. The proposed development does not raise concerns with regarding to privacy/overlook issues or shadowing on any nearby residential lots or neighbouring communities due to its somewhat isolated location within the surrounding Natural Heritage System. In addition, the resulting grading conditions across the subject property contributes to the proposed maximum height provision of 14.0 metres as grade is measured along the perimeter of the building and walkout basements are proposed.

10. *Minimum setback of a dwelling to a railway right-of-way: 25.0 metres*

Provision 4.1.7 of the *General Provisions for Residential Zones* requires minimum setbacks of 30.0 metres for all dwellings. The proposal features a minimum setback of 25.0 metres as it will include a crash wall and berm to provide additional protection from the existing rail corridor. This safety design feature being extensively reviewed by the City and CP Rail as part of the development approval process.

11. Maximum area occupied by a pergola within the amenity area: 20 square metres

Table 4.1.2.2 of the By-law permits a maximum area occupied of 10 square metres for a pergola. In order to improve the quality of the proposed common element outdoor amenity areas, a large pergola is proposed. Given the previously mentioned characteristics of the subject property, a larger pergola would not cause any adverse impacts to adjacent properties.

6.0 SUPPORTING STUDIES AND REPORTS

6.1 Environmental Impact Study

An Environmental Impact Study (EIS), prepared by Beacon Environmental Limited (updated March 2019), identifies existing ecological and environmental conditions of the subject property to determine opportunities, constraints and mitigation requirements. The entirety of the subject property is within the regulated area of Credit Valley Conservation (CVC). The EIS assesses that the development of the subject property will result in only a localized ecological disturbance. A constraints analysis was undertaken as part of the study to confirm the limits of various natural features on the subject property. In turn, the study recommends the application of development buffers from:

- a previously staked top-of-bank by CVC (10 metres),
- the regulatory flood limit (10 metres);
- identified significant woodlands (10 metres);
- non-provincially significant woodlands (10 metres);
- the bankfull width of the Carolyn Creek and the Credit River for the protection of the watercourse and fish habitat (30 metres);
- retention of native woody vegetation within identified buffers and riparian area associated with the valley corridor; and,
- enhancement through expansion of the valley corridor vegetative buffer where possible, with conveyance of these lands to the City or CVC.

These buffers result in the identification of an overall development limit on the subject property. In some instances, the proposed concept plan encroaches within the first 5 metres of the overall 10 metre buffer to the vegetation limit, as well as encroaches into the 30 metre watercourse, and 10 metre floodplain buffer for the main access road. To minimize these impacts the study provides further mitigation recommendations. The EIS concludes that the identified development limit will provide adequate protection of natural environment features. Although the subject property is designated as “Greenlands” within the City of Mississauga Official Plan, the proposed developable area of the subject property does not contain natural heritage features and primarily consists of a

manicured lawn with mature trees and ornamental plantings. Furthermore, the subject property has been subject to previous site alteration and grading with a continued residential use.

6.2 Transportation Study

The supporting Transportation Impact Study prepared by NexTrans Engineering, updated March 2019, is a revised version based on comments received from the City. The report was prepared to assess the potential effects of the proposed development on traffic and transportation patterns in the surrounding area. The intersection capacity analysis results indicate that the study intersection is expected to operate with sufficient capacity and excellent level of service, therefore no mitigation is required. The proposed development is expected to generate 41 two-way trips during the weekday morning peak hour and 47 two-way trips during the weekday afternoon peak hour. There will be one full movement site access via an internal road intersection (Barbertown Road), which will serve the development. It is recommended that a stop sign and stop bar be provided on the internal road egress point to Barbertown Road. The report concludes that the proposed parking supply will meet the City's Zoning By-law requirements and the traffic associated with the proposed development will continue to operate at acceptable levels of services with only minor changes over future background traffic conditions.

6.3 Functional Servicing & Stormwater Management Report

A Functional Servicing & Stormwater Management Report, prepared by C.F. Crozier & Associates Inc., outlines that the proposed development will meet the City's servicing requirements and the stormwater management objectives of the City and CVC. Water service will be provided via an existing 150 mm municipal watermain along Barbertown Road while a 200 mm sanitary sewer will connect to an existing 675 mm sanitary sewer along Barbertown Road. An internal stormwater sewer 10m by 90 m will take site runoff and outlet to the Credit River south of the site.

C.F. Crozier & Associates Inc. also completed a safe access study for the site and to resolve any flooding scenarios from the 100-year storm event, the installation of a 20 metre by 1.2 metre box culvert is proposed beneath the access road in support of the existing culvert. In addition, Barbertown Road will be raised by approximately 1 metre at the intersection with the site access road. The proposed underground stormwater chamber with an outlet orifice tube stormwater, will be able to receive the runoff from an area of 2.47 ha.

6.4 Geomorphology Study

A geomorphology study was prepared by GEO Morphix Ltd., outlining the opportunity of directing flows of the proposed development into Carolyn Creek, which the CVC prefers. The property currently drains into the adjacent Credit River floodplain. The study found that the proposed flows are a small portion of the peak flows for the Carolyn Creek, and the erosion thresholds are substantially higher than the proposed release rates.

The study suggests if there are concerns regarding the release, to create a swale or pocket wetland system no greater than 4m in width to release development flow directly to Credit River.

6.5 Noise and Vibration Feasibility Study

An updated Noise and Vibration Feasibility Study, prepared by HGC Engineering, dated May 2018, identifies rail traffic as the only significant transportation source of noise impacting the site. The study determined sound levels will exceed MOECC and CP guidelines at all facades of the proposed development, thus requiring mitigation measures.

Physical mitigation measures will include an acoustic barrier (2.5 m high crash wall and earth berm with an acoustic barrier on top), along the railway right of way. Additionally for lots with rear yard exposure to the railway an acoustic barrier is recommended. The blocks with exposure to the railway line will require air conditioning systems with forced air ventilation systems that are ductwork sized to enable the installation of central air condition systems in the future. Furthermore, upgraded building construction will be necessary for the majority of townhouse units. In accordance with the CP guidelines it is recommended that a noise warning clauses be used to inform future occupants of the noise impacts and levels present. A Reliance Letter, dated March 2019, was also prepared by HGC Engineering to address the latest revised site plan and to confirm that the recommendations contained in the previous May 2018 report remain valid.

7.0 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. Although the Region of Peel Official Plan identifies the subject property as within the Core Area of the Regional Greenlands System, it has been determined through an Environmental Impact Study that the portion of the subject lands proposed for development does not meet the criteria to be considered part of the Core Area. Furthermore the Regional Official Plan allows for local municipal official plans to refine and/or delete specific areas from the Core Areas without the need for an amendment to the Regional Official Plan;
3. The proposed development conforms to the City of Mississauga Official Plan policies on Non-Intensification Areas for Neighbourhoods as it represents an underutilized land use where it has been demonstrated through an Environmental Impact Study that although the subject property is designated as “Greenlands” within the City of Mississauga Official Plan, the area within the established limit of development does not contain natural heritage features and primarily consists of a manicured lawn with mature trees and plantings. The subject property has also been subject to previous site alteration and grading with a continued residential use. The proposed development limit within the subject property has not been identified with any significant natural features in both the Mississauga Official Plan and the completed Environmental Impact Study. It can therefore be concluded that the proposed development meets the Official Plan’s policies of allowing development

within the Natural Heritage System and allowing minor refinement of the boundaries of the Natural Heritage System;

4. The proposed townhouse dwellings represent a compact form of development and have a level of density which can be supported by the existing surrounding community infrastructure; and,
5. The proposed development represents housing types that contribute towards more affordable housing alternatives and aligns with the City's Official Plan housing policy framework of providing a variety of dwelling types for different life cycles and income levels.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner

Figures:

1. Aerial Context
2. Region of Peel Official Plan – Schedule A Core Areas of the Greenlands System in Peel
3. Mississauga Official Plan - Schedule 3 Natural System
4. Mississauga Official Plan – Schedule 10 Land Use
5. Mississauga Official Plan – East Credit Neighbourhood Character Area
6. Mississauga Official Plan – East Credit Exempt Site 4
7. Mississauga Zoning By-law 0225-2007

Appendices:

1. Concept Site Plan
2. Draft Plan of Subdivision
3. Sample Front Elevations and Cross Sections
4. Proposed Colour Renderings
5. Draft Official Plan Amendment
6. Draft Zoning By-law Amendment



FIGURE 1
BARBERTOWN ROAD, MISSISSAUGA
AERIAL CONTEXT

— Subject Property
- - Additional Lands Owned by Applicant



Scale: N.T.S.
March 29, 2019



FIGURE 2
REGION OF PEEL OFFICIAL PLAN - SCHEDULE A
CORE AREAS OF THE GREENLANDS
SYSTEM IN PEEL

- Subject Property
- Additional Lands Owned by Applicant
- Limit of Development



Scale: N.T.S.
 March 29, 2019

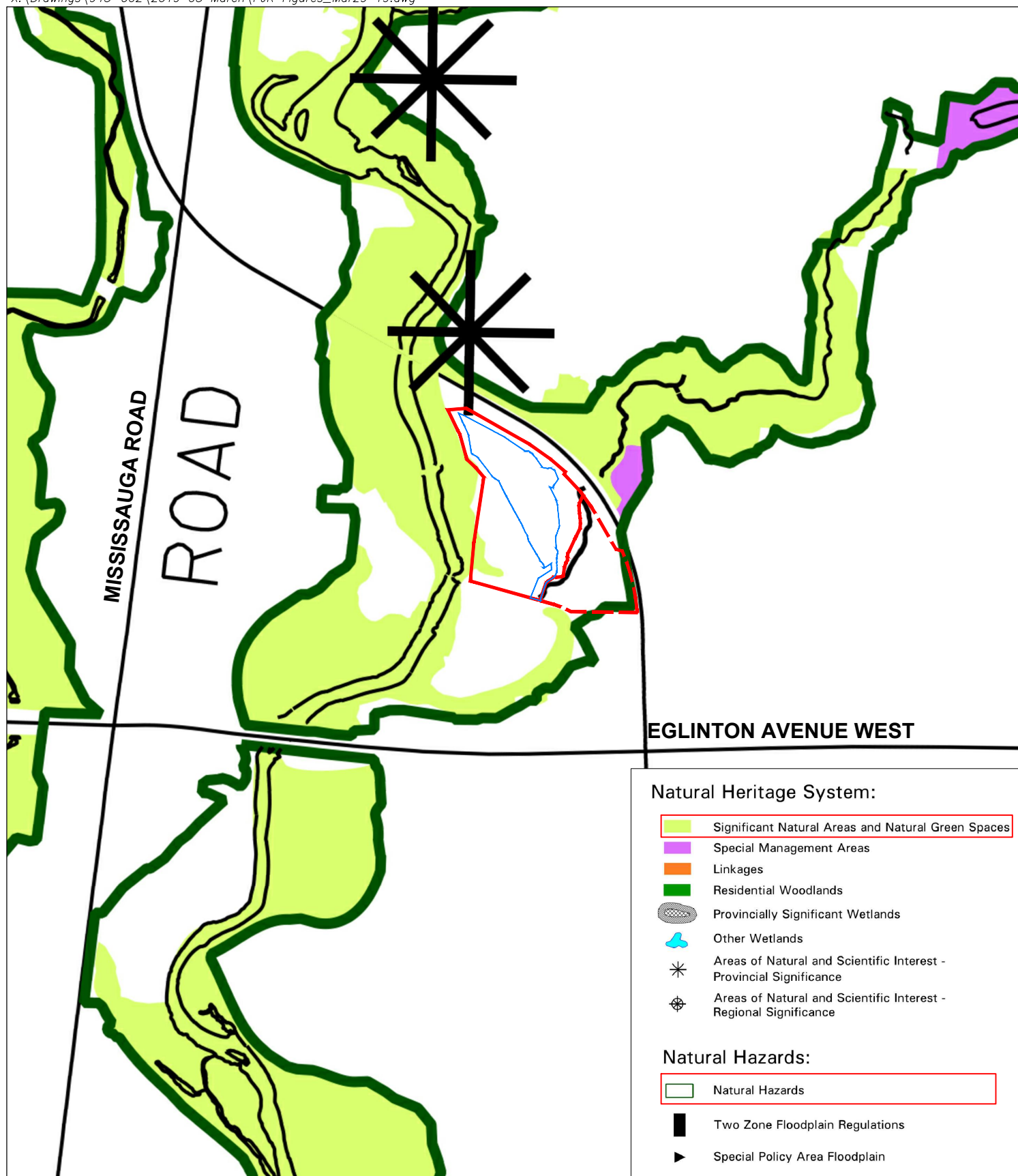


FIGURE 3
MISSISSAUGA OFFICIAL PLAN - SCHEDULE 3
NATURAL SYSTEM

— Subject Property
 --- Additional Lands Owned by Applicant
 — Limit of Development



Scale: N.T.S.
 March 29, 2019

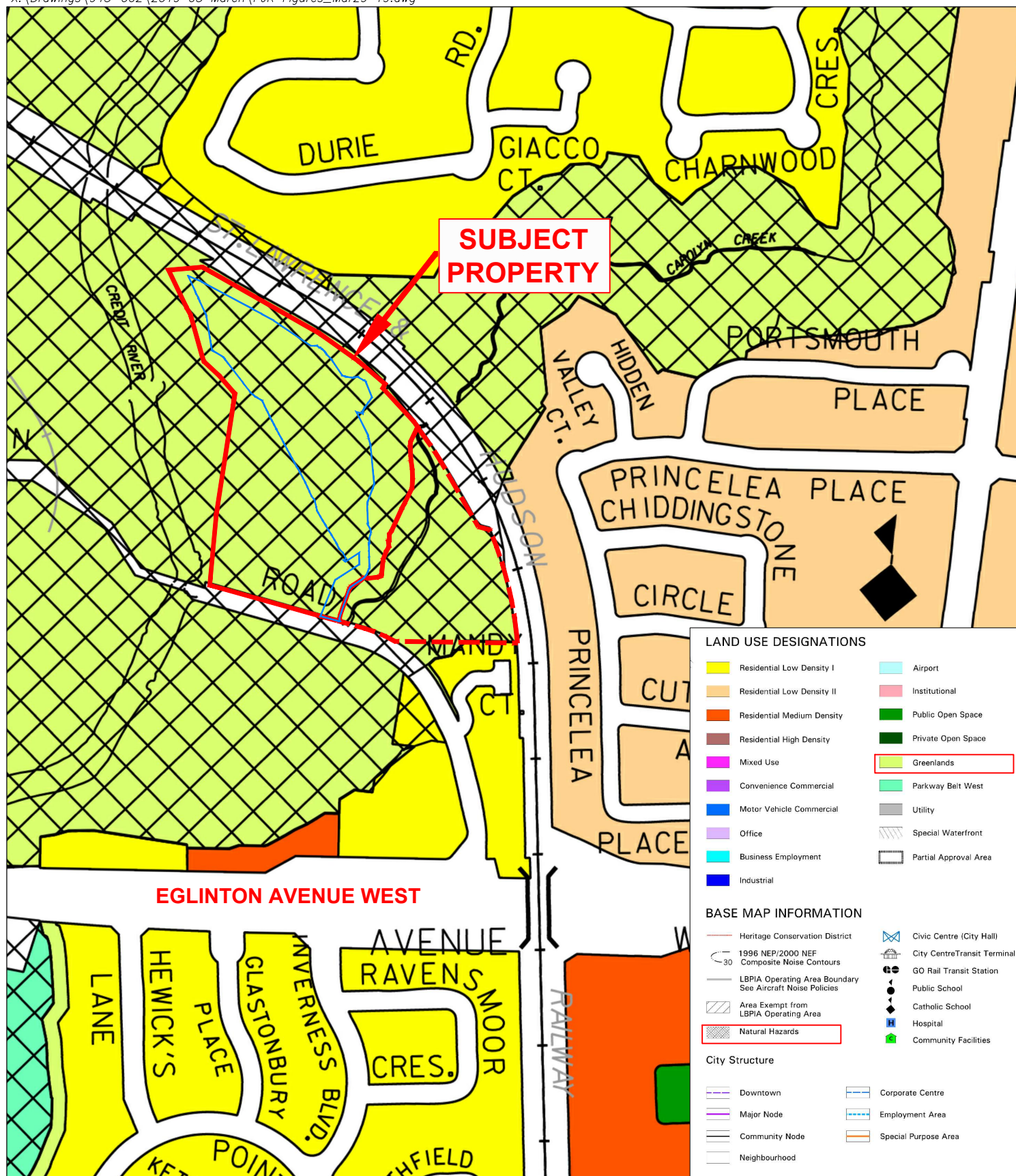


FIGURE 4
MISSISSAUGA OFFICIAL PLAN - SCHEDULE 10
LAND USE DESIGNATION

— Subject Property
 --- Additional Lands Owned by Applicant
 — Limit of Development



Scale: N.T.S.
 March 29, 2019

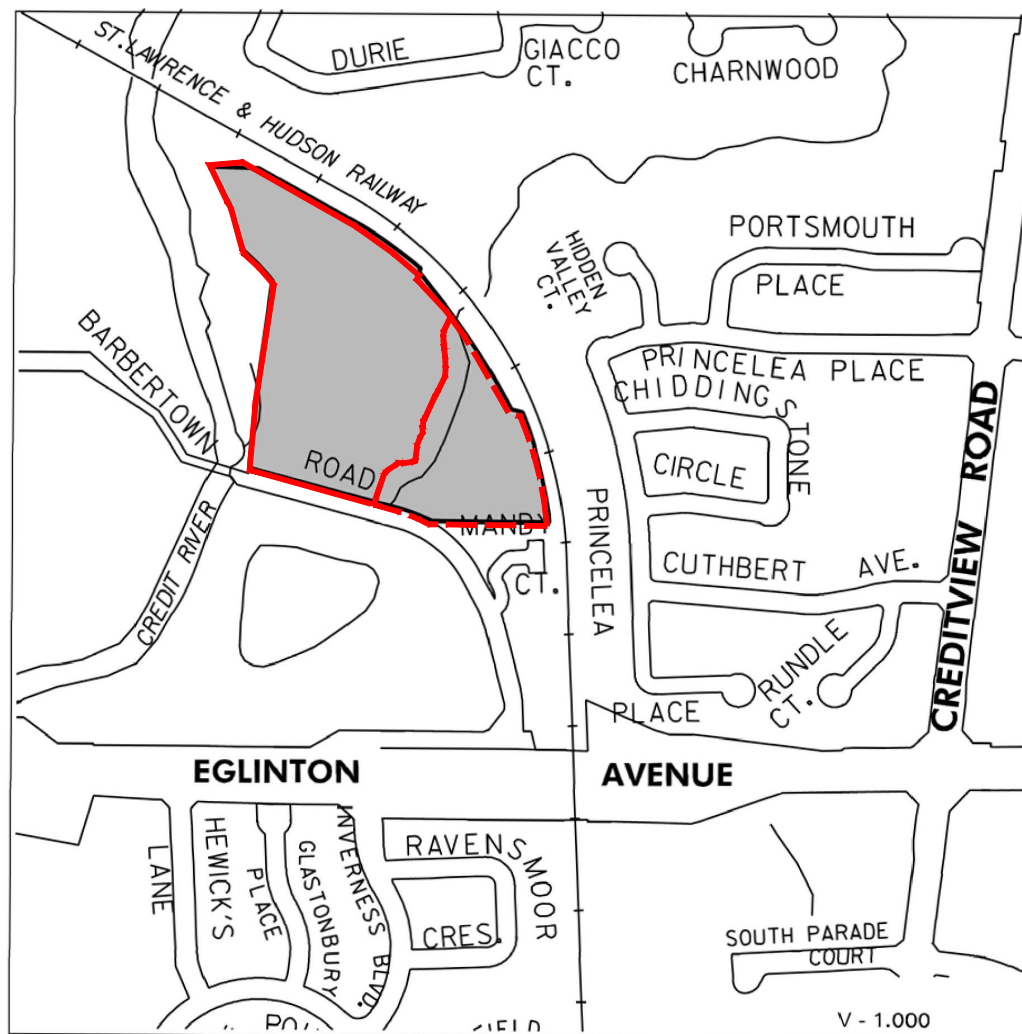


FIGURE 5
MISSISSAUGA OFFICIAL PLAN - CHAPTER 16
EAST CREDIT NEIGHBOURHOOD
CHARACTER AREA

— Subject Property
 - - - Additional Lands Owned by Applicant



Scale: N.T.S.
 March 29, 2019



16.8.4.4.1 The lands identified as Exempt Site 4 are located on the north side of Barbertown Road immediately east of the Credit River.

16.8.4.4.2 Notwithstanding the provisions of the Greenbelt designation, existing residential dwellings will be permitted to remain subject to the policies of the Credit Valley Conservation.

FIGURE 6
MISSISSAUGA OFFICIAL PLAN - CHAPTER 16
EXEMPT SITE 4 - 16.8.4.4 - EAST CREDIT
NEIGHBOURHOOD CHARACTER AREA

— Subject Property
 - - - Additional Lands Owned by Applicant



Scale: N.T.S.
 March 29, 2019



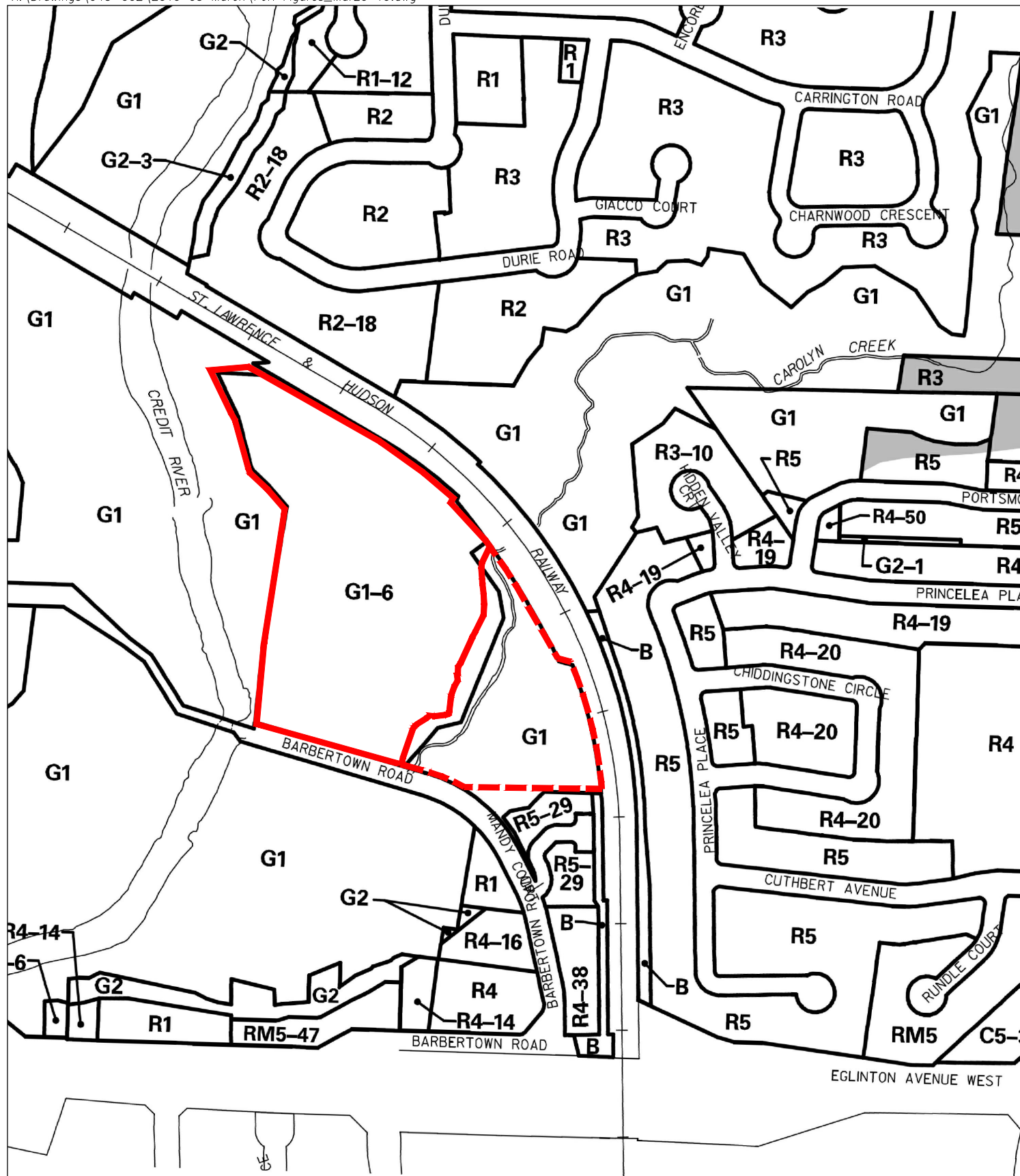
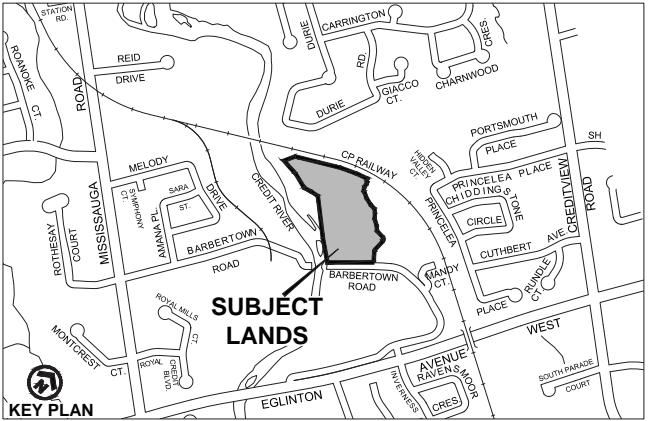
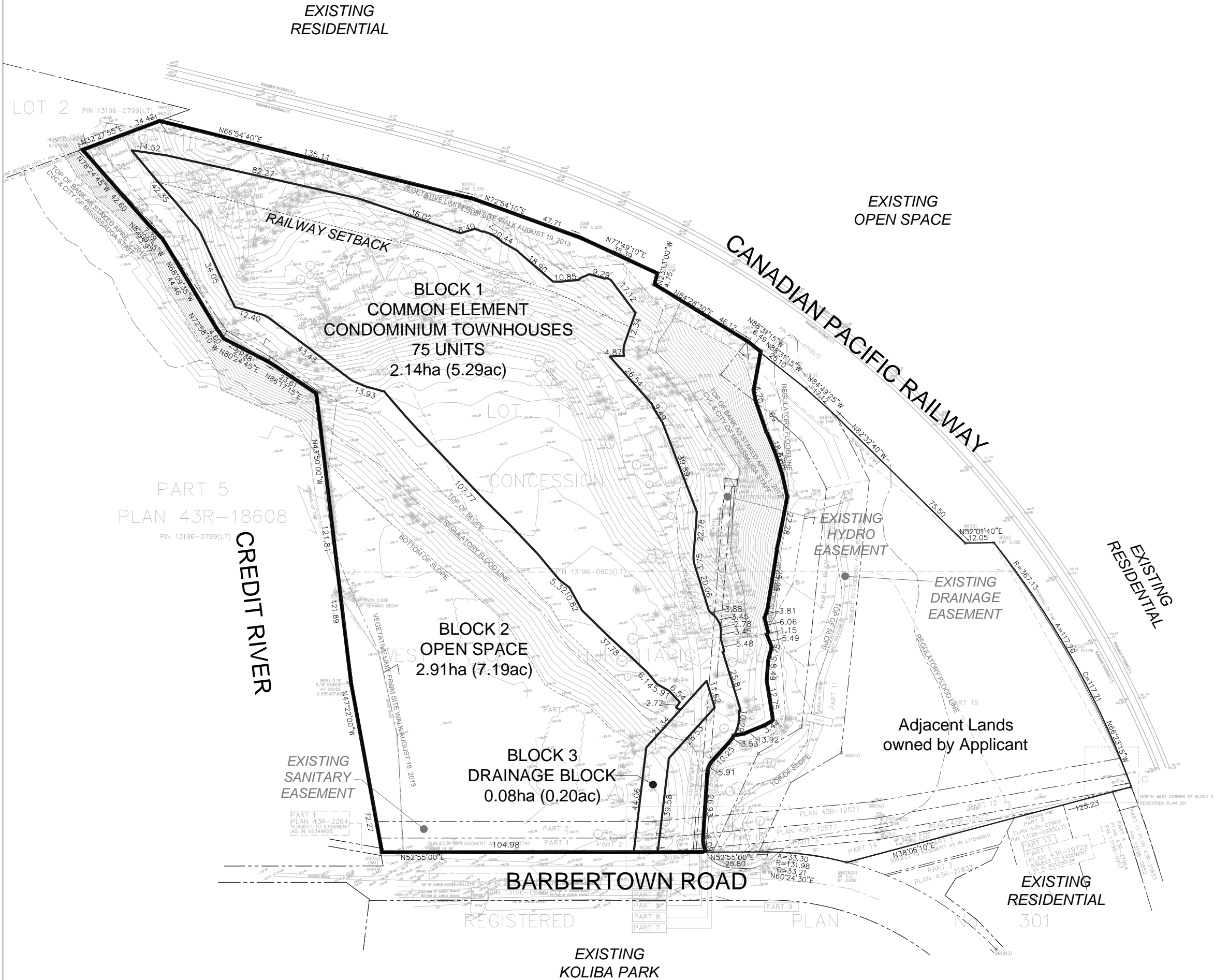


FIGURE 7
MISSISSAUGA ZONING BY-LAW 0225-2007

— Subject Property
- - - Additional Lands Owned by Applicant



Scale: N.T.S.
March 29, 2019



DRAFT PLAN OF SUBDIVISION
BARBERTOWN VENTURES INC.
FILE # 21T-M17001

1725 BARBERTOWN ROAD,
PART OF LOT 1,
CONCESSION 4, W.H.S.
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 Hina Marsonia DATE December 6, 2016
HINA MARSONIA
SIGNED Jayesh Patel DATE December 6, 2016
JAYESH PATEL
SIGNED Harvinder Takhar DATE December 6, 2016
HARVINDER TAKHAR
SIGNED Dipen Kalaria DATE December 6, 2016
DIPEN KALARIA

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 Alister Sankey, O.L.S. DATE December 6, 2016
ALISTER SANKEY, O.L.S.
DAVID B. SEARLES SURVEYING LTD.
ONTARIO LAND SURVEYORS
4255 SHERWOODTOWNE BLVD. SUITE 206,
MISSISSAUGA ON, L4Z 1Y5
PHONE: 905-273-6840

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	BLOCKS	AREA (ha)	AREA (ac)	UNITS
COMMON ELEMENT CONDOMINIUM TOWNHOUSES	1	2.14	5.29	75
OPEN SPACE	2	2.91	7.19	
DRAINAGE BLOCK	3	0.08	0.20	
TOTAL	3	5.13	12.68	75

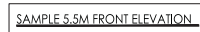
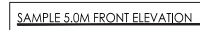
NOTES

- Existing structures to be removed



SCALE 1:750
(24 x 36)
MARCH 29, 2019





client

project

model

project :

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DRAFT OFFICIAL PLAN AMENDMENT

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 change the land use designation of a portion of the subject lands from “Greenlands” and “Natural Hazards” to “Residential Medium Density” and to repeal the current Section 16.8.4.4 (“Exempt Site 4”) for the East Credit Neighbourhood Character Area and replace it with an amended version, to permit seventy-five (75) townhouse dwellings (on a CEC – Private Road) within eleven (11) blocks with access from Barbertown Road.

LOCATION

The lands affected by this Amendment are located on the located on the north side of Barbertown Road, east of the Credit River and south of the Canadian Pacific Railway Line. The subject lands are located in the East Credit Character Area.

BASIS

The subject lands are designated “Greenlands” and “Natural Hazards” and are identified as Exempt Site 4 in the East Credit Character Area of the Mississauga Official Plan. New development is currently not permitted on the subject lands.

The proposal to re-designate the subject lands to “Residential Medium Density” and to repeal the policies and boundaries of “Special Site 4” and replace it with an amended version to allow for the proposed development of townhouse dwellings with a specific developable limit of the property as approved by Credit Valley Conservation.

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.

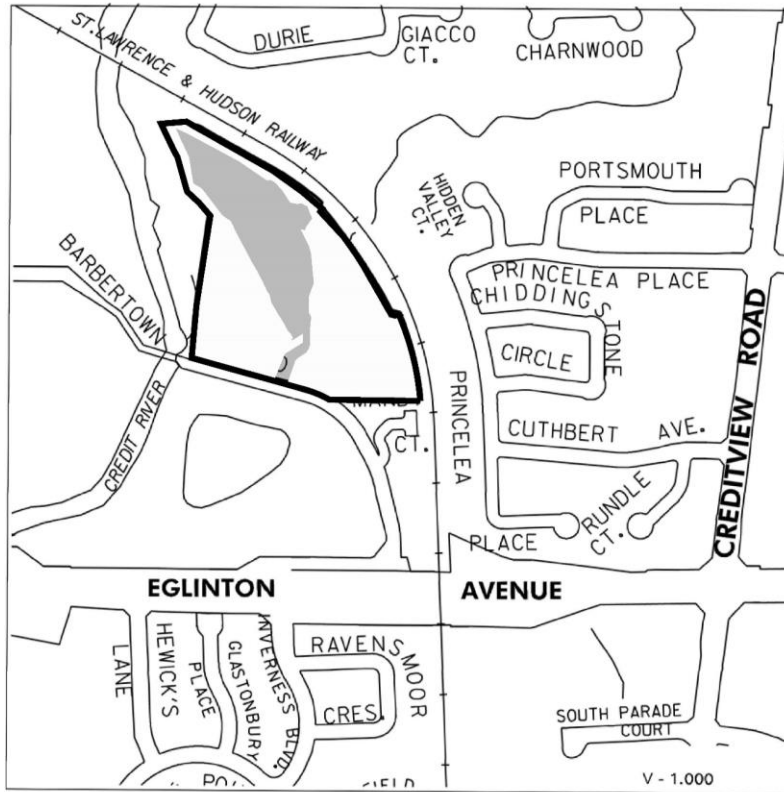
Details regarding this Amendment to the Mississauga Official Plan are contained in the Planning and Building Report dated xxxxxx xx, 201x, attached to this Amendment as Appendix II.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Mississauga Official Plan is hereby amended by the following:

1. Section 16.8.4.4, Site 4, Exempt Site Policies, East Credit Neighbourhood Character Area, is hereby repealed and replaced with the following revised policies:

16.8.4.4 Site 4



16.8.4.4.1 The lands identified as Exempt Site 4 are located on the north side of Barbertown Road immediately east of the Credit River.

16.8.4.4.1 Notwithstanding the provisions of the Greenlands designation, Residential Medium Density uses will be permitted within a specific developable limit as approved by Credit Valley Conservation.

2. Schedule 10 – Land Use Designations, of the Mississauga Official Plan, is hereby amended by changing the designation on a portion of the subject lands from “Greenlands” and “Natural Hazards” to “Residential Medium Density”, as shown on Map “X” 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.

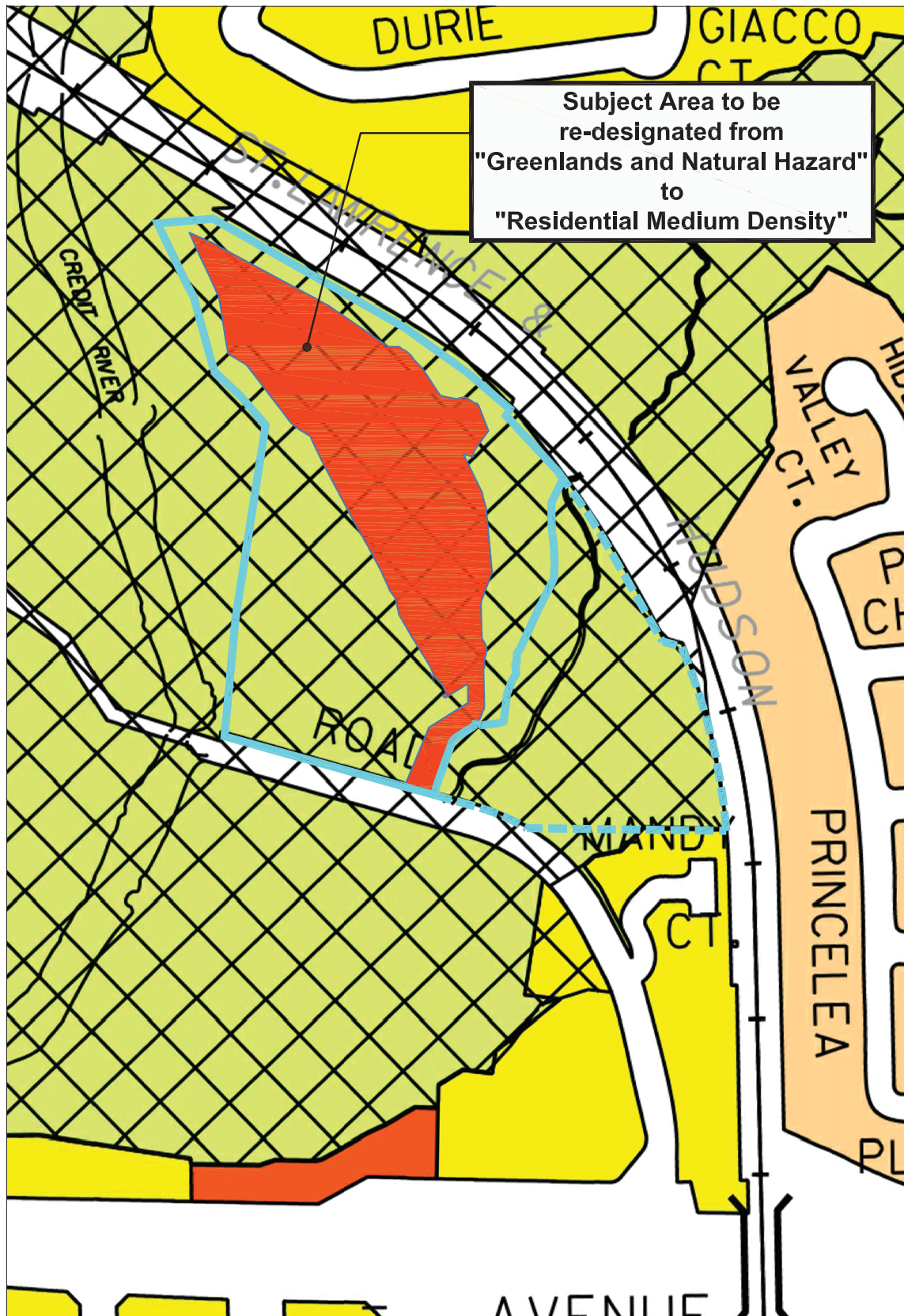
This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan dated August 1, 2018.

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'



*Schedule based on
City of Mississauga
Schedule 10 - Landuse Designation

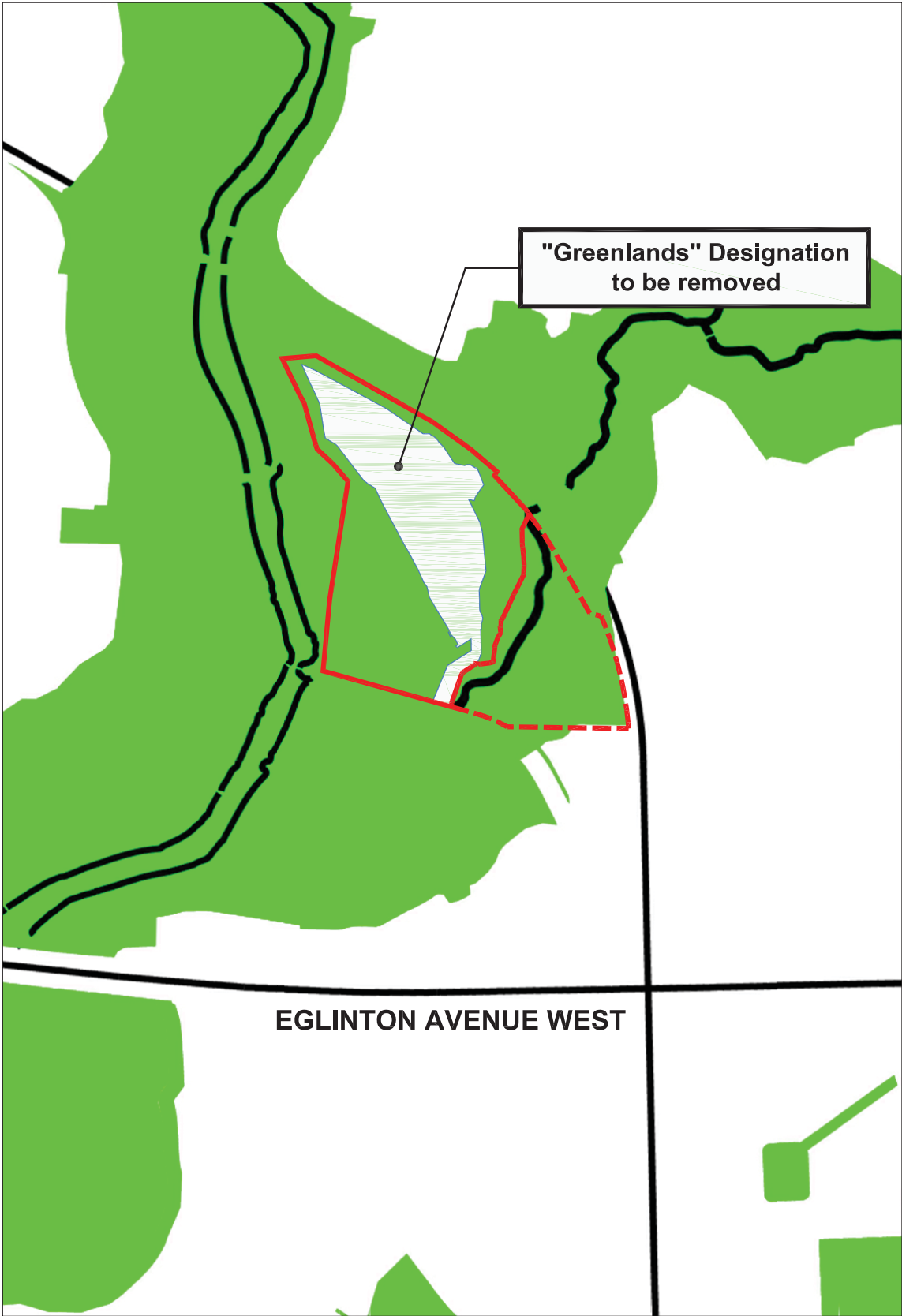
Subject Property
Additional Lands Owned By Applicant
Limit of Development



Scale: N.T.S.
March 29, 2019

GSAI

SCHEDULE 'B'



*Schedule based on
City of Mississauga
Schedule 1a - Green System

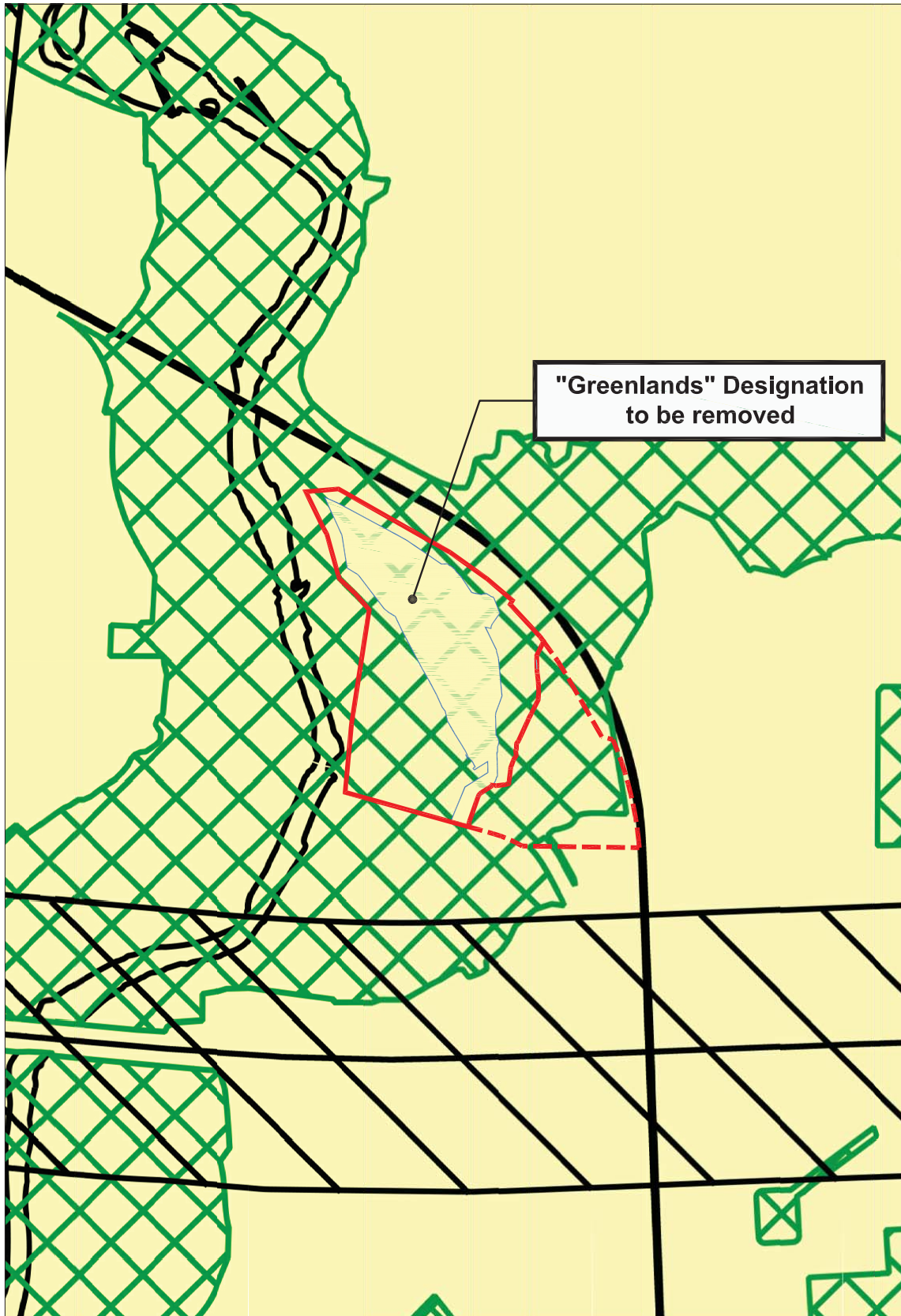
- Subject Property
- Additional Lands Owned By Applicant
- Limit of Development



Scale: N.T.S.
March 29, 2019

GSAI

SCHEDULE 'C'



*Schedule based on
City of Mississauga
Schedule 1a - Green System

- Subject Property
- - - Additional Lands Owned By Applicant
- Limit of Development



Scale: N.T.S.
March 29, 2019

GSAI

DRAFT ZONING BY-LAW AMENDMENT

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:

4.12.2.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 uses /regulations shall apply:			
Regulations			
4.12.2.XX.1	The regulations of Subsections 2.1.30 and 4.1.8 of this By-law shall not apply		
4.12.2.XX.2	Minimum interior side yard , unattached side		1.2 m
4.12.2.XX.3	Minimum rear yard		6.0 m
4.12.2.XX.4	Maximum encroachment of a porch or deck inclusive of stairs into a required front yard		2.5 m
4.12.2.XX.5	Maximum projection of a balcony beyond the front garage face		1.5 m
4.12.2.XX.6	Stairs with a maximum of three risers may encroach a maximum of 0.61m into a required side yard provided that the yard is a minimum of 1.2 m		
4.12.2.XX.7	Minimum setback of a townhouse dwelling to a CEC – visitor parking space		2.0 m
4.12.2.XX.8	Maximum width of a driveway providing access to a garage having a minimum width of 6.0 m		6.0 m
4.12.2.XX.9	Maximum height		14.0 m
4.12.2.XX.10	Minimum setback of a dwelling to a railway right-of-way		25.0 m
4.12.2.XX.11	Maximum area occupied by a pergola within the amenity area		20 m ²

2. 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 “G1-6” to “RM6-XX” and “G1”, PROVIDED HOWEVER THAT the “RM6-XX” and “G1” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “RM6-XX” and “G1” zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2019.

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 “G1-6” to “RM6-XX” and “G1”

“G1-6” permits Greenbelt uses and a legally existing detached dwelling

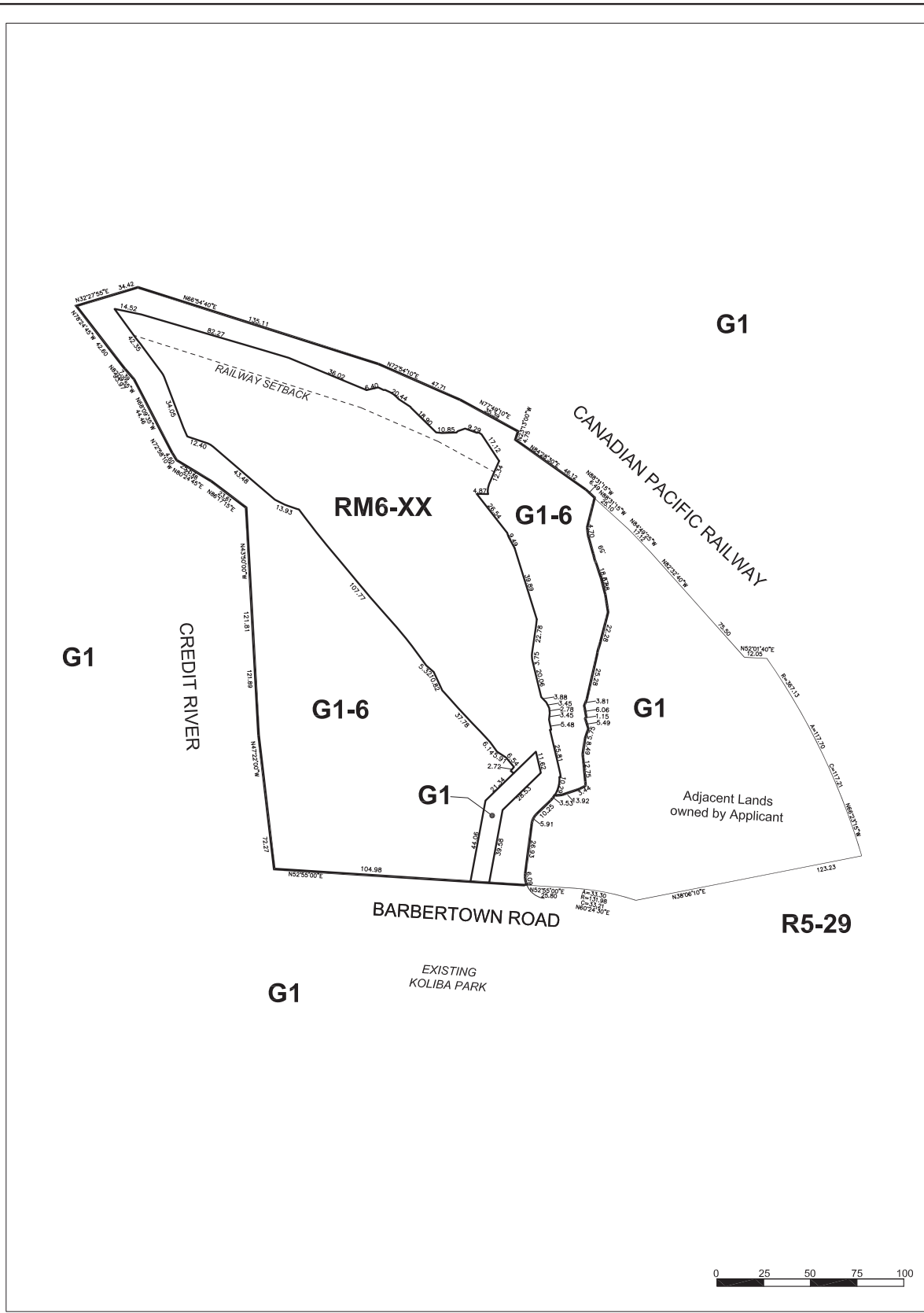
“RM6-XX” permits Common Element Condominium townhouse dwellings on 5.0 m wide lots

“G1” permits flood control, stormwater and erosion management and natural heritage features, along with trails and passive recreational uses.

Location of Lands Affected

North of Eglinton Avenue West, between Barbertown Road and the Canadian Pacific Railway tracks, 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 OF LOT 1,
CONCESSION 4, W.H.S.
CITY OF MISSISSAUGA

THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL
