

2024

REVISION-2 PLANNING JUSTIFICATION REPORT- UPDATED March 21, 2024

PJR prepared in support of:

**A DRAFT PLAN OF SUBDIVISION
AND A ZONING BY-LAW
AMENDMENT**

**120 Fairview Road West, Mississauga,
Ontario, Regional of Peel**

Prepared for:
**Land and Building Experts
6-570 Alden Rd, Markham, ON L3R
8N5**



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**GFORCE URBAN PLANNERS &
CONSULTANTS-401-2800 SKYMARK
AVENUE, MISSISSAUGA, ONTARIO
3/21/2024**

THIS REPORT SUPERCEDES THE EARLIER PJR
ISSUED ON JANUARY 15, 2024

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Image 1: Satellite Imagery of the neighbourhood of subject property (120 Fairview Rd W)

Summary of Changes for Revision – 2

The second revision of the Planning Justification Report for 120 Fairview Road West has been prepared to supersede the first revision dated January 15, 2024. This document, crafted by G-force Urban Planners and Consultants for Land and Building Experts, incorporates updates in response to feedback received from the city following the submission of the initial revision. These modifications have been made to address specific comments from the city and were refined through discussions with city staff to ensure compliance.

The feedback requiring attention in the planning justification report included two main comments. The first comment was *'#66 Reviewer Response: Jaspreet Sidhu - 2/16/24 - Update PJR to include planning analysis on each site-specific provisions requested. Zoning chart missing height of the units. It appears the Applicants have used the incorrect base zone provisions for the R16-XX zone. Update e Zoning Matrix to ensure the correct base zoning provisions are references and provide a planning analysis on each specific provision.'*

Second *'#97 Reviewer Response: Jaspreet Sidhu - 2/16/24 - R16 base zoning provisions are incorrect, please update'*.

To adequately address these comments, the following sections have been added, revised and/or updated, with changes highlighted in “Orange” for easy identification throughout the report:

3. Proposal

3.1 Proposed Draft Plan of Subdivision

3.2 Proposed Development Lot-wise and Proposed Zoning

Lot Type 1

Lot Type 2

Lot Type 3

Lot Type 4

Lot Type 5

Added section: 3.2.1 Overall Zoning Matrix and site-specific provisions

8. Appendices

Appendix A: Draft Plan of Subdivision

Appendix B: Zoning By-Law Amendment

Executive Summary

The Revision-1 Planning Justification Report for 120 Fairview Road West, prepared by G-force Urban Planners and Consultants for Land and Building Experts, is a revised report and supersedes the Planning Justification report issued in September 2023. Like the previous report, this justification articulates a comprehensive approach to subdivision planning and development of the property and explores how the development aligns with City of Mississauga's urban planning policies and environmental considerations.

This report includes significant revisions and additions in response to revisions made to site plan layout, feedback from the City of Mississauga staff, other stakeholders, commenting agencies and, consultants ensuring compliance with local guidelines and objectives.

The following sections are revised/ updated or added in the revised Planning Justification Report- R1

1. Introduction – Updated as per revised site plan
 - 1.1 Brief of Pre-consultation meeting – Updated as per revised site plan.
3. Proposal – Updated as per revised site plan
 - 3.1 Proposed draft plan of Subdivision – Updated as per revised site plan.
 - 3.2 Proposed Development Lot-wise and Proposed Zoning – Updated as per revised site plan and proposed zoning by-law
 - 3.3 Conceptual Integration of 120 and 130 Fairview Road Development – New Addition
- 4.6 City of Mississauga Zoning By-law – Renumbered and Revised as per new site plan and comments received.
- 4.7 Bill 23: More Homes Built Faster, 2022 and Bill 109: More Homes for Everyone, 2022 - Renumbered
- 5.2 Arborist Report with Tree inventory and Tree Preservation Plan – Updated as per revised report.
- 5.4 Traffic Impact Study – Updated as per revised report.

In the introduction, the context of the development is set, highlighting its objectives and scope, with a focus on sustainable urban development and efficient land use. The pre-consultation meeting brief details chronological development of proposal to present stage, the feedback and requirements from the city, which have been incorporated into the development plan. This ensures that the proposal aligns with the city's expectations and planning regulations.

The proposal section has undergone substantial revisions. The draft plan of subdivision proposes dividing the 3614.25 sq.m. property into 9 lots for 8 single-detached dwelling units. The intent being to optimize land use and enhance community integration. The proposed zoning by-law amendment is revised as per pre-consultation comments and feedback received from the city on the initial submission. Zoning designations have changed to accommodate a diverse range of housing options while adhering to the City of Mississauga's zoning by-laws. A new addition is the inclusion of a tertiary plan that integrates the development of 120 with the future development of 130 Fairview Road. This illustrates a strategic

planning approach for the cohesive development of these properties. It also ensures a unified and efficient use of shared spaces and infrastructure.

Revisions in the Arborist Report and Traffic Impact studies are made to address the impact of the development as per revision in site layout.

In summary, the revised report demonstrates a thorough and adaptive approach, considering both community needs and environmental sustainability. The modifications underscore the commitment to creating a development that is viable, compliant with local planning policies, and responsive to city officials' and community stakeholders' feedback. This development represents a thoughtful integration of residential living with the existing urban fabric of Mississauga, ensuring a harmonious and sustainable expansion of the community. By balancing development needs with environmental stewardship and community well-being, the proposal sets a precedent for future urban developments in the area.

If you have any questions, reach me at 6472969175 or email me at manni@gforceplanners.ca

Regards



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1. Introduction

G-force Urban Planners and Consultants have been retained by 'Land and Building Experts' to prepare Planning Justification Report to support the Draft Plan of Subdivision and Zoning By-law amendment application for the property municipally addressed as 120 Fairview Road West, Mississauga, Ontario. This property is legally described as Plan 334 Lot 13, Ward 7.

The property is 3614.25 Sqm., or 0.09 Acres. It has a 30.27 metres frontage along Fairview Road and 84.5 metres frontage on Sir Antonio Drive.



Image 2: 120 Fairview - Site Aerial Image

This report provides the analysis to determine the appropriateness for the proposed plan of subdivision. As a result, this document seeks to justify the zoning changes required to bring justification to the development proposal. The report also reviews and uses applicable policies from the existing Provincial Regional and City documents in support of the Plan of Subdivision and Rezoning application. This document showcases our opinion on the projects suitability under the existing Provincial, Regional and local policies.

The report is prepared in general accordance with the 'Terms of Reference: Planning Justification Report, issued by City of Mississauga, Planning and Building Department, Development and Design Division.

The report investigates whether the planning and development of this project has been founded on best planning principles and reflects, to a large extent, the vision of the development as propagated by the city of Mississauga through the various development guidelines, and official plan.

1.1. Pre-consult meeting & post-meeting consultations.

Initially, Land & Building Experts Ltd. submitted a proposal for a subdivision of 9 lots via a private road for the property at 120 Fairview Road West, Mississauga, Ontario, on February 16, 2023. This proposal was further discussed in a pre-consultation meeting with the City of Mississauga staff on March 29, 2023, outlining a development comprising 9 detached dwelling units, with 3 units on a Common Element Condominium (CEC) road and 6 freehold single detached dwellings. The meeting aimed to provide a comprehensive list of submission requirements for a complete application.

City staff provided a checklist for the Draft Plan of Sub-division and Zoning By-law Amendment applications, which comprises of following studies, reports, documents, and drawings:

- Context Plan, Site Plan
- Recent Survey Plan
- Grading/ Site Servicing Plan / Cross Sections
- Draft Plan of Subdivision
- Building Elevations
- Draft Zoning by-law scheduled.
- Draft Notice Sign Mock-up
- Community Engagement Meeting
- Planning Justification Report
- Acoustical Feasibility Study
- Arborist Report
- Tree Inventory / Tree Preservation Plan
- Parcel register showing Easements / Restrictions on title
- Traffic Impact Study
- Stormwater Management Report
- Functional Servicing Report (FSR)
- Geotechnical Report
- Environment Site Screen Questionnaire and Declaration Schedule (ESSQD)
- Environmental Site Assessment (Phase 1)
- Other Acknowledgement forms

In this meeting the proposed development of 9 detached dwelling units was discussed (3 dwelling units on a CEC and 6 freehold dwelling units) with the aim to determine its viability, appropriateness and to understand Staff concerns to the proposal.

After, receiving feedback from staff during the pre-consult, the city's initial preference for a public road and cul-de-sac design was examined by the Applicant and their team. However, it was determined that accommodating 9 lots within the subject property while adhering to the design proposed by city staff, would render the project financially unviable as it would result in the loss of one lot (to accommodate the Cul-de-sac) and also reduce the size of the 3 lots (due to additional right of way requirements of a public road). As a result, the submission proceeded based on the CEC road configuration.

Dialogue with the city on May 2, 2023, led to a consideration of the CEC road proposal, as detailed in the guidelines received from the city's Transportation & Works department. The DARC application followed on September 14, 2023.

Subsequent engagement with the local Councillor led to the waiving of the Community Engagement Meeting requirement. After receiving DARC comments on November 7, 2023, a meeting was convened with the Planning Staff on November 15, 2023, to deliberate on the required turnaround facility.

Ongoing negotiations culminated in an agreement, reached in the November 15, 2023, meeting, to keep Lot 3 undeveloped for the time being, providing necessary space for the internal turning of vehicles. This decision was made to prevent any potential restrictions on the future redevelopment of the adjacent property at 130 Fairview Road. Furthermore, in a subsequent meeting on December 6, 2023, city staff agreed that once redevelopment at 130 Fairview Road is undertaken, Lot 3 would be developed into the ninth detached dwelling unit, in accordance with the original proposal.

In further discussions with the planning department regarding visitor parking culminated in an exemption from additional visitor parking requirements due to the design plan's inclusion of sufficient parking for each residence i.e. 2 car garages and 2 driveway parking (4 parking spaces per lot) along the CEC road.

The proposal, therefore, encapsulates the consultative process with city staff to ensure that the proposed development adheres to the optimal planning principles and upholds the city's developmental vision as per the guidelines and the official plan.

2. Site and Surrounding Context

The following sections describe the subject property's existing site context, accessibility and the immediate and surrounding land uses.

2.1 Site Description

The lot addressed as 120 Fairview Road West; Mississauga is of area 3614.25 Sqm. Or 0.09 Acres. The main frontage along Fairview Road is 30.27 m. The site also fronts on Sir Antonio Drive. The site is almost a parallelogram in shape and there are some plantations at the rear end of property. The right side is shared by 130 Fairview Road W and rear side is adjacent to 245 Cossack Ct Unit 1, Mississauga.

Presently there is a detached house on the property which will be demolished to execute this proposal.



Image 3: Image of Subject Site from Fairview Road West



Image 4: Image of Subject Site from Fairview Road W looking through Sir Antonio Drive

2.2 Surrounding Area Context

The neighbourhood is predominantly detached residential. Also, the development in past few years is also following this trend of detached dwelling unit. There are good public amenities including Fairview tennis court, Fairview Park, Family centre, T.L. Kennedy Soccer and Football court within 700m radius.

There are two schools, YMCA childcare centre, several convenience retail stores, church and multiple restaurants and takeouts within walkable distance of 250m to 900m.

Predominant land use is low density residential in nature with few commercial stores in pockets. The immediate area surrounding the subject property generally consists of detached residential homes.

North: The property immediately north of the subject property consists of a single detached residential dwelling. Further north, along Hurontario street are additional some high-density residential dwellings, town homes and upcoming high-density mixed-use development.

East: This side of the subject property are also characterized by existing low-density single detached residential dwellings. Beyond this is Cooksville GO station.

South: This side of the subject property are again Low-density, single detached residential dwellings and public green spaces like Fairview Park and tennis court.

West: Apart from low-density single detached dwelling units, towards west and north-west of the property, there are schools, convenience retail outlets and church along central parkway road



Image 5: Aerial image highlighting surrounding amenities within walkable distances from the site.

2.3 Transit Context



Image 6: Bird's eye view of subject site showing Transit context and main connections.

The location benefits from excellent connectivity via major arterial roads. Fairview Road provides convenient access to both Confederation Parkway Drive to the right and Hurontario Street to the left. The site also enjoys robust public transit accessibility. The local bus stop on Hurontario Street is conveniently located just 400 meters away, equivalent to a brief 5-minute walk. For regional transit, the Cookville GO station is reachable within a 1.2-kilometer radius, translating to a comfortable 15-minute walk from the site. Finally, the location is also crucial as it is within 600m walkable distance to the proposed Hurontario LRT line.

3. Proposal

The proposal is to subdivide the 3614.25 Sqm. (0.09 Acres) land parcel to create 9 lots and develop 8 dwelling units out of the nine lots. Lot number 3 adjacent to 144 Danielson Court is left vacant for future development. Presently this lot will serve as a hammerhead to facilitate turning of vehicles. Once 130 Fairview is development the two properties will integrate for the purpose of traffic circulation and the vacant lot will then be released for development. A 7m private CEC road (common element condominium) will connect to Sir Antonio Drive.

3.1 Proposed Draft Plan of Subdivision

The Draft Plan of Subdivision enclosed with this submission is intended to support the creation of 9 lots to develop 8 single detached dwelling unit aimed at creating a well-planned and cohesive community. The development project is designed to cater to provide a varied housing preference, while adhering to the urban character of this neighbourhood and ensuring a harmonious living experience for present and

future homeowners. Lot 3 will be left undeveloped at this time to facilitate vehicular turning and will be developed into single detached dwelling unit once development on 130 Fairview Road is undertaken.

The proposed subdivision plan includes around 5 different sizes of lots. Out of these, there are three bigger lots each with a minimum area of 415 sqm and a frontage of at least 13.5 m. Additionally, six interior lots are planned, each spanning a minimum of 295 sqm and featuring a frontage of at least 9.75 m.

To ensure convenient access to the lots, a private road - common element condominium (CEC) of 7m in width is planned, connecting to Sir Antonio Drive. This road will provide access to the Type 1 lots, ensuring ease of entry and exit for residents. For Lot types 2 and 3, access is proposed to be provided through Sir Antonio Drive, while Lot types 4 and 5 will have direct access through Fairview Road West.

The proposed 7 m wide CEC road is planned in such a way that it facilitates the redevelopment of the neighbouring property and is expected to be shared with the property 130 Fairview Road; in case it undergoes re-development in future. A 3m easement will be provided on one side of the CEC road to facilitate servicing to the site and 130 Fairview Road in future. A 2m sidewalk on the other side of the CEC will also be provided pedestrian movement within the development. Additionally, 3 feet (0.914m) landscape buffer is provided at the property end where the CEC road terminates. Once 130 Fairview Road is developed, this strip will be removed to permit the CEC road to connect to the adjoining property

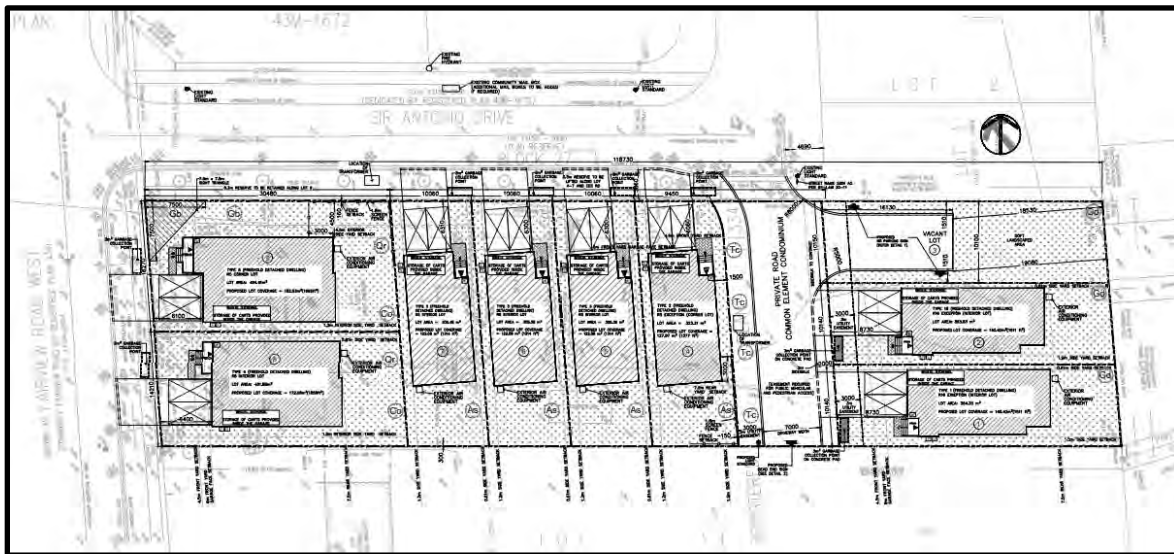


Image 7: Site layout showing Draft plan of subdivision and CEC road. – (revised image 7 to reflect updated site plan)

A full site plan with lot wise details of Draft plan of Sub-division is provided in Appendix A

3.2 Proposed Development Lot-wise and Proposed Zoning

Aligning with the overarching goals to encourage community-centric development and adhere to the mandates of zoning by-laws, the proposed development envisages a harmonious blend of residential spaces within the framework of the existing environment. While the current zoning classification for the site under consideration is 'Residential zone - R3', primarily allowing for single detached dwelling units on spacious lots, the proposed changes are designed to accommodate the evolving demands of modern living without infringing on the spirit of the R3 designation. Therefore, the proposed zoning by-law amendment

is to change the use to R16-Exception designation for lot number 1 to 3 and R5 designation for lot number 4 to 9, which permits detached dwelling units on moderate sized lots. The further breakdown of these proposed changes is provided in Section 4.6 of this report.

The development introduces five distinct lot types. While their intended use remains consistent, variations exist in terms of their sizes and placements. Some lots are situated at corner positions while others occupy interior location.

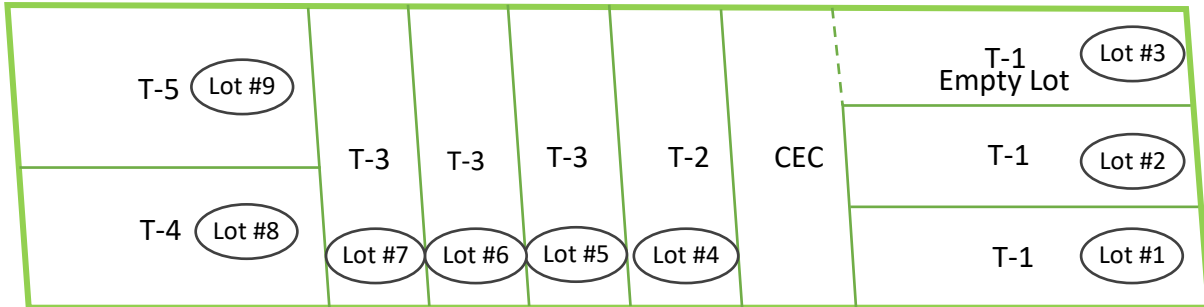


Image 8: Sketch of subject site showing different types of lot locations in layout.

Detailed specifications and zoning information for each lot are elaborated upon in the subsequent sections. For a visual reference of lot positions, please consult Image 8, which labels each lot from 1 to 5.

Lot Type 1

The layout and zoning information of lot type-1 is shown below:



The lot is of 354.35 Sqm. With a frontage of 10.14 m on CEC road. The proposed lot coverage is of about 140.42 sqm and the gross floor area of about 236.16 sqm. The lot is designed with two garages and a porch in front. There is an 8.22m of rear setback leaving ample space for the backyard.

Details of by-law for lot type-1 are mentioned in the zoning matrix below:

ZONING MATRIX

ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6

ZONING: R16-EXCEPTION (INTERIOR LOT)

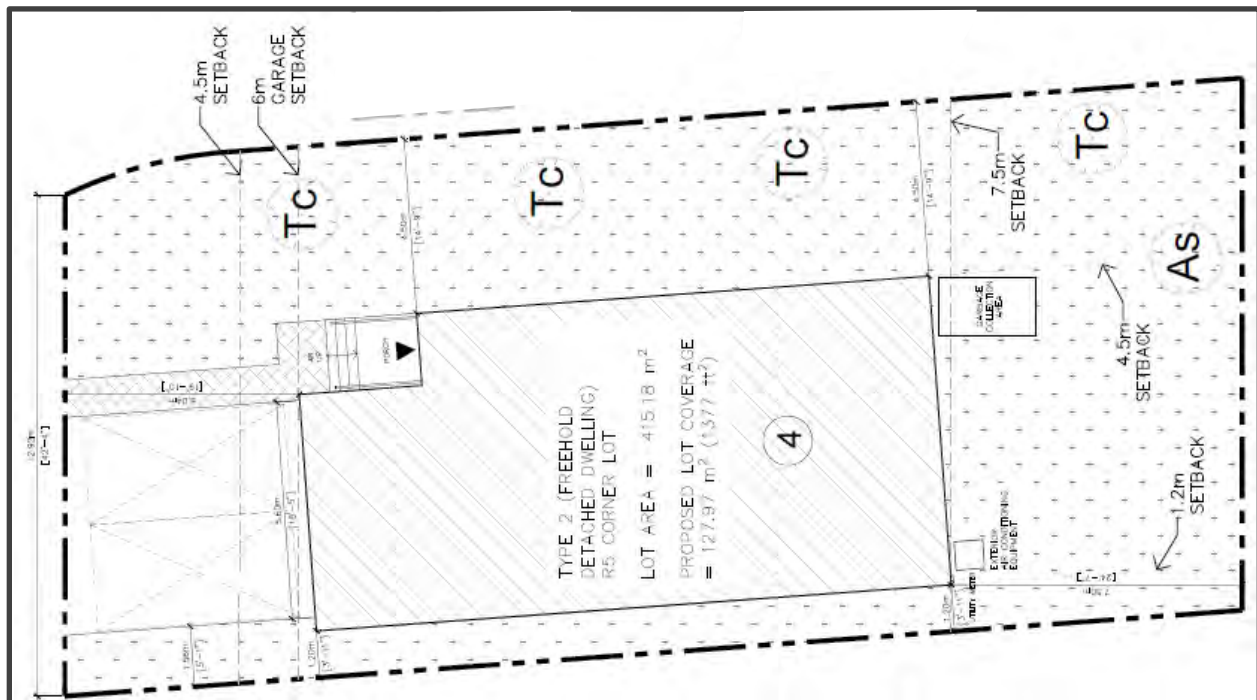
	R16 REQUIREMENTS	PROPOSED R16-EXCEPTION	PROPOSED	BY-LAW
LOT AREA	MIN. 550m ²	MIN. 300m ²	354.35m ²	ZONING BY-LAW 0225-2007, 4.7.1 (3.1)
LOT FRONTAGE	MIN. 15m	MIN. 10m	10.14m	ZONING BY-LAW 0225-2007, 4.7.1 (4.1)
LOT COVERAGE	MAX. 35%	MAX. 45%	39.62%	ZONING BY-LAW 0225-2007, 4.7.1 (5.0)
FRONT YARD SETBACK	MIN. 7.5m	MIN. 4.5m / MIN. 6m (GARAGE FACE)	8.33m	ZONING BY-LAW 0225-2007, 4.7.1 (6.1)
EXTERIOR SIDE YARD SETBACK	MIN 6.0m FOR EXTERIOR SIDE LOT LINE ABUTTING A STREET/CEC-SIDEWALK; MIN 3.3m FOR EXTERIOR SIDE LOT LINE ABUTTING A SIDEWALK.	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (7.0)
INTERIOR SIDE YARD SETBACK	1.2m PLUS 0.61m FOR EACH ADDITIONAL STOREY OR PORTION THEREOF ABOVE ONE STOREY	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.23m AND 0.65m	ZONING BY-LAW 0225-2007, 4.7.1 (8.1)
REAR YARD SETBACK	MIN 7.5m	MIN 7.5m	8.22m	ZONING BY-LAW 0225-2007, 4.7.1 (9.1)
HEIGHT	MAX 10.7m	-	8.43m	ZONING BY-LAW 0225-2007, 4.7.1 (10.0)
ENCROACHMENTS – PORCH OR DECK INCLUSIVE OF STAIRS LOCATED AT AND ACCESSIBLE FROM THE FIRST STOREY INTO THE REQUIRED FRONT AND EXTERIOR SIDE YARDS	MAX 1.5m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.1)
ENCROACHMENTS – AWNING, WINDOW, CHIMNEY, PILASTER OR CORBEL, WINDOW WELL, AND STAIRS WITH A MAX. 3 RISERS, INTO THE REQ. FRONT AND EXTERIOR SIDE YARDS	MAX 0.6m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.2)
ENCROACHMENTS – PORCH OR DECK INCLUSIVE OF STAIRS LOCATED AT AND ACCESSIBLE FROM THE FIRST STOREY, OR AWNING INTO THE REQ. REAR YARD	MAX 5.0m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.3)
ENCROACHMENTS – BALCONY, WINDOW, CHIMNEY, PILASTER OR CORBEL, WINDOW WELL, AND STAIRS WITH A MAX. OF 3 RISERS. INTO THE REQUIRED REAR YARD	MAX 1.0m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.4)
SETBACK OF A DETACHED DWELLING TO A CEC – VISITOR PARKING SPACE	MIN. 3.3m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.5)
SETBACK OF A DETACHED DWELLING TO A CEC – AMENITY AREA	MIN. 1.5m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.6)
ATTACHED GARAGE	PERMITTED	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.7.1 (12.1)
NUMBER OF PARKING SPACE	MIN. 2	MIN. 2	4	ZONING BY-LAW 0225-2007, TABLE 3.1.2.1 (7.0)
VISITOR PARKING SPACES	MIN. 1	MIN. 0	0	ZONING BY-LAW 0225-2007, TABLE 3.1.2.1 (7.0)
DRIVEWAY WIDTH	LESSER OF 8.5m or 50% OF THE LOT FRONTAGE	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.60m	ZONING BY-LAW 0225-2007, 4.7.1 (12.5)

DRIVEWAY WIDTH	LESSER OF 8.5m or 50% OF THE LOT FRONTAGE	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.60m	ZONING BY-LAW 0225-2007, 4.7.1 (12.5)
WIDTH OF CEC ROAD	MIN. 7.0m	MIN. 7.0m	7.0m	ZONING BY-LAW 0225-2007, 4.7.1 (13.1)
WIDTH OF CEC ROAD ABUTTING PARALLEL COMMON VISITOR PARKING	MIN. 6.0m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (13.2)
CEC ROADS AND AISLES TO BE SHARED WITH ABUTTING LANDS WITH THE SAME R16 BASE ZONE and/or R16 EXCEPTION ZONE	PERMITTED	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (13.3)
SIDEWALK WIDTH	MIN. 2.0m	MIN. 2.0m	2.0m	ZONING BY-LAW 0225-2007, 4.7.1 (13.4)
ACCESSORY BUILDING AND STRUCTURES	PERMITTED	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.7.1 (14.0)

This lot is envisioned to be suitable for small to medium-sized families. There is a parking garage that can accommodate two cars and the back yard is spacious enough to serve a variety of purposes be it children’s play area, kitchen garden, patio, etc.

Lot Type 2

The layout and zoning information of lot type-2 is shown below:



The lot is of 415.18 Sqm. With a frontage of 14.03 m on CEC road. The proposed lot coverage is of about 127.97 sqm and gross floor area of about 213.72 sqm. Lot is designed with two garages and a porch in front. There is a 7.50 m of rear setback leaving ample space for the backyard.

Details of by-law for lot type-2 are mentioned in the zoning matrix below:

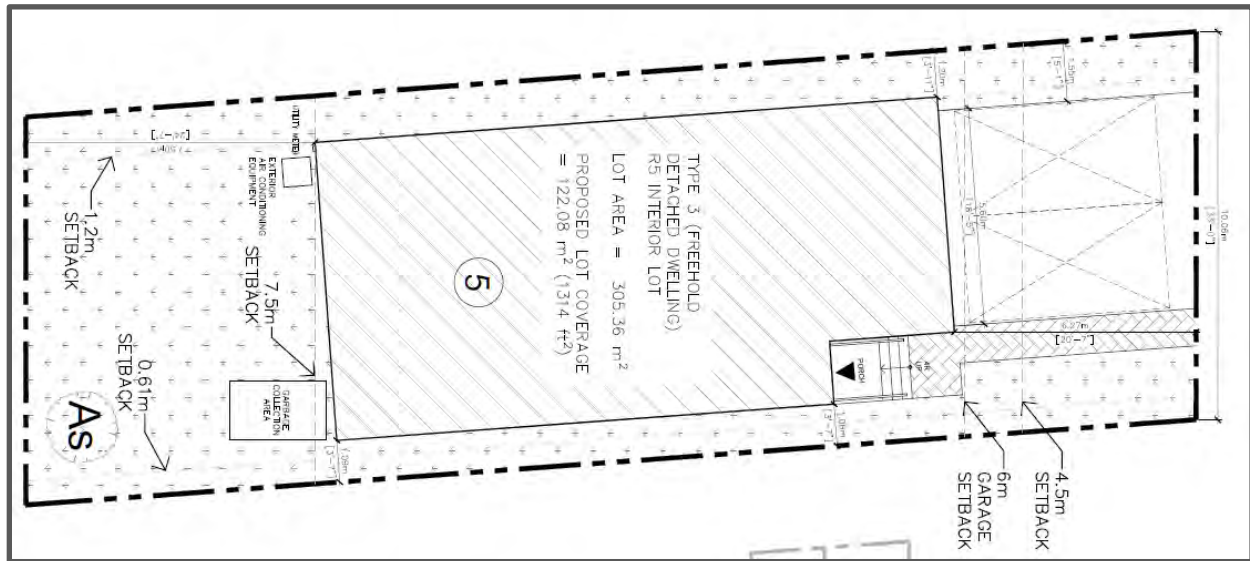
ZONING MATRIX				
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6				
ZONING: R5 (CORNER LOT)				
	R5 REQUIREMENTS	PROPOSED R5-EXCEPTION REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 415m ²	MIN. 300m ²	323.31m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.2)
LOT FRONTAGE	MIN. 13.5m	MIN. 9m	10.71m	ZONING BY-LAW 0225-2007, 4.2.1 (4.2)
LOT COVERAGE	MAX. 40%	-	39.58%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	-	6.04m	ZONING BY-LAW 0225-2007, 4.2.1 (6.2)
EXTERIOR YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	MIN. 1.5m	1.50m	ZONING BY-LAW 0225-2007, 4.2.1 (7.0)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m	-	1.20m	ZONING BY-LAW 0225-2007, 4.2.1 (8.2)
REAR YARD SETBACK	MIN. 7.5m	-	7.50m	ZONING BY-LAW 0225-2007, 4.2.1 (9.2)
HEIGHT	MAX. 10.7m	-	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)
WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	-	3.17m	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	-	YES	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	-	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	-	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	-	5.60m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	-	41.68%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	-	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)

This lot is envisioned to be suitable for medium to large-sized families. Along with the backyard, there is a 4.5m wide side yard present which leaves much bigger space for outdoor activities.

As per the zoning matrix, the site-specific exceptions requested from Zone R5 to R5 Exception are for Lot area, Minimum Frontage, and Exterior side yard. These site-specific provisions will facilitate the accommodation of the 3m easement and full 7m driveway. The proposed lot size of 300 sqm for the corner lot frontage of 9m instead of 13.5m and finally exterior yard setback of 1.5m instead of the proposed 4.5m will facilitate to intensify the lot in a functional and optimized way. The proposed

dimensions for the lot are closely aligned with the allowed dimensions for interior lots. Given that the lot's exterior side faces a private CEC road, where traffic is anticipated to be significantly lower than on public roads, the adjustments in the lot area and reduced side yard setback are not expected to have any adverse effects on the surrounding area. The lot frontage is reduced to 9m to accommodate the requirement of intensification. However, the proposed lot size and conceptual site plan still adhere to Ontario's building code.

Lot Type 3



The lot is of 305.36 Sqm. With frontage of 10.06 m on Sr Antonio Road. Proposed lot coverage is of about 122.08 sqm and gross floor area of about 202.81 sqm. Lot is designed with two garages and a porch in front. There is a 7.50 m of rear setback leaving ample space for backyard.

Details of by-law for lot type-3 are mentioned in the zoning matrix below:

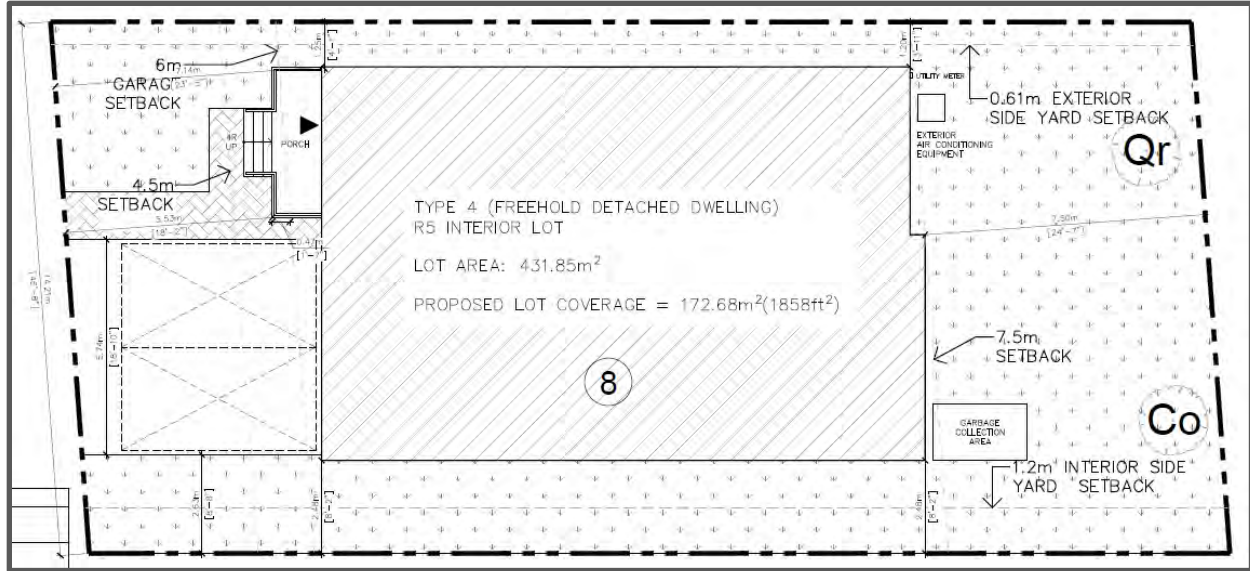
ZONING MATRIX			
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6			
ZONING: R5 - Exception			
	REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 295m ²	305.36m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.1)
LOT FRONTAGE	MIN. 9.75m	10.06m	ZONING BY-LAW 0225-2007, 4.2.1 (4.1)
LOT COVERAGE	MAX. 40%	39.97%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	6.27m	ZONING BY-LAW 0225-2007, 4.2.1 (6.0)

INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.08m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.20m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
REAR YARD SETBACK	MIN. 7.5m	7.50m	ZONING BY-LAW 0225-2007, 4.2.1 (9.1)
HEIGHT	MAX. 10.7m	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)
WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	3.25m	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	YES	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (8.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.60m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	40.92%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)

Similar to type-1 lot, this lot is also envisioned to be suitable for small to medium sized family. There is parking garage can accommodate two cars and back yard is spacious enough to serve for variety of purposes.

Lot Type 4

The layout and zoning information of lot type-4 is shown below:



The lot is of 431.85 Sqm. With frontage of 14.21 m on Fairview Road. Proposed lot coverage is of about 172.68 sqm and gross floor area of about 304.44 sqm. Lot is designed with two garages and a porch in front. There is a 7.50 m of rear setback leaving ample space for backyard and a wide side yard.

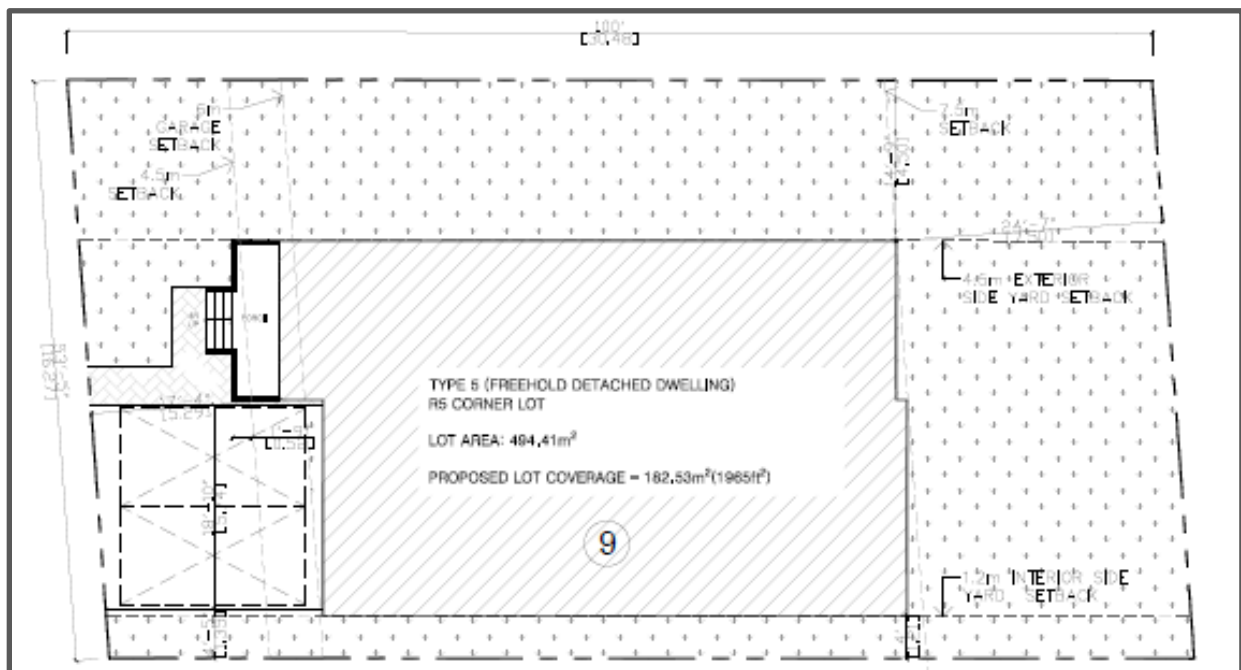
Details of by-law for lot type-3 are mentioned in the zoning matrix below:

ZONING MATRIX			
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6			
ZONING: R5 - Exception			
	REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 295m ²	431.85m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.1)
LOT FRONTAGE	MIN. 9.75m	14.21m	ZONING BY-LAW 0225-2007, 4.2.1 (4.1)
LOT COVERAGE	MAX. 40%	39.98%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	5.53m	ZONING BY-LAW 0225-2007, 4.2.1 (6.0)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.20m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	2.48m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
REAR YARD SETBACK	MIN. 7.5m	7.50m	ZONING BY-LAW 0225-2007, 4.2.1 (9.1)
HEIGHT	MAX. 10.7m	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)

WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.74m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	49.82%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)

Lot Type 5

The layout and zoning information of lot type-5 is shown below:



The lot is of 494.41 Sqm. With frontage of 16.27 m on Fairview Road. Proposed lot coverage is of about 182.53 sqm and gross floor area of about 319.02 sqm. Lot is designed with two garages and a porch in front. There is a 7.50 m of rear setback leaving ample space for backyard and a wide side yard.

Details of by-law for lot type-5 are mentioned in the zoning matrix below:

ZONING MATRIX			
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6			
ZONING: R5 (CORNER LOT)			
	REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 415m ²	494.41m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.2)
LOT FRONTAGE	MIN. 13.5m	16.27m	ZONING BY-LAW 0225-2007, 4.2.1 (4.2)
LOT COVERAGE	MAX. 40%	36.91%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	5.29m	ZONING BY-LAW 0225-2007, 4.2.1 (6.0)
EXTERIOR SIDE YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	4.50m	ZONING BY-LAW 0225-2007, 4.2.1 (7.0)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m	1.20m	ZONING BY-LAW 0225-2007, 4.2.1 (8.2)
REAR YARD SETBACK	MIN. 7.5m	7.52m	ZONING BY-LAW 0225-2007, 4.2.1 (9.2)
HEIGHT	MAX. 10.7m	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)

WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.74m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	49.97%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)
PORCH/DECK ENCROACHMENTS	MAX. 1.6m INTO FRONT/EXTERIOR SIDE YARD AND MAX. 5m INTO REAR YARD ; 1.5m FROM REAR LOT LINE AND 0.61m FROM INTERIOR/EXTERIOR SIDE LOT LINE	0.52m	ZONING BY-LAW 0225-2007, 4.1., 5.1-5.2

Lots 4 and 5 are designed to cater to medium to large families. Equipped with parking spaces for two vehicles and a porch, these lots also boast a more expansive built-up area. The generous rear and side yards provide ample space, making them versatile for a range of activities and purposes.

3.2.1 Overall Zoning Matrix and site-specific provisions

On analyzing the detailed lot-wise proposal, the overall site is proposed to be re-zoned as two different zones.



Image 9: Not to scale figure showing the proposed split zones.

The application for a zoning by-law amendment supports the envisioned development, seeking to rezone the property from a Residential Zone (R3) to a split zoning classification of R16-Exception and R5-Exception. This rezoning initiative is designed to promote intensification by enabling the construction of detached dwellings on smaller lots, which are not only more cost-effective but also adequately meet the contemporary needs of families. The requested exceptions are carefully considered to address the unique characteristics of the site, ensuring that the development remains in alignment with the objectives of the

zoning by-law. At the same time requested exceptions harmoniously blend with the existing architectural styles of the neighboring community, thus preserving the area's aesthetic continuity.

The detailed matrix for the first proposed zone is as follows:

1. Zone R16-Exception

ZONING MATRIX				
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6				
ZONING: R16-EXCEPTION				
LEGAL DESCRIPTION: PLAN 334 LOT 13				
	REQUIREMENTS	PROPOSED	EXCEPTION REQUIRED	BY-LAW
LOT AREA	MIN. 550m ²	MIN. 300m ²	YES	ZONING BY-LAW 0225-2007, 4.7.1 (3.1)
LOT FRONTAGE	MIN. 15m	MIN. 10m	YES	ZONING BY-LAW 0225-2007, 4.7.1 (4.1)
LOT COVERAGE	MAX. 35%	MAX. 45%	YES	ZONING BY-LAW 0225-2007, 4.7.1 (5.0)
FRONT YARD SETBACK	MIN. 7.5m	MIN. 4.5m / MIN. 6m (GARAGE FACE)	YES	ZONING BY-LAW 0225-2007, 4.7.1 (6.1)
EXTERIOR SIDE YARD SETBACK	MIN 6.0m FOR EXTERIOR SIDE LOT LINE ABUTTING A STREET/CEC-SIDEWALK; MIN 3.3m FOR EXTERIOR SIDE LOT LINE ABUTTING A SIDEWALK.	-	NO	ZONING BY-LAW 0225-2007, 4.7.1 (7.0)
INTERIOR SIDE YARD SETBACK	1.2m PLUS 0.61m FOR EACH ADDITIONAL STOREY OR PORTION THEREOF ABOVE ONE STOREY	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	YES	ZONING BY-LAW 0225-2007, 4.7.1 (8.1)
REAR YARD SETBACK	MIN 7.5m	MIN 7.5m	NO	ZONING BY-LAW 0225-2007, 4.7.1 (9.1)
HEIGHT	MAX 10.7m	MAX 10.7m	NO	ZONING BY-LAW 0225-2007, 4.7.1 (10.0)
ENCROACHMENTS - PORCH OR DECK INCLUSIVE OF STAIRS LOCATED AT AND ACCESSIBLE FROM THE FIRST STOREY INTO THE REQUIRED FRONT AND EXTERIOR SIDE YARDS	MAX 1.5m	-	NO	ZONING BY-LAW 0225-2007, 4.7.1 (11.1)
ENCROACHMENTS - AWNING, WINDOW, CHIMNEY, PILASTER OR CORBEL, WINDOW WELL, AND STAIRS WITH A MAX. 3 RISERS, INTO THE REQ. FRONT AND EXTERIOR SIDE YARDS	MAX 0.6m	-	NO	ZONING BY-LAW 0225-2007, 4.7.1 (11.2)

ENCROACHMENTS – PORCH OR DECK INCLUSIVE OF STAIRS LOCATED AT AND ACCESSIBLE FROM THE FIRST STOREY, OR AWNING INTO THE REQ. REAR YARD	MAX 5.0m	–	NO	ZONING BY-LAW 0225-2007, 4.7.1 (11.3)
ENCROACHMENTS – BALCONY, WINDOW, CHIMNEY, PILASTER OR CORBEL, WINDOW WELL, AND STAIRS WITH A MAX. OF 3 RISERS. INTO THE REQUIRED REAR YARD	MAX 1.0m	–	NO	ZONING BY-LAW 0225-2007, 4.7.1 (11.4)
SETBACK OF A DETACHED DWELLING TO A CEC – VISITOR PARKING SPACE	MIN. 3.3m	–	NO	ZONING BY-LAW 0225-2007, 4.7.1 (11.5)
SETBACK OF A DETACHED DWELLING TO A CEC – AMENITY AREA	MIN. 1.5m	–	NO	ZONING BY-LAW 0225-2007, 4.7.1 (11.6)
ATTACHED GARAGE	PERMITTED	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.7.1 (12.1)
NUMBER OF PARKING SPACE	MIN. 2	MIN. 2	NO	ZONING BY-LAW 0225-2007, TABLE 3.1.2.1 (7.0)
VISITOR PARKING SPACES	MIN. 1	MIN. 0	YES	ZONING BY-LAW 0225-2007, TABLE 3.1.2.1 (7.0)
DRIVEWAY WIDTH	LESSER OF 8.5m or 50% OF THE LOT FRONTAGE	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	YES	ZONING BY-LAW 0225-2007, 4.7.1 (12.5)
WIDTH OF CEC ROAD	MIN. 7.0m	MIN. 7.0m	NO	ZONING BY-LAW 0225-2007, 4.7.1 (13.1)
WIDTH OF CEC ROAD ABUTTING PARALLEL COMMON VISITOR PARKING	MIN. 6.0m	–	NO	ZONING BY-LAW 0225-2007, 4.7.1 (13.2)
CEC ROADS AND AISLES TO BE SHARED WITH ABUTTING LANDS WITH THE SAME R16 BASE ZONE and/or R16 EXCEPTION ZONE	PERMITTED	–	NO	ZONING BY-LAW 0225-2007, 4.7.1 (13.3)
SIDEWALK WIDTH	MIN. 2.0m	MIN. 2.0m	NO	ZONING BY-LAW 0225-2007, 4.7.1 (13.4)
ACCESSORY BUILDING AND STRUCTURES	PERMITTED	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.7.1 (14.0)

2. Zone R5- Exception

ZONING MATRIX				
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6				
ZONING: R5 EXCEPTION (INTERIOR LOT)				
LEGAL DESCRIPTION: PLAN 334 LOT 13				
	REQUIREMENTS	PROPOSED	EXCEPTION REQUIRED	BY-LAW
LOT AREA (INTERIOR LOT)	MIN. 295m ²	–		ZONING BY-LAW 0225-2007, 4.2.1 (3.1)
LOT AREA (CORNER LOT)	MIN. 415m ²	MIN. 300m ²	YES	
LOT FRONTAGE (INTERIOR LOT)	MIN. 9.75m	–		ZONING BY-LAW 0225-2007, 4.2.1 (4.1)
LOT FRONTAGE (CORNER LOT)	MIN. 13.5m	MIN. 9m	YES	
LOT COVERAGE	MAX. 40%	–		ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	–		ZONING BY-LAW 0225-2007, 4.2.1 (6.1)
EXTERIOR YARD SETBACK (INTERIOR LOT)	MIN. 4.5m / MIN. 6m (GARAGE FACE)	–		ZONING BY-LAW 0225-2007, 4.2.1 (7.0)
EXTERIOR YARD SETBACK (CORNER LOT)	MIN. 4.5m / MIN. 6m (GARAGE FACE)	MIN. 1.5m	YES	
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	–		ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
REAR YARD SETBACK	MIN. 7.5m	–		ZONING BY-LAW 0225-2007, 4.2.1 (9.1)
HEIGHT	MAX. 10.7m	–		ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	–		ZONING BY-LAW 0225-2007, 4.2.1 (11.1)
WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	–		ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	–		ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	–		ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	–		ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	–		ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	–		ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	–		ZONING BY-LAW 0225-2007, 4.2.1 (13.0)

3.3 Conceptual Integration of 120 and 130 Fairview Road Development

This section outlines a conceptual development scenario where the subject property at 120 Fairview Road and the adjacent land parcel at 130 Fairview Road are cohesively planned. The concept demonstrates the use of a Common Element Condominium (CEC) road constructed for 120 Fairview Road, which will also strategically serve as the access point for the rear lots of the neighboring 130 Fairview Road upon its future redevelopment.

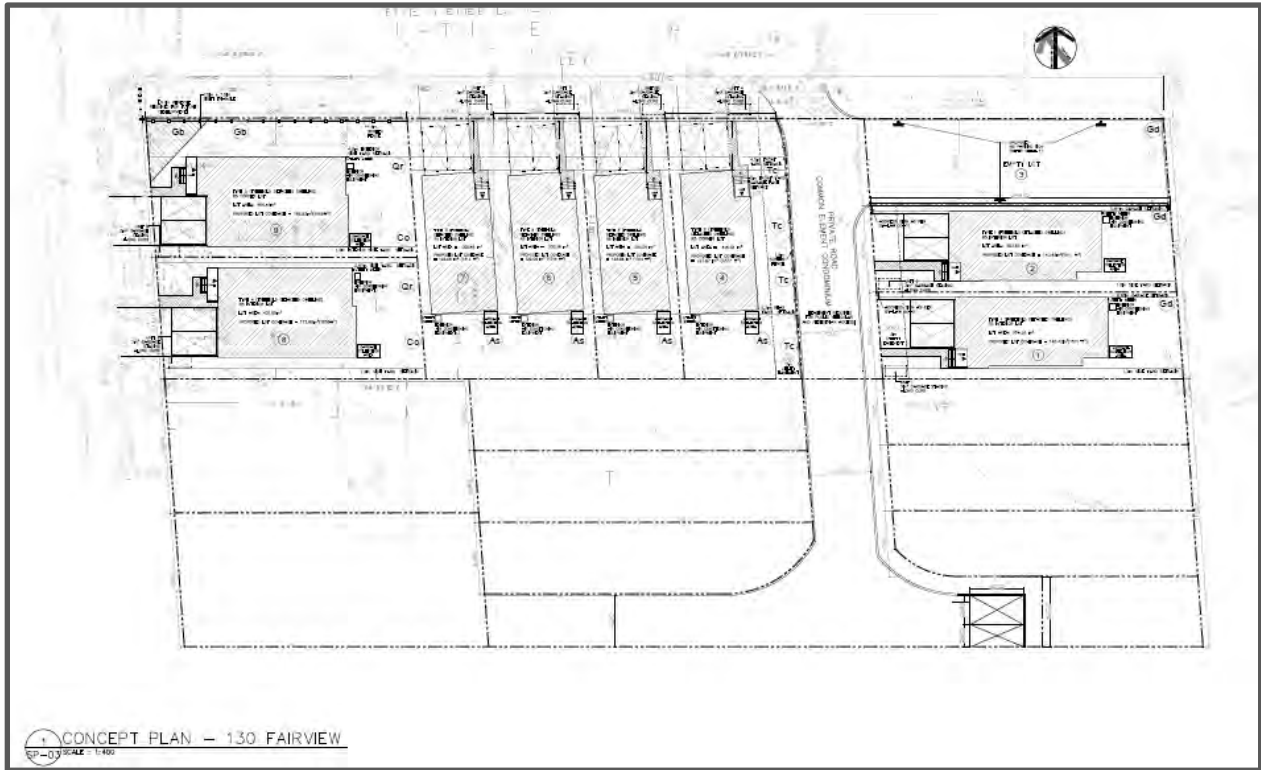


Image 10: Integrated Concept Plan of 120 and 130 Fairview Rd

The integrated approach provides a clear vision for vehicular access and internal circulation, ensuring that the initial infrastructure investment supports both current and future development needs. This planning ensures a unified community design that accommodates growth, improves connectivity, and maximizes land use efficiency for both properties.

4. Policy Context and Analysis

The prospective development lands are governed by set of policy framework, encompassing both Regional and Local guidelines, along with a series of documents that delve into the specifics related to the nature, type, and broader context of the planned development. It is imperative to scrutinize these planning documents meticulously to assess the alignment of the proposal with the mandates laid out in the Planning Act, as well as with the broader provincial and municipal planning tenets.

Subsequent sections will elucidate the pertinent provincial, regional, and local planning policies and regulations. This will serve as a foundation to evaluate the feasibility and justification of the envisioned development for the concerned site.

4.1 Provincial policy statement

Provincial Policy Statement (PPS), 2020, approved by the Lieutenant Governor in Council, Order in Council No. 229/2020 is referred and quoted for the purpose of this report. The PPS provides a consolidated framework that guides land use planning and development within the province. It sets out the government's policy direction for land use planning, aiming to create a balance between the province's economic, social, and environmental interests.

The aim of the PPS is to “focus growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety”. Development is to proceed in an efficient manner to optimize the use of land, resources, public infrastructure, and public service facilities. Communities are to be designed to promote a mix of housing, employment, parks and open spaces and transportation choices, including active transportation methods.

The PPS promotes the efficient use of land that supports sustainability and promotes strong, livable and healthy communities that facilitate economic growth.

Part V: Policies, 1.0 Building Strong Healthy Communities,

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns,

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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

1.1.3.1, Settlement Areas

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 should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

The proposal aims to encourage efficient and resilient development. The subdivision facilitates intensification and compact form, especially with the detailed plan for roads, easements, and landscape buffers. The detailed plan for roads, easements, and landscape buffers indicates a thoughtful approach to intensification and compact form. The subdivision is occurring adjacent to an existing built-up area, and if the plan considers a compact form and efficient use of land and infrastructure.

The PPS underscores the essence of sustainable land use, emphasizing the creation of strong, livable, and healthy communities. The policy segments extracted focus on achieving efficient, resilient development patterns that cater to the long-term well-being of both the province and its municipalities.

Efficient and Resilient Development: The proposed development embodies the principles outlined in the Policy Statement, emphasizing land use efficiency and resilience. The proposed subdivision exemplifies a structured approach towards development that leverages efficient use of land resources.

Intensification and Compact Form: The reduced lot size to optimise a greater number of dwelling units to accommodate needs of varied economic and social backgrounds of families and detailed plans for CEC roads, easements, and landscape buffers in the proposal resonates with the policy's push for intensification and compact urban form. This detailed planning illustrates a well-considered and deliberate effort to align with the policies aimed at achieving denser, more integrated development.

Adjacency to Existing Built-up Areas: Adhering to section 1.1.3.6, the development is strategically positioned adjacent to pre-existing built-up zones. This positioning not only ensures continuity in urban fabric but also ensures that new infrastructural developments complement and leverage the existing ones, ensuring the optimal utilization of land and facilities.

In summation, the proposed development aligns seamlessly with the Provincial Policy Statement's vision. It promotes land-use efficiency, caters to diverse community needs, and emphasizes thoughtful, sustainable growth patterns, all while ensuring the safety and well-being of the inhabitants.

1.4 Housing

1.4.1 To provide for an appropriate range and mix of housing options 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 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) 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;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

The Provincial Policy Statement puts a significant emphasis on the need for housing that not only addresses the immediate requirements but also foresees the future needs of the regional market area. This proactive approach is evident in the guidelines mentioned.

Existing Settlement Area & Transportation: The development's strategic positioning within an existing Settlement Area is in line with the Policy Statement's emphasis on optimizing existing infrastructure. The proximity of the subject property to transportation hubs such as the Cooksville GO, and existing bus stops accentuates its suitability for re-densification. This efficient use of the location ensures that residential intensification occurs in areas where it can have the least environmental impact while capitalizing on existing amenities.

Supporting Active Communities: The proposed development isn't just about creating housing; it's about fostering communities. In alignment with section 1.4.3 of the Policy Statement, this development promotes the idea of healthy and active communities. The location's closeness to various recreational facilities like parks, play courts, and family activity centers provides residents with ample opportunities to lead an active lifestyle. Moreover, the availability of public transit further encourages the community to rely less on personal vehicles, promoting sustainable transport choices.

Efficient Use of Land & Resources: Section 1.4.3 (d) of the Policy Statement emphasizes land-use efficiency. The proposed development embodies this principle by situating itself in a location that maximizes the use of existing infrastructure and public service facilities. This not only reduces the strain on resources but also ensures that new developments are sustainable and environmentally conscious.

Meeting Projected Housing Needs: The decision to introduce freehold detached dwelling units is in sync with the overarching goal of catering to the housing demands for of both current and future residents. A per PPS, at least a three-year supply of residential units should be made available through lands suitably zoned for intensification and redevelopment. Also, facilitate planning to accommodate residential growth

for a minimum of 15 years through residential intensification and redevelopment. Having said that, the development not only addresses immediate housing needs but also contributes to in achieving of PPS targets.

In essence, the proposed development aligns itself with the Provincial Policy Statement's guidelines by making judicious use of existing infrastructure, promoting an active lifestyle, and ensuring a sustainable approach to housing. It not only addresses the housing needs but does so in a manner that enriches the community and environment.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

- 1. municipal sewage services and municipal water services; and*
- 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*

b) ensure that these systems are provided in a manner that:

- 1. can be sustained by the water resources upon which such services rely;*
- 2. prepares for the impacts of a changing climate;*
- 3. is feasible and financially viable over their lifecycle; and*
- 4. protects human health and safety, and the natural environment;*

c) promote water conservation and water use efficiency;

d) integrate servicing and land use considerations at all stages of the planning process;

The PPS emphasises on the importance of sustainable sewage, water, and stormwater management, emphasizing not only the efficient utilization of resources but also the environmental and financial implications of such services.

Efficient Utilization of Existing Services: The proposed development is strategically positioned to leverage existing services, ensuring that capacity limits are maintained. This is further detailed in the Functional Servicing Report and the Storm Water Report. By tapping into pre-established services, the proposal aligns with the Policy Statement's mandate for the optimization and efficient use of existing municipal systems.

Sustainable Development within the Existing Framework: The emphasis on creating a development that complements the existing single-family detached context resonates with the Policy Statement's call for integrated land use and service considerations. By facilitating intensification and a compact form, the development ensures optimal use of land and infrastructure within the confines of the current neighborhood.

Protection of Natural Environment: By prioritizing the use of existing infrastructure, the development inadvertently safeguards greenfield areas and natural systems from potential encroachments. This

approach echoes the Policy Statement's intent of promoting sustainable developments that protect natural environments.

In essence, the proposed development effectively aligns with the PPS directives with forward-thinking planning, emphasizing sustainability, efficiency, and environmental consciousness.

1.6.7 Transportation Systems

1.6.7.2 Efficient use should 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 Provincial Policy Statement distinctly highlights the importance of strategically designed transportation systems that capitalize on existing infrastructure, with the dual aims of reducing vehicular dependence and bolstering public and active transportation use.

Utilization of Existing Infrastructure: The development's placement within an established Settlement Area inherently conforms to the policy's directive. By nestling the development amid pre-existing transport facilities and amenities, there's a natural inclination towards efficient utilization of these assets. The close proximity of the development to notable transportation nodes, such as Hurontario bus stop and major hubs like Cooksville GO, further exemplifies the policy's call for leveraging planned and existing infrastructure. Such strategic location choices not only promote re-densification efforts but also help in curbing environmental detriments associated with sprawling developments.

Reduction of Vehicular Trips & Boosting Transit: The design and location of the development inherently advocate for a reduced reliance on personal vehicles. This is because the residents would be within arm's reach of a plethora of transportation options. By promoting a land-use pattern that is transit-friendly, the development indirectly ensures fewer vehicle trips, echoing the Policy Statement's aim to minimize the length and number of such journeys.

In summary, the proposed development, with its strategic location and design, serves as a beacon of how to incorporate the Provincial Policy Statement's guidelines on transportation, paving the way for sustainable, transit-friendly, and environmentally responsible community development.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A PLACE TO GROW, Growth Plan for the Greater Golden Horseshoe, Office Consolidation, August 2020. The Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan, 2006) was the first growth plan to provide a framework for implementing Ontario's vision for building stronger, prosperous communities by better managing growth in this region. It established the long-term framework for where and how the region will grow, while recognizing the realities facing our cities and smaller communities and acknowledging what governments can and cannot influence. This plan not only set the trajectory for how the region should evolve but also offered insights into the inherent challenges and dynamics of both urban centers and smaller towns.

1.2.1 Guiding Principles

- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*

The proposed development is in sync with the guiding principles outlined in "A Place to Grow: Growth Plan for the Greater Golden Horseshoe." The Growth Plan places a strong emphasis on intensifying and increasing densities within pivotal growth zones, ensuring land and infrastructure are utilized resourcefully and in ways that bolster the effectiveness of transit systems.

The subject proposal not only conforms to these principles but also enriches the existing community. By introducing housing that resonates with current demands, set within a well-serviced neighborhood, the proposal paves the way for well-rounded communities. This holistic approach ensures residents have access to crucial amenities, from schools to community centers, thus solidifying the vision of the Growth Plan.

2.2 Policies for Where and How to Grow,

2.2.1 Managing Growth,

Point 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;*

Point 4. Applying the policies of this Plan will support the achievement of complete communities that:

- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

2.2.2 Delineated Built-up Areas

All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) encourage intensification generally throughout the delineated built-up area;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*

The proposed development aligns seamlessly with the guiding principles laid out in "A Place to Grow: Growth Plan for the Greater Golden Horseshoe." Specifically, the policies emphasize directing growth towards areas with delineated built boundaries that possess existing or planned municipal utilities, and which foster the creation of holistic communities.

This development proposal is situated in such an area, harmonizing with the surrounding environment, and adding value to the holistic vision of creating complete communities. It further adds to the Growth Plan's objective by embracing residential infill within delineated built-up sectors, thereby leveraging the existing infrastructure and public service facilities to accommodate the proposed intensification.

Moreover, one of the salient features of this development is its focus on diversity in housing. The project looks beyond merely filling spaces; it envisions a community that caters to a range of household types, sizes, and income brackets. By emphasizing on inclusion of additional residential units, the proposed plan mirrors the Growth Plan's commitment to housing that spans various life stages and caters to the dynamic needs of its residents.

To summarize, the development not only abides by the policy's directives but serves as a testament to the forward-thinking approach outlined in the Growth Plan for the Greater Golden Horseshoe. Through strategic intensification, diversification of housing options, and alignment with the policy's goals, the proposal serves as an embodiment of the envisioned growth and community building.

2.2.6 Housing

2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the province, and other appropriate stakeholders, will:

a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and

b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and

d) implement policy 2.2.6.1 a), b) a

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing 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.

2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

2.2.6.4 Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.

The proposed development embodies the core principles and strategies articulated in "A Place to Grow: Growth Plan for the Greater Golden Horseshoe." The proposal adheres to the Growth Plan's commitment to strategically intensifying areas to leverage existing infrastructures and bolster transit viability.

Strategic Intensification & Land Use: The proposal is in line with the Growth Plan's accent on intensifying strategic regions. By targeting an underutilized parcel within a Built-up Area, it directly contributes to the region's aim of ensuring that 50% of new residential development occurs within delineated zones. Such endeavors help make efficient use of available land and infrastructure, a core objective of the Growth Plan.

Proximity to Transit Hubs: A standout feature of this proposal is its strategic location in relation to critical transit hubs. Nestled within a comfortable distance from the Cooksville GO station and the upcoming Hurontario LRT line, the development promotes a transit-oriented lifestyle for its residents. By doing so, the proposal not only ensures seamless connectivity for its residents but also addresses the Growth Plan's goal of minimizing vehicular dependence and maximizing the utilization of current and upcoming transit infrastructure.

Diverse Housing Options: With varied lot sizes and types, this versatility resonates with the Growth Plan's directives that emphasize the necessity to cater to a diverse population, spanning different household sizes, age demographics, and economic backgrounds.

Future-Ready Planning: The inclusion of the 7 m wide Common Element Condominium (CEC) road in the proposal is a testament to its future-focused planning approach. The prospect of shared usage with neighboring properties in potential future redevelopments is indicative of a forward-looking, adaptive urban planning mindset. Such initiatives ensure that the infrastructure is not just relevant today but remains adaptable and useful in the foreseeable future.

To brief, the proposal is not just in line with the Growth plan but also takes care of the tangible needs of the community. By balancing strategic residential infill methodologies with a broader vision of fostering complete, connected, and diverse communities, it paints a picture of an urban future that's sustainable, inclusive, and growth centric.

4.3 Region of Peel Official Plan

The Region of Peel Official Plan was adopted by Regional Council on April 28, 2022. This version is reviewed here for policy assessment. The purpose of this Plan is to provide a holistic approach to planning through an overarching sustainable development framework that integrates environmental, social, economic and cultural imperatives; and provide Regional Council with the long-term regional strategic policy framework

for guiding growth and development while having regard for protecting the environment, managing the renewable and non-renewable resources, and outlining a Regional Structure that manages this growth in the most effective and efficient manner. For the purpose of this report, following sections of the plan were found relevant.

1.7 General Goals

In applying the policies in this Plan, the overall goals of Regional Council are:

1.7.1 To create healthy, resilient, equitable and sustainable regional communities for those

living and working in Peel which is characterized by physical, mental, economic and social wellbeing; crime prevention, minimizing hunger and homelessness; a recognition and preservation of the Region's natural and cultural heritage; and an emphasis on the importance of Peel's future as a caring community.

1.7.4 To recognize the importance of a vital, competitive and diverse economy and a sound tax base, and manage and stage growth and development in accordance with the financial goals and overall fiscal sustainability of the Region.

1.7.5 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.

The proposed development is in conformation with the general goals of Regional official plan. It contributes in creation of healthy and resilient communities along with the aim to contribute to economic sustainability. Some bullets discussed in this section further strengthens this argument.

Creating Healthy, Resilient, and Sustainable Communities: The Region of Peel's Official Plan, under Section 1.7.1, emphasizes the creation of healthy, resilient, equitable, and sustainable regional communities. The proposed subdivision embodies these objectives by facilitating the establishment of compact and complete communities. By subdividing the 3614.25 Sqm land parcel into 9 distinct lots, the proposal effectively utilizes the available land space, ensuring a balanced approach to development that can foster both physical and social well-being. The range in lot sizes ensures diverse housing options, catering to different family needs, and further reinforcing the concept of an inclusive and caring community.

Economic Sustainability and Growth Management: As highlighted in Section 1.7.4, the importance of a competitive and diverse economy, coupled with a sound tax base, is paramount. The proposed development can contribute significantly to this objective. By introducing a variety of residential lots, there's an apparent effort to attract a diverse demographic, thereby promoting a dynamic, competitive, and economically sustainable community. The staged growth, as proposed, aligns with the region's fiscal sustainability objectives, ensuring that development is not only economically viable but also beneficial to the community at large.

Sustainable Growth and Integrated Responsibilities: The Region of Peel's Official Plan, as detailed in Section 1.7.5, advocates for growth and development that integrates environmental, social, and economic responsibilities. The subdivision proposal stands in alignment with these priorities. The introduction of a 2m sidewalk, accentuates the project's commitment to ensuring pedestrian-friendly infrastructure. Moreover, the proposal to share the road with neighboring properties, like 130 Fairview Road, in case of

future redevelopment, reflects foresight, sustainable use of resources, and an integrated approach to community development.

In conclusion, the planned development not only addresses the current housing needs but also ensures that future growth is sustainable, inclusive, and integrated, ultimately fostering a holistic and thriving community.

5.9 Housing

Objectives

5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.

5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.

5.9.3 To ensure an adequate supply of rental housing stock to meet local need.

5.9.5 To make housing available for diverse populations, including the provision of accessible housing and appropriate support services.

5.9.6 To consider barriers to housing, including social and economic factors.

Policies

Housing Options and Targets

5.9.7 Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.

5.9.8 Jointly with the local municipalities, review and update, as appropriate, Peel-wide new housing unit targets shown in Table 4, based on the Peel Housing and Homelessness Plan, Census of Canada results, Regional Housing Strategy, and other relevant sources.

5.9.15 Support the initiatives of local municipalities to promote additional residential units to achieve Regional and local housing objectives

5.9.16 Encourage the local municipalities to utilize tools such as licensing and registration to promote the legalization of new and existing additional residential units and ensure compliance with health and safety standards.

5.9.17 Collaborate with the local municipalities to explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units.

Complete Communities and Residential Intensification

5.9.26 Work jointly with the local municipalities, in accordance with projected requirements and available land resources, to maintain at all times:

a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development; and

b) where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment and land in draft approved and registered plans.

Similar to general goals, the proposed development appears to align with the intent of housing strategy of official plan.

Promotion of Compact and Complete Communities: The Region of Peel's Official Plan, under Section 5.9.1, advocates for the development of compact, complete communities. The proposal for the subdivision of the 3614.25 Sqm land parcel addresses this by providing a mix of housing sizes, contributing to housing intensification and promoting higher density. The varying sizes of the lots cater to a diverse demographic, further encouraging the creation of a comprehensive community. The accessibility features, like the 7m wide CEC road, not only facilitate connectivity within the community but also emphasize the plan's alignment with promoting compact, pedestrian-friendly development.

Meeting Housing Unit Targets and Offering Diverse Housing Options: Sections 5.9.2 and 5.9.7-5.9.17 of the Region's policy underlines the importance of achieving new housing targets, ensuring an array of housing options, and collaborating with local municipalities for sustainable housing growth. The proposed development, featuring a mix of both larger and smaller lots, stands as a testament to the commitment of meeting diverse housing needs. Furthermore, the proposal's alignment with the local housing unit targets emphasizes its consistency with the broader goals of the region. By focusing on the redevelopment of an underutilized parcel, the development exemplifies the essence of sustainable land use, integrating seamlessly with the existing infrastructure and the characteristic single-family homes in the vicinity.

Sustainable Residential Growth and Redevelopment: The Section 5.9.26 policy lay emphasis on maintaining a consistent capacity for residential growth, especially through intensification and redevelopment. The proposal aptly addresses this by promoting the effective use of the land parcel, ensuring residential growth through the subdivision's intensification. The plan's forethought, as evidenced by the CEC road's potential to be shared with neighboring properties like 130 Fairview Road, reflects an integrated approach to development. Such measures accentuate the project's commitment to maximizing available land resources and ensuring the continuity of residential growth.

In light of the above, the proposed draft plan of subdivision and the associated Zoning By-law amendment are consistent with the policies enshrined in the Region of Peel Official Plan.

5.10 Transportation System

Objectives

5.10.2 To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.

5.10.3 To optimize the use of existing regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.

5.10.2 To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.

5.10.3 To optimize the use of existing regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.

Policies

5.10.9 Work with the Province, local municipalities and adjacent municipalities to avoid, or if avoidance is not possible, minimize and mitigate adverse social, environmental, health and resource impacts when developing and planning for transportation facilities and services, by ensuring consistency with the objectives and policies in this Plan and applicable provincial plans.

5.10.10 Work with the Province, local municipalities and adjacent municipalities to provide transportation systems that address projected transportation needs and:

- a) Are safe, sustainable accessible, and equitable;
- b) Facilitate the efficient movement of people and goods while reducing fatal and injury collisions;
- c) Offer travellers a variety of mobility choices; and
- d) Encourage the most financially and environmentally appropriate mode for trip-making.

5.10.11 Work with the Province, the local and adjacent municipalities, relevant agencies, and stakeholders to implement and regularly update the Long-Range Transportation Plan for Peel.

5.10.12 Work with the Province, local municipalities and relevant stakeholders to support the integration of transportation system planning, transportation infrastructure investment and local municipal land use planning and design at all stages of the planning approval process.

Alignment with Region of Peel's Transportation System Policies

Promotion of Sustainable Transportation Modes and Barrier-Free Mobility: The Region of Peel's Official Plan emphasizes the need for sustainable transportation methods and unrestricted mobility in Section 5.10.2. The subdivision proposal acknowledges this by designing a private road - the common element condominium (CEC) of 7m width - facilitating ease of access for all lot types. This strategic connectivity to Sir Antonio Drive, as well as Fairview Road West for specific lot types, promotes barrier-free mobility. The inclusion of a 2m sidewalk alongside the CEC road further accentuates pedestrian accessibility, catering to people of varied age groups and abilities.

Optimization of Existing Regional Transportation Infrastructure: Per the objective outlined in Section 5.10.3, there's an emphasis on harnessing the current transportation infrastructure efficiently. The proposed 7m wide CEC road's design reflects this objective, ensuring smooth vehicular and pedestrian traffic flow. Furthermore, the subdivision's planned connectivity with the neighbouring property at 130 Fairview Road, given its future redevelopment, exemplifies the optimization of existing infrastructural elements.

Facilitating Efficient Movement and Offering Multiple Mobility Choices: The proposal's infrastructure facilitates like personal garages, easy access to major roads, catering to diverse mobility choices and

ensuring the smooth movement of residents, as emphasized in Policy 5.10.10. This road network, combined with the planned sidewalks and easements, encourages multiple transportation choices, be it private vehicular travel, public transit, walking, or cycling.

Collaboration and Integration of Transportation Planning with Land Use: The Region's Policies, specifically 5.10.11 and 5.10.12, advocate for collaborative transportation planning. The proposal's proximity to local and regional transit nodes is indicative of a harmonized alignment with land use planning of housing and transportation network. The layout ensures the efficient use of land while factoring in transportation elements, thereby achieving a balance between infrastructure investment and land utilization.

In summary, the proposed subdivision's design and transportation elements correlate with the transportation objectives and policies of the Region of Peel Official Plan. Through its focus on sustainable and barrier-free mobility, efficient use of infrastructure, and strategic planning, the proposal demonstrates its commitment to aligning with the region's transportation imperatives.

4.4 Mississauga Strategic Plan

For the purpose of this report, the Mississauga Strategic Plan - Our Future Mississauga was referred. The strategic goals of the plan that are found relevant to the project are as follows:

Develop Environmental Responsibility – to contribute to environmental responsibility by reducing private automobile use and developing compact mixed-use development.

Ensure Affordability and Accessibility – to provide a range of affordable and accessible housing, transit and service options.

Lead and Encourage Environmentally Responsible Approaches – to lead and promote the utilization of technologies and tactics to conserve energy and water, reduce emissions and waste, improve our air quality and protect our natural environment.

Conserve, Enhance and Connect Natural Environments – to be responsible stewards of the land by conserving, enhancing and connecting natural environments.

Promote a Green Culture – to lead a change in behaviours to support a more responsible and sustainable approach to the environment, that will minimize our impact on the environment and contribute to reversing climate change.

To achieve mentioned strategic goals, following Action plans are found relevant to project:

Action 1 Provide “complete streets” that balance land uses and forms

Action 16 Use development revenues from “density bonusing” to support higher-order transit.

The proposed development is in conformation with the Mississauga Strategic Plan's goals as well as action plan laid out to realise those goals. Points discussed ahead further elaborate this statement.

Developing Environmental Responsibility: The Mississauga Strategic Plan stresses the importance of lessening reliance on private automobiles and advancing compact mixed-use developments. The proposed subdivision effectively addresses this aspiration. The inclusion of a strategically designed private road - the common element condominium (CEC) of 7m width - ensures efficient circulation while

potentially decreasing the need for extended automobile use due to its proximity to the existing public transit network. The various lot sizes within the compact development are further catering to diverse needs.

Ensuring Affordability and Accessibility: The proposal's design incorporates different lot sizes, emphasizing the provision of diverse housing options. This approach is in line with the strategic plan's emphasis on offering housing alternatives, ensuring that a broad spectrum of income levels and family sizes can benefit.

Conserving, Enhancing, and Connecting Natural Environments: By redeveloping in existing built-in environment, the project is indirectly protecting and conserving greenfield areas that otherwise would have been used for housing. The proposal's alignment with surrounding properties, especially its potential connectivity with 130 Fairview Road, also signifies an effort to create harmonized, connected environments.

Action Plans' Correlation

Provide "Complete Streets": The project's inclusion of a dedicated CEC road, integrated sidewalks, and clear access points aligns with the concept of "complete streets" that balance various land uses and forms, ensuring fluid movement for both pedestrians and vehicles.

Use Development Revenues for Higher-Order Transit: The proposal's proximity to existing and proposed higher-order transit corridors, suggests a potential to increase footfall and thereby, generate revenues that can support transit enhancements.

In conclusion, the proposed subdivision robustly resonates with the core tenets of the Mississauga Strategic Plan - Our Future Mississauga. By integrating environmentally friendly designs, prioritizing accessibility and affordability, and laying the groundwork for future transit-focused enhancements, the project presents a forward-thinking approach that aligns with the city's strategic goals and action plans.

4.5 City of Mississauga Official Plan

For the purpose of this report, the Mississauga Official Plan, Office Consolidation & Information, This Version Dated: March 3, 2023, is referred and quoted here.

Mississauga is at a decisive moment in its history – most of its greenfield lands have been developed and much of its infrastructure is in place. New growth will take place primarily through infilling and redevelopment in appropriate areas, which can benefit from growth and change.

As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate how the proposed Zoning By-law Amendment conforms with the overall objectives and policies of the Official Plan and demonstrates how the zoning policies applicable to the subject property can better meet and conform with the intent of Provincial and Regional polices through the proposed Zoning By-law Amendment.

Mississauga Official Plan subscribes to the following key guiding principles for land use that have significance for this project:

6. Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;

7. Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness; and

8. Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision.

As per City of Mississauga Official Plan, the subject property lies in the *Residential Low-Density I*.

As per section 11.2.5 *Residential*

11.2.5.1 Residential consists of four designations:

- a. Residential Low Density I;*
- b. Residential Low Density II;*
- c. Residential Medium Density; and*
- d. Residential High Density.*

11.2.5.2 In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:

- a. residential dwelling;*
- b. accessory office for physicians, dentists, health professionals and drugless practitioners;*
- c. home occupation;*
- d. special needs housing; and*
- e. urban gardening.*

11.2.5.3 Lands designated Residential Low Density I will permit the following uses:

- a. detached dwelling;*
- b. semi-detached dwelling; and*
- c. duplex dwelling.*

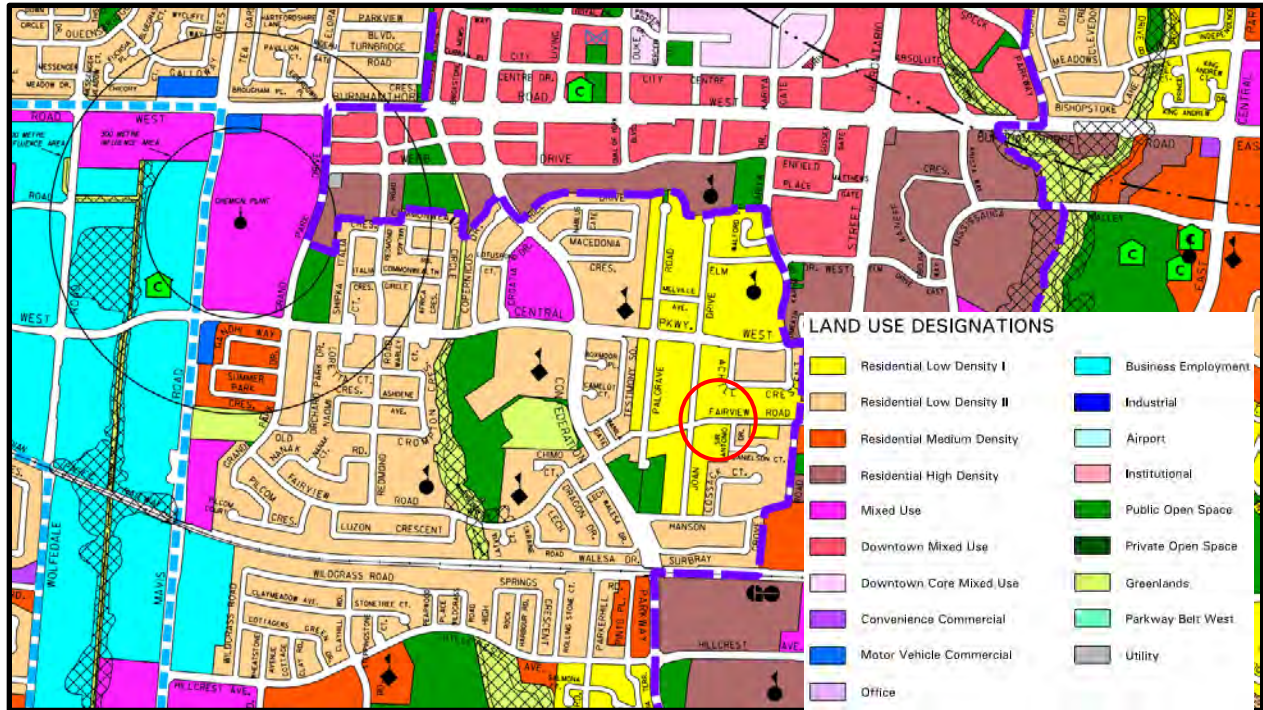


Image 11: Part-plan of City of Mississauga Official Plan highlighting subject site neighbourhood as RLD I

The City of Mississauga Official Plan provides a framework for a comprehensive, integrated, and sustainable approach to planning. It sets out key guiding principles which underpin the City’s approach to land use. The proposed subdivision aligns closely with several of these guiding principles as well as designated land use.

Meeting Community Needs Across Life Stages: The Official Plan emphasizes planning for a diverse range of housing, jobs, and community infrastructure resources to meet daily needs across all life stages. The proposed subdivision addresses this principle by providing a range of lot sizes suitable for a variety of housing options. This diversity in housing options can accommodate a wide range of needs, thereby contributing to the daily life quality of the community.

Supporting Distinct, Vibrant, and Complete Communities: The plan supports the creation of vibrant, distinct, and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression, and inclusiveness. The proposed subdivision aligns with this principle by introducing a well-planned residential development that complements the existing neighborhood character. The careful planning of access, including the provision of a private road - common element condominium (CEC) - facilitates ease of entry and exit, enhancing the overall connectivity and inclusiveness of the community. Moreover, the planned CEC road and landscape buffer contribute to creating a beautifully designed environment and eliminates any possibility of disturbance to neighbouring property.

Compliance with Land Use Designations: The subject property is designated as Residential Low Density I in the Mississauga Official Plan, which permits detached dwelling units. The proposed development is fully consistent with this designation, as it focuses on single detached dwellings. This alignment with the

existing land use designation ensures that no official plan amendment will be needed for the development application.

In summary, the proposed subdivision aligns closely with the guiding principles and land use designations set out in the City of Mississauga Official Plan. It provides a range of housing options to meet community needs across all life stages, supports the creation of a distinct, vibrant, and complete community, and promotes participation and collaboration. Additionally, the proposal is consistent with the land use designation for the subject property, thereby not requiring an official plan amendment. Therefore, the proposed subdivision contributes positively to the achievement of the City's vision and strategic goals.

7 Complete Communities

The goal of these policies is to create inclusive communities where people are connected, supported, and allowed to flourish.

7.1.1 Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.

7.1.2 The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.

7.1.3 In order to create a complete community and develop a built environment supportive of public health, the city will:

- a. encourage compact, mixed-use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
- b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;*
- c. encourage environments that foster incidental and recreational activity; and*
- d. encourage land use planning practices conducive to good public health.*

7.1.6 Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.

7.1.10 When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.

In evaluating the proposed development against the objectives of the City of Mississauga's Official Plan, it becomes evident that the proposal closely aligns with the city's goals concerning Complete Communities. The Official Plan's emphasis on creating inclusive and connected environments where people can thrive is reflected in several key elements of the proposal.

Alignment with Complete Communities and Public Health Goals: Firstly, Section 7.1.1 of the Official Plan speaks to the city's aim to provide services, facilities, and housing that support the diverse needs of Mississauga's population. The proposed subdivision is planned to offer a mix of lot sizes and types, thus accommodating families with different socioeconomic characteristics and needs. The development is

strategically located to offer residents easy access to local and regional transit, as well as a variety of commercial and employment centers. This proximity reduces travel times and is in alignment with Section 7.1.3(a), which encourages compact, mixed-use development. The accompanying sidewalk and nearby parks and recreational facilities, the proposal indeed encourages walking, cycling, and other forms of physical activity, thereby promoting public health.

Contribution to Housing Diversity: Furthermore, Section 7.1.6 of the Official Plan addresses the importance of a diverse housing mix. The proposed development accommodates this by including both freehold detached dwellings and common element condominium detached dwellings. This mix broadens the range of housing types available in the area, offering choices for different life cycles and income levels. This diversity not only enriches the community but also serves first-time homebuyers and families looking for grade-related and family-sized dwellings, a concept supported by the Official Plan.

Preservation of Local Community Identity: Lastly, the proposed development echoes the sentiments of Section 7.1.10, which places importance on maintaining and enhancing the distinct identities of local communities. The design of the proposed development aims to be in harmony with the existing built fabric and building typology. It is designed to blend seamlessly into the neighborhood, thereby fulfilling the Official Plan's goal of preserving community identities.

In summary, the proposed development not only conforms to but also enriches the Complete Communities and Housing policies of the City of Mississauga's Official Plan. The proposal stands as a practical manifestation of the city's vision for creating complete, inclusive, and health-promoting communities.

7.2 Housing

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;

7.2.3 When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.

7.2.4 Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.

7.2.5 The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.

7.2.6 Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.

The proposed development for the subdivision of a 3614.25 square meter parcel into 9 lots is consistent with the City of Mississauga's Official Plan's housing objectives. Specifically, the proposal aligns with Section 7.2.1 of the Official Plan, which states that housing should maximize the use of community

infrastructure and engineering services while meeting the housing needs and preferences of Mississauga residents. The proposed lots are situated within walking distance to local and regional transit as well as various existing services, thereby reducing travel times to commercial and employment centers and optimizing the use of existing community infrastructure.

Providing a Range of Housing Choices: Section 7.2.2 of the Official Plan emphasizes the need to provide a range of housing choices in terms of type, tenure, and price. The proposed development addresses this by including both freehold detached dwellings and common element condominium detached dwellings, thereby offering a variety of housing types. This diversity in housing options caters to different life cycles and income levels, aligning with the city's housing policy framework. The proposal will gently intensify the subject property, contributing to the mix and types of residential housing available in the area and providing home ownership opportunities in the form of common element condominium detached dwellings. This addition to the housing stock will not only serve current residents but also attract new families and first-time homebuyers to the city.

Compliance with Provincial and Regional Housing Policies: In making planning decisions, as per Section 7.2.3, the city is obligated to ensure that housing is provided in a manner that fully implements the intent of Provincial and Regional housing policies. The proposed development as discussed in previous sections of this report, aligns with these higher-level policies. Furthermore, Section 7.2.5 places the onus on the applicant/developer to address Provincial and Regional housing requirements, which has been addressed through the proposal by providing a variety of dwelling types suitable for different life cycles and income levels.

Maximizing the Use of Government Housing Programs: Lastly, Section 7.2.6 speaks to the city's intention to consider and maximize the use of housing programs from other levels of government that meet the city's housing objectives. While the proposal **does not directly involve government housing programs**, it does contribute to the city's overall housing objectives by increasing the diversity and type of grade-related and family-sized dwellings available.

In conclusion, the proposed subdivision and development align with the housing policies outlined in the City of Mississauga Official Plan. The development will provide a range of housing choices, contribute positively to the existing housing stock, and align with both Provincial and Regional housing policies. It will also optimize the use of existing community infrastructure and engineering services, promoting healthy and active lifestyles for its residents. Therefore, the proposed Zoning By-law Amendment conforms to the Complete Communities and Housing policies of the Official Plan.

Section 16 Neighbourhoods

16.11 Fairview

16.11.1 Land Use



Image 12: Image of Map 16 Fairview neighborhood area plan

16.11.1.1 No new residential development will be permitted within the 300 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, until the closure of the plant, or suitable clean up of emissions has been carried out to the satisfaction of the Provincial Government.

16.11.1.2 Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

16.11.1.3 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings.

According to Section 16.11.1.1, no new residential development is permitted within the 300 m influence area of the chemical plant until its closure or suitable clean up of emissions. Section 16.11.1.2 encourages owners/developers to advise prospective purchasers or tenants of new residential units within the 600 m influence area of the chemical plant about the possibility of adverse odour emissions. Lastly, Section 16.11.1.3 states that notwithstanding the Residential Medium Density policies of the Plan, the Residential Medium Density designation permits only townhouse dwellings.

The subject land parcel for the proposed development does not fall under or within the impact radius of any of the 1 to 4 special sites mentioned in the Neighbourhood plan. Therefore, the development restrictions listed in the Neighbourhood plan are not applicable to the subject land parcels. the proposed

Zoning By-law Amendment aligns with the City of Mississauga Official Plan, Fairview Neighbourhood (NHD) plan, and the 16.11.2 Special Site Policies of the Official Plan.

The proposed development complies with the relevant land use policies, does not fall within the restricted influence areas of the chemical plant, and is designed to facilitate convenient access, smooth traffic flow, and potential future redevelopment of neighbouring properties. Therefore, the proposed development conforms to the City of Mississauga Official Plan and the specific policies applicable to the Fairview Neighbourhood.

4.6 City of Mississauga Zoning By-law

City of Mississauga Zoning By-Law 0335-2007 is referred for this proposal.

As per zoning by-law, the designated zone for the lot is Residential zone - R3. The 'R3' zone permits only single detached dwellings with ancillary buildings.

As per regulations, minimum lot area for interior lot is 550 Sqm and for corner lot is 720 Sqm. The frontage requirements are 15m and 19.5m for interior lot and corner lot respectively. The maximum permissible lot coverage is 35%.

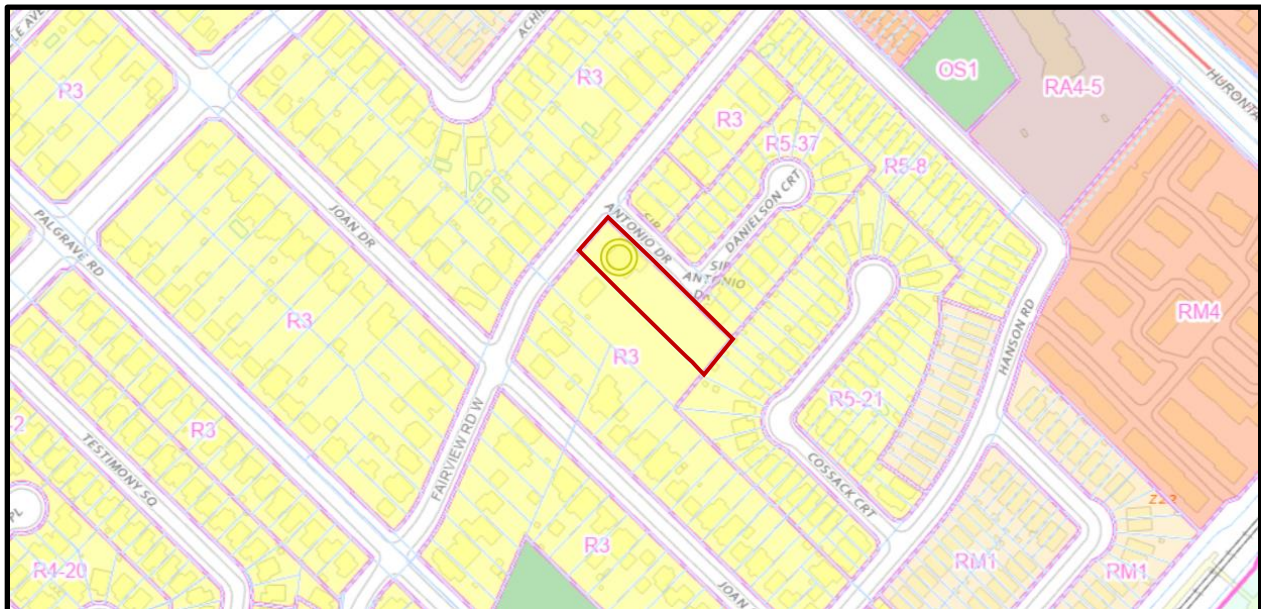


Image 13: Part image of City of Mississauga Zoning By-Law highlighting subject site.

The Draft Implementing Zoning By-law included with this submission proposes to rezone the subject land parcel from Residential zone R3 to R5 for lots 4 to 9 and from R3 to R16 for lots 1 to 3. A Draft Implementing Zoning By-law is enclosed as Appendix B with this Report.

The proposed rezoning of the subject land parcel from Residential zone R3 to R5 for lots 4 to 9, and to R16-Exception for lots 1 to 3, aligns with the city's planning goals. The R5 and R16-Exception zones support the development of detached dwelling units similar to the R3 zone but allow for smaller lot sizes and greater coverage. This shift towards higher densities is in line with the policies of the official plan, provincial policy statements, and recent legislative changes like Bill 23 and Bill 109 discussed in section

4.7 in detail, which advocate for infill development to utilize land more efficiently within established neighborhoods.

The rezoning to R5 and R16-Exception for the proposed development also optimizes the use of existing infrastructure. This approach is a key objective within the regional and city official plans, promoting smart growth by leveraging current utilities and services to accommodate new development. This strategy minimizes the need for additional infrastructure, thereby reducing the environmental impact and preserving the integrity of the existing urban landscape.

The rezoning proposal under R5 and R16-Exception does not deviate from the existing neighborhood character but rather complements it by maintaining architectural style and height continuity. By allowing more coverage and smaller lots, the rezoning facilitates a development that increases density responsibly without compromising the integrity of the existing urban fabric. Hence, the proposed zones of R5 and R16-Exception are considered the best fit for the proposed development as they meet modern planning objectives while respecting the established community aesthetic.

4.7 Bill 23: More Homes Built Faster, 2022 and Bill 109: More Homes for Everyone, 2022

Bill 23: Schedule 9, Planning Act

- 5. Currently, subsections 22 (2.1) to (2.1.2) prohibit requests for official plan amendments to be made within two years of a new official plan or secondary plan coming into effect. The subsections are repealed. The prohibitions on applications to amend zoning by-laws in subsections 34 (10.0.0.1) and (10.0.0.2) and in relation to applications for a minor variance in subsections 45 (1.2) to (1.4) are similarly repealed.*

Exemption for additional residential units in new residential buildings

7. Currently, subsection 37 (6) permits a municipality that has passed a community benefits charge by-law to allow an owner of land to provide the municipality facilities, services or matters required because of development or redevelopment in the area. A new subsection 37 (7.1) provides that a municipality may require such an owner to enter into an agreement with the municipality that addresses the provision of the facilities, services or matters and new subsection (7.2) requires the agreement to be registered against the land.

The Province of Ontario passed Bill 109 in the 2022 spring titled as Bill 109: the More Homes for Everyone Act, 2022. This bill made several changes to land use planning in Ontario with the goal of increasing housing supply and streamlining development approvals.

The highlights of this bill that are relevant to this proposal are:

The province will propose what can be required as a condition of draft approval for subdivision plans and give municipalities a one-time discretionary authority to reinstate draft approved plans of subdivision that have lapsed within the past five years without a new application to streamline decision-making.

The province will require municipalities to partially refund zoning by-law amendment fees if they fail to make a decision on an application within 90 days (or 120 days if the decision is concurrent with an official plan amendment application).

The province will speed up approvals for housing and community infrastructure, like hospitals and community centres, while increasing transparency and accountability through a new Community Infrastructure and Housing Accelerator (CIHA) which will include public notice and consultation requirements.

The province will provide \$19 million in funding over three years to the Ontario Land Tribunal (OLT) to support faster case resolution, hiring more staff and adjudicators, and doubling the capacity for the use of expert land use planning mediators. Additionally, Planning Act changes will be implemented to depoliticize planning decisions.

The province will introduce modest changes that increase public reporting, public consultations, and by-law renewals that will apply to the use of Development Charges or Community Benefit Charges.

Bill 23: Schedule 9, Planning Act Amendments:

The repeal of subsections 22 (2.1) to (2.1.2) of Bill 23: Schedule 9, Planning Act, which previously prohibited requests for official plan amendments within two years of a new official plan or secondary plan coming into effect, is particularly pertinent to the proposed development. The proposal involves subdividing a land parcel into 9 lots, necessitating an amendment to the zoning by-law, even though it aligns with the existing official plan. Therefore, does not require OPA.

Bill 109: More Homes for Everyone Act, 2022:

Bill 109 aims to increase housing supply and streamline development approvals, which aligns with the objectives of the proposed subdivision. The proposed subdivision will contribute to the housing supply by creating 9 new lots. Moreover, the requirement for municipalities to partially refund zoning by-law amendment fees if they fail to make a decision within 90 or 120 days will incentivize timely decision-making on the proposed zoning by-law amendment.

In summary, the proposed subdivision aligns with the objectives of Bill 23 and Bill 109, as it contributes to the housing supply and requires a zoning by-law amendment.

5. Supporting Studies and Key Findings

5.1 Environmental Site Assessment (Phase 1)

ESA Phase I study was conducted as per the requirement of application package checklist. For this purpose, a conceptual site model was synthesized comprising of all the relevant information for the study area. This information included a study area evaluation, current and past uses, co-relates the Site features and geological/hydrogeological conditions in the area with on-site and off-site Potentially Contaminating Activities, and identifies transport pathways and COPCs within phase one study area that may contribute to Areas of Potential Environmental Concerns on, in or under the phase one property.

A Site Plan of the phase one study area (Figure 1) that shows existing buildings, water wells, roads (including names), uses of properties adjacent to the phase one property, areas where on-site and off-site PCAs have occurred, including tanks in such areas, and anticipated groundwater flow direction.

The conclusions of this report suggested the following major takeaways:

- a. The phase one property is approximately rectangular in shape and consists of a four-storey residential house near the northern portion; asphalt driveway north of the residential house on the north portion, and grass and trees in the remaining areas. The Site is accessible from Fairview Road West. A former indoor swimming pool, reportedly backfilled with concrete, is located on the southeast portion of the Site building.
- b. Based on the age of the residential house and site observations, potential presence of designated substances and other special attention items, including asbestos-containing materials (ACMs), polychlorinated biphenyls (PCBs), lead and ozone depleting substances (ODSs), was identified inside the building. These substances are not considered of concern provided they are properly managed and disposed or are not disturbed. However, a designated substance survey (DSS)
- c. should be conducted at the Site prior to any demolition or significant renovation of the building.
- d. Considering the findings of the current Phase One ESA, it is concluded that a Phase Two ESA is required for the phase one property. The rationale for this conclusion is presented below. Potentially Contaminating Activity at the Site has been revealed after the records review and during the site reconnaissance,
- e. It is also suggested that in order to verify the existence of COPCs in soil at the phase one property, a number of boreholes should be advanced within the identified Areas of Potential Environmental Concern to determine the locations and concentrations of COPCs in the land or water on, in or under the phase one property.
- f. The records review, interviews and site reconnaissance conducted as part of the present Phase I ESA have identified no PCAs within phase one study area that may contribute to APECs at the phase one property, and no further investigation is required. It is expected that the phase one property could continue to be used for residential purposes, and if required, an RSC can be filed for the Site based on Phase One ESA only.

5.2 Arborist Report with Tree inventory and Tree Preservation Plan

The arborist report was prepared by 'Ontree' to make a tree assessment and preservation plan for 120 Fairview Road West with the intention to provide proposals and rationale for all regulated trees located at or near site of proposed construction activities. The report provides definitions of terms, scope of study, detailed mapping of trees including but not limited to name, type, height, girth, health, defects, etc., proposed activity schedule for construction that may have impact on trees and recommendation for the possible retention and injury mitigation of these trees. This report revised to prepare tree assessment and preservation plan for 120 Fairview Road West. Revision is in response to Lot 3 becoming an empty lot.

The report concludes that in total, there are 45 regulated trees proposed for removal or injury. An estimated number of 9% of the roots located within the tree protection zone of tree T1 (as per report) may be impacted by excavations. As the tree is in fair health, and as the species is highly tolerant of root injury, the arborist report suggests that T1 will remain viable following the completion of construction

activities. Note however that an existing structural issue with this tree requires attention by the owner. Further report provides elaborated recommendations from - Section III: Prior to Start of Construction Activities; Section IV: During construction activities and concludes with Section V: Tree Replacement Plan followed by concluding remarks.

For detailed information, Arborist report is to be referred with listed below supporting drawings provided with the proposal package.

1. Drawing "Tree Assessment and Preservation Plan", Sheet TAPP-1
2. Drawing "Tree Assessment and Preservation Plan", Sheet TAPP-2
3. Drawing "Tree Replacement Plan", Sheet "TRP".

5.3 Acoustical Feasibility Study

The Acoustical Feasibility Study was conducted by Sonair Environmental. The study was conducted to assess the noise impact from vehicular noise source for the proposed development from vehicular traffic along Confederation Parkway, Central Parkway West and Hurontario Street as well as any environmental noise impact from existing land uses surrounding the proposed development. As per report, there are no stationary noise sources in the proximity and therefore noise impact from stationary noise impact from existing land uses is not considered a concern for study.

The report provides conclusion and recommendations stating, 'Noise levels from the roadways and the proposed LRT are predicted to be below applicable NPC-300 guideline limits during daytime, evening time and nighttime at all identified points of reception.' Therefore, as per acoustical feasibility study, the proposed development is compatible with surrounding land uses in a noise perspective without any mitigation requirements.

For detailed information and review, please refer Acoustical Feasibility Study provided as part of submission package.

5.4 Traffic Impact Study

Traffic Impact Study and Auto TURN Swept Path Assessment is prepared nu Traffic + Engineering Ltd. The purpose of this study was revised to reflect the updated site plan in support of a Zoning Application related to the proposed new redesigned residential development. Aim is to determine the impacts of the additional traffic generated from the proposed development on the surrounding road network and the improvements, if necessary, to accommodate this future traffic.

The report provides key findings and conclusions after assessing existing and projected site & site surrounding situations. The major take away from the report is summarized here.

The unsignalized intersection of Fairview Road West and Sir Antonio Drive. is performing satisfactorily on an overall basis, which corresponds to levels of service B during both the A.M. and the P.M. peak hours, with volume/capacity ratios well below capacity at all approaches. After discussions with City of Mississauga staff, it was agreed that the future background and future total traffic assessments are not needed due to the small size and scope of the proposed development. It is, therefore, agreed to only determine the future trip generation of the proposed development. The field sight distances exceed the minimum required sight distances, and the proposed location of site access driveway is adequate.

Major revision pertained to Swept Path Assessments for Garbage Truck. It was concluded based on the swept path assessments undertaken along the proposed alleyway to service two (2) single detached houses, TIS suggested that the garbage truck can maneuver without any impediments to service the garbage bins.

In summary, the proposed development is anticipated to have a very minimal impact on traffic operations within the study area.

For detailed information on the study and key findings, please refer Traffic Impact study provided with the submission package.

5.5 Stormwater Management Report

The stormwater management report is prepared by Land & Building Experts in support of proposed subdivision at 120 Fairview Road West in the City of Mississauga. The report suggests that the site's drainage is currently split, with the front portion draining to Fairview Road West and Sir Antonio Drive and the rear portion draining towards the rear property line. The stormwater for the area will be controlled with soakaway pit.

The report discusses analysed pre-development condition and projected post-development condition of site, describes water balance systems, erosion and sediment control followed by conclusion and recommendations.

5.6 Functional Servicing Report (FSR)

The functional servicing report is prepared by Land & Building Experts. The report assesses all the existing infrastructure condition and capacity.

FSR explains that the site's drainage is currently split, with the front portion draining to Fairview Road West and Sir Antonio Drive and the rear portion draining towards the rear property line. The stormwater for the area will be controlled with soakaway pit. The proposed area will consist of 0.1241 ha of building, 0.0772 ha of impermeable and 0.1593 ha of landscaped area. The property will be graded and controlled to drain towards proposed soakaway pits.

For water service connection, existing 25mm water service will be removed and new 25mm water service for domestic demand will be provided for each dwelling. The existing 150mm at Sir Antonio Drive will be extended into proposed private road and 25mm water service will be connected to the proposed watermain for Lot 1-3. The report also provides guidelines to minimize erosion & sediment during the grading and site servicing period of construction.

To conclude, the FSR reports suggests that adequate services exist to support the proposed addition at 120 Fairview Road West and sanitary, storm & water services shall be provided without any constraint. Also, FSR is to be referred for elaborated recommendations for detailed design phase.

5.7 Geotechnical Report

The Geotechnical report is prepared by Fisher Engineering for proposed development at 120 Fairview West. The purpose of this investigation was to assess subsurface soil and groundwater conditions at the site and to outline geotechnical parameters and make recommendations for the design of the proposed structures.

The report describes site conditions, assesses field and laboratory work and provides information on subsoil conditions. An approximately 0.15m thick layer of topsoil was observed at the surface of some boreholes while asphalt layers (approximately 50mm thick) were encountered at the surface of other boreholes. The report in detail describes the underlying layers of all the boreholes along with Groundwater levels and provide considerations for foundation design.

Report also covers considerations for Seismic design, Basement walls, excavation and backfill followed by groundwater considerations, slab on grade and permanent drainage and brief on underground utilities.

5.8 Environment Site Screen Questionnaire and Declaration Schedule (ESSQD)

The Environmental Site Screening Questionnaire and Declaration Schedule duly signed by the property owner is provided as part of submission package.

6. Community Engagement Meeting Brief

The summary of community engagement meeting brief will be provided at a later stage in the application after community engagement is conducted. The same will be provided as addendum to the planning justification report at a later stage after it is completion.

7. Conclusion/Summary

The detailed planning justification, supporting studies/ reports present a comprehensive overview and analysis of the diverse components that factor into the proposed subdivision plan for 120 Fairview Road West. Here, we synthesize the key findings and implications from planning justification study along with all other supporting studies to arrive at a conclusion regarding the merit and sustainability of the proposal.

Efficient Land Use: Mississauga, like many other urban areas of GTA, is facing increasing population growth. Lot intensification allows for the more efficient use of existing urban land, reducing the need for sprawling suburban development. This also helps to protect green spaces and agricultural land on the city's outskirts.

Benefitting from public transit and Reduced Commute Times: Intensifying housing within the city and close to local and regional transit nodes potentially reduce commute times for residents as well as reduce dependence on private mode of transit. When people live closer to where they work, shop, and socialize, they spend less time on transportation and may not necessarily need privately owned vehicles, and this can improve overall quality of life.

Environmental Benefits: By concentrating housing in existing urban areas, we also indirectly reduce the environmental impact of new construction in greenfield areas. This includes reducing the need for new roads, utilities, and infrastructure, which can lower energy consumption and greenhouse gas emissions.

Economic Growth: Housing infill can stimulate economic growth by increasing the density of residents and businesses in a particular area. This can potentially attract new businesses, improve public transportation usage, and create job opportunities, ultimately boosting the local economy.

Preserving Neighborhood Character: Being infill project, the proposal is designed to blend with the existing neighborhood's character and architectural style. This contributes to maintaining the unique charm of the existing neighborhood while still accommodating population growth.

Housing Options: Building more housing units in the city can increase the overall housing supply, potentially leading to more housing options which is also a main objective of provincial and regional policies as well as of recent Bill 23 and Bill 109. When demand is met with supply, it could potentially help to stabilize or even lower housing prices, making it more accessible for a broader socio-economic circle.

Public Services and Infrastructure: Higher density housing often makes it more cost-effective to provide public services and infrastructure such as public transportation, schools, parks, and community centers. This supports to provide better services and amenities for residents. Along with public infrastructure, in this case, existing utilities and services are also of sufficient capacity to cater infill development and therefore no additional utilities are required to be provided in order to support development. This also contributes to optimizing the use of exiting services, utilities, and facilities.

Fiscal Benefits: Intensification also have financial benefits for local governing body. More residents and businesses in a concentrated area leads to increased property tax revenue, which can be used to fund essential services and infrastructure improvements.

Walkability and Accessibility: Being infill development, the proposal also promote walkability. It has been made evident through traffic impact study as well that this neighborhood and specifically proposed development is highly accessible by foot, bike, and public transportation. Thereby contributing to improve overall mobility and reduce the reliance on personal vehicles.

Smart Growth and Urban Planning: Lot intensification aligns with principles of smart growth and sustainable urban planning practices. It encourages efficient use of land, reduces urban sprawl, and promotes a more vibrant, connected, and resilient urban environment.

In conclusion, housing infill through lot intensification in Mississauga addresses several critical urban challenges, including population growth, environmental sustainability, affordability, and efficient land use. Properly planned and executed infill projects contribute to the overall well-being and prosperity of the city and its residents.

The proposal for the development at 120 Fairview Road West presents a well-rounded and conscientious approach to urban development. The comprehensive set of studies and plans illustrate a deep commitment to environmental stewardship, community well-being, and sustainable growth. Moreover, the subdivision plan showcases an adept blending of residential amenities with existing infrastructural features, ensuring a seamless integration with the current urban landscape. The proposal embodies good planning by fostering a harmonious balance between development and the environment, and facilitating a community that is not only accessible and sustainable but also resonates with tranquility and aesthetic appeal. The proposal is also well aligned with the provincial, regional, and local policies for the area.

By combining modern development with efforts to protect the environment, this proposal serves as an excellent example of sustainable urban planning, setting a standard for future projects in the area. Therefore, it represents well-considered planning that meets the diverse needs and expectations of Mississauga's urban community.



Manni Chauhan, MCIP, RPP, FITP(I)

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Phone # 647-296-9175
manni@gforceplanners.ca

Appendix A: Draft Plan of Subdivision

PLAN

LOT 24
43M-1672

LOT 23

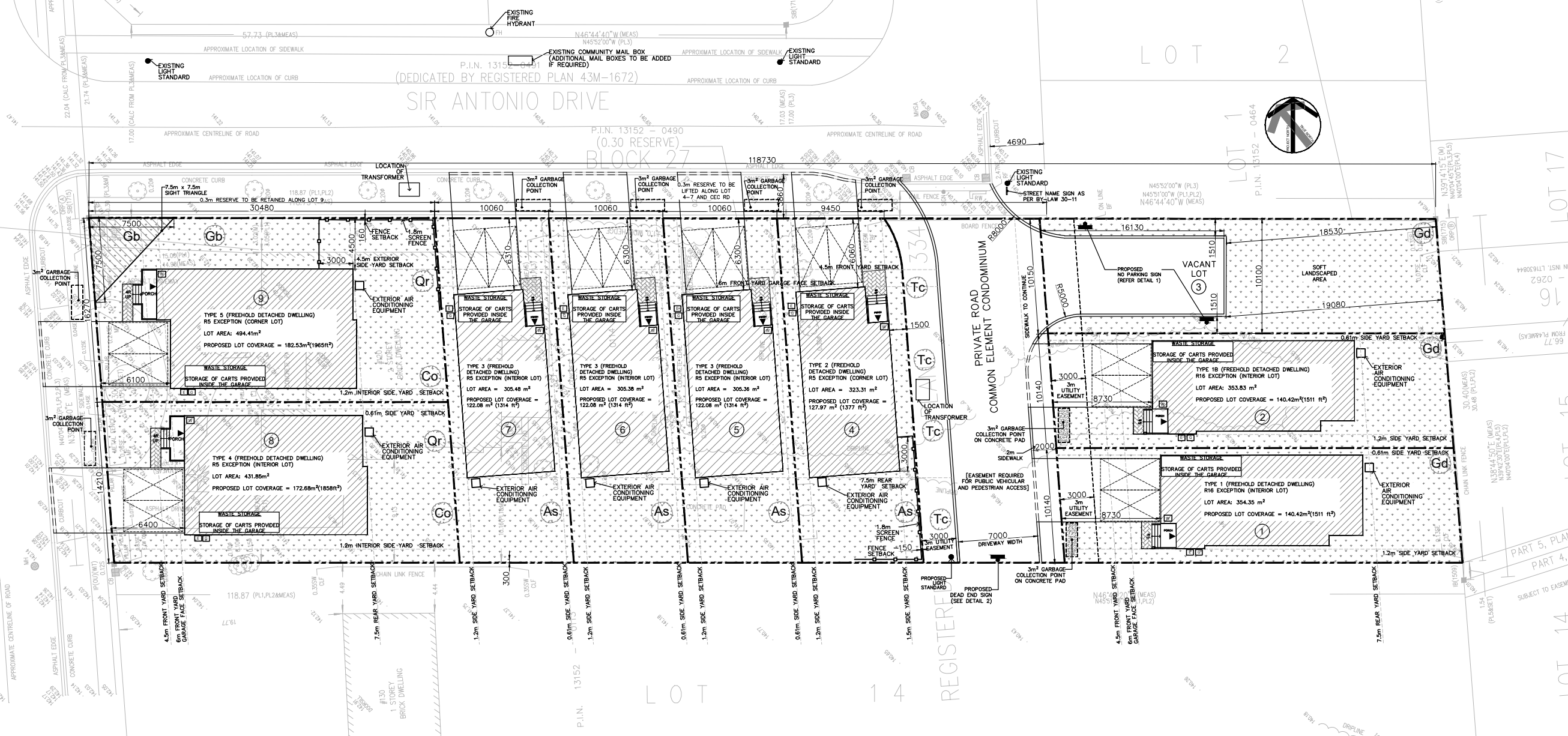
LOT 2

NOT FOR PERMIT/CONSTRUCTION

APPLICANT: LAND & BUILDING EXPERTS
570 ALDEN RD., UNIT 6, MARKHAM, ON L3R 8N5
CONTACT: 647-340-8649
EMAIL: landbuildexp@gmail.com

OWNER: DAHAB HOMES INC.
362 OXFORD ST E, LONDON, ON, N6A 1V7
CONTACT: 226-289-6660, 647-300-0228
EMAIL: info@hmareno.com

KNOWN AS FAIRVIEW ROAD WEST
(FORMERLY FAIRVIEW ROAD BY REGISTERED PLAN 334)
P.I.N. 13154-0104



5	FOR DARCC 3	03/14/2024
4	CLIENT REVIEW	02/29/2024
3	FOR DARCC 2	12/22/2023
2	FOR SUBMISSION	08/21/2023
1	CLIENT REVIEW	07/24/2023
NO.	ISSUED FOR	DATE

DETAIL 1:
NO PARKING SIGN (Rb-51)

Rb-51 300mm x 300mm
600mm x 600mm

Font N/A

Color Interdictory Symbol - Red Reflective
Legend & Border - Black
Background - White Reflective

Minimum Type I
Sheeting

DETAIL 2:
DEAD END SIGN
CHECKERBOARD SIGN (Wa-8)

Wa-8 750mm x 750mm

Font N/A

Color Legend - Black
Background - Yellow Reflective

Minimum Type III or IV
Sheeting

NOTE: WASTE COLLECTION/STORAGE
A MINIMUM OF 3m² (3m X 1m) GARBAGE COLLECTION POINT IS PROVIDED (REFER TO SP-01)
A MINIMUM OF 3.75m² (2.5m X 1.5m) IS PROVIDED IN THE GARAGE FOR STORAGE OF CARTS (REFER TO INDIVIDUAL SITE PLANS A101-A108, ARCHITECTURAL DRAWINGS FOR DETAIL)

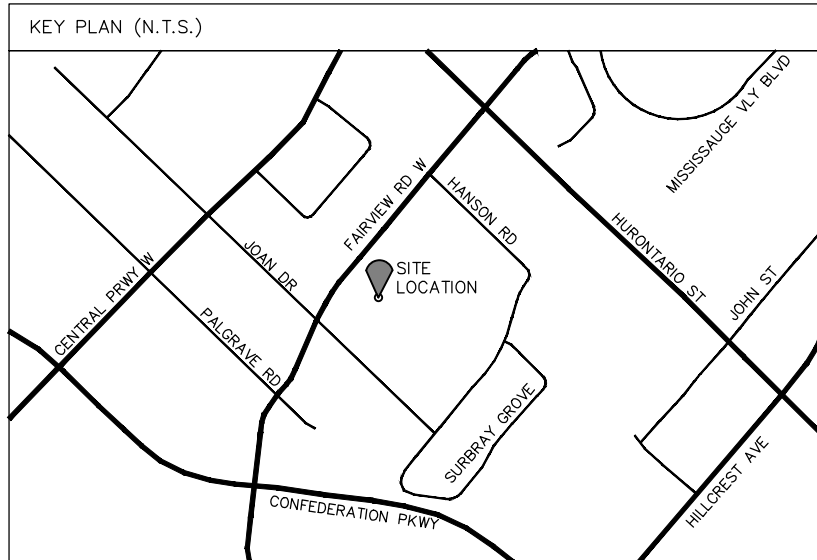
Tree Legend

ID	Qty	Common Name, Botanical Name	Caliper
Gb	2	Ginkgo, Ginkgo biloba	60mm
Co	2	Hackberry, Celtis occidentalis	60mm
Gd	3	Kentucky coffee tree, Gymnocladus dioicus	60mm
Tc	4	Little leaf linden, Tilia cordata	60mm
Qr	2	Red oak, Quercus rubra	60mm
As	4	Sugar maple, Acer saccharum	60mm

1 CONCEPT SITE PLAN
A100 SCALE: 1:400

LEGEND

	PROPERTY LINE
	WALKWAY PAVEMENT
	LANDSCAPED SOFT AREA
	BUILDING ENTRANCE/EXIT
	SCREEN FENCE
	2.75m X 5.2m PARKING SPACE
	WATER METER
	GAS METER
	HYDRO METER
	PROPOSED TREE



PREPARED BY:

LAND & BUILDING EXPERTS
570 Alden Rd., Unit 6, Markham, ON, L3R 8N5
(647) 340-8649 landbuildexp@gmail.com

PROJECT INFO:

**120 FAIRVIEW RD W,
MISSISSAUGA, ON L5B 1K6,
PLAN 334 LOT 13**

PROJECT NAME:

**PROPOSED SUBDIVISION TO
HAVE DETACHED HOMES**

FILE NUMBER:

DARC 23-37 W7

DRAWING TITLE:

**CONCEPT
SITE PLAN**

SCALE AS INDICATED DWG. NO.

DRAWN BY:

CHECKED BY:

PROJECT NO.:

A100

EXISTING ZONING: R3

ZONING MATRIX table for R3 zoning with columns for requirements and by-law provisions.

ZONING MATRIX table for R3 zoning with columns for requirements and by-law provisions.

PROPOSED ZONING FOR LOT 1-3: R16-EXCEPTION

ZONING MATRIX table for R16-EXCEPTION zoning with columns for requirements, proposed, exception required, and by-law provisions.

ZONING MATRIX table for R16-EXCEPTION zoning with columns for requirements, proposed, exception required, and by-law provisions.

NOT FOR PERMIT/CONSTRUCTION

APPLICANT: LAND & BUILDING EXPERTS
570 ALDEN RD., UNIT 6, MARKHAM, ON L3R 8N5
CONTACT: 647-340-8649
EMAIL: landbuildex@gmail.com

OWNER: DAHAB HOMES INC.
362 OXFORD ST E, LONDON, ON, N6A 1V7
CONTACT: 226-289-6660, 647-300-0228
EMAIL: info@hmareno.com

Table with 3 columns: NO., ISSUED FOR, DATE. Rows include FOR DARCI 3, CLIENT REVIEW, FOR DARCI 2, FOR SUBMISSION, CLIENT REVIEW, and ISSUED FOR.

LAND & BUILDING EXPERTS logo and contact information: 570 Alden Rd., Unit 6, Markham, ON, L3R 8N5 (647) 340-8649 landbuildex@gmail.com

PROJECT INFO:
120 FAIRVIEW RD W,
MISSISSAUGA, ON L5B 1K6,
PLAN 334 LOT 13

PROJECT NAME:
PROPOSED SUBDIVISION TO
HAVE DETACHED HOMES

FILE NUMBER:
DARC 23-37 W7

DRAWING TITLE:
OVERALL
ZONING MATRIX

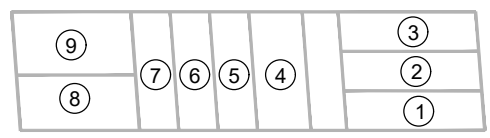
SCALE AS INDICATED
DRAWN BY:
CHECKED BY:
PROJECT NO.:
DWG. NO.
A111

PROPOSED ZONING FOR LOT 4-9: R5 EXCEPTION

ZONING MATRIX table for R5 EXCEPTION zoning with columns for requirements, proposed, exception required, and by-law provisions.

ZONING MATRIX table for R5 EXCEPTION zoning with columns for requirements, proposed, exception required, and by-law provisions.

1 OVERALL ZONING MATRIX
A111 SCALE : N.T.S



Appendix B: Zoning By-Law Amendment

DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER _____

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

WHEREAS pursuant to section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law.

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

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

4.7.2. XX	EXCEPTION: R16-XX	Map#22
In a R16-XX zone the permitted uses and applicable regulations shall be as specified for a R16 zone except that the following uses/regulations shall apply:		
Regulations:		
4.7.2. XX. 1	Minimum LOT AREA - INTERIOR LOT	300m ²
4.7.2. XX. 2	Minimum LOT FRONTAGE - INTERIOR LOT	10m
4.7.2. XX. 3	Maximum LOT COVERAGE	45%
4.7.2. XX. 4	Minimum FRONT YARD - INTERIOR LOT/ CEC - CORNER LOT	4.5m
4.7.2. XX.5	Minimum INTERIOR SIDE YARD	1.2 on one side of the lot, 0.61 on the other side
4.7.2. XX.6	Minimum REAR YARD SETBACK	7.5m
4.7.2. XX.7	Maximum driveway width	Width of garage door opening(s) plus 2.0m up to a maximum of 6.0m; if no garage door maximum width of 6.0m
4.7.2. XX.8	Minimum visitor parking	0

4.2.6. XX	EXCEPTION: R5-XX	Map#22
In a R5-XX zone the permitted uses and applicable regulations shall be as specified for a R5 zone except that the following uses/regulations shall apply:		
4.2.6. XX.1	Minimum LOT AREA – CORNER LOT	300m ²
4.2.6. XX.2	Minimum LOT FRONTAGE - CORNER LOT	9m
4.2.6. XX.3	Minimum EXTERIOR SIDE YARD SET BACK - CORNER LOT	1.5m

HOLDING PROVISION

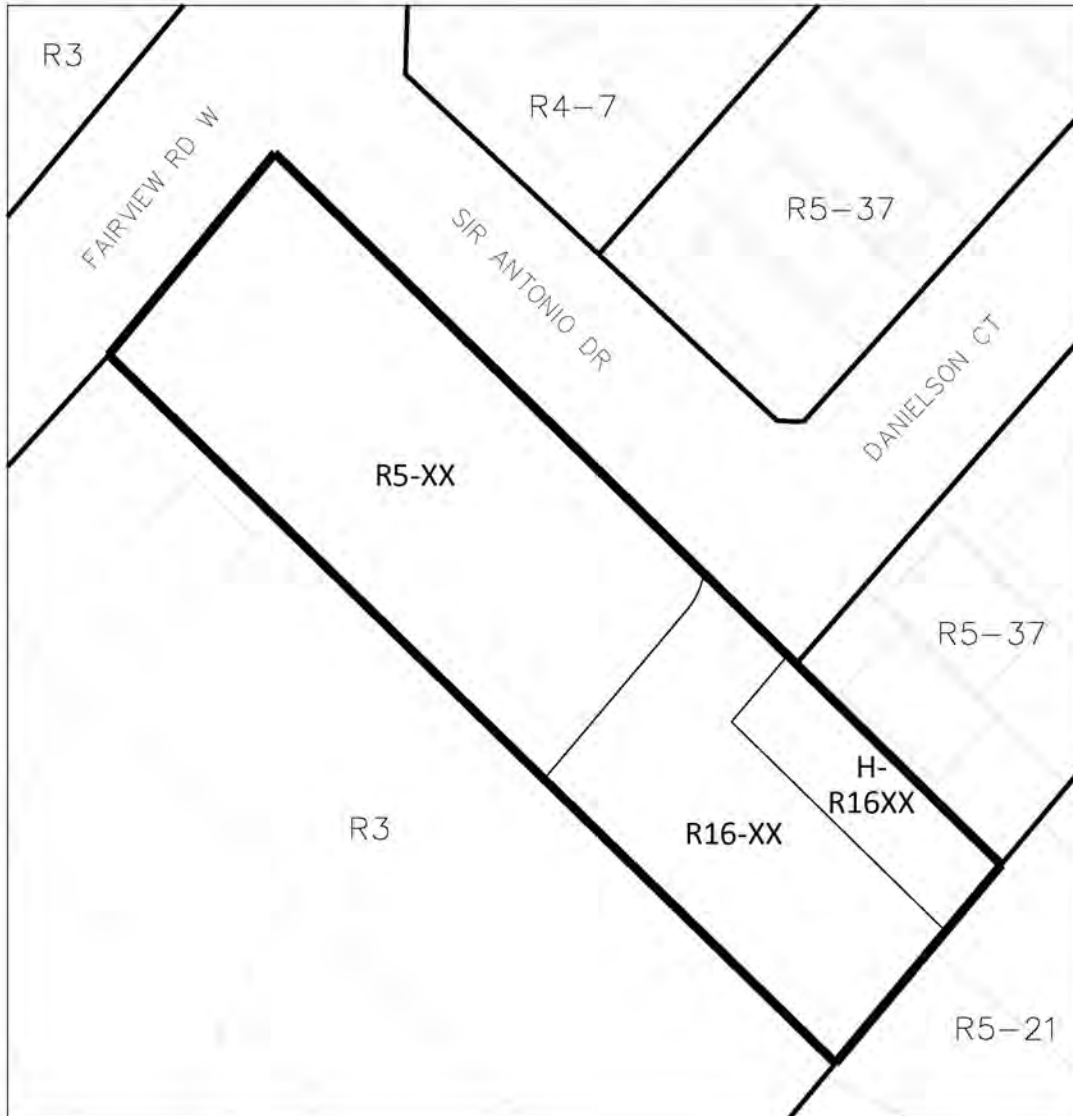
4.7.2. XX	EXCEPTION: R16-XX	Map#22
In a R16-XX zone the permitted uses and applicable regulations shall be as specified for a R16 zone except that the following uses/regulations shall apply:		
The holding symbol H is to be removed from the whole or any part of the lands zoned H-R16XX by further amendment to Map 22 of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:		
(1) the owner shall have executed and delivered the required Development Agreement on terms satisfactory to the City which shall include appropriate provisions to the satisfaction of the Commissioner of Transportation and Works and the Commissioner of Planning and Building;		

2. Map Number 22 of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “R3” to “R5-XX”, “R16- XX”, and “H-R16-XX” PROVIDED HOWEVER THAT the “R5-XX”, “R16-XX”, and “HR16- XX” zonings shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “R5-XX”, “R16-XX”, and “HR16- XX” zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2024.

MAYOR

CLERK



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

APPENDIX "A" TO BY-LAW NUMBER _____

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 "R-3" to "R16-XX", and "R5-XX".

"R5-XX" permits detached dwellings.

"R16-XX" permits detached dwellings on a Common Element Condominium private road.

"H-R16-XX" reserves land for a future development.

Location of Lands Affected:

375m west of Hurontario Street on the south side of Fairview Road West at the southwest corner of Sir Antonio Drive in Ward 7, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from XXXX of the City Planning and Building Department at 905-615-3200 ext. XXXX.

Appendix C: Architectural Drawing set

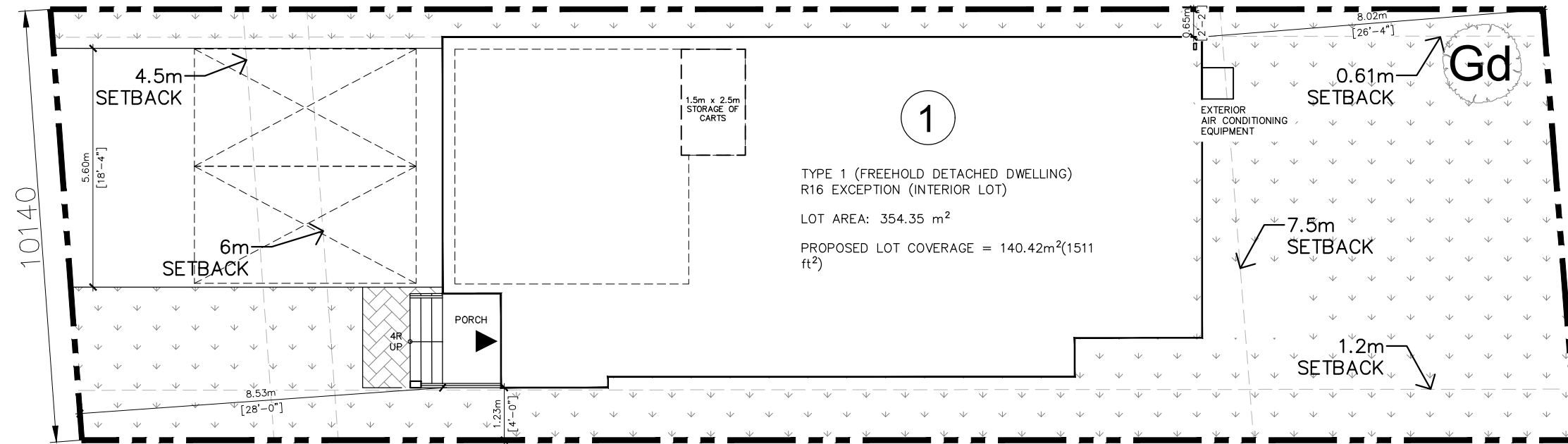
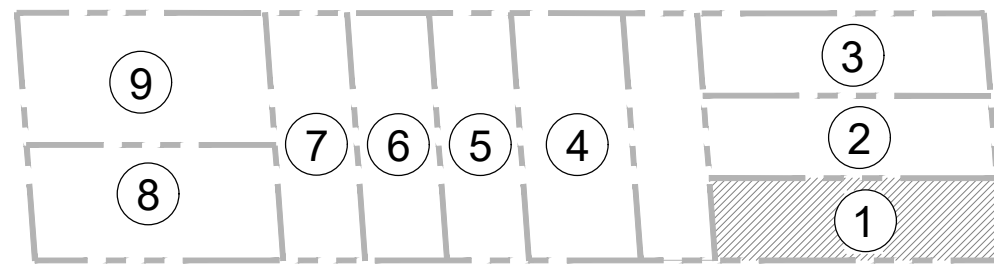
APPROXIMATE GFA CALCULATION

TYPE 1 – LOT 1	
	PROPOSED
FRIST FLOOR	1478 ft ² (137.39 m ²)
SECOND FLOOR	1431 ft ² (133.02 m ²)
GARAGE	325 ft ² (30.24 m ²)
TOTAL GFA (EXCLUDE GARAGE)	2584 ft ² (240.17 m ²)

NOT FOR PERMIT/CONSTRUCTION

APPLICANT: LAND & BUILDING EXPERTS
 570 ALDEN RD., UNIT 6, MARKHAM, ON L3R 8N5
 CONTACT: 647-340-8649
 EMAIL: landbuildex@gmail.com

OWNER: DAHAB HOMES INC.
 362 OXFORD ST E, LONDON, ON, N6A 1V7
 CONTACT: 226-289-6660, 647-300-0228
 EMAIL: info@hmareno.com



TYPE 1 (FREEHOLD DETACHED DWELLING)
 R16 EXCEPTION (INTERIOR LOT)
 LOT AREA: 354.35 m²
 PROPOSED LOT COVERAGE = 140.42m²(1511 ft²)

LEGEND	
	PROPERTY LINE
	WALKWAY PAVEMENT
	LANDSCAPED SOFT AREA
	BUILDING ENTRANCE/EXIT
	2.75m X 5.2m PARKING SPACE

TREE LEGEND			
ID	Qty	Common Name, Botanical Name	Caliper
Gb	2	Ginkgo, Ginkgo biloba	60mm
Co	2	Hackberry, Celtis occidentalis	60mm
Gd	3	Kentucky coffee tree, Gymnocladus dioicus	60mm
Tc	4	Little leaf linden, Tilia cordata	60mm
Qr	2	Red oak, Quercus rubra	60mm
As	4	Sugar maple, Acer saccharum	60mm

1 TYPE 1 – LOT 1 SITE PLAN
 A101 SCALE : 1:125

ZONING MATRIX				
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6				
ZONING: R16-EXCEPTION (INTERIOR LOT)				
	R16 REQUIREMENTS	PROPOSED R16-EXCEPTION	PROPOSED	BY-LAW
LOT AREA	MIN. 550m ²	MIN. 300m ²	354.35m ²	ZONING BY-LAW 0225-2007, 4.7.1 (3.1)
LOT FRONTAGE	MIN. 15m	MIN. 10m	10.14m	ZONING BY-LAW 0225-2007, 4.7.1 (4.1)
LOT COVERAGE	MAX. 35%	MAX. 45%	39.62%	ZONING BY-LAW 0225-2007, 4.7.1 (5.0)
FRONT YARD SETBACK	MIN. 7.5m	MIN. 4.5m / MIN. 6m (GARAGE FACE)	8.33m	ZONING BY-LAW 0225-2007, 4.7.1 (6.1)
EXTERIOR SIDE YARD SETBACK	MIN 6.0m FOR EXTERIOR SIDE LOT LINE ABUTTING A STREET/CEC-SIDEWALK; MIN 3.3m FOR EXTERIOR SIDE LOT LINE ABUTTING A SIDEWALK.	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (7.0)
INTERIOR SIDE YARD SETBACK	1.2m PLUS 0.61m FOR EACH ADDITIONAL STOREY OR PORTION THEREOF ABOVE ONE STOREY	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.23m AND 0.65m	ZONING BY-LAW 0225-2007, 4.7.1 (8.1)
REAR YARD SETBACK	MIN 7.5m	MIN 7.5m	8.22m	ZONING BY-LAW 0225-2007, 4.7.1 (9.1)
HEIGHT	MAX 10.7m	-	8.43m	ZONING BY-LAW 0225-2007, 4.7.1 (10.0)
ENCROACHMENTS – PORCH OR DECK INCLUSIVE OF STAIRS LOCATED AT AND ACCESSIBLE FROM THE FIRST STOREY INTO THE REQUIRED FRONT AND EXTERIOR SIDE YARDS	MAX 1.5m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.1)
ENCROACHMENTS – AWNING, WINDOW, CHIMNEY, PILASTER OR CORBEL, WINDOW WELL, AND STAIRS WITH A MAX. 3 RISERS, INTO THE REQ. FRONT AND EXTERIOR SIDE YARDS	MAX 0.6m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.2)
ENCROACHMENTS – PORCH OR DECK INCLUSIVE OF STAIRS LOCATED AT AND ACCESSIBLE FROM THE FIRST STOREY, OR AWNING INTO THE REQ. REAR YARD	MAX 5.0m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.3)

ENCROACHMENTS – BALCONY, WINDOW, CHIMNEY, PILASTER OR CORBEL, WINDOW WELL, AND STAIRS WITH A MAX. OF 3 RISERS, INTO THE REQUIRED REAR YARD	MAX 1.0m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.4)
SETBACK OF A DETACHED DWELLING TO A CEC – VISITOR PARKING SPACE	MIN. 3.3m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.5)
SETBACK OF A DETACHED DWELLING TO A CEC – AMENITY AREA	MIN. 1.5m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.6)
ATTACHED GARAGE	PERMITTED	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.7.1 (12.1)
NUMBER OF PARKING SPACE	MIN. 2	MIN. 2	4	ZONING BY-LAW 0225-2007, TABLE 3.1.2.1 (7.0)
VISITOR PARKING SPACES	MIN. 1	MIN. 0	0	ZONING BY-LAW 0225-2007, TABLE 3.1.2.1 (7.0)
DRIVEWAY WIDTH	LESSER OF 8.5m or 50% OF THE LOT FRONTAGE	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.60m	ZONING BY-LAW 0225-2007, 4.7.1 (12.5)
WIDTH OF CEC ROAD	MIN. 7.0m	MIN. 7.0m	7.0m	ZONING BY-LAW 0225-2007, 4.7.1 (13.1)
WIDTH OF CEC ROAD ABUTTING PARALLEL COMMON VISITOR PARKING	MIN. 6.0m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (13.2)
CEC ROADS AND AISLES TO BE SHARED WITH ABUTTING LANDS WITH THE SAME R16 BASE ZONE and/or R16 EXCEPTION ZONE	PERMITTED	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (13.3)
SIDEWALK WIDTH	MIN. 2.0m	MIN. 2.0m	2.0m	ZONING BY-LAW 0225-2007, 4.7.1 (13.4)
ACCESSORY BUILDING AND STRUCTURES	PERMITTED	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.7.1 (14.0)

5	FOR DARC 3	03/14/2024
4	CLIENT REVIEW	02/29/2024
3	FOR DARC 2	12/22/2023
2	FOR SUBMISSION	08/21/2023
1	CLIENT REVIEW	07/24/2023
NO.	ISSUED FOR	DATE

PREPARED BY:
LAND & BUILDING EXPERTS
 570 Alden Rd., Unit 6, Markham, ON, L3R 8N5
 (647) 340-8649 landbuildex@gmail.com

PROJECT INFO:
**120 FAIRVIEW RD W,
 MISSISSAUGA, ON L5B 1K6,
 PLAN 334 LOT 13**

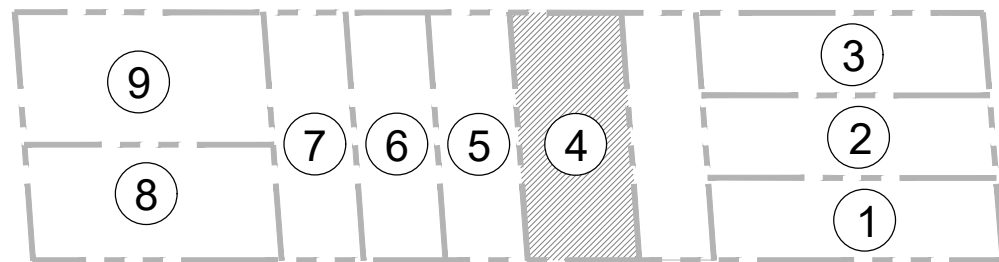
PROJECT NAME:
**PROPOSED SUBDIVISION TO
 HAVE DETACHED HOMES**

FILE NUMBER:
DARC 23-37 W7

DRAWING TITLE:
SITE PLAN 1

SCALE AS INDICATED
 DRAWN BY:
 CHECKED BY:
 PROJECT NO.:

DWG. NO.
A-101



LEGEND	
	PROPERTY LINE
	WALKWAY PAVEMENT
	LANDSCAPED SOFT AREA
	BUILDING ENTRANCE/EXIT
	2.75m X 5.2m PARKING SPACE

TREE LEGEND			
ID	Qty	Common Name, Botanical Name	Caliper
Gb	2	Ginkgo, Ginkgo biloba	60mm
Co	2	Hackberry, Celtis occidentalis	60mm
Gd	3	Kentucky coffee tree, Gymnocladus dioicus	60mm
Tc	4	Little leaf linden, Tilia cordata	60mm
Qr	2	Red oak, Quercus rubra	60mm
As	4	Sugar maple, Acer saccharum	60mm

ZONING MATRIX

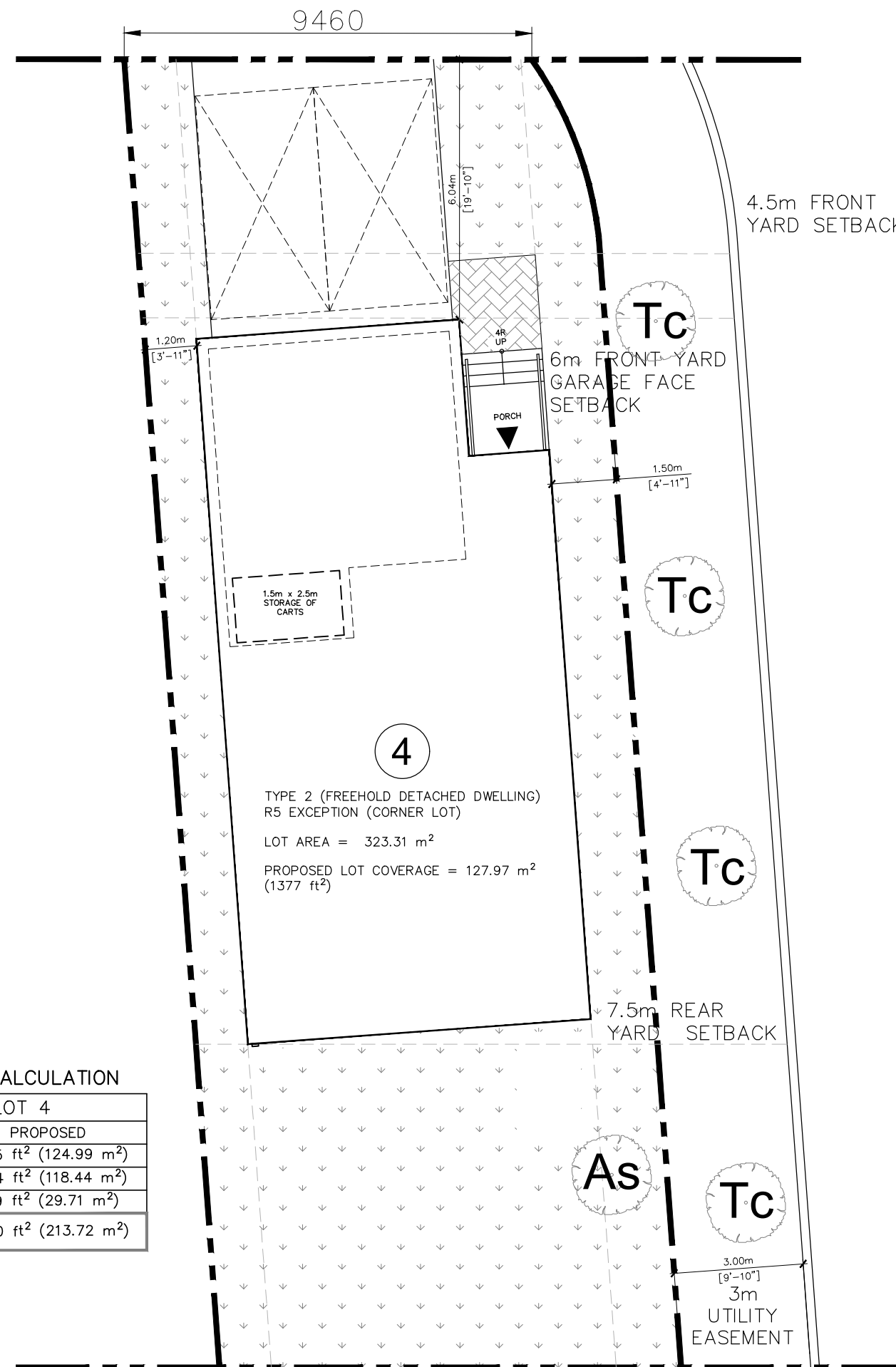
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6

ZONING: R5 (CORNER LOT)

	R5 REQUIREMENTS	PROPOSED R5-EXCEPTION REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 415m ²	MIN. 300m ²	323.31m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.2)
LOT FRONTAGE	MIN. 13.5m	MIN. 9m	10.71m	ZONING BY-LAW 0225-2007, 4.2.1 (4.2)
LOT COVERAGE	MAX. 40%	-	39.58%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	-	6.04m	ZONING BY-LAW 0225-2007, 4.2.1 (6.2)
EXTERIOR YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	MIN. 1.5m	1.50m	ZONING BY-LAW 0225-2007, 4.2.1 (7.0)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m	-	1.20m	ZONING BY-LAW 0225-2007, 4.2.1 (8.2)
REAR YARD SETBACK	MIN. 7.5m	-	7.50m	ZONING BY-LAW 0225-2007, 4.2.1 (9.2)
HEIGHT	MAX. 10.7m	-	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)
WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	-	3.17m	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	-	YES	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	-	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	-	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M. UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	-	5.60m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	-	41.68%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	-	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)

APPROXIMATE GFA CALCULATION

TYPE 2 - LOT 4	
	PROPOSED
FRIST FLOOR	1345 ft ² (124.99 m ²)
SECOND FLOOR	1274 ft ² (118.44 m ²)
GARAGE	319 ft ² (29.71 m ²)
TOTAL GFA (EXCLUDE GARAGE)	2300 ft ² (213.72 m ²)



NOT FOR PERMIT/CONSTRUCTION

APPLICANT: LAND & BUILDING EXPERTS
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EMAIL: landbuildex@gmail.com

OWNER: DAHAB HOMES INC.
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CONTACT: 226-289-6660, 647-300-0228
EMAIL: info@hmareno.com

5	FOR DARC 3	03/14/2024
4	CLIENT REVIEW	02/29/2024
3	FOR DARC 2	12/22/2023
2	FOR SUBMISSION	08/21/2023
1	CLIENT REVIEW	07/24/2023
NO.	ISSUED FOR	DATE

PREPARED BY:

LAND & BUILDING EXPERTS

570 Alden Rd., Unit 6, Markham, ON, L3R 8N5
(647) 340-8649 landbuildex@gmail.com

PROJECT INFO:

**120 FAIRVIEW RD W,
MISSISSAUGA, ON L5B 1K6,
PLAN 334 LOT 13**

PROJECT NAME:

**PROPOSED SUBDIVISION TO
HAVE DETACHED HOMES**

FILE NUMBER:

DARC 23-37 W7

DRAWING TITLE:

SITE PLAN 2

SCALE AS INDICATED

DWG. NO.

DRAWN BY:

CHECKED BY:

PROJECT NO.:

A-102

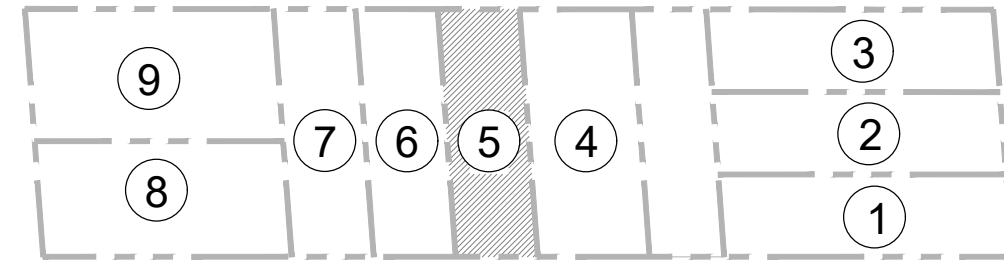
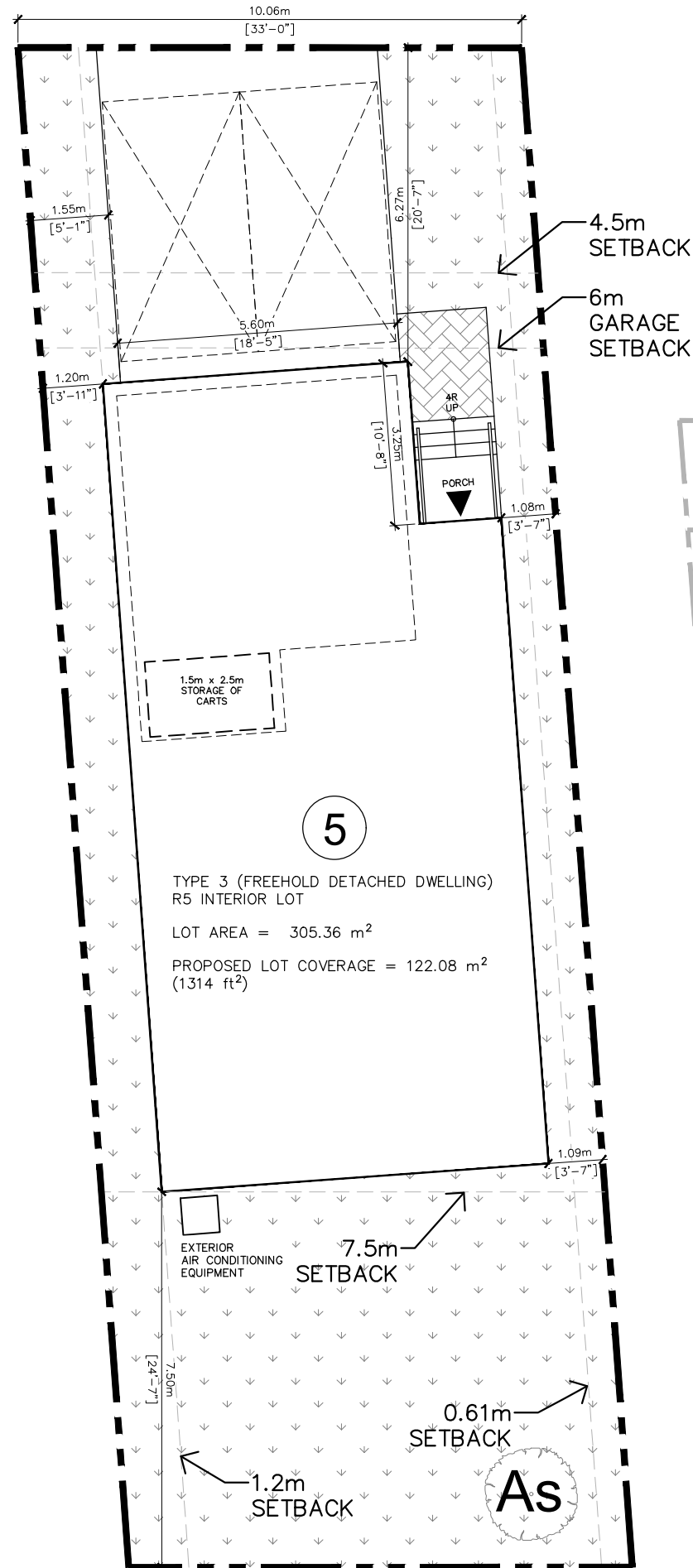
1 TYPE 2 - LOT 4 SITE PLAN
A102 SCALE : 1:125

LEGEND	
	PROPERTY LINE
	WALKWAY PAVEMENT
	LANDSCAPED SOFT AREA
	BUILDING ENTRANCE/EXIT
	2.75m X 5.2m PARKING SPACE

TREE LEGEND			
ID	Qty	Common Name, Botanical Name	Caliper
Gb	2	Ginkgo, Ginkgo biloba	60mm
Co	2	Hackberry, Celtis occidentalis	60mm
Gd	3	Kentucky coffee tree, Gymnocladus dioicus	60mm
Tc	4	Little leaf linden, Tilia cordata	60mm
Qr	2	Red oak, Quercus rubra	60mm
As	4	Sugar maple, Acer saccharum	60mm

ZONING MATRIX

ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6			
ZONING: R5 (INTERIOR LOT)			
	REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 295m ²	305.36m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.1)
LOT FRONTAGE	MIN. 9.75m	10.06m	ZONING BY-LAW 0225-2007, 4.2.1 (4.1)
LOT COVERAGE	MAX. 40%	39.97%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	6.27m	ZONING BY-LAW 0225-2007, 4.2.1 (6.0)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.08m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.20m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
REAR YARD SETBACK	MIN. 7.5m	7.50m	ZONING BY-LAW 0225-2007, 4.2.1 (9.1)
HEIGHT	MAX. 10.7m	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)
WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	3.25m	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	YES	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M. UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.60m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	40.92%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)



APPROXIMATE GFA CALCULATION

TYPE 3 - LOT 5	
	PROPOSED
FRIST FLOOR	1292 ft ² (120.12 m ²)
SECOND FLOOR	1209 ft ² (112.39 m ²)
GARAGE	319 ft ² (29.70 m ²)
TOTAL GFA (EXCLUDE GARAGE)	2182 ft ² (202.81 m ²)

1 TYPE 3 - LOT 5 SITE PLAN
A103 SCALE : 1:125

NOT FOR PERMIT/CONSTRUCTION

APPLICANT: LAND & BUILDING EXPERTS
570 ALDEN RD., UNIT 6, MARKHAM, ON L3R 8N5
CONTACT: 647-340-8649
EMAIL: landbuildex@gmail.com

OWNER: DAHAB HOMES INC.
362 OXFORD ST E, LONDON, ON, N6A 1V7
CONTACT: 226-289-6660, 647-300-0228
EMAIL: info@hmareno.com

NO.	ISSUED FOR	DATE
5	FOR DARC 3	03/14/2024
4	CLIENT REVIEW	02/29/2024
3	FOR DARC 2	12/22/2023
2	FOR SUBMISSION	08/21/2023
1	CLIENT REVIEW	07/24/2023

PREPARED BY:
LAND & BUILDING EXPERTS
570 Alden Rd., Unit 6, Markham, ON, L3R 8N5
(647) 340-8649 landbuildex@gmail.com

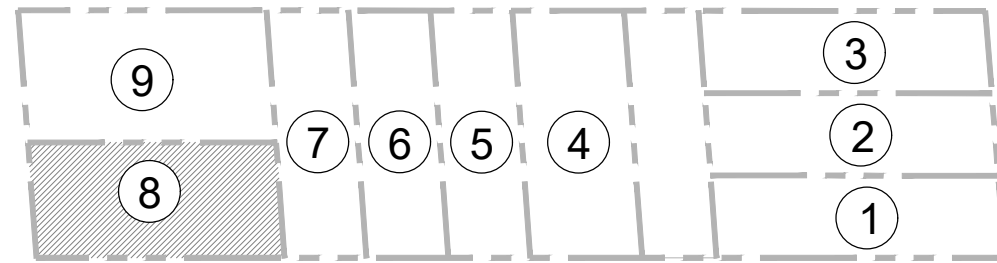
PROJECT INFO:
**120 FAIRVIEW RD W,
MISSISSAUGA, ON L5B 1K6,
PLAN 334 LOT 13**

PROJECT NAME:
**PROPOSED SUBDIVISION TO
HAVE DETACHED HOMES**

FILE NUMBER:
DARC 23-37 W7

DRAWING TITLE:
SITE PLAN 3

SCALE AS INDICATED
DRAWN BY:
CHECKED BY:
PROJECT NO.:
A-103



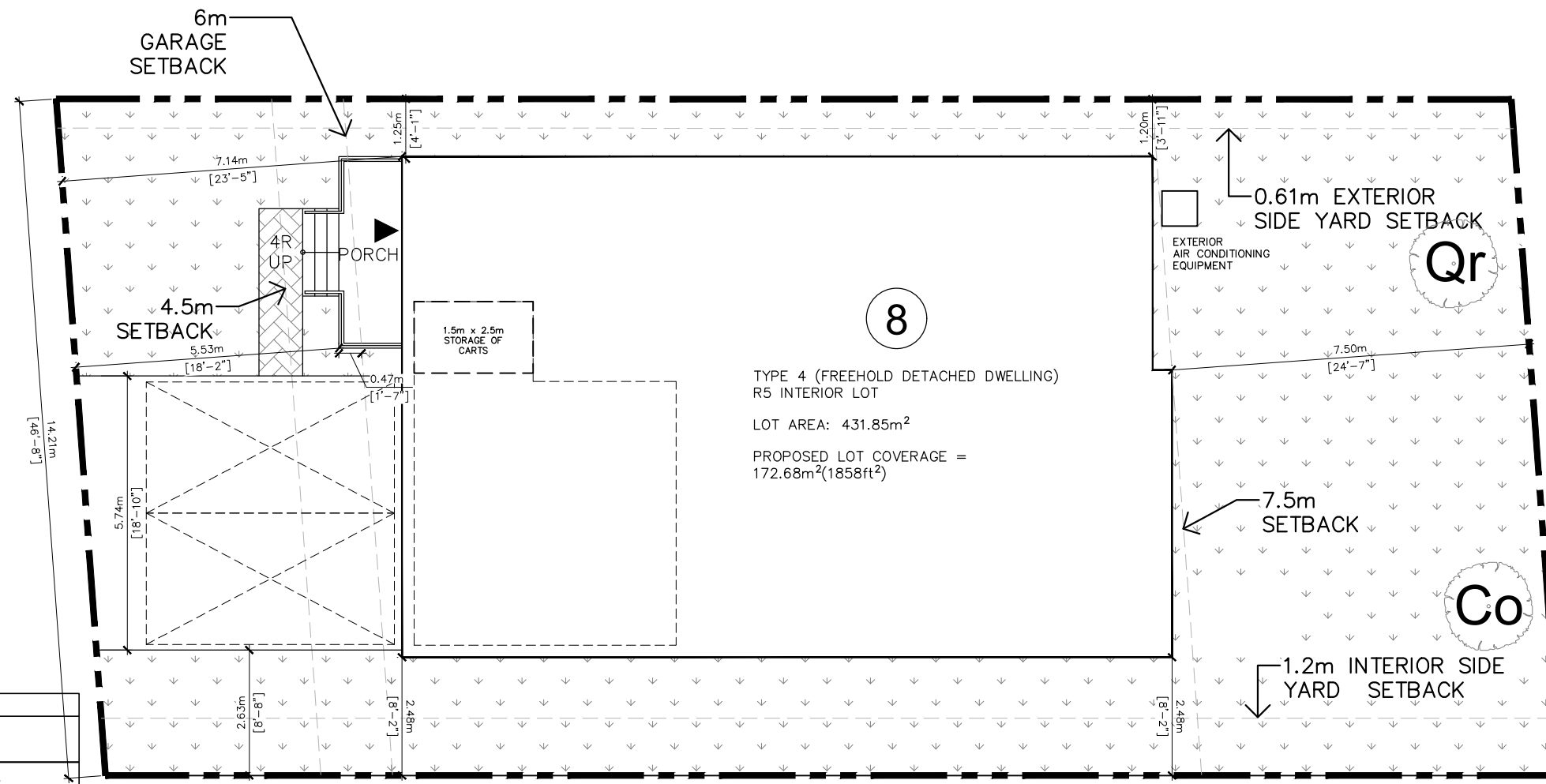
APPROXIMATE GFA CALCULATION

TYPE 4 – LOT 8	
	PROPOSED
FRIST FLOOR	1801 ft ² (167.37 m ²)
SECOND FLOOR	1801 ft ² (167.37 m ²)
GARAGE	326 ft ² (30.30 m ²)
TOTAL GFA (EXCLUDE GARAGE)	3276 ft ² (304.44 m ²)

NOT FOR PERMIT/CONSTRUCTION

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 570 ALDEN RD., UNIT 6, MARKHAM, ON L3R 8N5
 CONTACT: 647-340-8649
 EMAIL: landbuildex@gmail.com

OWNER: DAHAB HOMES INC.
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 CONTACT: 226-289-6660, 647-300-0228
 EMAIL: info@hmareno.com



LEGEND	
	PROPERTY LINE
	WALKWAY PAVEMENT
	LANDSCAPED SOFT AREA
	BUILDING ENTRANCE/EXIT
	2.75m X 5.2m PARKING SPACE

TREE LEGEND			
ID	Qty	Common Name, Botanical Name	Caliper
Gb	2	Ginkgo, Ginkgo biloba	60mm
Co	2	Hackberry, Celtis occidentalis	60mm
Gd	3	Kentucky coffee tree, Gymnocladus dioicus	60mm
Tc	4	Little leaf linden, Tilia cordata	60mm
Qr	2	Red oak, Quercus rubra	60mm
As	4	Sugar maple, Acer saccharum	60mm

ZONING MATRIX			
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6			
ZONING: R5 (INTERIOR LOT)			
	REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 295m ²	431.85m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.1)
LOT FRONTAGE	MIN. 9.75m	14.21m	ZONING BY-LAW 0225-2007, 4.2.1 (4.1)
LOT COVERAGE	MAX. 40%	39.98%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	5.53m	ZONING BY-LAW 0225-2007, 4.2.1 (6.0)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.20m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	2.48m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
REAR YARD SETBACK	MIN. 7.5m	7.50m	ZONING BY-LAW 0225-2007, 4.2.1 (9.1)
HEIGHT	MAX. 10.7m	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)

WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.74m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	49.82%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)

5	FOR DARC 3	03/14/2024
4	CLIENT REVIEW	02/29/2024
3	FOR DARC 2	12/22/2023
2	FOR SUBMISSION	08/21/2023
1	CLIENT REVIEW	07/24/2023
NO.	ISSUED FOR	DATE

PREPARED BY:

LAND & BUILDING EXPERTS
 570 Alden Rd., Unit 6, Markham, ON, L3R 8N5
 (647) 340-8649 landbuildex@gmail.com

PROJECT INFO:

**120 FAIRVIEW RD W,
 MISSISSAUGA, ON L5B 1K6,
 PLAN 334 LOT 13**

PROJECT NAME:

**PROPOSED SUBDIVISION TO
 HAVE DETACHED HOMES**

FILE NUMBER:

DARC 23-37 W7

DRAWING TITLE:

SITE PLAN 4

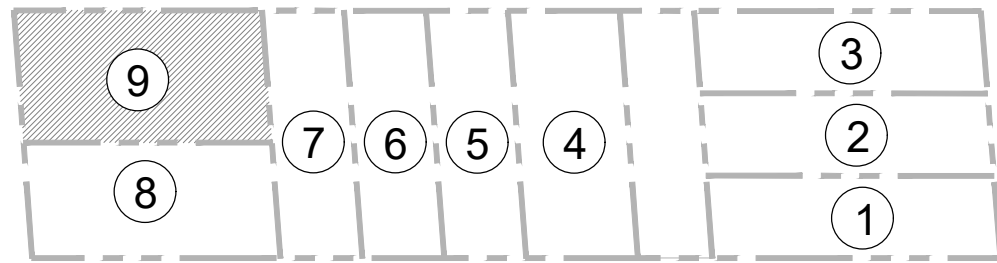
SCALE AS INDICATED

DWG. NO. **A-104**

DRAWN BY:

CHECKED BY:

PROJECT NO.:



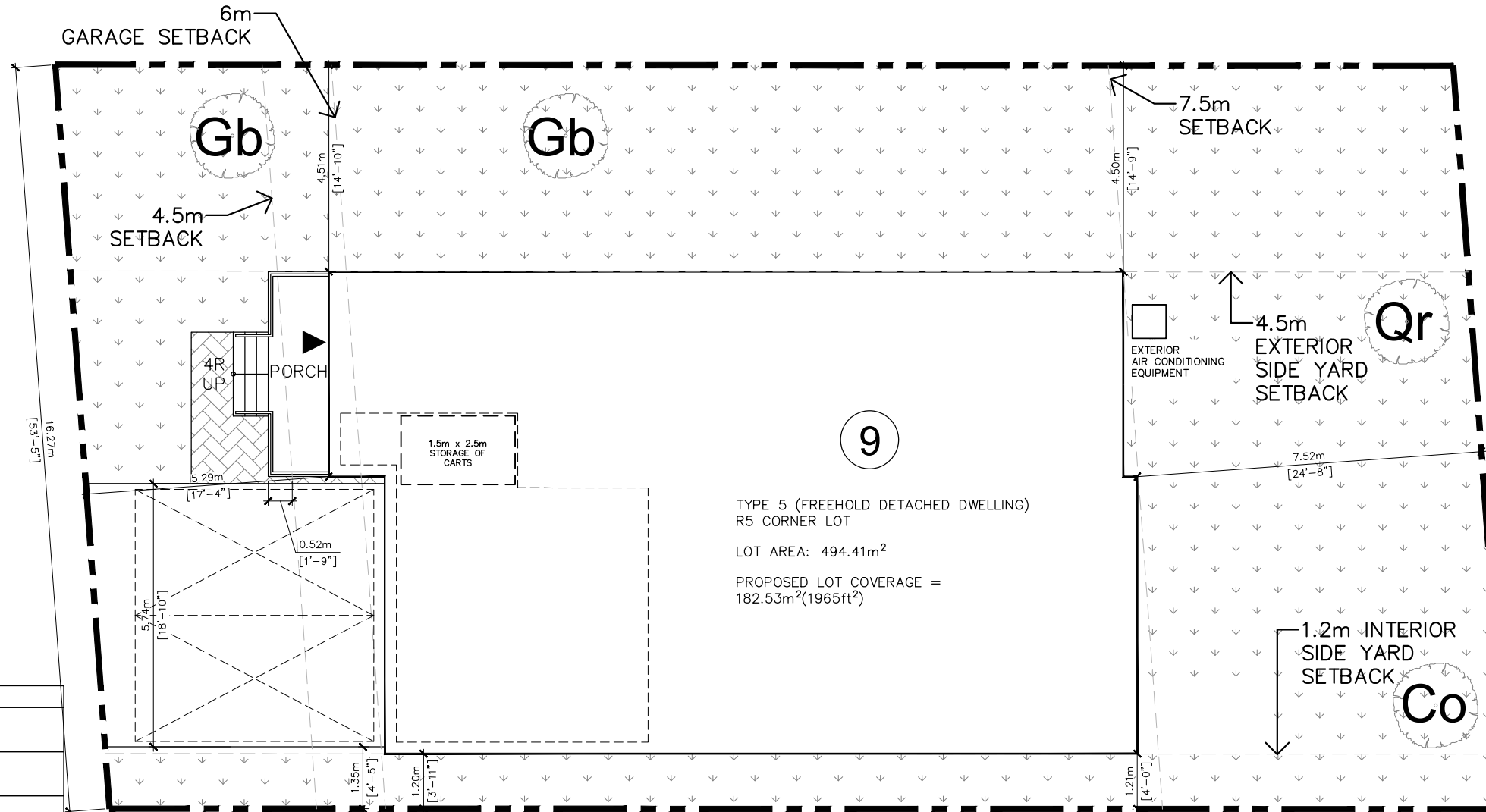
APPROXIMATE GFA CALCULATION

TYPE 5 – LOT 9	
	PROPOSED
FRIST FLOOR	1901 ft ² (176.63 m ²)
SECOND FLOOR	1901 ft ² (176.63 m ²)
GARAGE	327 ft ² (30.44 m ²)
TOTAL GFA (EXCLUDE GARAGE)	3475 ft ² (322.82 m ²)

NOT FOR PERMIT/CONSTRUCTION

APPLICANT: LAND & BUILDING EXPERTS
 570 ALDEN RD., UNIT 6, MARKHAM, ON L3R 8N5
 CONTACT: 647-340-8649
 EMAIL: landbuildex@gmail.com

OWNER: DAHAB HOMES INC.
 362 OXFORD ST E, LONDON, ON, N6A 1V7
 CONTACT: 226-289-6660, 647-300-0228
 EMAIL: info@hmareno.com



TYPE 5 (FREEHOLD DETACHED DWELLING)
 R5 CORNER LOT
 LOT AREA: 494.41m²
 PROPOSED LOT COVERAGE = 182.53m²(1965ft²)

LEGEND	
	PROPERTY LINE
	WALKWAY PAVEMENT
	LANDSCAPED SOFT AREA
	BUILDING ENTRANCE/EXIT
	2.75m X 5.2m PARKING SPACE

TREE LEGEND			
ID	Qty	Common Name, Botanical Name	Caliper
Gb	2	Ginkgo, Ginkgo biloba	60mm
Co	2	Hackberry, Celtis occidentalis	60mm
Gd	3	Kentucky coffee tree, Gymnocladus dioicus	60mm
Tc	4	Little leaf linden, Tilia cordata	60mm
Qr	2	Red oak, Quercus rubra	60mm
As	4	Sugar maple, Acer saccharum	60mm

ZONING MATRIX			
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6			
ZONING: R5 (CORNER LOT)			
	REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 415m ²	494.41m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.2)
LOT FRONTAGE	MIN. 13.5m	16.27m	ZONING BY-LAW 0225-2007, 4.2.1 (4.2)
LOT COVERAGE	MAX. 40%	36.91%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	5.29m	ZONING BY-LAW 0225-2007, 4.2.1 (6.0)
EXTERIOR SIDE YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	4.50m	ZONING BY-LAW 0225-2007, 4.2.1 (7.0)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m	1.20m	ZONING BY-LAW 0225-2007, 4.2.1 (8.2)
REAR YARD SETBACK	MIN. 7.5m	7.52m	ZONING BY-LAW 0225-2007, 4.2.1 (9.2)
HEIGHT	MAX. 10.7m	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)

WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.74m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	49.97%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)
PORCH/DECK ENCROACHMENTS	MAX. 1.6m INTO FRONT/EXTERIOR SIDE YARD AND MAX. 5m INTO REAR YARD; 1.5m FROM REAR LOT LINE AND 0.61m FROM INTERIOR/EXTERIOR SIDE LOT LINE	0.52m	ZONING BY-LAW 0225-2007, 4.1., 5.1-5.2

1 TYPE 5 – LOT 9 SITE PLAN
 A105 SCALE : 1:125

5	FOR DARC 3	03/14/2024
4	CLIENT REVIEW	02/29/2024
3	FOR DARC 2	12/22/2023
2	FOR SUBMISSION	08/21/2023
1	CLIENT REVIEW	07/24/2023
NO.	ISSUED FOR	DATE

PREPARED BY:
LAND & BUILDING EXPERTS
 570 Alden Rd., Unit 6, Markham, ON, L3R 8N5
 (647) 340-8649 landbuildex@gmail.com

PROJECT INFO:
**120 FAIRVIEW RD W,
 MISSISSAUGA, ON L5B 1K6,
 PLAN 334 LOT 13**

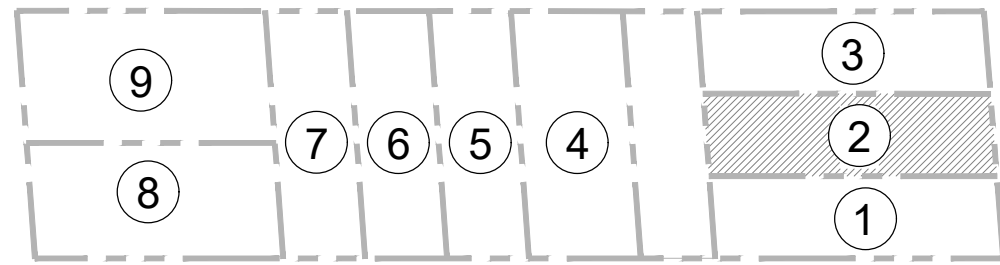
PROJECT NAME:
**PROPOSED SUBDIVISION TO
 HAVE DETACHED HOMES**

FILE NUMBER:
DARC 23-37 W7

DRAWING TITLE:
SITE PLAN 5

SCALE AS INDICATED	DWG. NO.
DRAWN BY:	A-105
CHECKED BY:	
PROJECT NO.:	

APPROXIMATE GFA CALCULATION

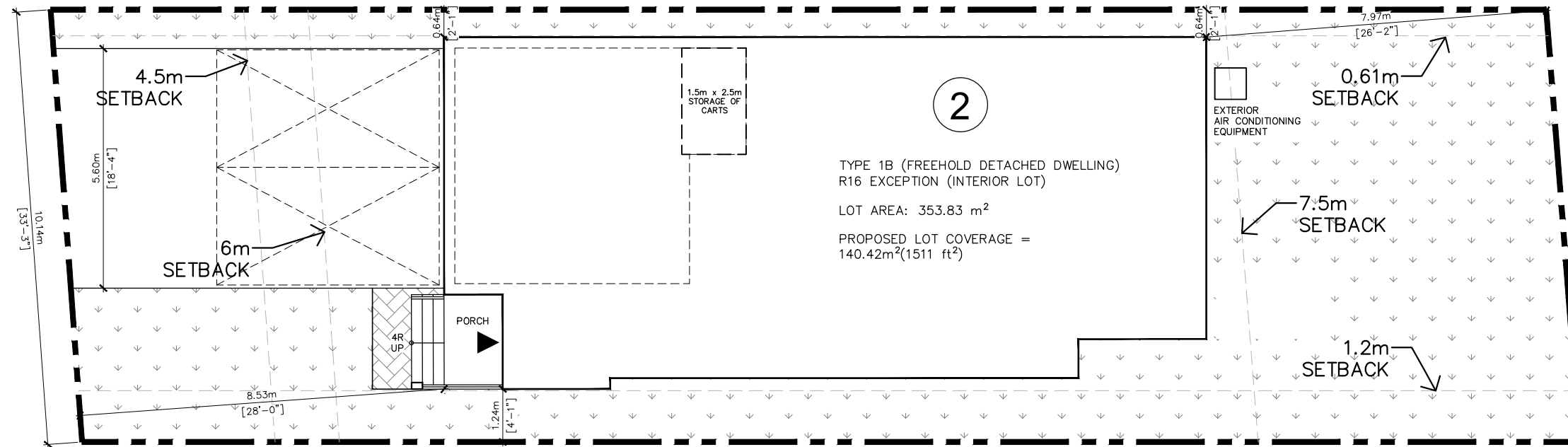


TYPE 1B – LOT 2	
	PROPOSED
FRIST FLOOR	1478 ft ² (137.39 m ²)
SECOND FLOOR	1431 ft ² (133.02 m ²)
GARAGE	325 ft ² (30.24 m ²)
TOTAL GFA (EXCLUDE GARAGE)	2584 ft ² (240.17 m ²)

NOT FOR PERMIT/CONSTRUCTION

APPLICANT: LAND & BUILDING EXPERTS
 570 ALDEN RD., UNIT 6, MARKHAM, ON L3R 8N5
 CONTACT: 647-340-8649
 EMAIL: landbuildex@gmail.com

OWNER: DAHAB HOMES INC.
 362 OXFORD ST E, LONDON, ON, N6A 1V7
 CONTACT: 226-289-6660, 647-300-0228
 EMAIL: info@hmareno.com



TYPE 1B (FREEHOLD DETACHED DWELLING)
 R16 EXCEPTION (INTERIOR LOT)
 LOT AREA: 353.83 m²
 PROPOSED LOT COVERAGE = 140.42m²(1511 ft²)

ZONING MATRIX

ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6				
ZONING: R16-EXCEPTION				
	R16 REQUIREMENTS	PROPOSED R16-EXCEPTION	PROPOSED	BY-LAW
LOT AREA	MIN. 550m ²	MIN. 300m ²	353.83m ²	ZONING BY-LAW 0225-2007, 4.7.1 (3.1)
LOT FRONTAGE	MIN. 15m	MIN. 10m	10.14m	ZONING BY-LAW 0225-2007, 4.7.1 (4.1)
LOT COVERAGE	MAX. 35%	MAX. 45%	39.68%	ZONING BY-LAW 0225-2007, 4.7.1 (5.0)
FRONT YARD SETBACK	MIN. 7.5m	MIN. 4.5m / MIN. 6m (GARAGE FACE)	8.53m	ZONING BY-LAW 0225-2007, 4.7.1 (6.1)
EXTERIOR SIDE YARD SETBACK	MIN 6.0m FOR EXTERIOR SIDE LOT LINE ABUTTING A STREET/CEC-SIDEWALK; MIN 3.3m FOR EXTERIOR SIDE LOT LINE ABUTTING A SIDEWALK.	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (7.0)
INTERIOR SIDE YARD SETBACK	1.2m PLUS 0.61m FOR EACH ADDITIONAL STOREY OR PORTION THEREOF ABOVE ONE STOREY	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.24m AND 0.64m	ZONING BY-LAW 0225-2007, 4.7.1 (8.1)
REAR YARD SETBACK	MIN 7.5m	MIN 7.5m	7.97m	ZONING BY-LAW 0225-2007, 4.7.1 (9.1)
HEIGHT	MAX 10.7m	MAX 10.7m	8.43m	ZONING BY-LAW 0225-2007, 4.7.1 (10.0)
ENCROACHMENTS – PORCH OR DECK INCLUSIVE OF STAIRS LOCATED AT AND ACCESSIBLE FROM THE FIRST STOREY INTO THE REQUIRED FRONT AND EXTERIOR SIDE YARDS	MAX 1.5m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.1)
ENCROACHMENTS – AWNING, WINDOW, CHIMNEY, PILASTER OR CORBEL, WINDOW WELL, AND STAIRS WITH A MAX. 3 RISERS, INTO THE REQ. FRONT AND EXTERIOR SIDE YARDS	MAX 0.6m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.2)
ENCROACHMENTS – PORCH OR DECK INCLUSIVE OF STAIRS LOCATED AT AND ACCESSIBLE FROM THE FIRST STOREY, OR AWNING INTO THE REQ. REAR YARD	MAX 5.0m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.3)

ENCROACHMENTS – BALCONY, WINDOW, CHIMNEY, PILASTER OR CORBEL, WINDOW WELL, AND STAIRS WITH A MAX. OF 3 RISERS, INTO THE REQUIRED REAR YARD	MAX 1.0m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.4)
SETBACK OF A DETACHED DWELLING TO A CEC – VISITOR PARKING SPACE	MIN. 3.3m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.5)
SETBACK OF A DETACHED DWELLING TO A CEC – AMENITY AREA	MIN. 1.5m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (11.6)
ATTACHED GARAGE	PERMITTED	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.7.1 (12.1)
NUMBER OF PARKING SPACE	MIN. 2	MIN. 2	4	ZONING BY-LAW 0225-2007, TABLE 3.1.2.1 (7.0)
VISITOR PARKING SPACES	MIN. 1	MIN. 0	0	ZONING BY-LAW 0225-2007, TABLE 3.1.2.1 (7.0)
DRIVEWAY WIDTH	LESSER OF 8.5m or 50% OF THE LOT FRONTAGE	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.60m	ZONING BY-LAW 0225-2007, 4.7.1 (12.5)
WIDTH OF CEC ROAD	MIN. 7.0m	MIN. 7.0m	7.0m	ZONING BY-LAW 0225-2007, 4.7.1 (13.1)
WIDTH OF CEC ROAD ABUTTING PARALLEL COMMON VISITOR PARKING	MIN. 6.0m	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (13.2)
CEC ROADS AND AISLES TO BE SHARED WITH ABUTTING LANDS WITH THE SAME R16 BASE ZONE and/or R16 EXCEPTION ZONE	PERMITTED	-	-	ZONING BY-LAW 0225-2007, 4.7.1 (13.3)
SIDEWALK WIDTH	MIN. 2.0m	MIN. 2.0m	2.0m	ZONING BY-LAW 0225-2007, 4.7.1 (13.4)
ACCESSORY BUILDING AND STRUCTURES	PERMITTED	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.7.1 (14.0)

LEGEND

	PROPERTY LINE
	WALKWAY PAVEMENT
	LANDSCAPED SOFT AREA
	BUILDING ENTRANCE/EXIT
	2.75m X 5.2m PARKING SPACE

TREE LEGEND

ID	Qty	Common Name, Botanical Name	Caliper
Gb	2	Ginkgo, Ginkgo biloba	60mm
Co	2	Hackberry, Celtis occidentalis	60mm
Gd	3	Kentucky coffee tree, Gymnocladus dioicus	60mm
Tc	4	Little leaf linden, Tilia cordata	60mm
Qr	2	Red oak, Quercus rubra	60mm
As	4	Sugar maple, Acer saccharum	60mm

1 TYPE 1B – LOT 2 SITE PLAN
 A106 SCALE : 1:125

NO.	ISSUED FOR	DATE
5	FOR DARC 3	03/14/2024
4	CLIENT REVIEW	02/29/2024
3	FOR DARC 2	12/22/2023
2	FOR SUBMISSION	08/21/2023
1	CLIENT REVIEW	07/24/2023

PREPARED BY:
LAND & BUILDING EXPERTS
 570 Alden Rd., Unit 6, Markham, ON, L3R 8N5
 (647) 340-8649 landbuildex@gmail.com

PROJECT INFO:
**120 FAIRVIEW RD W,
 MISSISSAUGA, ON L5B 1K6,
 PLAN 334 LOT 13**

PROJECT NAME:
**PROPOSED SUBDIVISION TO
 HAVE DETACHED HOMES**

FILE NUMBER:
DARC 23-37 W7

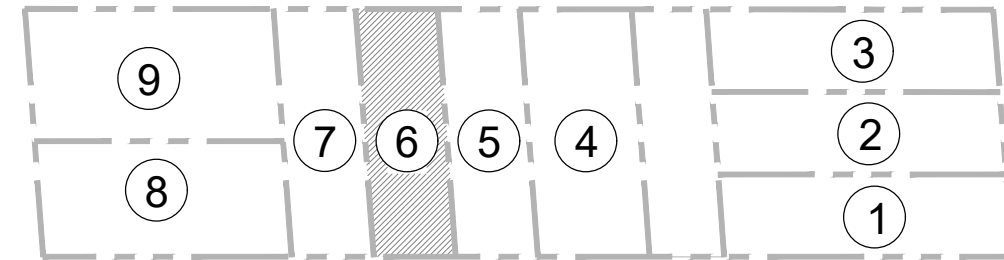
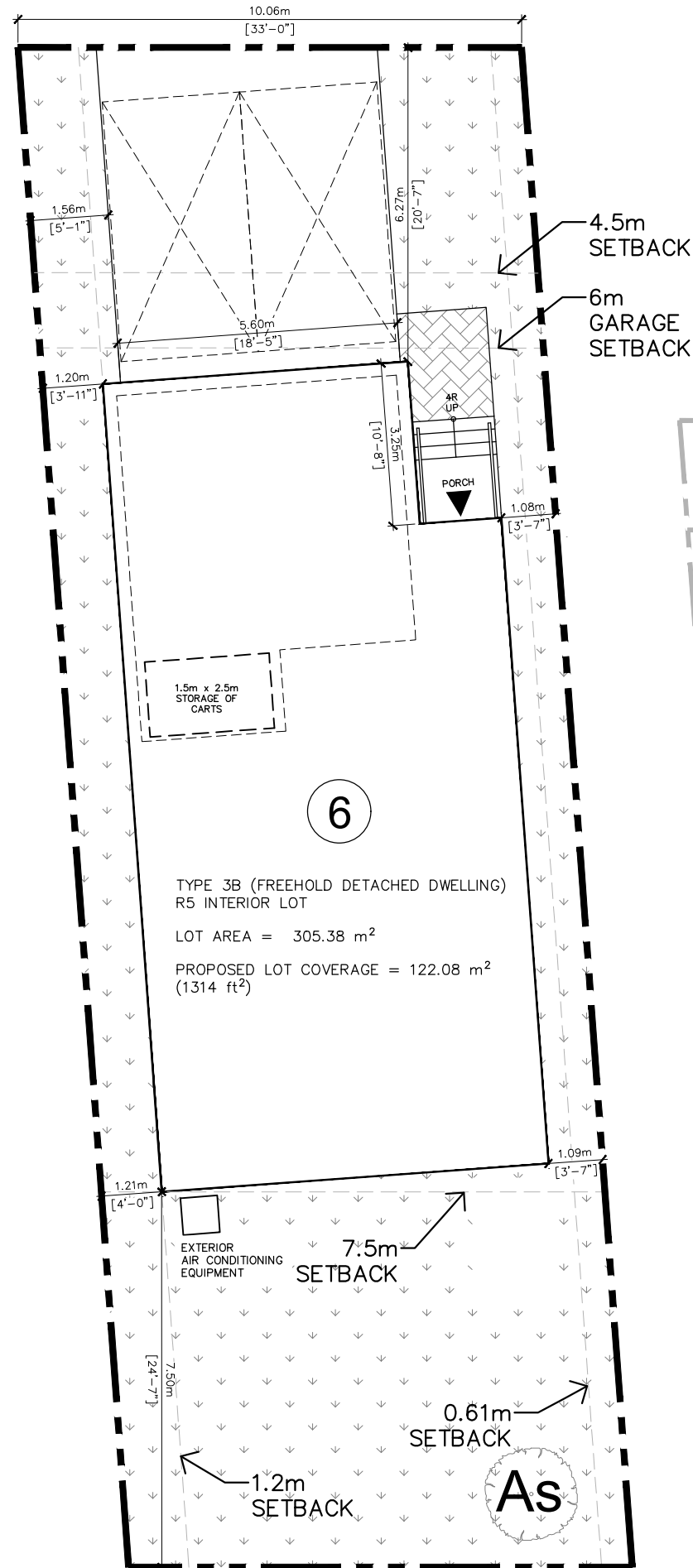
DRAWING TITLE:
SITE PLAN 6

SCALE AS INDICATED
 DRAWN BY:
 CHECKED BY:
 PROJECT NO.:
A-106

LEGEND	
	PROPERTY LINE
	WALKWAY PAVEMENT
	LANDSCAPED SOFT AREA
	BUILDING ENTRANCE/EXIT
	2.75m X 5.2m PARKING SPACE

TREE LEGEND			
ID	Qty	Common Name, Botanical Name	Caliper
Gb	2	Ginkgo, Ginkgo biloba	60mm
Co	2	Hackberry, Celtis occidentalis	60mm
Gd	3	Kentucky coffee tree, Gymnocladus dioicis	60mm
Tc	4	Little leaf linden, Tilia cordata	60mm
Qr	2	Red oak, Quercus rubra	60mm
As	4	Sugar maple, Acer saccharum	60mm

ZONING MATRIX			
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6			
ZONING: R5 (INTERIOR LOT)			
	REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 295m ²	305.38m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.1)
LOT FRONTAGE	MIN. 9.75m	10.06m	ZONING BY-LAW 0225-2007, 4.2.1 (4.1)
LOT COVERAGE	MAX. 40%	39.97%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	6.27m	ZONING BY-LAW 0225-2007, 4.2.1 (6.0)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.09m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.21m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
REAR YARD SETBACK	MIN. 7.5m	7.50m	ZONING BY-LAW 0225-2007, 4.2.1 (9.1)
HEIGHT	MAX. 10.7m	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)
WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	3.25m	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	YES	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.60m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	40.92%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)



APPROXIMATE GFA CALCULATION

TYPE 3B - LOT 6	
	PROPOSED
FRIST FLOOR	1292 ft ² (120.12 m ²)
SECOND FLOOR	1209 ft ² (112.39 m ²)
GARAGE	319 ft ² (29.70 m ²)
TOTAL GFA (EXCLUDE GARAGE)	2182 ft ² (202.81 m ²)

NOT FOR PERMIT/CONSTRUCTION

APPLICANT: LAND & BUILDING EXPERTS
570 ALDEN RD., UNIT 6, MARKHAM, ON L3R 8N5
CONTACT: 647-340-8649
EMAIL: landbuildex@gmail.com

OWNER: DAHAB HOMES INC.
362 OXFORD ST E, LONDON, ON, N6A 1V7
CONTACT: 226-289-6660, 647-300-0228
EMAIL: info@hmareno.com

NO.	ISSUED FOR	DATE
5	FOR DARC 3	03/14/2024
4	CLIENT REVIEW	02/29/2024
3	FOR DARC 2	12/22/2023
2	FOR SUBMISSION	08/21/2023
1	CLIENT REVIEW	07/24/2023

PREPARED BY:
LAND & BUILDING EXPERTS
570 Alden Rd., Unit 6, Markham, ON, L3R 8N5
(647) 340-8649 landbuildex@gmail.com

PROJECT INFO:
**120 FAIRVIEW RD W,
MISSISSAUGA, ON L5B 1K6,
PLAN 334 LOT 13**

PROJECT NAME:
**PROPOSED SUBDIVISION TO
HAVE DETACHED HOMES**

FILE NUMBER:
DARC 23-37 W7

DRAWING TITLE:
SITE PLAN 7

SCALE AS INDICATED
DRAWN BY:
CHECKED BY:
PROJECT NO.:

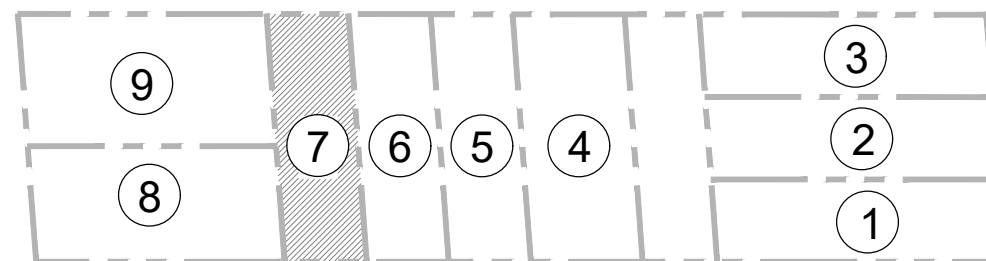
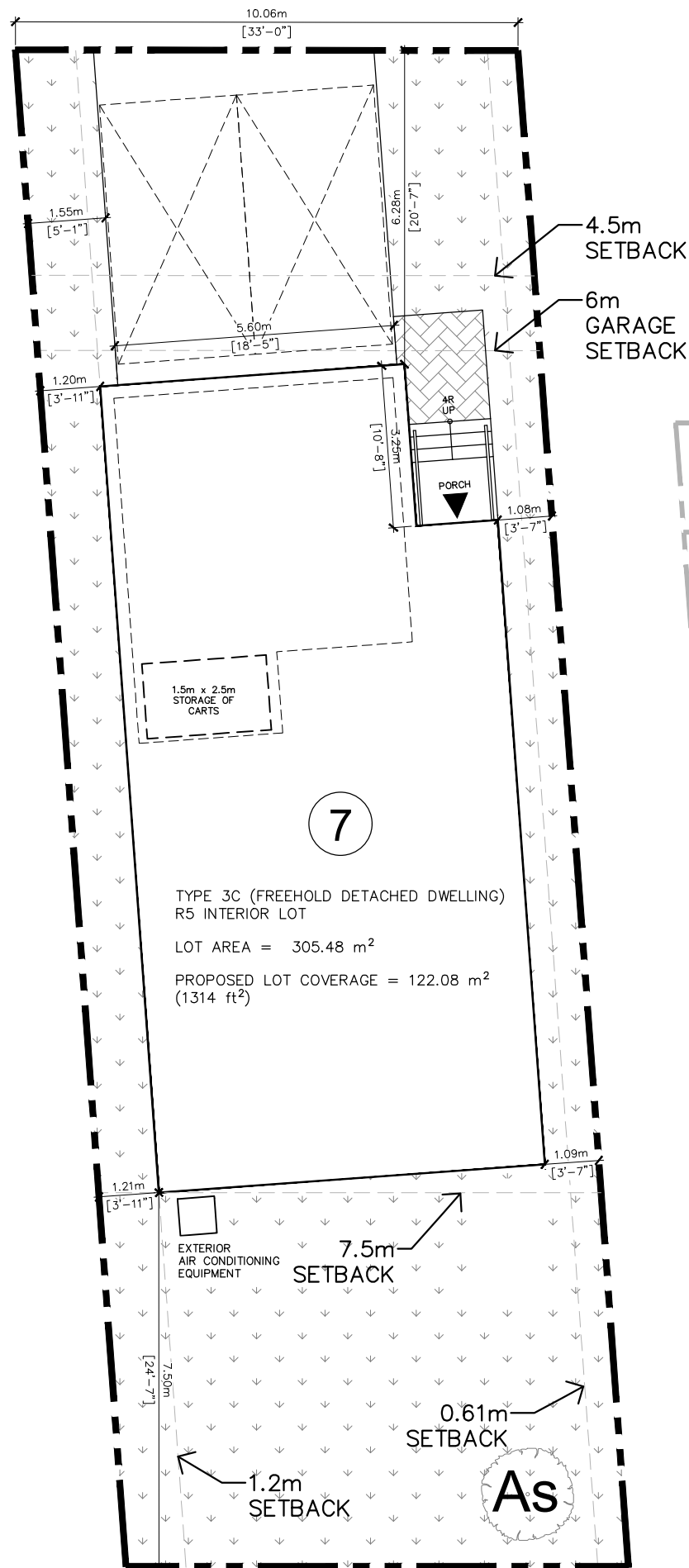
DWG. NO.
A-107

1 TYPE 3B - LOT 6 SITE PLAN
A107 SCALE : 1:125

LEGEND	
	PROPERTY LINE
	WALKWAY PAVEMENT
	LANDSCAPED SOFT AREA
	BUILDING ENTRANCE/EXIT
	2.75m X 5.2m PARKING SPACE

TREE LEGEND			
ID	Qty	Common Name, Botanical Name	Caliper
Gb	2	Ginkgo, Ginkgo biloba	60mm
Co	2	Hackberry, Celtis occidentalis	60mm
Gd	3	Kentucky coffee tree, Gymnocladus dioicus	60mm
Tc	4	Little leaf linden, Tilia cordata	60mm
Qr	2	Red oak, Quercus rubra	60mm
As	4	Sugar maple, Acer saccharum	60mm

ZONING MATRIX			
ADDRESS: 120 FAIRVIEW RD W, MISSISSAUGA, ON L5B 1K6			
ZONING: R5 (INTERIOR LOT)			
	REQUIREMENTS	PROVIDED	BY-LAW
LOT AREA	MIN. 295m ²	305.48m ²	ZONING BY-LAW 0225-2007, 4.2.1 (3.1)
LOT FRONTAGE	MIN. 9.75m	10.06m	ZONING BY-LAW 0225-2007, 4.2.1 (4.1)
LOT COVERAGE	MAX. 40%	39.96%	ZONING BY-LAW 0225-2007, 4.2.1 (5.0)
FRONT YARD SETBACK	MIN. 4.5m / MIN. 6m (GARAGE FACE)	6.28m	ZONING BY-LAW 0225-2007, 4.2.1 (6.0)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.09m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
INTERIOR SIDE YARD SETBACK	MIN. 1.2m ON ONE SIDE & MIN. 0.61m ON THE OTHER SIDE	1.21m	ZONING BY-LAW 0225-2007, 4.2.1 (8.1)
REAR YARD SETBACK	MIN. 7.5m	7.50m	ZONING BY-LAW 0225-2007, 4.2.1 (9.1)
HEIGHT	MAX. 10.7m	8.43m	ZONING BY-LAW 0225-2007, 4.2.1 (10.0)
PROJECTION OF A GARAGE BEYOND EITHER THE MAIN FRONT ENTRANCE OR BEYOND THE MAIN ENTRY FEATURE WHERE PROVIDED	MAX. 2.5m	-	ZONING BY-LAW 0225-2007, 4.2.1 (11.1)
WHERE A MAIN ENTRY FEATURE HAS BEEN PROVIDED, THE PROJECTION OF A GARAGE BEYOND A MAIN FRONT ENTRANCE	MAX. 5.0m	3.25m	ZONING BY-LAW 0225-2007, 4.2.1 (11.2)
FOR A DETACHED DWELLING MORE THAN ONE STOREY IN HEIGHT, WHERE THE GARAGE PROJECTS BEYOND THE MAIN FRONT ENTRANCE, A MINIMUM OF 75% OF THE WIDTH OF THE GARAGE, MEASURED FROM THE INSIDE FACE OF THE GARAGE WALLS, SHALL BE COVERED BY A SECOND STOREY WHICH MAY BE SET BACK A MAXIMUM OF 2.5m FROM THE GARAGE FACE	YES	YES	ZONING BY-LAW 0225-2007, 4.2.1 (11.3)
ATTACHED GARAGE	PERMITTED	YES	ZONING BY-LAW 0225-2007, 4.2.1 (12.1)
NUMBER OF PARKING SPACES	MIN. 2	4	ZONING BY-LAW 0225-2007, 3.1.2.1.1 (6.0)
DRIVEWAY WIDTH	WIDTH OF GARAGE DOOR OPENING(S) PLUS 2.0 M UP TO A MAXIMUM OF 6.0 M; IF NO GARAGE DOOR MAXIMUM WIDTH OF 6.0 M	5.60m	ZONING BY-LAW 0225-2007, 4.2.1 (12.3)
LANDSCAPED SOFT AREA	MIN. 40% OF FRONT YARD AND/OR EXTERIOR SIDE YARD	40.90%	ZONING BY-LAW 0225-2007, 4.2.1 (12.4)
ACCESSORY BUILDINGS AND STRUCTURES	PERMITTED	NO	ZONING BY-LAW 0225-2007, 4.2.1 (13.0)



APPROXIMATE GFA CALCULATION

TYPE 3C - LOT 7	
	PROPOSED
FRIST FLOOR	1292 ft ² (120.12 m ²)
SECOND FLOOR	1209 ft ² (112.39 m ²)
GARAGE	319 ft ² (29.70 m ²)
TOTAL GFA (EXCLUDE GARAGE)	2182 ft ² (202.81 m ²)

7
 TYPE 3C (FREEHOLD DETACHED DWELLING)
 R5 INTERIOR LOT
 LOT AREA = 305.48 m²
 PROPOSED LOT COVERAGE = 122.08 m²
 (1314 ft²)

1 TYPE 3C - LOT 7 SITE PLAN
 A108 SCALE : 1:125

NO.	ISSUED FOR	DATE
5	FOR DARC 3	03/14/2024
4	CLIENT REVIEW	02/29/2024
3	FOR DARC 2	12/22/2023
2	FOR SUBMISSION	08/21/2023
1	CLIENT REVIEW	07/24/2023

PREPARED BY:
LAND & BUILDING EXPERTS
 570 Alden Rd., Unit 6, Markham, ON, L3R 8N5
 (647) 340-8649 landbuildex@gmail.com

PROJECT INFO:
**120 FAIRVIEW RD W,
 MISSISSAUGA, ON L5B 1K6,
 PLAN 334 LOT 13**

PROJECT NAME:
**PROPOSED SUBDIVISION TO
 HAVE DETACHED HOMES**

FILE NUMBER:
DARC 23-37 W7

DRAWING TITLE:
SITE PLAN 8

SCALE AS INDICATED	DWG. NO.
DRAWN BY:	A-108
CHECKED BY:	
PROJECT NO.:	