

1444 – 1458 CAWTHRA ROAD

**OFFICIAL PLAN AND ZONING BY-LAW
AMENDMENT**

PLANNING REPORT

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1.0 PURPOSE & INTRODUCTION

The purpose of this planning report is to describe and analyze the proposal, its physical, policy and regulatory context as well as to provide recommendations to assist in the land use planning review and decision-making process.

The proposal involves a 0.54 hectare site consisting of properties municipally known as No. 1444, 1450, 1454 and 1458 Cawthra Road. The assembly of properties is located on the west side of Cawthra Road, south of the Queen Elizabeth Way and the South Service Road. Cawthra Road is classified as an Corridor. The site currently is occupied by low-rise detached dwellings and accessory of different architectural typology and site design.

The proposal is to develop the site with sixteen dwelling units consisting of four detached dwelling units and twelve townhouse dwelling units all fronting onto a private condominium road. The private condominium road is T-shaped with a single, central access onto Cawthra Road. All of the detached dwelling units are two storeys while the townhouses are three storeys with the upper level built into the roofline. All dwellings have separate and individual on-site amenity space, driveway and parking areas. The proposed total residential gross floor area is m^2 . The GFA for each dwelling unit is: detached dwellings $252m^2$ (infill residential GFA); and, for the townhouses, ranges from $180m^2$ to $185m^2$.

In order for the proposal to proceed, applications for Official Plan and Zoning By-law amendment are being filed. The Official Plan amendment is to permit the townhouse dwellings within the Mineola Neighbourhood Character Area; otherwise, townhouses are permitted by the applicable Low Density II parent land use designation.

The following material has been prepared to assist in the facilitation of the process and the preparation of this planning report:

- Survey

- Architectural plans prepared by KFA Architects and Planners Inc.
- Arborist Report and Tree Preservation Plan, Davey Resource Group
- Landscape Plan material, John A. Russo Landscape Architect
- Traffic Impact Study, Cole Engineering Group Ltd.
- Functional Servicing and Stormwater Management Report and Plans, Lithos Group Inc.
- Archaeological Assessment, Earthworks Archaeological Services Inc.
- Noise Impact Study, Howe Gastmeller Chapnik Limited

2.0 SITE LOCATION AND DESCRIPTION

The site is located on the west side of Cawthra Road, south of the Queen Elizabeth Way/South Service Road and north of Atwater Avenue. It consists of an assembly of four lots to create an efficient development parcel.

The site has a deep, rectangular lot configuration with interspersed vegetation that includes some mature perimeter trees. The site dimensions are as follows.

- Frontage – 61.02m
- Depth – 88.21m to 88.33m
- Land Area - 5,360m² [0.54 hectares; 1.3 acres]

Individual driveway access from Cawthra Road is provided to each of the existing four lots access from Cawthra Road.

3.0 SURROUNDING PHYSICAL CONTEXT

The site is located on the edge of the Mineola Neighbourhood Character Area on the west side of Cawthra Road between the Queen Elizabeth Way/South Service Road and Atwater Avenue. The lands on the east side of Cawthra Road are located within the Lakeview Neighbourhood Character Area consisting of open space, institutional and residential uses of low to mid-rise attached and apartment buildings.

The Mineola area is an established residential neighbourhood characterized by low-rise institutional and residential uses consisting of detached dwellings and multiple dwellings.

Cawthra Road is a major road that is classified as a Corridor in the Official Plan.

Surrounding land uses include:

North: detached residential followed by the South Service Road/Queen Elizabeth Way. South Service Road is classified as a Major Road.

East: Cawthra Road followed by the Cawthra Park and woodlot, Carmen Corbasson Community Centre, Blyth Academy, Mississauga Seniors Centre and Port Credit Lawn Bowling Club. Cawthra Road is a major road, classified as a Corridor.

South: detached residential followed by Arbor Road, a local road. Further south along Cawthra Road are lands developed and developing with a mixture of detached, various forms of townhouse and low rise residential as well as St. Dominic's Church.

West: detached residential followed by Blanefield Road, a local road.

The site is located within a physical context that is varied in its low-rise dwelling unit typology and includes residential and non-residential land uses.

4.0 PROPOSAL DETAILS

The proposal is to bisect the site with a single T-shaped condominium road providing on access point from Cawthra Road. The common element condominium will have minimum dimensions of minimum 7.0m travelled road portion, 2.0m sidewalk on the south side, turning radius of 13m, room to accommodate four visitor parking spaces and a service corridor uninterrupted by structures to be located along the north and west sides abutting the travelled portion.



The proposal incorporates the Approval Authority's required road widening along the full length of Cawthra Road.

The condominium road will create three development parcels of land that are to be developed as follows:

- Western parcel: Four detached dwellings along the western portion of the site. These lots will continue to have a western rear yard abutting the rear yards to the west. These lots will have dimensions and features generally as follows:
 - Frontage: 15m
 - Depth: 27m
 - Land Area: 419.9m² to 427.2m²
 - Two storey height – 9.0m to ridge and 5.3m to eaves.
 - Minimum 8.29m rear yard setback.
 - Front yard setback of minimum 5.3m with minimum 6.0m to garage door.
 - Side yards of minimum 2.4m.
 - Grade-related entrances and first floors provide direct views onto the road.
 - Walkways providing direct access connections to the private and public realms.
 - Private, on-site amenity space in the front and rear yards.
 - On-site parking consisting of integral garage and open surface driveway.
 - Freehold tenure.
- Four buildings each containing three dwelling units fronting onto the condominium road. The architectural design incorporates a large detached dwelling typology with individual dwelling unit features that do not represent a monotonous, uniformity. These lots will have dimensions of:
 - Frontage: ranges from 5.2m to 8.5m
 - Depth: minimum 25.5m
 - Land Area: ranges from 133m² to 220.6m²
 - Three storey height (third storey within roofline)– 9.5m to ridge and 6.35m to eaves.
 - 7.1m to over 8.8m setback to the future Cawthra Road lot line. This transitions to the neighbouring dwelling's setback of 8.8m to 11m
 - 7.5m to 7.8m rear yard setback.
 - Front yard setback of minimum 4.5m to the dwelling and 6.0m to the integral garage door.
 - Interior side yards of 0.9m.
 - Grade-related entrances and first floors provide direct views onto the road.
 - Walkways providing direct access connections to the private and public realms.
 - Private, on-site amenity space in the front and rear yards.

- On-site parking consisting of integral garage and open surface driveway.
- Freehold tenure.

4.1 Reports & Material Prepared to Assist in Proposal Consideration

To assist in the consideration of the proposal, there are a number of documents that have been prepared and submitted. These include the following:

- Survey
- Architectural plans prepared by KFA Architects and Planners Inc.
- Arborist Report and Tree Preservation Plan, Davey Resource Group
- Landscape Plan material, John A. Russo Landscape Architect
- Traffic Impact Study, Cole Engineering Group Ltd.
- Functional Servicing and Stormwater Management Report and Plans, Lithos Group Inc.
- Archaeological Assessment, Earthworks Archaeological Services Inc.
- Noise Impact Study, Howe Gastmeller Chapnik Limited

These documents inform and assist in the description and analyses provided in this planning report. Specific references to particular disciplines should be made to each individual document to obtain details.

A summary of some of the particulars of the supporting material follows.

4.1.1 Arborist Report and Tree Preservation Plan

The Arborist inspection findings include the following:

- Of the seventy-eight inventoried trees on the site, City and adjacent properties
 - 35 are to be protected.
 - 40 are to be removed of which 35 require a permit (including the Ash trees noted below).
 - 27 are Ash trees all of which are showing signs of Emerald Ash Borer infestation and are recommended for removal regardless of the proposal.
 - 5 are within the City road allowance.

The tree replacement ability calls for the planting of 32 of the required 42 replacement trees with cash-in-lieu for the remaining 10 trees that cannot be accommodated on the site.

4.1.2 Landscape Plan

The landscaping material shows how each lot and the streetscape will contain landscape plantings to enhance the amenity of each lot and the public realm. This landscaping includes new plantings and preservation of existing mature vegetation wherever possible. Privacy and noise mitigation fence treatments are supplied along the perimeter of the site as illustrated on the landscape drawings.

4.1.3 Transportation

The traffic impact study finds that the condominium road is capable of suitably accommodating the proposal as well as truck access and turning movements. The surrounding road network is capable of accommodating the proposal with no adverse impacts.

4.1.4 Engineering

The engineering review finds no extraordinary site conditions or circumstances. Each dwelling will have access to full individual service connections and drainage patterns will be respected to mitigate overflow.

4.1.5 Archaeological Assessment

The site's proximity to a historically mapped watercourse (former Cawthra Creek, currently extinct) and possible transportation route, Cawthra Road, suggests that there is the archaeological potential and therefore additional assessment in the form of test pits should be undertaken.

4.1.6 Noise Impact Study

The noise study has found that the main noise source is traffic along Cawthra Road. In order to mitigate the noise for outdoor living areas, the study recommends acoustic barriers along the rear yards flanking Cawthra Road. For indoor noise mitigation, standard forced air ventilation system and insulated building construction materials should provide sufficient attenuation. The drawings incorporate the recommended noise barrier noise attenuation measures while the other features can be specified in the site plan approval documents, as needed.

5.0 Planning Instrument Description and Analysis

5.1 Planning Act

The proposal will properly implement the applicable sections of the *Planning Act*, as amended, including having proper regard to matters of Provincial interest. With respect to Part 1, Section 2 of the *Planning Act*:

- There are no substantive implications on matters identified in Subsections 2a, 2b, 2c, 2d, 2g, 2h.1, 2k, 2l, 2m, 2n, 2o and 2s. These are appropriately addressed and satisfied, to the extent applicable.

With respect to the other subsections:

- 2e and f – the proposal will make efficient and effective use of these resources and infrastructure. This includes the usage of the transit availability along Cawthra Road and nearby connections along Atwater Avenue, Lakeshore and North Service Road. The future residents will also utilize the adjacent community services at Cawthra Park including the Carmen Corbasson Community Centre.
- 2h – the proposal implements site design and built form features that maintain and reflect an orderly development that will contribute to a safe and healthy community.
- 2j – the detached and townhouse dwelling format will contribute to the mixed housing supply in the area. With respect to the City's urban structure, both are appropriate and well suited to this Corridor location.
- 2r – the proposed built form is well-designed, reflects and responds sensitively to the site's physical context and helps to achieve an enhanced public realm.

5.2 Provincial Policy Statement 2014 (PPS)

The Provincial Policy Statement came into effect on April 30, 2014. All planning decisions relating to development applications are required to be consistent with the PPS.

The 2014 PPS establishes a broad policy direction geared towards guiding land use planning decisions. The PPS stresses the importance of promoting intensified development projects that make more efficient use of existing underutilized resources and infrastructure and encouraging the use of transit while achieving compact development and minimizing land consumption and servicing costs.

The proposal is consistent with the PPS, including the policies geared towards the following.

Maintaining the site's status quo does not advance the PPS policy thrust.

- promoting efficient development and land use patterns. *Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities.*¹
- promoting cost-effective development standards.
- land use patterns that efficiently use land, resources and infrastructure in a manner that minimizes negative air/climate/energy impacts.
- appropriately implementing the Mississauga Official Plan which permits the proposed development subject to the amendment needed to facilitate the townhouse dwelling type permission.

The main policy references that inform the above summary and conclusions are as follows:

- Healthy, livable and safe communities are sustained by:
 - b) accommodating an appropriate range and mix of residential (1.1.1a).
 - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1c).
 - e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (1.1.1e).
- Within settlement areas, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas* (1.1.2).
- Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted (1.1.3.1).
- Land use patterns within settlement areas shall be based on:
 - Densities and a mix of land uses which efficiently use land and resources; 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; support active transportation; are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2).
 - Make efficient use of land, resources, infrastructure and public service facilities, including public transportation (1.1.3.2).
- 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 (1.1.3.3).

¹ Part IV: Vision for Ontario's Land Use Planning System

- Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form while maintaining appropriate levels of public health and safety (1.1.3.4).
- Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area (1.4.3).
- Permitting and facilitating all forms of housing required to meet social, health and well-being requirements of current and future residents (1.4.3.b1).
- Permitting and facilitating all forms of residential intensification and redevelopment (1.4.3b).
- Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3c).
- Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed (1.4.3d).
- 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 (1.4.3e).
- The use of existing infrastructure and public service facilities should be optimized, wherever feasible (1.6).
- Efficient use shall be made of existing and planned infrastructure (1.6.3).
- 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 (1.6.7.4).
- Optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities (1.7.1b).
- Implementation considerations through the Official Plan and zoning by-laws as they are to be made to be kept up-to-date (4.0).

5.3 Growth Plan for the Greater Golden Horseshoe

The 2017 Growth Plan for the Greater Golden Horseshoe specifically encourages intensification to achieve the objective of complete communities with transit-oriented growth focused within settlement areas in delineated areas where a diverse range and mix of land uses (including mixed residential) is to be achieved. It provides a framework for growth, works within the existing municipal planning framework and should be read in conjunction with the applicable Provincial Policy Statement.

The Growth Plan envisages the majority of growth and intensification of land within the Delineated Built-Up Areas, Priority Transit Corridors and Major Transit Station Areas.

The site is located within these areas.

The proposal conforms to, and assists in implementing, the principles, policy and direction of the Growth Plan, particularly regarding development efficiencies and facilitating reduced dependence on the automobile through building compact, transit-supportive and pedestrian-friendly urban environments.

Some particular references are as follows:

- *The greater imperative to plan to optimize existing assets and make the best of limited resources by considering full life cycle costs. (1.1)*
- *Increased traffic congestion, and the resulting delays in the movement of people and goods in the GGH, is costing billions of dollars in lost GDP every year. (1.1)*
- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime. (1.2.1)*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability. (1.2.1)*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes and ages of households. (1.2.1)*
- *This Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas. To optimize provincial investments in higher order transit, this Plan also identifies*

- priority transit corridors and the Province expects municipalities to complete detailed planning for major transit station areas on these corridors to support planned service levels. (2.1)*
- *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. (2.2.1.2a)*
 - *Within settlement area, 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. (2.2.1.2c)*
 - *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; 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. (2.2.1.4)*
 - *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; identify the appropriate type and scale of development and transition of built form to adjacent areas; ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; prioritize planning and investment in infrastructure and public service facilities that will support intensification; and be implemented through official plan policies and designations, updated zoning and other supporting documents. (2.2.2.4)*
 - *Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan. (2.2.4.1)*
 - *For major transit station areas on priority transit corridors or subway lines, upper and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station area in a transit-supportive manner*

- that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. (2.2.4.2)*
- *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (2.2.4.3)*
 - *Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that: a) supports the achievement of the minimum intensification and density targets in the Plan, as well as the other policies of this Plan by: i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and ii. Establishing targets for affordable ownership housing and rental housing. (2.2.6.1)*
 - *Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by: a) planning to accommodate forecasted growth to the horizon of this Plan; b) planning to achieve the minimum intensification and density targets in this Plan; c) considering the range and mix of housing options and densities of the existing housing stock; and d) planning to diversify their overall housing stock across the municipality. (2.2.6.2)*
 - *While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will confirm with this Plan as of its effective date July 1, 2017. (5.1)*

The proposal conforms to the Growth Plan.

Maintaining the site in its current form does not advance the Growth Plan policy thrust.

5.4 Region of Peel Official Plan

The Region of Peel Official Plan identifies the site within the Urban System of the Region's regional structure. The policies strive to facilitate development, including intensification, within the Urban System to *achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services (5.3.1.4)*. Further, to *achieve an urban structure, form and densities which are pedestrian-friendly and*

transit-supportive (5.3.1.5).

The proposal conforms to the Region of Peel Official Plan.

5.5 Mississauga Official Plan

The site is designated Residential Low Density II which permits detached, semi-detached, duplex, townhouses and other forms of low-rise residential. The Mineola Neighbourhood Character Area policies limits residential to detached residential. An amendment to the Mineola Neighbourhood Character Area is required in order to permit the townhouse component of the proposal (i.e., three attached units instead of two attached units in a semi-detached building).

Section 9.2.2 of the Mississauga Official Plan states that Corridors within Neighbourhoods are appropriate locations to accommodate increased density and a variety of land uses. The policy direction is to ensure that there is an appropriate transition to adjacent areas with respect to such matters as site design, massing, scale and land use.

Further, Section 9.2.2.6 provides for the following considerations, all of which are reflected in the proposal:

- *Assemble small land parcels to create efficient development parcels.*
 - The proposal consists of an assembly of four lots that together create an appropriately sized and efficiently constituted development parcel for low rise residential.
- Provide an appropriate façade and alignment to the Corridor.
 - The site design reflects a broad front yard setback that provides a good front wall alignment along Cawthra Road.
- Not locate parking facing the Corridor.
 - All parking is oriented towards the private condominium road. None of the parking faces Cawthra Road.
- *Support transit and active transportation modes.*
 - The proposal will help to utilize the existing surface transit that runs along Cawthra Road.

- *Consolidate access points.*
 - A single, consolidated access point from Cawthra is being provided in the format of a private condominium road.
- *Provide concept plans that show how the site can be developed with surrounding lands.*
 - The conceptual design illustrated below shows how surrounding lands can either continue to maintain their current low rise layout or be developed in a compatible manner. Any further parcel consolidation can readily accommodate similar layouts and consolidated access points to Cawthra Road.



The parent Neighbourhood and Mineola Neighbourhood Character Area policies are aimed at achieving development that is compatible to and fits in well with the surrounding area. These policies deal with the following:

Section 16.1.1 - maximum building height of four storeys.

- The proposed residential built form typology represents a two storey building height. The townhouse design includes floor area within the sloped roofline which represents a third floor but still maintains a two storey built form.

Section 16.1.2 – new lots should help to preserve the character of similarly designated lands by generally representing the greater of the average lot frontages and lot areas of residential lots on both sides of the street within 120m of the subject site; or, the requirements of the zoning by-law.

- This portion of Cawthra Road has detached residential lots on the west side and woodlot/open space and community service facility land uses on the east side. The average residential lot frontage and lot area is approximately 15.2m and 1170m², respectively.
- The proposed residential is appropriately sized to reflect the site's edge position in the neighbourhood as well as being located on a Corridor, a major street. The proposal achieves an appropriate and compatible

transition by incorporating 15.24m wide detached residential abutting the rear of similarly sized lots to the west [fronting onto a local road, not Cawthra] followed by townhouses. This represents a site development that helps to balance the transitional and Corridor position that the site has in the neighbourhood.

- Accordingly, the intent of this policy thrust is being maintained.

Section 16.18.1 – Mineola Neighbourhood Character Area Infill Housing Urban Design Policies:

- a) Preserve and enhance generous setbacks for detached dwellings.
 - The proposal maintains and enhance the existing Cawthra Road setbacks. Dwellings maintain appropriate setbacks to reflect the varied or large front yards found in the neighbourhood.
- b) Ensure existing grades and drainage conditions are preserved.
 - Grade and drainage conditions are suited to the site and are designed to not affect adjacent lands.
- c) Encourage new housing to fit the scale and character of the surrounding area.
 - The site design transitions from west to east from two storey detached dwellings to three storey townhouses. The two storey detached dwellings meet the height and various other site design features associated with neighbouring detached residential to the west. The townhouses are slightly taller but closer to Cawthra and removed from the non-corridor lands to the west. The overall low rise residential fits in well with the range of one and two storey dwellings in the surrounding area. Further, the townhouses have architectural features and facades which integrate well with surrounding properties and enhance their prominence along all street frontages.
- d) Garages should be recessed or located behind the main front wall.
 - Garages are located to conform with this policy thrust.
- e) Ensure new development has minimal impact on adjacent neighbours with respect to overshadowing and overlook.
 - Dwellings have a rear-to-rear and-or side yard relationship which minimizes these impacts on adjacent properties.
- f) Encourage building heights of one to two storeys with de-emphasizing features.
 - Building heights are two and three storeys. The townhouse three storey design is built within the sloped roofline, making efficient use of space that would otherwise be roofline. For both dwelling types, the eaves is a

modest 5.3 to 6.35m height which helps to de-emphasize the building height overall.

- g) Reduce front yard hard surfaces.
 - Front yard hard surfaces consist of driveways and walkway elements. These are proportionate to each lot and are minimal.
- h) Preserve and incorporate mature trees wherever possible.
 - Perimeter trees are incorporated into the site design.
- i) Large accessory structures should be discouraged.
 - No accessory structures proposed.
- j) House designs that fit into the neighbourhood character are encouraged.
 - The house designs are low rise, two storeys, sloped roof with pedestrian doors and garages that, altogether, fit into the neighbourhood character compatibly.
- k) Building mass, side yards and rear yards should respect those of adjacent lots.
 - The dwellings achieve modest to large rear yards. With respect to the abutting detached residential lands to the west, a rear-to-rear yard relationship is maintained. For the townhouses, they also maintain appropriate rear yard setbacks. Their relationship to adjacent lots along Cawthra Road maximizes the intervening open space. It is acknowledged that this relationship may change over time as those lands may also be redeveloped to make more efficient use of their underutilized condition. Overall, the site design reflects building position and yards that are respectful and compatible with those of adjacent lots.

Section 19.5.1 of the Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan amendments:

- 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-nodal transportation systems to support the proposed application.*

The proposal satisfies each of these criteria, namely:

- The overall low-rise residential character is being maintained and enhanced.
- Adjacent lands that are similarly designated will continue their low-rise residential character and not be prevented from continuing this function in a compatible manner. Lands similarly abutting Cawthra Road can maintain or redevelop in a compatible low-rise residential manner. The proposal includes a concept plan that illustrates how the proposed condominium road may be extended to help facilitate any future similarly gentle intensification efforts on nearby lands that front onto the Corridor (Cawthra Road). Further, the proposal incorporates compatible detached dwellings and lots along the west edge of the site abutting similarly constituted detached dwellings and lots.
- The amendment is to facilitate compatible low-rise residential on a transit corridor which does not warrant a municipal comprehensive review.
- The continued low-rise residential land use is suitable. This planning rationale discusses the various local, regional and provincial policies which are being implemented by the proposal.
- The detached and townhouse dwellings in form and substance are compatible with the existing mixed low-rise residential, open space and institutional land uses of surrounding lands.
- The engineering documentation submitted in support of the proposal demonstrate that services are available and adequate to accommodate the residential development.
- The transportation engineering documentation submitted in support of the proposal demonstrate that the surrounding road network can accommodate the proposal without undue impact. Further, the proposal will allow for the better utilization of transit directly from Cawthra Road and its interconnectedness to other transit routes and options along Lakeshore and other nearby streets.
- There are numerous adjacent and nearby community services and infrastructure that will help serve the residents on site including the community centre and high school across Cawthra Road from the site.

In terms of the site design, the proposal is compatible with the surrounding character and respects the broader and immediate context by maintaining the existing site's four detached lot frontages for the four detached lots to be located along the western portion of the site development. This extends the comparable lot frontages found to the west for those lots along Blenheim Road. The intervening townhouse development between these detached lots and Cawthra Road reflect the introduction of a more compact form of development that contributes to the mixed housing type found in the surrounding area from South Service Road to Lakeshore in a complementary and compatible manner. All of the proposed housing incorporates site design and built form features that are similarly complementary and compatible: low-rise residential that modestly transitions in height from west-to-east (detached residential to the Cawthra corridor), front and rear yard for amenity and servicing functions, side yards capable of providing access and appropriate spatial separation, high quality building materials, an enhanced Cawthra Road streetscape with extensive vegetation plantings and an articulated dwelling façade.

The proposal properly conforms to and implements the Official Plan appropriately.

5.6 Zoning By-law

The zoning to implement the proposal would generally be compliant with the City's private road provisions as they relate to detached dwellings and townhouse dwellings. This includes general compliance with such provisions as lot frontage, lot coverage, setbacks, dwelling length, height etc. The anticipated rezoning to the respective detached R16 and townhouse RM6 CEC (Common Element Condominium) exceptions are provided in Attachment One of this document.

With respect to detached dwellings on a CEC, private road, the following amendments appear to be needed to implement the proposal:

- Minimum lot area ranging from 419m² to 427m² whereas minimum 550m² is required
- Minimum front setback of 5.3m to the bay window front wall whereas minimum 7.5m is required.
- Minimum setback from a front garage face to the street of 6.1m whereas minimum 7.5m is required
- Maximum encroachment of porch inclusive of stairs of 2.4m whereas maximum 1.5m is required.

With respect to townhouse dwellings on a CEC, private road, the following amendments appear to be needed to implement the proposal:

- Minimum corner lot frontage for lots 5 and 11 only of 8.2m and 7.0m, respectively, whereas minimum 8.3m is required. These lots are irregularly shaped due to the CEC curvature alignment.
- Minimum corner lot area for lot 5 only of 188m² whereas minimum 190m² is required
- Minimum flanking setback from the corner dwelling on lot 16 to the future Cawthra Road streetline of 7.1m whereas minimum 7.5m is required.
- Minimum flanking setback from the corner dwellings on lots 5 and 11 to the private road of 1.4m whereas minimum 4.5m is required.
- Minimum unattached side yard of 0.9m whereas minimum 1.5m is required.
- Minimum setback to a visitor parking space of 1.9m whereas minimum 3.3m is required.
- Maximum encroachment of stairs in the rear yard of 1.9m whereas maximum 1.9m is required.
- Maximum building height of 3 storeys and 9.5m.

5.7 Low Rise Multiple Dwellings

The City's Urban Design Handbook for Low-Rise Multiple Dwellings 2003 Infill Townhouse Guidelines provide assistance in the review of infill townhouse proposals. They serve as a framework within which architectural and landscape design excellence can thrive. The proposal implements the guidelines as follows:

Compatibility –

- Low-rise, two storey built form. The detached dwellings are two storeys. The townhouses are three storeys with the third floor built within the sloped roofline.
- Provides a transition between the various forms of residential as well as between the detached residential and Cawthra Road.
- Heights, mass and scale fits in well with the existing neighbourhood context.

Lights, Views and Privacy –

- The proposed front, rear and side yards – together with the low rise height and design minimizes light, view and privacy impacts on adjacent properties.

Connectivity and Streetscape -

- A consolidated private condominium driveway which contains a walkway provides direct connectivity between the site, Cawthra Road and the surrounding neighbourhood.
- The Cawthra Road building setback maintains an appropriate, generous setback that provides for a good wall alignment with other dwellings along Cawthra.

Natural Features -

- The proposal preserves and incorporates mature vegetation into the site design. The majority of the preservation is along the perimeter of the site.

Dwelling Characteristics –

- The proposed site design encourages a sense of place that is compatible with the neighbourhood character. The characteristics of each dwelling unit reflects the neighbourhood dwelling features appropriately. These features include: rectangular lot configuration; building entrances face the street; ground floor uses encourage activity along the street; sloped roof; amenity space on site concentrated in the rear yard; individual walkways; vehicular access and parking is accessed from the front of each lot; enhanced Cawthra Road façade treatment;

6.0 Summary

The proposal is consistent with the Provincial Policy Statement, conforms to the 2017 Growth Plan and the Mississauga Official Plan policies relating to low-rise residential development, intensification on the Corridor within neighbourhoods, detached residential and the mass, scale and compatible fit of the development within the site's context. The proposed development is an appropriate land use with a compatible built form relationship on site and to the surrounding area.

The supporting plans, reports and material that form part of the processing describe how the proposal can be appropriately considered for the site.

The proposed siting, massing and scale, including the two and three storey height, appropriately responds to the site's lot configuration and size, its physical context and results in no unacceptable significant adverse impact.

The proposal should be approved as it conforms and is consistent with Provincial, Regional and Local policies and represents good planning.

Respectfully,
Action Planning Consultants
Per:

A handwritten signature in black ink that reads "Franco D. Romano". The signature is written in a cursive, flowing style.

Franco D. Romano, MPA, MCIP, RPP
Principal

ATTACHMENT ONE**Draft Official Plan Amendment**

Special Site Policy 16.18.5.____ is added:

Townhouse dwellings are permitted on the lands identified in Special Site _____.

Draft Zoning By-law Exceptions

Zoning Map is amended to rezone the site from R3-1 to R16 - _____ and RM6 - _____

4.7.2.# Exception R16 - #	
In a R16 - # zone, the permitted uses and applicable regulations shall be as specified for an R16 zone except that the following regulations shall apply:	
Regulations	
Minimum lot area – interior lot	415m ²
Minimum front yard – interior lot	5.3m
Minimum setback from a front garage face to a street, CEC – private road or CEC – sidewalk	6.0m
Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards	2.4m

4.12.2.# Exception RM6 - #	
In a RM6 - # zone the permitted uses and applicable regulations shall be as specified for a RM6 zone except that the following uses/regulations shall apply:	
Regulations	
Minimum lot frontage – CEC Corner lot	7.0m
Minimum exterior side yard – lot with an exterior side lot line that is a street line of a designated right-of-way 20.0m or greater	7.1m
Minimum exterior side yard – lot with an exterior side lot line abutting a CEC – private road	1.4m
Minimum interior side yard – unattached side	0.9m
Minimum setback of a townhouse dwelling to a CEC – visitor parking space	1.9m
Maximum height -	9.5m and 3 storeys