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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF AN

OFFICIAL PLAN AMENDMENT AND  
ZONING BY-LAW AMENDMENT

1148 and 1154 Mona Road

City of Mississauga  
Regional Municipality of Peel

December 2024  
Queenscorp (Mona II) Inc

GSAI File: 1009-004



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## 1.0 Introduction

Glen Schnarr & Associates Inc. have been retained by Queenscorp (Mona II) Inc. (herein referred to as the “Property Owners”) to assist in obtaining the necessary planning approvals to permit the development of the lands municipally addressed as 1148 and 1154 Mona Road, Mississauga (herein referred to as the “Subject Lands”). The Subject Lands are located west of Hurontario St, east of the Credit River, south of Mineola Rd W and north of the Metrolinx GO Transit Rail Corridor. The Subject Lands are currently occupied by two vacant detached homes. The Subject Lands are legally known as:

PART OF LOTS 99 AND 100, PLAN 323, DESIGNATED AS PART 1, 43R-41030 CITY OF MISSISSAUGA

This Planning Justification Report (the “Report”) is prepared in support of applications for an Official Plan and Zoning By-law Amendment (herein referred to as the “Proposed Amendments”). These applications seek approval of a residential development generally consisting of two semi-detached blocks and a single townhouse block with a total of 10 units (herein referred to as the “Proposed Development”). The townhouse block would be part of a future common element condominium while the semi-detached units would be freehold units with frontage on Mona Road.

The proposal described herein generally presents a continuation of the previously approved Queenscorp development (formerly known as 1142 Mona Road) bordering the south and west property lines of the Subject Lands, which is presently finalizing construction and proposes 17 townhouses and one detached unit. The detached dwelling fronts Mona Road (with an architectural side elevation), while the townhouses are situated interior to the site gaining access from a private driveway from Mona Road to a shared underground parking area. The intent of this proposal is to show a logical extension of and to integrate with that development previously approved at the OLT, creating a comprehensive land use and design approach to the overall rectangle of lands for both phases within this existing neighbourhood (PL170371 – OLT and City File No. OPA/OZ 16/006).

This Planning Justification Report presents an analysis of the proposed amendments and evaluates and supports the proposal in consideration of the policies of the Provincial Policy Statement (2024), the Region of Peel Official Plan (April 2022), the City of Mississauga Official Plan (Office Consolidation August 2024), and the City of Mississauga Zoning By-law 0225-2007. This report will provide a professional planning opinion related to and in support of the Official Plan and Zoning By-law Amendment Approval requests.

### 1.1 Proposed Official Plan Amendment

The subject lands are currently designated ‘Residential Low Density I’. ‘Residential Low Density I’ permits detached, semi-detached, and duplex dwelling units. However, under the Mineola Neighbourhood Character Area land use policies 16.18.2.1 only single detached dwellings are permitted. As such, an Official Plan Amendment is proposed to redesignate the Subject Lands to ‘Residential Low Density I’ with special site provisions to permit the proposed semi-detached and townhouse units.

Special Site 5 is located directly south of the subject lands and under policies 16.18.5.5.2 townhouse dwelling units are permitted.





Lands across Mona Road are designated “Residential Low Density II” which in addition to permitting the uses noted for the Subject Lands, also permits triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

As noted, the Subject Lands are designated under the parent MOP policies (permits detached, semi-detached and duplex dwellings) and specifically under the Mineola Neighbourhood Character Area (restricted to only detached dwellings) for built forms which may or may not permit the proposed development. Specifically, the introduction of both semi-detached and townhouse dwellings are not permitted under the MOP policy framework and thus require specific policy amendments to the MOP.

The proposed development requires revisions to the land use designation to permit in addition to detached dwellings, semi-detached dwellings and townhouse dwellings. No other revisions to schedules, or additional policies are proposed in the Official Plan Amendment. The Official Plan Amendment is included as Appendix 1.0.

### **1.2 Proposed Zoning By-law Amendment**

The Subject Lands are currently zoned ‘Residential Detached’ (‘R3-1’). The R3-1 zone permits detached dwellings subject to both general ‘R3’ zoning regulations, but also includes regulations under ‘R3-1’ which are area-specific infill housing regulations under subsection 4.2.4 of the By-law. These specific regulations were prepared by the City to respond to the issue of replacement infill housing of detached dwellings with generally larger/taller/deeper homes proposed than what is existing in the area lot fabric and neighbourhood.

The City has also passed omnibus amendments to the ‘R3’ zone, along with other zones in the City, to address Additional Residential Units (ARU) and Fourplexes. To this end, on October 23, 2023, the City’s Planning and Development Committee (PDC) approved the recommendations for the new regulations in the By-law (and Official Plan) to allow up to three residential units on one lot. On November 29, 2023, the City also moved forward with new By-law regulations in regard to fourplex permissions on one lot. Therefore, ARU’s and Fourplexes are also permitted as-of-right on the subject lands. Further discussion on the land use permissions in this zone is provided in section 5.5 of this Report.

As the proposal is to include built forms not permitted under the ‘R3’ zoning, a Zoning By-Law Amendment is required. The amendment seeks to rezone the Subject Lands to two separate and distinct zones, one to permit each type of residential built form. The proposed zones are RESIDENTIAL TOWNHOUSE - SPECIAL SECTION (RM6-AAA) and RESIDENTIAL SEMI-DETACHED – SPECIAL SECTION (RM2-AAA). The ‘RM6’ base zone was selected as it has the requirements and regulations most suitable for a townhouse development which will be accessed from a common element condominium road. The ‘RM2’ base zone was also selected for a similar reason: the regulations most closely match the proposed semi-detached elements of the plan for freehold lots. Specific provisions tailored to the project attributes or compliance with base zones are included in the zoning by-law amendment request included as Appendix 2.0.

### **1.3 Public Engagement**

Public engagement and consultation are important components of the planning process. The purpose of a Public Consultation Strategy is to ensure that the planning process is open and transparent and provides opportunities for all stakeholders to be actively engaged in any consultation process involving the



proposed Official Plan and Zoning By-law Amendments applications. The applicant and the project team are committed to working cooperatively with City staff and the community to respond appropriately and efficiently with additional detail, where helpful, and to ensure the timely delivery of accurate information pertaining to the proposal.

A Pre-Consultation DARC meeting was held with City of Mississauga staff on July 26, 2023 (DARC 23-106) to present a preliminary concept of the proposed development. This meeting provided the applicant with an opportunity to present a preliminary concept plan for the Subject Lands and to obtain feedback from City, Region, and external agency staff to assist in making a complete and comprehensive application. Staff subsequently issued a Pre-consultation Check List and a Pre-consultation Consolidated Comments Report outlining the reports and studies required to satisfy a complete application and the requirements for the proposal to demonstrate the appropriateness of amendments to the Official Plan and Zoning By-law to permit the proposed development. Further discussions between the City and property owner have occurred since then to reassess and confirm submission requirements in support of this project.

The proposed strategy for consulting with the public will follow the requirements of the Planning Act for a statutory meeting as well as the requirements for an Official Plan Amendment and Zoning By-law Amendment.

The applicant will employ the strategies outlined for the purpose of ensuring continued dialogue amongst stakeholders, openness of the proposal, and to provide notice of all meetings and consultation sessions to stakeholders, which will ensure that active engagement opportunities are maximized at various points of the planning process. The requirements of the Planning Act will provide the minimum standard to be followed for all notifications. The following aspects of the project outline opportunities for community engagement:

- A Councillor led Community Meeting was held July 9, 2024, where GSAI presented the development concept and heard input from the area residents and staff;
- Following the submissions of the Official Plan and Zoning Bylaw Amendment Applications, and once the application has been deemed complete by City staff, a Notice of Complete Application will be posted publicly. The Notice will advise residents that the applications have been submitted and that public input is requested;
- “Public Notice” signs will be posted on the Subject Lands frontage along Mona Road. The signs will advise that an Official Plan Amendment and a Zoning By-law Amendment application has been submitted. The wording and information for the sign is subject to confirmation with City staff and will include all required statements as per the applicable regulations;
- Residents and stakeholders will have the ability to access and review the submission materials, online via the City’s Web Site for active Ward One development applications; and,
- A statutory Public Meeting will be held at the by the City’s Planning and Development Committee at City Hall, or a location designated at the discretion of the City, or virtually to consider the applications and City Staff’s Public Meeting Report. City Staff will notify all residents within 120 m (400 feet), or within an area to be determined, of the statutory meeting at least 20 days prior to the meeting date. At the meeting, any person will be provided the opportunity to provide comments or ask questions regarding the applications at the Public Meeting. Please note the scheduling of a Public Meeting is held at the discretion of City Staff.



A plan to engage the public early and as frequently as required will lead to a clearer understanding by members of the public of the process and details of the application and will assist the proponent in understanding any outstanding comments and concerns as the application advances through the process. The proposed strategy for consulting with the public with respect to the Secondary Plan Amendment and Zoning By-Law Amendment process will follow and exceed the requirements of the Planning Act for statutory meetings and the City of Mississauga's planning process preferences.

If there is extensive interest expressed, the proponent will explore potential additional informal meeting(s) with existing surrounding residents and landowners to discuss the proposal, and advancements and updates related to the proposal. This communication program will assist in better informing the local population and managing the implementation of planning and development of the Subject Lands.

Comments raised during the Community Engagement meeting on July 9 are discussed in more detail in the Community Engagement Report submitted under a separate cover.

## **2.0 Site Context (Subject Lands)**

The Subject Lands are located west of Hurontario St, east of the Credit River, south of Mineola Road and north of the Metrolinx GO Transit Rail Corridor (*See Figure 1: Aerial Context Map*). Specifically, they are on the west side of Mona Road, just north of Sandham Road. The Subject Lands are 0.249 ha (0.617 ac) in size with a frontage of 40.9 m (134.19 ft) on Mona Road and a depth of 61.05 m (200.30 ft). The Subject Lands are currently occupied by two single detached homes.

### **2.1 Surrounding Area**

The Subject Lands are surrounded by predominantly detached residential dwellings, and a townhouse development has been approved directly behind/west/south with 17 units and one detached dwelling (*See Figure 2: Site Context*).

A Summary of immediate surrounding land uses is provided below:

North: Detached dwellings of various ages and sizes are on lots ranging in size.

South: One detached unit and access to 1130, 1136, and 1138 Mona Road (formerly known as 1142 Mona Road) which is a 'flag lot' property with residential permission. 1130, 1136, and 1138 Mona Road was subject to a previous development application with the City, which resulted in a tribunal proceeding and decision. Ultimately, through the OLT, the application was approved and the site is under construction for 17 townhouses and one detached dwelling. The detached dwelling fronts Mona Road, while the townhouses, with common underground parking for residents, are situated interior to the site.

Further south is the Mary Fix Creek block, CN/GO Transit Rail Corridor, and beyond and visible from the Subject Lands are several high-rise apartment buildings forming a part of the Port Credit Community Node as defined in the City's Official Plan. Port Credit GO/Metrolinx Station along with a MiWay Bus Terminal is also immediately south of the rail corridor. A publicly accessible walkway from the east edge of Sandham Road allows access under the railway line to the broader Port Credit community and various transit infrastructure.



- East: Across Mona Road, detached dwellings comprised of somewhat smaller homes and lots compared to lands to the north. A large parking lot for Port Credit GO is also located further east of the Subject Lands both north and south of the rail corridor. Commercial services are located within walking distance on Hurontario Street (i.e. the “Cousins” anchored plaza).
- West: A 17-unit townhouse and one detached dwelling development (previously noted above) has been approved directly west/southwest and is currently finalizing construction and will be legally registered shortly. Further west is a small creek, detached dwellings and beyond is the Credit River.



*Image 1.0: Subject Lands viewed facing south on Mona Rd*



*Image 2.0: Subject Lands and adjacent properties viewed facing south on Mona Rd*



*Image 3.0: Existing homes to be replaced at 1148 & 1154 Mona Rd.*





*Image 4.0: Subject Lands viewed facing north on Mona Rd*



*Image 5.0 Subject Lands and Single Detached Dwelling at 1142 Mona Road under construction to the immediate south*



*Image 6.0 Subject Lands and Single Detached Dwelling at 1142 Mona Road under construction to the immediate south and existing bungalow at 1148 Mona Rd to be demolished*



## 2.2 Nearby Active or Recently Approved Development Applications

The following table has been prepared to gather information on locations and levels of development activity in proximate and further afar properties to the subject site.

*Table 1.0 Development Applications*

Address	Application Number	Proposal	Status
1130, 1136 and 1138 Mona Road (formerly 1142 Mona Road)	PL170371 - OLT	17 Townhouses and 1 Detached Dwelling	Approved
23, 25, 29 and 31 Helene Street North, 53 Queen Street East and 70 Park Street East	OZ/OPA 23 3	OZ/OPA to redevelop northern portion of the lands with a 38-storey mixed-use building with 530 units	OLT 23 000684 Settlement Hearing was scheduled for October 18, 2024 -No posted decision
88 Park Street East (formerly 0 Park Street East)	OZ/OPA 22 10	Two residential buildings - 29 and 36 storeys (1,122 units) with ground floor commercial (3,255 m <sup>2</sup> ) and POPS Updated Per OLT Order	OLT-22-004843 Approved Interim
17 & 19 Ann St and 84 & 90 High St E and 91 Park St E	OZ/OPA 22 3	A 26 storey mixed use building with ground floor commercial and 363 units, a park, and two heritage houses to remain	WHD
1160 Mona Road	MV A 292/23	<ol style="list-style-type: none"> <li>1. An interior side yard setback (west side) of 1.20m (approx. 3.94ft) whereas By-law 0225-2007, as amended, requires a minimum interior side yard setback of 1.81m (approx. 5.94ft) in this instance;</li> <li>2. A combined side yard width of 3.01m (approx. 9.88ft) whereas By-law 0225-2007, as amended, requires a minimum combined side yard width of 3.60m (approx. 11.81ft) in this instance;</li> <li>3. A building height to the highest ridge of 9.50m (approx. 31.17ft) whereas By-law 0225-2007, as amended, permits a maximum building height of 9.00m (approx. 29.53ft) in this instance;</li> <li>4. An underside eaves height of 7.82m (approx. 25.66ft) whereas By-law 0225-2007, as amended, permits a maximum underside eaves height of 6.40m (approx. 21.00ft) in this instance;</li> </ol>	Approved



		<ol style="list-style-type: none"> <li>5. A gross floor area of 510.97sq m (approx. 5500.03sq ft) whereas By-law 0225-2007, as amended, permits a maximum gross floor area of 375.62sq m (approx. 4043.14sq ft) in this instance;</li> <li>6. An area occupied per accessory building and structure of 42.00sq m (approx. 452.08sq ft) whereas By-law 0225-2007, as amended, permits a maximum area occupied per accessory building and structure of 20.00sq m (approx. 215.28sq ft) in this instance;</li> <li>7. A combined lot coverage for all accessory buildings and structures of 5.6% whereas By-law 0225-2007, as amended, permits a maximum combined lot coverage of 5.00% in this instance;</li> <li>8. A dwelling unit depth of 22.99m (approx. 75.43ft) whereas By-law 0225-2007, as amended, permits a maximum dwelling unit depth of 20.00m (approx. 65.62ft) in this instance;</li> <li>9. A lot coverage of 36.00% whereas By-law 0225-2007, as amended, permits a maximum lot coverage of 35% in this instance; and,</li> <li>10. A flat roof height of 7.83m (approx. 25.69ft) whereas By-law 0225-2007, as amended, permits a maximum flat roof height of 7.50m (approx. 24.61ft) in this instance.</li> </ol>	
<p><b>1168 Mona Road</b></p>	<p>MV A42.24</p>	<ol style="list-style-type: none"> <li>1. An interior side yard setback (east side) of 1.20m (approx. 3.94ft) whereas the By-law 0225-2007, as amended, requires an interior side yard setback of 2.41m (approx. 7.91ft) in this instance;</li> <li>2. A garage projection beyond the front wall of the dwelling of 1.70m (approx. 5.58ft) whereas the By-law 0225-2007, as amended, permits a garage projection of 0.00m in this instance;</li> <li>3. A dwelling depth (above grade) of 24.00m (approx. 78.74ft) whereas the By-law 0225- 2007, as</li> </ol>	<p>Approved</p>





		<p>amended, permits a maximum dwelling depth of 20.00m (approx. 65.62ft) in this instance;</p> <p>4. A dwelling depth (below grade) of 31.54m (approx. 103.48ft) whereas the By-law 0225- 2007, as amended, permits a maximum dwelling depth of 20.00m (approx. 65.62ft) in this instance;</p> <p>5. 2 kitchens whereas the By-law 0225-2007, as amended, permits a maximum of 1 kitchen in this instance;</p> <p>6. A dwelling height of 9.50m (approx. 31.17ft) whereas the By-law 0225-2007, as amended, permits a maximum dwelling height of 9.00m (approx. 29.53ft) in this instance; and,</p> <p>7. An eaves height of 7.12m (approx. 23.36ft) whereas the By-law 0225-2007, as amended, permits a maximum eaves height of 6.40m (approx. 21.00ft) in this instance.</p>	
<b>1206 Mona Road</b>	MV A 12/22	The applicant requests the Committee to approve a minor variance on the subject property, being the retained lands of application B2/22, proposing a lot frontage of 19.60m (approx. 64.30ft) whereas Bylaw 0225-2007, as amended, requires a minimum lot frontage of 30.00m (approx. 98.43ft) in this instance.	Approved

### 3.0 Transit and Connectivity

#### 3.1 Local Public Transit

The Subject Lands are serviced by four Mississauga Transit routes as shown in Table 2.0 below. These routes have stops within a short walking distance to the proposed development and will offer future residents convenient transit options within the City of Mississauga.



Table 2.0 Local Public Transit Routes

Route # / Name	Route	Closest Stop	Schedule
Route 2 – Hurontario	Between Port Credit GO and City Centre Transit Terminal	Hurontario and Inglewood Dr and Port Credit GO	Monday – Sunday 10-minute headway from approximately 6 a.m. to 9:30 p.m. and a 20-minute or better headway outside of that period.
Route 8 - Cawthra	Between Port Credit GO and City Centre Transit Terminal	Port Credit GO and Hurontario and Mineola Rd E	Monday – Saturday 30-minute headway from 5 a.m. to 5 p.m.
Route 14 - Lorne Park	Between Port Credit GO and Clarkson GO	Port Credit GO	Monday – Friday 40 to 50 minutes headway from 5 a.m. to 3:30 p.m.
Route 23 – Lakeshore	Between Long Branch GO and Clarkson GO	Port Credit GO	Monday – Sunday 20-minute or better headway from 4 a.m. to 8:30 p.m.

### 3.2 Regional Transit

The Subject Lands are located within a 3-minute walking distance to Port Credit GO Station which offers all day GO Train service east and west on the Lakeshore West line between Union Station and Hamilton/Niagara. During weekdays, the eastern terminus of the train line is Union Station and various western terminuses (Oakville, Aldershot and West Harbour). Trains operate with a 30-minute headway in both the eastbound and westbound directions. This is a high frequency transit option that will offer future residents of the proposed development access beyond Mississauga. There is also additional GO Bus service at this location offering connections to Hamilton/Niagara Falls and Union Station.

### 3.3 Planned Transit

The Subject Lands are within short walking distance to the soon-to-be-completed Hurontario / Hazel McCallion LRT that will operate from just east of the Port Credit GO main station running north along Hurontario Street into the City of Brampton. This line is currently under construction and will offer future residents increased reliable rapid transit service within Mississauga and Brampton. This LRT will also intersect with existing or future transit networks (i.e. Highway 403 BRT and future Dundas BRT) to provide additional east/west connectivity. This LRT will also replace the current Route # 103 MiWay Express service along Hurontario Street with an improved level of service due to the dedicated space in the rights-of-way for the LRT. Trains are expected to run with a headway of 7.5 minutes with the LRT trains having transit signal priority. This is fully funded planned transit infrastructure. The LRT line was previously expected to be completed and operational by Fall 2024, however no opening date has currently been set



### 3.4 Road Network

The Subject Lands are located within a short drive to the QEW and 403 providing access to the GTA and beyond. Further, Hurontario and Lakeshore are designated Arterial Road in the Mississauga Official Plan *Figure 3: Mississauga Official Plan Long Term Road Network Schedule 5*. Mineola Road West is designed as a Minor Collector in the MOP, Mona Road, and Inglewood Road are not designated.

### 3.5 Active Transportation

As shown on *Figure 4 Mississauga Official Plan - Long Term Cycling Routes – Schedule 7* Hurontario St and Lakeshore Rd have Primary On-Road Cycling Routes. In addition, there is an Off-Road Cycling route running east – west north of the QEW. The City’s Cycling Master Plan is also contemplating improvements in the following areas closest to the subject lands: Shared Bike Routes are proposed along Mineola Road West, Inglewood Road, Oriole Ave, and Stavebank Road. Multi-Use Trail improvements are proposed adjacent to the CN/GO railway line corridor. South of the CN/GO railway line Shared Bike Routes are proposed along Park Street East and Queen Street East. Bike Lanes are proposed along Stavebank Road and a Cycle Track/Separated Bike Lane is proposed along Lakeshore Road. The City is also undertaking a pedestrian bridge crossing of the Credit River immediately south of the CN/GO railway line corridor. The subject lands are also in close proximity to the Great Lakes Waterfront Trail which can be accessed south through the pedestrian tunnel under the railway line, west over to Stavebank Road (which connects to Memorial Park) which can be accessed from a pedestrian linkage from the corner of Minaki Road and Inglewood Road, as well as from the Hurontario Street which terminates at this waterfront trail.

## 4.0 The Proposal

This Section of the Report provides a summary of the proposed development.

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial and local policy for managing and directing growth. The development proposal also considers the existing and planned area context and proposes gentle intensification through infill development.

The proposal contemplates a residential development consisting of two semi-detached blocks (four units) and a single townhouse block (six units) with a total of 10 two and a half storey units.

As shown on *Figure 5 Conceptual Site Plan* the two semi-detached blocks will front onto Mona Road separated by a driveway providing access to the six-unit townhouse block at the rear of the Subject Lands. It is intended that the semi-detached units will be freehold lots which in essence means they will each have a private frontage on a public road, have direct servicing access through to Mona Road, and the entire lot will be within the ownership and control of each property owner. Dividing of each lot will be done by the owner separate from this development application process.

With respect to parking, each unit will contain a single car garage and one outdoor driveway parking space for a project total of 20 parking spaces. Visitor parking will be provided on the public street as required. Backyard or rear yard amenity space is proposed for all units. The proposed front yard setback from Mona Rd to the two semi-detached blocks is approximately 5.5 m while an approximately 6.0 m front yard setback is proposed from the private road to the six semi-detached units at the rear of the Subject Lands. As referenced previously, the intention of the townhouse portion of the proposal is for it to



be developed to a condominium standard with the road being a private common element condominium part. This means that frontage and all servicing for all townhouse units comes from the shared access provided by the private driveway along Mona Road. However, unlike typical condominiums, the actual lot areas (front yard/rear yard) will be part of the owner's lot and thus each owner is responsible for their own outside yards. The condominium approval process will be undertaken by the owner after these initial land use/development approvals are in place with the City.

The proposed rear yard setback for the two semi-detached blocks is 5.5 m and 6.0 m for the townhouse blocks. The proposed side yard setback to the northern property line is approximately 1.2 m to the semi-detached block and townhouse block. The proposed side yard setback to the southern property line is approximately 1.2 m. It should be noted there are also likely projections for front/rear/sideyard conditions reflecting architectural detailing and building programming which will have specific setbacks for these elements. Space has been reserved in front of each dwelling unit for individual unit public waste collection. Snow storage is proposed behind the semi-detached blocks at the two ends of the private road away from the townhouse driveways.

Acoustic barriers are proposed along the southern property line behind both the semi-detached and townhouse blocks. The proposed acoustic barrier behind the semi-detached block is proposed to be 2.1 m in height and 11 m in length while the proposed acoustic barrier behind the townhouse block is proposed to be 3.1 m in height and 8 m in length.

Overall, the proposed development has been designed to integrate with the surrounding community. This includes consideration being given to the existing and proposed built form in the surrounding area as well as the development vision established by the City of Mississauga Official Plan for neighbourhood locations. The proposal provides an appropriate interface and transition to the surrounding neighbourhood.

## **5.0 Planning Policy**

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

### **5.1 Provincial Planning Statement (2024)**

On August 20, 2024, the Province of Ontario released the final version of the Provincial Planning Statement, 2024 (PPS, 2024) which took effect on October 20, 2024.

The PPS, 2024 replaces A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement, 2020 by integrating them into a single planning document which applies province-wide. The PPS, 2024 introduces some entirely new policies and definitions and, in some cases, modifies policies and definitions from the PPS, 2020 and Growth Plan.

The PPS, 2024 is considered a policy statement for the purpose of section 3 of the Planning Act. The PPS, 2024 will apply to all decisions under any authority that affects a planning matter made on or after October 20, 2024, subject to a possible transition regulation. From then on, subject to any transition regulation, all municipal decisions, as well as comments, submissions or advice affecting planning



matters, will be required to be consistent with the PPS, 2024 pursuant to subsections 3(5) and 3(6) of the Planning Act.

The PPS, 2024 contains certain policies that only apply to large and fast-growing municipalities, which are those with the greatest need for housing. Mississauga is listed as one of these 29 municipalities. The PPS 2024 builds on policies from the PPS 2020 and Growth Plan as they related to intensification, infill, redevelopment of underutilized lands in close proximity to transit. The PPS, 2024 provides policy direction on matters of provincial interest related to land use planning and development. In effect, the PPS provides for appropriate development while protecting provincial interest, public health and safety, quality of life, and the quality of the natural and built environment.

The PPS, 2024 is to be read in its entirety and in conjunction with other Provincial plans. The 2024 PPS does not take precedence over other Provincial plans in the instance of a conflict. The 2024 PPS understands that local official plans are the most important vehicle for the implementation of PPS, 2024 direction.

Chapter 2 of the PPS, 2024 provides policy direction related to “Building Homes, Sustaining Strong and Competitive Communities” and is applicable to the Subject Lands. It generally encourages an appropriate range and mix of housing options to meet Provincial growth forecasts, as well as the achievement of complete communities.

### ***Planning for People and Homes***

Section 2.1.1 and 2.2.2 of the PPS, 2024 direct planning authorities to base population and employment forecasts on either the Ontario Population Projections, as published by the Ministry of Finance, or continue to rely on growth forecasts previously issued by the Province for the purpose of land use planning.

The Ontario Population Projections identifies Peel Region as one of five census divisions in the Greater Toronto Area, which includes: Toronto, Durham, Halton, Peel and York. The Ontario Population Projections provides that, “census divisions with over 70% projected growth in number of seniors over 2022-2046 include: Waterloo, Wellington, Dufferin, Simcoe, Halton, Peel, York, Durham, Ottawa, Prescott & Russell.” More specifically, the suburban GTA, which includes Durham, Halton, Peel and York are projected to add approximately 2.1 million people between 2022 – 2046. Peel (62.6%), Halton (59.5%) and Durham (43.8%) are projected to grow faster than the average for Ontario.

Section 2.1.6 provides that “Planning Authorities should support the achievement of complete communities” by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*



The PPS, 2024 defines “Complete Communities” as *“places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations”*.

The Proposed Development will promote efficient development patterns by providing for a dense, compact built form and a variety of dwelling types in close proximity to higher-order and local transit. The Subject Lands are currently underutilized and will further increase the number of housing units available in the City of Mississauga, improving the overall housing supply. The Proposed Development will introduce new residential units in an area well served by surrounding employment, institutional, recreation, parks, and open space uses.

### ***Housing***

Section 2.2 of the 2024 PPS states that “Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:
  1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
  2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

The Proposed Development represents a form of residential intensification as it provides for a compact built form on lands that are currently underutilized.

- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

The Proposed Development utilizes existing infrastructure, including municipal servicing and transportation infrastructure, and will be built at supportive densities to optimize this infrastructure and area facilities. These densities respect existing residential development patterns and development along Mona Road. The Proposed Development provides a housing mix to support complete communities.





## ***Settlement Areas and Settlement Area Boundary Expansions***

### ***2.3.1 General Policies for Settlement Areas***

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
  - a. *efficiently use land and resources;*
  - b. *optimize existing and planned infrastructure and public service facilities;*
  - c. *support active transportation;*
  - d. *are transit-supportive, as appropriate; and*
  - e. *are freight-supportive.*
3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

As previously noted, the Subject Lands are located within a Settlement Area. The Proposed Development facilitates the intensification of an underutilized site within a Settlement Area. The Proposed Development represents an efficient use of land and resources or infrastructure, redeveloping an underutilized site

### ***Sewage, Water and Stormwater***

Chapter 3 of the PPS, 2024 provides policy direction related to “Infrastructure and Facilities” and is applicable to the Subject Lands. It generally encourages infrastructure to be provided in an efficient manner and integrated with land use planning and growth management.

Section 3.6 of the PPS, 2024 outlines policies related to municipal infrastructure, including sewage, water and stormwater services. Per Section 3.6.1 of the PPS, 2024 existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities. As such, the Proposed Development is planned to use existing municipal sewage services and water services, and in a manner that protects human health and the natural environment. As detailed in the Functional Servicing Report submitted in support of this application, prepared by Crozier the Proposed Development can be appropriately serviced using existing infrastructure.



## ***Natural Heritage***

Chapter 4 of the 2024 PPS provides policy direction related to “Wise Use and Management of Resources” and is applicable to the Subject Lands. It generally encourages the protection of natural resources, and sustainable development where adjacent to those resources.

### ***4.1 Natural Heritage***

- 1. Natural features and areas shall be protected for the long term.*
- 2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 3. Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
- 5. Development and site alteration shall not be permitted in:*
  - b. significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)*
- 8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions*

### ***4.2 Water***

- 1. Planning authorities shall protect, improve or restore the quality and quantity of water by:*
  - a. using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
  - b. minimizing potential negative impacts, including cross-jurisdictional and crosswatershed impacts;*
  - c. identifying water resource systems;*
  - d. maintaining linkages and functions of water resource systems;*
  - e. implementing necessary restrictions on development and site alteration to:*
    - 1. protect all municipal drinking water supplies and designated vulnerable areas; and*
    - 2. protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;*
  - f. planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
  - g. ensuring consideration of environmental lake capacity, where applicable.*
- 2. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*





In response to the Subject Land's existing conditions and the applicable municipal policy framework, Beacon Environmental was retained to undertake an Environmental Impact Study (EIS). The EIS concluded that there are no natural heritage features on the Subject Lands. The EIS states that while the Subject Lands have some tree cover within the existing residential yards, these trees are not part of an ecological community that would qualify as significant woodland or Significant Wildlife Habitat (SWH). The trees on the Subject Lands would more appropriately be classified as Residential Woodland. The limits of the Significant Natural Area/Natural Green Space components of the NHS on and adjacent to the Subject Lands were refined through an EIS prepared by Beacon (2018) and companion technical reports that were prepared for a recent redevelopment of the property formerly known as 1142 Mona Road located directly adjacent to (south and west of) the Subject Lands. The EIS for 1142 Mona Road (Beacon 2018) established the limits of Significant Natural Area/Natural Green Space components of the NHS associated with Kenollie Creek and Mary Fix Creek (south and west of the Subject Lands). The Subject Lands are currently separated from Significant Natural Area/Natural Green Space by existing development on adjacent lands. The proposed development is approximately 20 m from the woodland associated with Mary Fix Creek, and 50 m from the woodland along Kenollie Creek. No negative impacts on Significant Natural Area/Natural Green Space are expected to result from the proposed re-development of the Subject Lands.

### ***Public Health and Safety***

Chapter 5 outlines policies for Protecting Public Health and Safety. Its policies provide that development shall be directed away from natural or human made hazards where there is an unacceptable risk to public health, safety or of property damage.

#### *5.2 Natural Hazards*

1. *Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.*
2. *Development shall generally be directed to areas outside of:*
  - a. *hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
  - b. *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
  - c. *hazardous sites.*

A Geotechnical and Hydrogeological Site Assessment were not requested as part of the DARC checklist and thus none were provided. However, if they are requested by the City, these reports will address to the City's satisfaction that the proposed development can be supported by the existing conditions and any proposed technical requirements resulting from the report recommendations such as temporary measures to mitigate any erosion and groundwater concerns during construction.

The above analysis of the applicable policies of the PPS, 2024 demonstrates that the Proposed Development is consistent with the PPS 2024 by allowing for development, at an appropriate density, in an area served by existing infrastructure, and in support of the goals of the PPS, 2024. As stated in the EIS prepared by Beacon there are no natural heritage features on the Subject Lands. The EIS states that



while the Subject Lands have some tree cover within the existing residential yards, these trees are not part of an ecological community that would qualify as significant woodland. The Subject Lands are currently separated from Significant Natural Area/Natural Green Space by existing development on adjacent lands. No Significant Natural Area or Natural Green Space was identified on the Subject Lands through this EIS, nor prior studies. As such, the Proposed Development and corresponding Official Plan Amendment and Zoning By-law Amendment are consistent with the policies of the PPS, 2024.

## 5.2 Peel Region Official Plan (April 2022)

The Region of Peel Official Plan (ROP) serves as a comprehensive and forward-looking guiding document that shapes land use planning and growth management across the three member municipalities: The City of Mississauga, the City of Brampton, and the Town of Caledon. The plan, extending its vision up to the year 2051, delineates strategies for managing growth and development within the Peel region, providing a framework for sustainable and organized urban development.

Bill 185, *the Cutting Red Tape to Build More Homes Act, 2024*, received Royal Assent on June 6, 2024. Included in this bill are Planning Act changes first introduced through Bill 23, the More Homes Built Faster Act, 2022, which remove planning policy and approval responsibilities from several upper-tier municipalities, including Peel Region, as of July 1, 2024. On this date, the Region of Peel Official Plan (RPOP) has become a plan of the local municipalities, and they are required to implement and ensure applications conform to the RPOP. Where Peel Region was previously required to be the approval authority for certain Official Plan reviews and amendments under the Planning Act, the Province will now become the approval authority where required.

Due to the recent adoption of Bill 185 a review of the Region of Peel Official Plan policies was still conducted as the City of Mississauga, as the approval authority, will have regard for these policies until such a time that the City of Mississauga Official Plan is updated.

The proposed Official Plan Amendment and Zoning By-law Amendment are designed to align with and better implement the ROP. These amendments serve as tools to bring the development in line with regional policies, ensuring that it contributes effectively to the overall growth strategy and vision outlined in the ROP.

The Region of Peel Official Plan provides policies and strategies to support growth. Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure. The Subject Lands are designated Urban System within the ROP see *Figure 6 Regional Structure – Schedule E-1*.

The ‘Urban System’ is a high-level designation intended to accommodate growth in a manner that supports the ROP’s Urban System goals as contained in section 5.3 of the ROP. A summary of the applicable Regional policies applicable to the proposed development and how they have been addressed is provided below.

It is the goal of the Region of Peel to:

*“5.1.2 To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and*



*cultural activities. These communities will be served and connected by a multi modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel”*

It is our opinion that the proposed development is consistent with the goal of the Region, as described in 5.1.2, above. The proposed development supports the non-exclusivity principle of providing a mix of appropriate residential densities in an area with adequate services. Future residents will have an ease of access to employment, recreational and cultural activities through the transportation system. We are of the opinion that this location is an example of being amongst certain lands in the City that are some of the best serviced by local and regional transit in the City. The proposal represents a more efficient use of land and investment in public infrastructure while contributing to a greater mix of housing, appropriately located on the geographical limit of an existing neighbourhood and without damaging or impairing the natural environment in which it exists.

Section 5.3 of the Official Plan notes that the “Urban System” is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The ROP directs that most of the development and redevelopment is to occur on lands within the Urban System. The following apply to redevelopment of the Subject Lands.

The Region has general objectives for lands in the “Urban System”, which include the following:

*“5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*

*5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*

*5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*

*5.3.1.7 To recognize the integrity and physical characteristics of existing communities in Peel.*

*5.3.1.8 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.”*

The goal of the defined Regional Plan’s land use structure, in conjunction with the allocated growth forecasts, is to facilitate the development of healthy complete communities by offering a wide range and mix of housing, employment, recreational and cultural activities. These communities will be served and connected by a transportation system that supports the efficient use of land, public services, finances and infrastructure, while protecting and preserving the natural environment, respecting hazards and resources and the characteristics of existing communities in the Region. The proposed development supports the objectives noted above by bringing an appropriate amount of density or gentle intensification as well as housing choices to an established neighbourhood which is well serviced by existing and planned facilities. The location and in consideration of some of the physical attributes of the development, along with considerations of surrounding context result in the integrity and maintenance of the physical



characteristics of the existing neighbourhood community. The proposed application amendments are supported by technical documents that rationalize the feasibility of the development. We believe the proposal will utilize the subject lands more effectively than is presently envisioned under the existing Official Plan permission, thereby more accurately supporting and ultimately, implementing the goals under the ROP.

Policy 5.3.1.8 speaks to aging in place. Through the provision of a range of housing types with access to existing services and infrastructure, residents will have the ability to purchase a different, seemingly underrepresented built form within the Mineola neighbourhood. These housing types can be generally seen as more affordable than detached dwellings, making them more financially accessible. The proposed housing type also provides increased options for existing residents to downsize which is usually accompanied with greater financial security (from down-sizing) in older age, and remain in their community which includes physical, recreation, commercial, and other attributes they enjoy. Newer units, and with the majority of units proposed with condominium tenure also likely mean less maintenance requirements for units compared to existing older housing stock in the neighbourhood.

Section 5.4, Growth Management makes specific reference to complete communities by providing a guiding principle to the Plan. It is a goal of the plan to manage resources and infrastructure investments by encouraging compact, vibrant, and complete communities. Growth management policies of this Plan contribute to the achievement of complete communities within the Region of Peel. These policies are noted under policy 5.4.1, 5.4.6, and 5.4.18.1 to 5.4.18.6 and have been addressed above generally in response to Regional policies 5.3.1.3 to 5.3.1.8. Policies 5.6.3, 5.6.4 and 5.6.7 also speak to similar policies which are therefore addressed above.

The proposed development generally aligns with the Growth Management objectives and policies outlined in the Region of Peel Official Plan as it contemplates gentle intensification on what can be deemed as an underutilized site within the delineated built-up area (based on the planned development to the south and west of the site). While the subject site is not in a Strategic Growth Area, the proposal supports the above-noted Growth Management objectives by contemplating a compact, contextually appropriate infill development in close proximity to existing and planned transit services that will provide future residents access to services and amenities. The policy notes not all of growth needs to be in Strategic Growth Areas but instead notes less than significant growth can be in other locations. The low-unit and small-sized development proposal thereby supports the efficient use of land and optimizes the use of infrastructure and services in this area.

5.5.3.2.3. *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area*

The Subject Lands are located directly adjacent to a Primary Major Transit Station Area and Secondary Major Transit Station Area see *Figure 7 Major Transit Station Areas Schedule E-5*. The increased density proposed for the Subject Lands balances the need for density close to mass transit, albeit outside of the character area, while also balancing compatibility with the existing community. The locational situation of the subject site results in a very close locational advantage to significant transit infrastructure resulting from the main transit cluster not centered in the PMTSA or SMTSA but rather immediately opposite the railway line and thus along the PMTSA/SMTSA border. Access to the Port Credit GO station and MiWay bus terminal (the defining feature of the MTSA) is provided through a footpath/tunnel provided at



the south easterly corner of Vesta Drive and Sandham Road which is only a three (3) minute walk from the Subject Lands. The soon-to-be-completed Hurontario Street LRT terminus can also be accessed from the tunnel and will only be a seven (7) minute walk away.

The amendments propose a small amount of density and a more efficient use on an otherwise underutilized piece of land within the Delineated Built-Up Area (acknowledging their location within a Neighbourhood). By incorporating the best practices of gentle intensification, the proposal balances the character of the existing neighbourhood will allowing for increased densities and housing options. This approach optimizes land use in areas suited to support increased density which has been rationalized in supporting studies such as the Functional Servicing Report and Transportation Impact Study. The location provides residents access to a variety of amenities, and services within a transit-supportive environment. The proposals commitment to an appropriately scaled transit-supportive density aligns with the overarching goal of encouraging greater densities near transit nodes.

It is the policy of Regional Council to:

*‘5.6.11. Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.’*

The Subject Lands are within the Urban System and direct growth to the built-up area through intensification of an underutilized parcel of land. The proposed development, will utilize existing infrastructure and services, thereby capitalizing on current and future infrastructure investments. While the proposal contemplates intensification of the subject lands beyond what is currently envisioned under the local planning policy it remains compatible through thoughtful design, including setbacks, front yards and individual driveways. The appropriateness or merits of the site design will be elaborated further in the MOP section of this proposal. The proposed dwelling units contribute to housing diversification. This diverse range of housing options addresses the needs of households with varying sizes, income levels, life stages, and lifestyle preferences, promoting inclusivity and choice.

The proposed development and Official Plan and Zoning By-law Amendment applications, albeit proposing to amend the local Official Plan, conform to the policy framework as noted in the Region of Peel Official Plan.

### 5.3 Mississauga Official Plan (August 2024)

The City of Mississauga Official Plan (the “MOP”) provides policy direction for the next stage of the city’s growth and outlines a vision for a future Mississauga. The City of Mississauga Official Plan is currently undergoing a Municipal Comprehensive Review to update the current policies to guide the city’s development to the year 2051, as required by Provincial legislation.

At this time, the Draft Official Plan has not been approved. After our review of the draft MOP policies available to date, we submit that it is appropriate that we review the in-effect MOP policies as the development proposal is not materially impacted by the MOP policies proposed for amendment under the draft MOP other than where noted. We are of the opinion that the general intent of the applicable policies in the draft MOP are generally consistent with those in the existing, in-effect MOP policy framework (as related to this site) and would not require additional justification. Therefore, the in-effect MOP at the time





of authoring this report (Office Consolidation March 2024), has been evaluated for the purposes of this Planning Justification Report.

As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate how the proposed Official Plan and Zoning By-law Amendment applications aligns with the overall objectives and policies of the City of Mississauga Official Plan. This section demonstrates how the specific height and density policies applicable to the subject lands can be brought into conformity with the PPS, Growth Plan and Region of Peel Official Plan

The in-effect MOP identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure comprised of seven (7) components – the Downtown, Major Nodes, Community Nodes, Neighbourhoods, Corporate Centres, Employment Areas and Special Purpose Areas. The Subject Lands are located within the Mineola Neighbourhood of the City Structure (see *Figure 8 Character Areas -Schedule 9*).

#### 5.0 Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. As stated above, the subject lands are situated within the Mineola Neighbourhood. Neighbourhood areas are identified as locations where limited growth is to occur and are to be a focus for residential uses and associated services and facilities. Further, Neighbourhoods are characterized as physically stable areas with a character that is to be protected. Therefore, Mississauga's Neighbourhoods are not appropriate areas for significant intensification but at the same time, it is not the intent of the MOP that neighbourhoods remain static or that new development must match previous development patterns. Rather, when development which is not significant intensification does occur it should be sensitive to the Neighbourhood's existing and planned character.

The following policies apply from Chapter 5 of the Official Plan.

- 5.1.7 *Mississauga will protect and conserve the character of stable residential Neighbourhoods.*
- 5.1.9 *New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.*

The proposed development promotes an appropriate built form based on the existing and planned residential uses. The Official Plan and Zoning By-law Amendment documents would permit for gentle intensification through infill, and regulate aspects of the development in keeping with broader neighbourhood character considerations. Intensification is a major goal of the Official Plan to ensure that growth is managed to minimize land consumption and to minimize the infrastructure requirements of new development, including hard and soft infrastructure such as transit, schools and water and wastewater systems. The small scale nature of both the size and intensification proposed is suitable for this character area.

Understanding the unique requirements or characteristics for infill applications, the site programming and built forms allow for the proposal to remain sympathetic to the existing, surrounding residential character



thus preserving the existing stable residential character. This development represents a careful balance of City priorities for infill development, intensification, housing choice and efficient use of lands and infrastructure while balancing the important objective of retaining the character of the area.

To satisfy the policies of 5.1.9, supporting documentation such as a Traffic Impact Study and Functional Servicing Report have been provided. These documents confirm that the existing infrastructure is capable of supporting the proposed development. Based on preliminary feedback obtained during pre-consultation, as well as broader knowledge of the surrounding area, we are not aware of any capacity restrictions that would limit development at this site. This is likely also resulting from the low-scale intensity proposed.

Section 5.3 The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The Subject Lands are situated within the Urban System (See Figure 9 - City of Mississauga Official Plan Schedule 1 – Urban System). The following Policies from Section 5.3 apply:

- 5.3 *Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities.*

In accordance with Schedule 9, the Subject Lands are located within a Neighbourhood area. The proposal supports the above-noted growth management objectives by providing for a compact, high-quality built form on a Site recognized as an appropriate location for residential uses.

The MOP notes the following in policy 16.1.1:

- Neighbourhoods will have a maximum height of 4 storeys unless Character Area policies specify alternative building height*

The Townhouse block is three storeys in height. The Semi-detached dwellings are also three storeys in height. It should be noted that due to third storey rooflines proposed, the third storey is only a partial storey with this feature more pronounced on the semi-detached dwellings proposed along Mona Road. Therefore, the proposal is consistent with the four storey height maximum prescription.

The MOP also notes:

- 5.3.5.1 *Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved*
- 5.3.5.2 *Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed-use areas.*
- 5.3.5.5 *Intensification within Neighbourhoods may be considered where the proposed development is compatible in-built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*
- 5.3.5.6 *Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*



The proposed infill development will result in an appropriately intensified built form that is consistent and compatible (as per the MOP definition of compatible) with the existing and planned vision for Mineola. For clarity, we highlight that Section 1.1.4.r of the MOP defines ‘compatible’ as follows:

*‘...development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.’*

The development proposal is sensitive to the existing and planned character of the residential neighbourhood. This has been achieved through review of the existing and proposed developments in the area including the approved amendment(s) for the site immediately south and west and the recently approved dwelling to the north<sup>1</sup>. Through careful site and building design considerations (including but not limited to setbacks, transitioning of height, strategic landscaping), the design team has, in our opinion, achieved a site layout that presents an appropriate built form transition based on the surrounding development without unacceptable adverse impact on the character of the area, thereby achieving sensitive, infill intensification when evaluated against the existing and planned context for the Neighbourhood and the protection of same.

While density is not a specified policy metric with values in the MOP, it is interesting to compare the proposed development with other recent approvals of townhouse projects in the Mineola Neighbourhood character area. A summary comparison chart based on an empirical evaluation of relevant projects are included below which reveal the proposed project is similar in density to other recent projects. The Cawthra Road project is also included as a comparison since from a built form perspective, they have somewhat similar bulk/height but with a different type of townhouse, has a significantly higher density.

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<sup>1</sup> Committee of Adjustment approvals are as follows: 1. An interior side yard setback (west side) of 1.20m (approx. 3.94ft) whereas By-law 0225-2007, as amended, requires a minimum interior side yard setback of 1.81m (approx. 5.94ft) in this instance; 2. A combined side yard width of 3.01m (approx. 9.88ft) whereas By-law 0225-2007, as amended, requires a minimum combined side yard width of 3.60m (approx. 11.81ft) in this instance; 3. A building height to the highest ridge of 9.50m (approx. 31.17ft) whereas By-law 0225-2007, as amended, permits a maximum building height of 9.00m (approx. 29.53ft) in this instance; 4. An underside eaves height of 7.82m (approx. 25.66ft) whereas By-law 0225-2007, as amended, permits a maximum underside eaves height of 6.40m (approx. 21.00ft) in this instance; 5. A gross floor area of 510.97sq m (approx. 5500.03sq ft) whereas By-law 0225-2007, as amended, permits a maximum gross floor area of 375.62sq m (approx. 4043.14sq ft) in this instance; 6. An area occupied per accessory building and structure of 42.00sq m (approx. 452.08sq ft) whereas By-law 0225-2007, as amended, permits a maximum area occupied per accessory building and structure of 20.00sq m (approx. 215.28sq ft) in this instance; 7. A combined lot coverage for all accessory buildings and structures of 5.6% whereas By-law 0225-2007, as amended, permits a maximum combined lot coverage of 5.00% in this instance; 8. A dwelling unit depth of 22.99m (approx. 75.43ft) whereas By-law 0225-2007, as amended, permits a maximum dwelling unit depth of 20.00m (approx. 65.62ft) in this instance; 9. A lot coverage of 36.00% whereas By-law 0225-2007, as amended, permits a maximum lot coverage of 35% in this instance; and, 10. A flat roof height of 7.83m (approx. 25.69ft) whereas By-law 0225-2007, as amended, permits a maximum flat roof height of 7.50m (approx. 24.61ft) in this instance.





Table: 3.0 Density Comparison

Site Address	Units (Existing or Proposed)	Density
1130, 1136 and 1138 Mona Road (formerly 1142 Mona Road)	18	37 units/ha
1640 Crestview Avenue	20	40 units/ha
1629 BlaneField Road	24	38 units/ha
1190 Cawthra Road (Cricklewood Drive, across from Village Green Boulevard)	148	111 units/ha
1148/1154 Mona Road (proposed)	10	40 units/ha

It is worth noting that existing City Zoning provisions reinforce the City's desire for this stable residential character with lands to the east requiring 22.5 m frontages, and lands to the north and northwest requiring 30.0 m frontages. This deliberate City-led exercise generally retains or intends to retain the lot fabric as exists. The Subject Lands require a 15.0 m frontage which is reflected in the 20.44 m frontage of each existing lot. To keep the general intent of this lotting pattern, and to replicate the street rhythm of detached dwellings in the area, the proposed development has incorporated semi-detached dwellings along the Mona Road frontage which mimic the detached built form and bulk/massing under the City zoning provisions. The frontage of Semi-Detached Lot 2 is 16.62 m and Semi-Detached Lot 3 is 16.64 m. This streetscape which generally mimics the City zoning permissions for building scale serves as a transition to the proposed townhouse built-form located behind, and existing further west and south of the Subject Lands.

It is our opinion that the development proposal achieves a balance between the existing character area and the initiatives put forward in both local area official plans and upper tier policy directives. Specifically, the proposed development is compatible in-built form and scale to surrounding existing and recently approved/built development.

As further discussed below in Section 11 *General Land Use*, Mayoral Directive (MDI-0002-2023) processed in December 2023, resulting from Provincial direction under Bill 23, directed the City of Mississauga to prepare for Council consideration Official Plan and Zoning By-Law Amendments to permit fourplexes as-of-right. These amendments were approved by council on November 10, 2023 and are now in full force and effect. As a result of this new policy, City Zoning permissions allow for each existing lot to have three or four residential units as-of-right based on either the "Additional Residential Units" (ARU) or "Fourplexes" (4Plex) provisions. This does not include considerations for further lot-splitting to create additional lots with the same ADU or 4Plex permissions. We believe that the subject ten dwelling unit proposal is a minor increase in density than what is permitted as-of-right and provides new dwelling units which are more sympathetic in bulk/massing to existing and newly-built surrounding units than the ARU or 4Plex provisions would allow. This new policy will with time also result in increased density across communities like Mineola and other similar character areas as more ARU/4Plex redevelopments begin to be developed.

## 6.0 Value The Environment



As shown on *Figure 10 Urban System-Green System – Schedule 1a* the Subject Lands are located within the Green System. Per Schedule 3 – Natural System, the subject site is situated within the Residential Woodlands portion of the Green System. The following policies apply:

- 6.3.10 *The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.*
- 6.3.17 *Residential Woodlands are areas, generally in older residential areas, with large lots that have mature trees forming a fairly continuous canopy and minimal native understorey due to the maintenance of lawns and landscaping.*
- 6.3.19 *Development proposals and site alteration for lands within a Residential Woodland will have regard for how existing tree canopy and understorey are protected, enhanced, restored and expanded. A site development plan may be required to demonstrate how the following, among other matters, have been addressed:*
  - a) *existing topography and drainage patterns;*
  - b) *maintenance of a high proportion of permeable ground cover to facilitate ground water recharge;*
  - c) *habitat for tolerant canopy birds (both in migration and for breeding);*
  - d) *habitat for urban wildlife; and e. connections to other elements within the Green System*

The existing lots consist of two detached dwellings with manicured lawns and some garden areas. As a result, there is not a pristine or continuous canopy or understorey on the Subject Lands. As discussed in the EIS prepared by Beacon Environmental The trees on-site have been mapped to ensure no rare or endangered species are present. An arborist report has been prepared by Amy Choi Consulting dated August 2, 2024 and indicates that thirty-three (33) trees are currently present on the Subject Lands or within the limits of the Subject Lands (6 m on the neighboring property). The removal of twenty-three (23) trees is recommended, twenty-one (21) trees will require removal to accommodate the proposed development and two (2) trees are recommended for removal due to their condition. Ten (10) trees recommended for preservation, eight (8) of which are located on the Subject Lands. Trees numbered 3,4,5 are White Pines located in the rear yard of the proposed Townhouse Block and will be preserved. Trees numbered 24,25,26,27 and 32 are located in the City ROW, adjacent to Mona Rd, will also be preserved. The Arborist Report and Landscape Plan also note new trees and landscaping improvements are recommended. Further, as discussed in the EIS prepared by Beacon the proposed development has been planned to ensure it does not encroach into any environmentally significant areas. The EIS concludes that there are no natural heritage features on the Subject Lands. The EIS states that while the Subject Lands have some tree cover within the existing residential yards, these trees are not part of an ecological community that would qualify as significant woodland or SWH, nor are the trees continuous with any features that would qualify as Significant Natural Areas or Natural Green Space. The trees on the Subject Lands would more appropriately be classified as Residential Woodland. The limits of the Significant Natural Area/Natural Green Space components of the NHS on and adjacent to the Subject Lands were refined through an EIS prepared by Beacon (2018) and companion technical reports that were prepared for a recent redevelopment of the property formerly known as 1142 Mona Road located directly adjacent to (south and west of) the Subject Lands. The EIS for 1142 Mona Road (Beacon 2018) established the limits of Significant Natural Area/Natural Green Space components of the NHS associated with Kenollie



Creek and Mary Fix Creek (south and west of the Subject Lands). The Subject Lands are currently separated from Significant Natural Area/Natural Green Space by existing development on adjacent lands. No Significant Natural Area or Natural Green Space was identified on the Subject Lands through this EIS, nor prior studies. The proposed development is approximately 20 m from the woodland associated with Mary Fix Creek, and 50 m from the woodland along Kenollie Creek. No negative impacts on Significant Natural Area/Natural Green Space are expected to result from the proposed re-development of the Lands.

Section 7.0 Complete Communities provides policies is to create inclusive communities where people are connected, supported and flourish. The following policies are relevant:

- 7.1.1 *Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.*
- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'*

The proposed development contributes to a complete community by providing residential built form and a tenure that is largely underrepresented in the neighbourhood today. The proposal can be served by existing services and amenities and is, in addition to having vehicular access, is accessible by foot, bicycle or transit. With respect to the above noted policy 7.1.6, these new unit types and sizes promote increased affordability providing opportunity for future residents such as first-time buyers to enter the market or for existing neighbourhood area residents to stay in the Mineola West area.

Policies regarding housing relevant to our proposed development are as follows:

- “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 choice 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.*
- 7.7.1.1 *Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.*
- 7.7.1.3 *A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.*
- 7.7.1.5. *New development will be compatible with the physical, social and environmental attributes of the existing community.*

The above noted policies related to housing provision, specifically the type and inventory, are supported by the proposed development with explanations for policies 7.2.1, and 7.2.2 provided previously. The proposal considers different dwelling types than the detached dwellings which largely dominate the neighbourhood. This is supportive of the vision for housing in the City of Mississauga and Region of



Peel and contributes in a small part towards the Province's housing policies regarding increasing housing supply.

The introduction of semi-detached and townhouse dwelling units will facilitate opportunities for greater housing choice for current and future community residents, including those existing neighbourhood households who are opting to downsize (or otherwise) but are seeking housing within their current community. For some, living in a condominium arrangement is preferable depending on what are life-stage priorities (i.e. less maintenance for older adults). Although no affordable housing units are contemplated the proposed semi-detached and townhouse units are generally more affordable than comparable detached dwellings providing for more diversity in housing price options. The proposal maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of existing and future residents.

The proposed development has been planned and designed to provide for a high-quality, comfortable and attractive built form that integrates with the established character of Mineola and the changing character of the immediately proximate neighbourhood lands. We note the various minor variances approved in the area which consider reduced front yard setbacks, building coverage, heights and side yard setbacks amongst other performance standards, refer to Table 1.0 of this report under recently approved applications. This suggests that while the area is desirable to live in, there is a shift in the building design and fabric of the neighbourhood resulting from existing or new neighbourhood residents with changing home and lot layout preferences. Overall, the proposal provides for a built form that is appropriate, visually attractive and maintains compatibility and transition to the surrounding low-rise community. Further details on this are provided in sections below.

Before turning to more detailed section 9 urban form policies of the MOP, this Report will review the high-level applicable land use planning policies under Chapter 11.

Chapter 11 of the MOP establishes the City's framework for how lands are to be used. More specifically, the MOP establishes a series of policies based on sixteen (16) land use designations. The Subject Lands are currently designated 'Residential Low Density I' (see *Figure 11 Mississauga Official Plan - Land Use Designations -Schedule 10*). This designation permits the following under policy 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.*

While the proposed development is removing existing detached dwellings, it is worth noting policies that apply on lots with detached (and other) dwellings across the City:

- 11.2.5.9 On a lot with a principal dwelling residence (detached, semi-detached or townhouse), a maximum of three units will be permitted in the form of:*
- a. a maximum of two additional units in the principal residence; or*
  - b. a maximum of one additional unit in the principal residence and one additional unit within a building ancillary to the main structure.*



- 11.2.5.10 *To maintain the objective of having three units on a lot, any severance of such lots containing ancillary additional residential units, as per 11.2.5.9.b, will be discouraged.*
- 11.2.5.11 *Notwithstanding any of the policies of this Plan,*
- a) *conversion of detached, semi-detached, townhouse, duplex and triplex dwellings to fourplexes shall be permitted; and,*
  - b) *purpose-built fourplexes are permitted in lands designated Residential Low Density I and II.*

These recent policy changes have resulted directly from the City-led initiative “Growing Mississauga: An Action Plan for New Housing” which in turn was driven by the Province under Bill 23 to promote greater use of land for additional housing throughout the Province. This is noted as the now as-of-right ARU and 4Plex provisions also exist in the applicable Zoning By-law. These changes are a significant change on paper to the historical planning policies which have been in effect in the Mineola (and other similar neighbourhood) area. This policy acknowledges that detached built forms are not the most efficient uses of land and do not provide enough housing to encourage active transportation and transit use or support transit investment. In effect, the existing lands could be developed for eight units (two 4Plexes) as-of-right in contrast with the proposed ten-unit development. As explained in further detail below, we believe the proposed units provide opportunities for larger homes (than typical of this built form) while also gently increasing the density of the community in a respectful manner. Further, the proposed development is a carefully designed and planned development that has considered parking, waste management, tree preservation, built forms, transition, and landscaping.

Chapter 16 of the MOP establishes the City’s policy framework for how growth and development is to be managed across the Neighbourhood Character Areas. As stated above, the Subject Lands are located within the Mineola Neighbourhood Character Area. The following Mineola-specific policies apply.

- 16.18.1.4 *Open ditch road cross-sections should be maintained, as they contribute to the character of the area.*
- 16.18.2.1 *Notwithstanding the Residential Low Density I and Residential Low Density II policies of this Plan, the Residential Low Density I and Residential Low Density II designations permit only detached dwellings.*

The open ditch along the frontage cannot be maintained due to the driveway/private road/servicing requirements of the overall project. Further, this condition is proposed to allow for better transition to the existing condition of the boulevard of the lands to the south. As noted above, recent City-led OPA changes to permitting ARU/4Plex permissions would negate and essentially override this ‘only detached dwellings’ policy. At a minimum, it appears fourplexes are now permitted as-of-right when considering new development.

- 16.1.1.1 *For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.*



The proposed building height of the townhouses are three storeys (9.07 m) and the proposed building height for the semi-detached units are three storeys (9.48 m). It also should be noted that as seen in the elevations/section plans, and as a result of roof lines and dormer elements, the third storey is only a partial storey and thus the project could be described as including two and a half storey buildings with three storey height permissions. The proposal is therefore consistent with policy 16.1.1.1.

The following policy review now returns to broader design policies but can be reviewed both for the proposed development and in light of the land use permissions applicable for the subject lands.

## 9.0 Build A Desirable Urban Form

Chapter 9 of the MOP, Build a Desirable Urban Form, sets out a policy framework which speaks to principles associated with building a desirable urban form. The following is noted:

- 9.1 *Established residential Neighbourhoods, the Natural Heritage System and valuable cultural heritage resources will be protected and strengthened with infill and redevelopment, compatible with the existing or planned character.*

*Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as redeveloping strip malls. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties.*

*Sites will be developed to:*

- *respect the experience, identity and character of the surrounding context;*
- *ensure the sustainability of natural systems and urban living;*
- *protect the quality of life of residents, employees and visitors;*
- *ensure the connectivity and integration of surrounding uses; and*
- *require properties to develop in a manner that contributes to the overall vision for the city.*

The development proposal meets the intent of this policy through providing replacements for aging buildings on under-utilized lots that consist of a variety of built forms and tenure. The development also does not impact the function of the existing natural heritage system to the west and south. This proposal represents compatibility with the existing and evolving character of the area by locating the townhouse uses away from the Mona Road street frontage. The longest property length (rear yard) of this built form is also adjacent a newly constructed townhouse block development sharing a similar block layout/orientation albeit the proposed development has larger units, and with a similar private rear yard to private rear yard interface. The proposed semi-detached dwellings have been brought to the street, effectively providing for built forms that from their bulk expressed in proportions in relation to their lots, optically fit with the neighbourhood.





We do not anticipate any significant undue impacts on adjacent properties from a design perspective considering the generous setbacks to the street of the townhouse block and the presence of the semi-detached dwellings along the Mona Road frontage, which are less dense and more compatible from a street building rhythm perspective in comparison to a longer townhouse block. Developing the site this way respects the identity and character of the surrounding context, in this regard.

It is not expected that the development will yield significant adverse or negative impacts on the experience or sustainable elements of the existing neighbourhood. We refer to the technical studies, such as the Beacon Environmental Impact Study and the GHD Traffic Impact Study, which illustrates that the existing road network and traffic demands can support the added vehicle trips. For these reasons, we believe the quality of life for residents and visitors is upheld.

The proposal continues to integrate and remain connected with existing and planned surrounding uses. This proposal contributes to the vision for the City by providing for appropriately scaled infill residential development, supporting, gentle intensification in a neighbourhood which is well served by existing and planned services. For the reasons cited above (9.1) and throughout this report, we are of the opinion that policy 9.1.3 which speaks to respecting existing and planned character is also satisfied.

*9.1.10 The city vision will be supported by site development that:*

- a) respects the urban hierarchy;*
- e) employs design excellence.*

It is our opinion that this proposal respects the urban hierarchy of the City by providing for low-scale compatible, infill development, thereby satisfying the vision for the City's neighbourhoods and their role for new development within the broader urban hierarchy. The design of the site and residences will incorporate best design practices and remain contextually appropriate and continue to evolve over the life cycle of the development.

*9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, ....*

The proposal does not require a change in the existing public road pattern and thereby, maintains the character in this regard. The private road/driveway connection with Mona Road is also respectful of intersection geometry of the area. The proposal will incorporate streetscaping that is complimentary to the existing neighbourhood and will retain the boulevard access arrangements and design elements along Mona Road as well as front-facing dwellings with non-projecting garages. The building mass and height, which includes varying elements of architectural articulation is considered to be contextually appropriate considering the site programming respecting surrounding buildings/uses and strategic location of the semi-detached dwellings at the front of the site and the townhouses to the back. This is particularly appropriate when evaluated against the approved built form(s) to the south and east of the site. From the public realm or right of way, the semi-detached dwellings will be predominantly visible. Semi-detached dwellings can appear similar to detached dwellings as they are a "single" building. This is in keeping with the dwellings in the area, across the street and to the north for existing dwellings, and to the south with the most recent detached dwelling built and is not expected to cause adverse, or undesirable visual impacts. It is felt this is preferable to detached dwellings which would introduce an interior side yard between each unit (i.e. two units per lot) which is less sympathetic to the existing and planned streetscape. Further, the height and side



yard setback conditions are similar to the recently approved detached dwelling for the lot immediately north of the Subject Lands. We also note that this site is nearly at the edge of the neighbourhood and while still considered infill development in an existing neighbourhood, is more isolated and is complimentary to the proposal directly to the south and west.

*9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.*

As exhibited in the EIS prepared by Beacon, the site design respects the existing ecological/natural heritage features and function. Further, as illustrated in the FSR report and associated grading drawings prepared by Crozier, careful grading considerations have resulted in maximizing tree preservation efforts in certain parts of the Subject Lands.

*9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:*

- a) respect existing lotting patterns;*
- b) respect the continuity of front, rear and side yard setbacks;*
- c) respect the scale and character of the surrounding area;*
- d) minimize overshadowing and overlook on adjacent neighbours;*
- e) incorporate stormwater best management practices;*
- f) be designed to respect the existing scale, massing, character and grades of the surrounding area.*

The development proposal contemplates a different built form and lot configuration than the existing neighbourhood. The project exemplifies new development does not need to mirror existing development. That said, we are of the opinion that the general intent and spirit of the policies of 9.2.2.3 can be achieved.

With respect to policy a), we interpret this policy to be largely applicable in the visual sense to the semi-detached dwellings which front onto Mona Road. While eventually the lots for each semi-detached dwelling may be separate and distinct, the “Blocks” as they are described on the Concept Plan, visually or optically appear as one lot because there is no physical separation between the two dwellings. The townhouses represent a logical use of space considering the proposed tenure, the more compact nature of the development, and in consideration of compatibility with the RM4-26 zoned lands (for townhouses) immediately to the west.

Policy b) is also achieved. We recognize that the front yard setbacks are smaller (5.5 m) than those in the area presently, however, this is to accommodate for the compact nature of this infill development, which as described above, supports better utilization of the site. It is important to balance the City’s objectives, which can generally be described as the achievement of logical and appropriate infill development, with the importance of maintaining and respecting the characteristics of established neighbourhoods. The northerly side yard setback is also consistent with the site at 1160 Mona Road which received approval from Committee of Adjustment for a reduced setback. The southerly side-yard has consistent and compatible dimensions with the detached dwelling on the other side. The proximate dwelling has an architectural front face along the south which is the exterior side yard of that dwelling. The property line which touches the subject land is a mutual interior side yard and this area consists of the dwelling, but also of a connecting hall and garage element along this side yard. This detached dwelling has a side wall facing





Mona Road since the garage/front door element face south. This transition from a detached unit to the south, with the proposed semi-detached dwellings with front doors/garages/driveways facing Mona Road are an appropriate continuation of the transition and edge condition in this neighbourhood towards the existing homes across the street and to the north. With respect to existing side yards in the neighbourhood, aerial imagery shows that there are varying side yard widths throughout the neighbourhood – some quite large while others are smaller (for example, 1182 Mona Road and 1176 Mona Road have very small interior side yard setbacks). It is also noted that 1168 Mona Road recently was approved for a minor variance to permit an interior side yard setback of 1.2 m and staff noted they had no concerns with this, while acknowledging the intent and purpose of the applicable City infill zoning regulations.

The proposed rear yard setback of the townhouse block is slightly smaller than that of the opposing townhouse development (RM4-26 zoning) from 7.5 m to 6.0 m but with wider units, the private amenity area is similar or larger than the existing townhouse unit amenity areas. The rear yards will have little to no impact on the existing neighbourhood and similar to the above, accommodate for the optimization of the use of the lands and still offer residents individual private amenity area.

In this regard, and considering the site's location near the end of Mona Road (south), we feel the proposed yards are justified.

Policy d) considers heights and overlook. The semi-detached dwellings and townhouse dwellings will be permitted as three storeys in height but will function as two and a half storey buildings (with dormer conditions in the third storey). As shown on the elevations prepared by J Campitelli there are seven (7) windows proposed on the side elevation, only two (2) of these seven (7) windows are functional, all others are faux for architectural detail. The front ground floor window and the third-floor window are functional, these windows look out onto the front yard and roof of the neighbouring dwelling. All windows on the side elevation of the townhouse block are faux to prevent overlook onto the neighbours rear yard. These details have been introduced for privacy for future residents. It is not anticipated that either of the dwelling types will have negative impacts in terms of overlooking into adjacent private amenity areas or private property. The site programming with resulting limited overlook conditions is a type of scenario not uncommon in neighbourhoods. Building heights proposed are intended to replicate the existing height permissions of the under-construction site to the south. The proposed semi-detached dwellings are meant to match the Mona Road facing detached dwelling while the townhouse dwellings are meant to replicate the townhouse dwelling zoning provisions that are in effect. This results in a total proposed building height of 9.48 m for the semi-detached dwellings and 9.07 m for the townhouse dwellings. It should be noted that extensive grading considerations have gone into ensuring balancing tree preservation, stormwater management, and dwelling heights are all considered equally to ensure compatibility with adjoining neighbours.

Policy e) is satisfied through the findings and recommendations of the Stormwater Management Report prepared by Crozier.

Policies c) and f), in our opinion, are justified for the reasons set out above and throughout this report.

*9.3.1.4 Development will be designed to:*

- a) respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;*
- f) address new development and open spaces;*



*9.3.1.7 Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.*

*9.3.5.5 Private open space and / or amenity areas will be required for all development.*

The proposed development has been planned to respect the existing natural heritage system and features, as exhibited in the EIS prepared by Beacon. The EIS concluded that there are no natural heritage features on the Subject Lands. The EIS for 1142 Mona Road (Beacon 2018) established the limits of Significant Natural Area/Natural Green Space components of the NHS associated with Kenollie Creek and Mary Fix Creek (south and west of the Subject Lands). The Subject Lands are currently separated from Significant Natural Area/Natural Green Space by existing development on adjacent lands. No Significant Natural Area or Natural Green Space was identified on the Subject Lands through this EIS, nor prior studies. The proposed development is approximately 20 m from the woodland associated with Mary Fix Creek, and 50 m from the woodland along Kenollie Creek. No negative impacts on Significant Natural Area/Natural Green Space are expected to result from the proposed re-development of the Subject Lands.

The proposal implements the above-noted policy objectives through the introduction of an attractive, safe, comfortable and pedestrian-scaled built form that is generally consistent with immediately adjacent development forms. Locating semi-detached units fronting onto Mona Road, with main front facades including front doors, garages and driveways facing the street was intentional as these larger format buildings and larger lot frontages are more compatible with the existing detached dwellings and streetscape for Mona Road. Further the architectural treatment of the dwellings is proposing various building materials, articulation along the wall planes such as balconies and windows, and a broken-up roofline with the introduction of flat/sloped roofs with dormer features all contributing to a project identity which mimics similar characteristics along the street and throughout the neighbourhood. Landscaping will be implemented along Mona Road that is complimentary to neighboring dwellings. Additional landscaping will also be considered in the side and rear yards where space permits and where there is no interference with tree preservation efforts. The proposed setbacks, while technically reduced from the by-law standard, fit with the house proposed at 1160 Mona Road. The semi-detached dwellings will have driveways and landscaped areas which will be generally consistent with the character of the existing, surrounding community. Lighting and signage, such as municipal numbering, is proposed to be no different than what currently exists in the neighbourhood with area homes. During later phases of approval, the project townhouses may require an identification site plan sign to be placed on Mona Road. While garbage pick-up was originally considered for all the project units along the frontage of Mona Road, the Traffic Impact Study and associated Waste Management Plan prepared by the project architect J. Campitelli now proposes public waste pick-up in front of each dwelling unit. To address policy 9.3.5.5, it is noted that each unit will have a private open space that is controlled by each dwelling owner. These private spaces (rear yard) range in size from approximately 51.9 m<sup>2</sup> to 92.4 m<sup>2</sup> for the townhouse units. Additional porch/balcony elements are also provided in the front and rear yards ranging in size from approximately 2.6 m<sup>2</sup> to 3.3 m<sup>2</sup>.

## 9.5. Site Development & Buildings

Section 9.5 of the MOP further establishes the City's built form policy directions. The following policies apply.



*9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.'*

For the reasons stated throughout this Report, we are of the opinion that policy 9.5.1.1 is satisfied in relation to the proposed development being compatible with the surrounding area.

*9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*

- a) Natural Heritage System;*
- b) natural hazards (flooding and erosion);*
- c) natural and cultural heritage features;*
- d) street and block patterns;*
- e) the size and configuration of properties along a street, including lot frontages and areas;*
- f) continuity and enhancement of streetscapes;*
- g) the size and distribution of building mass and height;*
- h) front, side and rear yards;*
- i) the orientation of buildings, structures and landscapes on a property;*
- j) views, sunlight and wind conditions;*
- k) the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- l) privacy and overlook; and*
- m) the function and use of buildings, structures and landscapes.*

For the reasons cited throughout this report, we are of the opinion that policy 9.5.1.2 is satisfied.

*9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated .*

*9.5.1.2 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.*

*9.5.2.1 High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.*

*9.5.2.2 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:*

- a) providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;*
- b) fronting walkways and sidewalks with doors and windows and having visible active uses inside;*
- c) avoiding blank walls facing pedestrian areas; and*
- d) providing opportunities for weather protection, including awnings and trees.*



9.5.2.3 *Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.'*

9.5.2.11 *Site development will be required to:*

- a) *incorporate stormwater best management practices;*
- b) *provide enhanced streetscape;*
- c) *provide landscaping that compliments the public realm;*
- d) *incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and,*
- e) *provide landscaping that beautifies the site and compliments the building form.*

9.5.3.7 *Buildings will be pedestrian oriented through the design and composition of their facades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.*

9.5.4.1 *Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.*

The proposed development was planned to be compatible with the surrounding neighbourhood. The Subject Lands location with quick access to higher order municipal and regional transit could support higher densities. We are of the opinion that the Subject Lands are fortunate to have excellent access to existing and future transit infrastructure. Future residents will have easy access to Port Credit GO, the Port Credit GO MiWay Bus Terminal along with the future Hurontario LRT. Proximity to both local and regional transit will significantly reduce the car dependence of future residents. In addition, as discussed in section 5.6 and below in section 11 of the PJR recent policy changes now permit fourplexes in all communities and as-of-right eight units are already permitted on the Subject Lands. As a result of these policy changes it would not be inappropriate to propose more units as the 10 units currently proposed. Semi-detached and townhouse dwellings balance the need for higher densities while also respecting existing build forms. In addition, as-of-right fourplexes are permitted without the requirement for parking and other site improvements. We believe that the proposed development with dedicated parking for each unit and onsite landscape improvements will be a positive addition to the community. Lastly, the Mineola neighbourhood will likely increase in density slowly as more fourplexes begin to be introduced so the gentle increase in density proposed for this site will not be overwhelming.

To further build upon policy 9.5.1.1, the following section has been prepared to consider Mona Road in broad overall streetscape considerations as well as in consideration of the applicable City zoning standards.

For well over 20 years, the City has led various planning tool exercises to establish policies to retain the broader area character. In particular, this has led to City-initiated work for revisions to the Zoning By-law to create infill housing regulations. These regulations speak to various characteristics of the area which can be captured in a zoning by-law including lot size and area, building size and height, sideyards, etc.. The following commentary reviews various applicable zoning standards as a way to evaluate the appropriateness of the Mona Road streetscape which includes the new semi-detached dwellings.



Lot Width

Building rhythm within the streetscape is a function of lot widths. The lot width for the semi-detached blocks are 16.62 m and 16.64 m. This is from either the north or south interior lot line, to the inside of curb adjacent the townhouse driveway. The existing lot widths are 20.44 m. The difference of about 4 m between proposed and existing is the new driveway for the townhouse units which mimics in location the existing two driveways. Under the R3-1 zoning permissions, lot widths are permitted to be 15.0 m and 19.5 m (exterior or corner lots). Therefore, the lot widths proposed of 16.62 m and 16.64 m are similar in nature to the existing lot fabric or lot frontage permissions.

It is worth noting other area zones and their minimum lot width requirements:

Table 4.0 Zoning Comparison

Zoning Performance Standard	1148/1154 Mona Road (Existing) R3-1	1148/1154 Mona Road (Proposed)
Use	Detached, ARU, Fourplexes	Townhouses, Semi-detached
Height	9.0 m	To be confirmed
Side Yard	1.8 m-2.41 m	Semi-detached 1.2 m -1.8 m Townhouse 1.2 m
Front Yard	7.5 m	Semi-detached (First Floor/Garage Face) 5.5 m/6.2 m Townhouse (Garage to CEC) 6 m
Rear Yard	7.5 m	Semi-detached 5.6 m Townhouse 6.0 m

The lots across the street (1153 and 1163 Mona Road) have lot frontages of just over 19 m but they also have a different zoning requirement of 22.5 m frontage. The lot immediately to the north was recently approved with a 15.24 m frontage while the lot to the south has a “frontage” (but is likely legally an exterior sideyard) of equal to or greater than 18 m. Each semi-detached lot is in keeping with the west-side existing street character.

Lot Areas

While lot frontage was established by the City respecting what was then existing character during the preparation of the implementing zoning provisions for infill housing, it did not revise the minimum lot



area requirements from the base zone requirements. For example, the Subject Lands minimum lot area requirement is 550 m<sup>2</sup> or 720 m<sup>2</sup> (exterior lots). In one zone (R3-4), there is a minimum lot area requirement of 420 m<sup>2</sup> or 585 m<sup>2</sup> (exterior lot). Therefore, if the City wanted to regulate lot area beyond the generic City-wide standard, it could have and would have done so but did not in this location. The Subject Lands lot area for the semi-detached lots (combined) is 451.81 m<sup>2</sup> each or 903.59 m<sup>2</sup> total. These lot areas are slightly smaller than an interior lot requirement. As exterior lots, while they appear to not be in keeping with the prescribed area requirements, part of the private road could be considered as visually part of the lot area as it there is spacing to the next lot along the Mona Road frontage.

### Side Yards

The applicable zoning regulations require both minimum yards and combined side yards. The minimum sideyard for a lot less than 18 m frontage is 1.2 m plus 0.61 m for each additional storey or portion thereof above one storey. The proposed building and site design indicates a setback of 1.2 m, with some portions of each sidewall being 1.5 m from the side yard line. Based on available information, it appears the building to the north has been built with a 1.8 m sideyard setback while the recently constructed detached dwelling to the south has a setback of 1.24 m (garage) and 2.53 m (main home) to the joint lot line. It should be noted the detached dwelling's siting and lot design means this area is part of the building's rear yard. Also, the existing home at 1148 Mona Road does not appear to comply with the sideyard requirements.

The combined side yard will not be analyzed as it assumes an interior lot whereas the semi-detached dwellings are on an exterior lot as they each face both a public road (Mona Road) and a private road (providing access from Mona Road to the townhouses). The exterior sideyard requirement in the base R3 zone of 6.0 m is the only regulation that applies. No infill housing regulation exists beyond the base zoning provisions. The development proposes an exterior sideyard of 1.2 m which is in keeping with an infill project. In comparison, for the detached dwelling recently constructed to the south, it has an exterior side yard setback of 1.2 m to the private road.

The development is proposing the maximum sideyards possible while permitting homes of a size in character with the area. Introducing detached dwellings along this frontage, while considering infill requirements would only introduce two narrow yards between each unit. This would create a building mass and length along the street not in keeping with the broader Mona Road homes. These sideyards are also similar to the existing conditions both to the north and south of the same side of the street. The exterior sideyard, while appearing deficient, needs to consider the amount of visual separation between each lot containing the two semi-detached dwellings.

### Building Height

Under the current regulations, an area-specific definition for height is applied called "Maximum Height – Highest Ridge". This applies for roofs which exhibit both flat and sloped roof characteristics which would therefore apply to the semi-detached dwellings being proposed. The current regulation applicable would be 9.0 m which is measured to the mid-point of the final storey. The proposed dwellings will be 9.48 m for the semi-detached blocks and 9.07 m for the townhouse block. The zoning regulations also impose a maximum eave height of 6.4 m. This was done by the City to break up tall planes for multiple storeys and in turn to lower roof lines to within the last storey of the dwelling. In this case, the dwellings are proposed with an eave height of approximately 7 m. This is an appropriate eave height considering





the original zoning metric was meant to regulate the aesthetic of a house which could be much larger than the size of the combined semi-detached dwelling.

The overall building height, and eave height proposed are both similar to the existing zoning regulations. The owner has intentionally designed the homes to keep architectural detailing as part of the designs which includes partial third storeys and lowered eave height. This also mimics the under-construction homes to the south and west.

#### Gross Floor Area

While the existing zoning regulates maximum gross floor area as a factor based on lot area, this metric has not been used. Simply, the very nature of infill housing development as proposed does not rely on large or deep lots to create additional housing. Instead, it is more valuable to evaluate the size of the home and footprint of the home compared to what exists along the street today. The current homes are a single storey at 91.6 m<sup>2</sup> (1148 Mona Road) and 133.5 m<sup>2</sup> (1154 Mona Road) while the proposed semi-detached dwellings (both units per lot) are a combined size of 562.8 m<sup>2</sup>.

While the proposed dwellings are larger in size than what existed, if one considers what is allowed under the current zoning, the existing detached dwelling could have been replaced with or had an addition for a house approximately 450 m<sup>2</sup> in size. The coverage of the lots is similar to what exists today. The proposed homes sizes and coverage again mimic or are similar to what exists or is permitted for the applicable zoning presuming detached dwelling development.

#### Garage Projection

While not applying in newer models of replacement homes in the area, a typical characteristic of the area's older housing stock includes no garage projections. This applied to the existing homes on the subject lands. The proposed semi-detached dwellings are designed with no garage projections.

#### Dwelling Unit Depth

The City regulates dwelling unit depth in the infill housing provisions with a maximum of 20.0 m. This is designed in some part resulting from the lot depths which can get quite deep in this area. The existing homes, with lot depths of over 60 m could have taken advantage of this zoning permission. The proposed semi-detached dwellings are 15.24 m in depth and thus match the planned character of homes along the street.

Overall, this demonstration was meant to review the streetscape characteristics of the proposal to the existing zoning. However, it has to be remembered these regulations were meant for detached dwellings and not for an infill semi-detached dwelling scenario so they don't necessarily address the same policy planning requirements. However, the project does generally meet the overall streetscape characteristics and intent of the in-place zoning regulations for new replacement, or existing homes undertaking additions along the Mona Road frontage.

In reviewing policy 9.5.1.1, it is also important to focus some attention on recent developments on the same side of the street which impact the existing streetscape.

#### Lot to the North: 1160 Mona Road



As noted previously, the lot to the north was recently the subject of various applications before the City's Committee of Adjustment/Land Division Committee. Resulting from these approvals, a new house is under construction immediately to the north of the subject lands. The most significant result from these approvals is the splitting of the existing lot allowing for the detached dwelling under construction to be built on a lot with a 15.24 m frontage which is in keeping with zoning provisions applicable on the subject lands. The new house is located further removed from the street where before, the former house was generally in line with the existing homes on the subject lands. The house is also being built taking advantage of minor variance approvals in terms of house size, house depth, and setback to the northerly sideyard (1.2 m).

When reviewing this new detached dwelling in context with the subject lands, the following is noted:

1. The subject semi-detached dwellings appear closer to the street than existing homes, but this is exaggerated by the under-construction home's placement over 15 m away from Mona Road. The setback of the semi-detached dwellings is closer to the street than existing homes but provides for adequate storage for vehicle parking on a driveway.
2. The placement of the townhouse and semi-detached units have a nominal impact on the new house privacy as the semi-detached dwellings are located either in the front yard or along a small portion of the side wall of the detached house. As noted previously, there is limited vision glass along this sideyard. The townhouse unit only has one unit along the sideyard, and similar to the semi-detached building, has limited vision glass in a sidewall condition overlooking the rear yard of the detached dwelling. The proposed development only has two private amenity areas adjacent the new dwelling.
3. As a result of the townhouse block layout, only two units would have vehicles in close proximity to the sideyard of the detached dwelling. All other units would enter straight from the Mona Road driveway or turn south along the private driveway to their individual townhouse units.

Lot to the South/Southwest: 1142 Mona Road

We remind the reader that the lands situated immediately south of the Subject Lands were previously subject to an OLT decision which ultimately approved the development of 17 townhouses and one detached dwelling, known as City OPA 113. OPA 113 identified the lands as Special Site 5 in the City's Official Plan under the Mineola Neighbourhood policy framework and noted the following:

- 16.18.5.5.1 The lands identified as Special Site 5 are located north of the Canadian National Railway right of way, on the west side of Mona Road.*
- 16.18.5.5.2 Notwithstanding the policies of this Plan, 17 townhouse dwellings will be permitted. "*

This policy was created as under the land use designation for this area, townhouses are not permitted. This is now one of a few sites throughout the broader Mineola Neighbourhood Character Area that permits a built form other than detached dwellings.

The following is noted when evaluating the proposed development to the nearly completed construction conditions to the south/southwest:



1. The proposed building heights are consistent with those approved through the Special Site 5 lands and therefore, will be consistent with what is proposed.
2. The setback/yard conditions are generally a mirror of what has been proposed in the Special Site 5 lands. In particular, the townhouse units have rear yards facing under construction townhouse rear yards. While the depth is slightly smaller than previously approved, the units being proposed are wider.
3. The terminus of the southerly arm of the private driveway terminates along the rear wall of the adjacent home's partially detached garage.
4. The building placement of the semi-detached dwellings mimics the placement of the detached dwelling to the south with an identical setback of 5.58 m. All three of the buildings along the Mona Road frontage also include a front door/porch element to anchor the presence of the dwelling "front" as part of the streetscape.

In conclusion, the proposed development site layout has been designed to ensure a balance between continuity of built forms, such as back to back rear yard conditions for townhouses, as well as to minimize overlook/impact considerations on the adjacent detached homes to the north and south.

#### Evaluation of City Zoning Provisions for Fourplexes and Additional Residential Units

As noted in various sections above, the existing as-of-right City zoning permissions allow both fourplexes and additional residential units for each lot thus yielding a total of eight units for these lands. We believe our interpretation is correct to suggest the existing homes could accommodate either built form/arrangement in the City provided they only convert to these uses, but don't change or add to the building for these uses.

GSAI has further evaluated these City provisions under sections 4.1.23 to assess whether any of the proposed units would continue to carry the alternative built form/arrangements. Upon evaluating the zoning provisions, it appears that since the base zone of 'R3' permits the 4Plex and ARU arrangements, but the development application would remove this base zone, the permissions in turn are removed. The development application as outlined below is pursuing two new zoning categories for the development. First, it is pursuing a base townhouse zone (RM6) specific to development for a common element condominium as proposed where the units are freehold lots, but all the six units share the driveway to access Mona Road. Under section 4.1.23, no development under an RM6 zone would allow these extra provisions. Therefore, none of the townhouse units could ever be converted into fourplex or a lot for ARU's. Second, the application is pursuing an RM2 base zone which is applicable for semi-detached dwellings with frontage along a public road. In this case, any development within RM2 does have the as-of-right permission, provided the regulations stipulated can be met. In consideration of this permission, the following is noted:

1. The proposed combined semi-detached dwelling block of two units does not meet the minimum combined interior/exterior lot requirements of 710 m<sup>2</sup>;
2. The lot frontage requirements of the proposed semi-detached block would also not meet the City's combined requirement of 23.25 m;
3. The minimum exterior side yard and rear yard requirements could also not be met;
4. The parking requirement of 0.5 spaces/unit can be satisfied with each semi-detached unit providing two spaces (garage and driveway). However, the practicality and logistics of non-



family or people from different units able to easily remove and relocate vehicles to accommodate others makes this parking arrangement with this design of unit highly unlikely.

Therefore, we conclude that once semi-detached buildings are built and existing, a fourplex could not be built as-of-right without further planning permissions from the City due to the non-compliance issues identified above.

Regarding ARU's as prescribed under zoning section 4.1.1, a detached ARU (located in a unit's rear yard) would not be feasible due to the size of the proposed rear yards and minimum requirements to satisfy side or rear yard lot lines and in consideration of functionality of access from the main unit and the ARU. For the townhouse zone, regulations indicate an ARU could only be provided on corner lots (to presumably facilitate access to and from the street). None of the townhouse units are deemed corner lots.

With respect to attached ARU's, the following is noted: Only RM7 zones with lots containing a detached dwelling or semi-detached dwelling shall permit an attached ARU or detached ARU.

The above analysis of the objectives and policies of the City of Mississauga Official shows how the proposed development conforms with the plan. An Official Plan amendment is required to permit semi-detached and townhouse build forms in the Low-Rise I designation. We believe that the proposal balances the need for more housing while also respecting the existing community. The proposal offers gentle intensification while providing high quality family sized homes. As mentioned, the Property Owners are happy to consult with members of the community during the detailed design Site Plan Stage to ensure the materials and architectural features match their vision for the community.

### **Proposed Official Plan Amendment**

In order to facilitate the proposal, the corresponding draft Official Plan Amendment seeks to add site-specific permission to permit semi-detached and townhouse dwellings in a site-specific policy for the Mineola character area similar to the previous site-specific policy created for the original adjacent townhouses/detached unit.

The following details the proposed Official Plan Amendment:

1. Section 16.18, Mineola Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding Special Site 7 on Schedule 9: Mineola Neighbourhood Character Area in accordance with the Special Site Policies
2. Section 16.18.5, Special Site Policies, Mineola Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by adding permissions for semi-detached and townhouses on the subject lands.

### **5.4 Mississauga Zoning By-Law 0225-2007**

The Subject Lands are zoned "Residential" ('R3-1') in the City of Mississauga Zoning By-law 0225-2007 (Figure 12 - Zoning By-law 0225-2007). The 'R3-1' zone permits a single detached dwelling on a lot. Accessory uses to the main use are also permitted. The current zoning also prescribed a maximum building height of 9.0 m. The development of new buildings or structures beyond a single detached dwelling, is not permitted within the 'R3-1' zone. Additional Residential Units or 'ARUs' are permitted



on lands zoning 'R3-1'. Furthermore, recent Zoning By-Law changes now permit as-of-right fourplexes in single detached, semi-detached, and townhouse units. Therefore, an amendment to the Zoning By-law is required to facilitate the proposed development.

The draft implementing zoning chart have very few deviations from the proposed base "RM2" and "RM6" zone provisions of the City's base zoning. This somewhat speaks to the development standards in that most of the site/building parameters satisfy typical zoning requirements applicable for each built form type. This results from the design of each built form type which is creating above-average sized units which as outlined above, provide for an appropriate fit for the recently constructed and existing neighbourhood homes.

The Draft Zoning By-law chart included with this submission proposes to rezone the Subject Lands to, RESIDENTIAL TOWNHOUSE - SPECIAL SECTION (RM6-AAA) and RESIDENTIAL SEMI-DETACHED – SPECIAL SECTION (RM2-AAA). A Draft Implementing Zoning chart is enclosed as Appendix III (Draft Zoning By-law Amendment) to this Report.

It is noted that the as-of-right zoning for the Subject Lands permits eight units (4 per single detached dwelling), the proposed development is only requesting 10 units in total, which is a small increase beyond what is permitted. We believe that 10 additional family sized homes will benefit the community and City more than eight smaller units. In addition, these 10 units are being designed more thoroughly with dedicated parking, waste management, and landscaping, which is above and beyond the requirements for an as-of-right fourplex.

## 6.0 Supporting Studies

### 6.1 Noise and Vibration Feasibility Study, prepared by GHD dated, October 30, 2024

The Noise and Vibration Feasibility Study prepared by GHD analyzed the noise and vibration impact of rail traffic on the proposed development. Noise due to road traffic was not evaluated in detail as the proposed development is more than 300 m from the nearest major roadway. Predicted noise levels from ambient sources (proximate railway lines) are sufficiently high. As a result, building envelope mitigation measures in the form of insulation, brick or veneer exterior wall construction, and window requirements are discussed. Central air conditioning is required to be installed prior to occupancy for all residential dwellings. Acoustic Barriers are also recommended along the south property line adjacent to the CEC road and the townhouse block's rear yard. Lastly, warning clauses are also recommended.

### 6.2 Arborist Report, prepared by Amy Choi Consulting dated August 2, 2024

The Arborist Report prepared by Amy Choi Consulting indicates that thirty-three (33) trees are currently present on the Subject Lands or within the limits of the Subject Lands (6 m on the neighboring property). The removal of twenty-three (23) trees is recommended, twenty-one (21) trees will require removal to accommodate the proposed development and two (2) trees are recommended for removal due to their condition, regardless of the proposed development. Tree protection measures are recommended for the trees identified for preservation on the Subject Lands. Ten (10) trees recommended for preservation, eight (8) of which are located on the Subject Lands. Trees numbered 3,4,5 are White Pines located in the rear yard of the proposed Townhouse Block and will be preserved. Trees numbered 24,25,26,27 and 32 are located in the City ROW adjacent to Mona Rd will also be preserved. This report indicates that a total of eighty-eighty (88) trees are required for compensation. The Landscape Plan



identifies that four (4) new deciduous trees will be planted. Therefore eighty-four (84) trees need to be compensated through cash-in-lieu.

### **6.3 Landscape Plan, prepared by Alexander Budrevics and Associates, dated March 26, 2024**

The Landscape Plan prepared by Alexander Budrevics and Associates shows the location of the trees subject to preservation as identified in the Arborist Report / Tree Inventory Report. This Landscape Plan also shows the location of new tree planting which includes four (4) deciduous trees and ten (10) ornamentals trees. Additional landscape improvements are identified on this plan.

### **6.4 Traffic Impact Study, prepared by GHD dated November 21, 2024**

The Traffic Impact Study prepared by GHD confirms that the proposed development will have a no significant impact on the future capacity of the study intersections and new traffic generated can be accommodated on the existing road network. This Study indicates that proposed development provides twenty-two (22) parking spaces, which is a shortfall of two (2) visitor parking spaces. GHD completed a parking analysis of the available on-street parking surrounding the Subject Lands and confirmed that the availability of on-street parking significantly exceeds the peak on-street parking demand and would not adversely affect the overall parking availability for the surrounding area. Vehicle swept path assessment confirms that the proposed development can accommodate emergency vehicles, waste collection vehicles, MSU trucks, and passenger vehicles with no identified concerns. A waste management plan has also been prepared showing truck swept paths and the location of waste pick up points in front of each dwelling unit. This Study also analyzed existing and future public transit in close proximity to the Subject Lands and how these services will reduce vehicle dependence.

### **6.5 Site Servicing and Stormwater Management Report, prepared by Crozier dated November 21, 2024**

The Site Servicing and Stormwater Management Report indicates that appropriate water service is available and will be provided by a proposed 150 mm diameter watermain located on Mona Road. A Hydrant Flow test was completed, and sufficient water capacity was identified for fire. Sufficient sanitary service is available. Stormwater quality control will be met as the Subject Lands set to be entirely comprised of grassed areas, roof, and permeable pavers to achieve the required 80% TSS removal for 100% of the runoff volume prior to discharging off-site. Stormwater quantity control objectives will be met using an underground storage tank and pump. All site drainage will be self-contained with the exception of catchment area UC1, which best efforts have been made to minimize the amount of area flowing uncontrolled to the neighbouring site. Catchment UC1, is comprised of the Tree Protection Zone along the west property line, will flow uncontrolled toward the property to the west, matching the pre-development condition. This is due to the inability to grade the area and direct the flows to be captured in the storm system within Catchment 201. Water balance will be met on site using a combination of increased initial abstraction in landscaped areas and permeable pavers.

### **6.6 Environmental Impact Study, prepared by Beacon dated November 29, 2024**

The Environmental Impact Study (EIS) concluded that there are no natural heritage features on the Subject Lands. The EIS states that while the Subject Lands have some tree cover within the existing residential yards, these trees are not part of an ecological community that would qualify as significant woodland or SWH, nor are the trees continuous with any features that would qualify as Significant





Natural Areas or Natural Green Space. The trees on the Subject Lands would more appropriately be classified as Residential Woodland, a designation that broadly applies to the majority of the Mineola neighbourhood. City of Mississauga policies do not prohibit development within Residential Woodlands, however policy 6.3.19 requires that development has regard for how existing tree canopy and understorey are protected, enhanced, restored and expanded.

The limits of the Significant Natural Area/Natural Green Space components of the NHS on and adjacent to the Subject Lands were refined through an EIS prepared by Beacon (2018) and companion technical reports that were prepared for a recent redevelopment of the property formerly known as 1142 Mona Road located directly adjacent to (south and west of) the Subject Lands. The EIS for 1142 Mona Road (Beacon 2018) established the limits of Significant Natural Area/Natural Green Space components of the NHS associated with Kenollie Creek and Mary Fix Creek (south and west of the Subject Lands). The Subject Lands are currently separated from Significant Natural Area/Natural Green Space by existing development on adjacent lands. No Significant Natural Area or Natural Green Space was identified on the Subject Lands through this EIS, nor prior studies. The proposed development is approximately 20 m from the woodland associated with Mary Fix Creek, and 50 m from the woodland along Kenollie Creek. No negative impacts on Significant Natural Area/Natural Green Space are expected to result from the proposed re-development of the Subject Lands.

#### **6.7 Archaeological Assessment, prepared by ASI dated, July 30, 2024**

The Stage 1 Archaeological Assessment recommended a Stage 2 Assessment due to the Subject Lands proximity to previously registered archaeological sites. The Stage 2 field assessment was conducted by means of a test pit survey on July 17, 2024, at five-meter intervals. No archaeological materials were identified during the survey. ASI concluded that no further archaeological assessment is required on the Subject Lands.

#### **6.8 Phase One Environmental Site Assessment, prepared by Grounded Engineering, dated June 25, 2024**

The Phase One ESA has concluded that a Record of Site Condition (RSC) is not required under the Environmental Protection Act (O.Reg. 153/04), since there will be no change to a more sensitive use. Based on the result of the Phase One ESA, no Areas of Potential Environmental Concern (APECS) have been identified on the Subject Lands, as no APECs were identified, a Phase Two ESA is not required.



## 7.0 Conclusion

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

1. The proposal conforms to and promotes the policies of the Provincial Planning Statement (2024), as well as policies regarding residential infill and City structure found in the Region of Peel Official Plan, and the City of Mississauga Official Plan;
2. The proposed development represents housing types that contribute towards the provision of more affordable housing alternatives and aligns with the Provincial Planning Statement housing policy of providing a variety of dwelling types for different life styles and income levels;
3. The proposed Official Plan and Zoning By-law Amendment will continue to support the general intent of the Mississauga Official Plan and the proposed standards are appropriate to accommodate the requested uses as well as the proposed density and site design;
4. Consideration for the efficient use of land, provision of a range of residential housing types, accessibility for a range of life-stages, environmental stewardship and cost-effective development patterns are incorporated in the proposed development;
5. The proposed development contributes to the overarching policy objectives of creating complete communities and is supportive of general urban design principles as found in various policy planning frameworks;
6. The site is adequately served and connected to a variety of public transportation options, community services and schools, as well as institutional, retail commercial, and open spaces. The proposed development optimizes current and future investments currently under construction occurring including the Hurontario LRT as well as planned and potential transit and other multi-modal upgrades in the surrounding community. The proximity to transit infrastructure reduces the reliance on automobile/vehicle use, encouraging active transportation and contributes overall to the development of complete, healthy communities. The proposed development can utilize existing servicing in an efficient manner.
7. The proposed development is compact in built form, while offering dwelling units that are large enough to accommodate families,
8. The proposal has regard for the surrounding neighbourhoods and context by including appropriate buffers, setbacks, building and site layout, building massing, and streetscape considerations. The proposed built form and accompanying landscape features as expressed in site and built form programming and design are considerate of good urban design, safety, usability, and streetscape design.



Respectfully submitted,

**GLEN SCHNARR & ASSOCIATES INC.**

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**Maurice Luchich, MCIP, RPP**

**Senior Associate**

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**Sarah Clark, MCIP, RPP**

**Associate**



## **8.0Appendix**

### Appendix 1.0: Draft Official Plan Amendment

**Amendment No. # xxx**

**to**

**Mississauga Official Plan**





By-law No. \_\_\_\_\_

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. #, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Mineola Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

**Amendment No. # xxx**  
**to**  
**Mississauga Official Plan**

The following text constitutes Amendment No. XX.

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

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

Appendix II is a copy of the Planning and Building Department report dated XXX 2025 pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to amend the Mineola Neighbourhood Character Area policies to include the subject lands as a Special Site to accommodate proposed residential development.

## **LOCATION**

The lands affected by this Amendment are located on the west side of Mona Road, north of Sandham Road. The subject lands are located in the Mineola Neighbourhood Character Area, as identified in the Mississauga Official Plan.

## **BASIS**

Mississauga Official Plan (MOP) came into effect on August 4, 2022, save and except for the outstanding site-specific appeals to the Local Planning Appeal Tribunal. The most recent office consolidation of Mississauga Official Plan is updated to August 7, 2024.

As of July 1, 2024, per Ontario Bill 23 (*More Homes Built Faster Act, 2022*) and Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*), Regional land Use Planning responsibilities have been assigned to lower tier municipalities such as Mississauga. As a result, the sections of the [Region of Peel Official Plan](#) applicable to Mississauga now constitute part of the Official Plan for the City of Mississauga.

The subject lands are designated Residential Low Density I which permits detached, semi-detached and duplex dwellings in the MOP, but specifically under the Mineola Neighbourhood Character Area land use policy 16.18.2.1 restricts uses to only detached dwellings.

The proposed development requires revisions to the land use designation to permit in addition to detached dwellings, semi-detached dwellings and townhouse dwellings.

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

1. The proposal is consistent with various Provincial planning frameworks, the Region of Peel Official Plan (April 2022) as approved with Provincial modifications maintained through Bill 150 and Bill 162 and housekeeping revisions, and the City of Mississauga Official Plan (2022). The proposal is aligned with and contributes towards the implementation of Provincial and City housing objectives and targets.
2. The proposal meets the intent, goals, and objectives of Mississauga Official Plan.
3. The lands are suitable for the proposed uses and are compatible with existing and potential future uses. The existing land use policy, while currently permitting residential in detached dwelling built form, is proposed to be revised with modifications to the designation to allow residential built form on the site at higher densities.
4. The site is adequately served and connected to a variety of public transportation options, community services and schools, as well as institutional, retail commercial, and open spaces. The proposed development optimizes current and future investments currently under construction occurring including the Hurontario LRT as well as planned and potential transit and other multi-modal upgrades in the surrounding community. The proposed development can utilize existing servicing in an efficient manner.
5. The proposal seeks to diversify the Mineola Neighbourhood Character Area housing stock by introducing alternative ground-based housing forms which this area of the City is severely lacking. Furthermore, unit sizes will range in size to appeal to different household sizes and income levels. Introducing a new and more diverse population to the Mineola Neighbourhood Character Area will allow many households including existing or future families to enjoy and make use of the amenities the Mineola community has to offer.
6. The proposal has regard for the surrounding neighbourhoods and context by including appropriate buffers, setbacks, building and site layout, building massing, and streetscape considerations.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

### Mapping Amendments

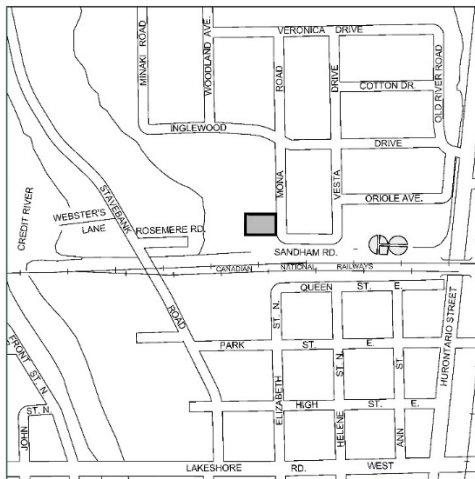
The Mississauga Official Plan is hereby amended as follows:

1. A new special site is added to Section 16.18 Special Site policies and included here as Map "A".

### Text Amendments to the Mineola Neighbourhood Character Area policies of Mississauga Official Plan

1. Section 16.18.5 Special Site Policies
  - a. Include a new Special Site #7 referenced as 16.18.5.7 with location map as shown on Map "A" of this Amendment, and including the following site-specific policies:

#### **(Map "A") Site 7**



- i. 16.18.5.7 Site 7
- ii. 16.18.5.7.1 The lands identified as Special Site 7 are located on the west side of Mona Road, north of Sandham Road.
- iii. 16.18.5.7.2 Notwithstanding the policies of this Plan, all forms of semi-detached dwellings and townhouse dwellings will be permitted.

## **IMPLEMENTATION**

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan August 2024.

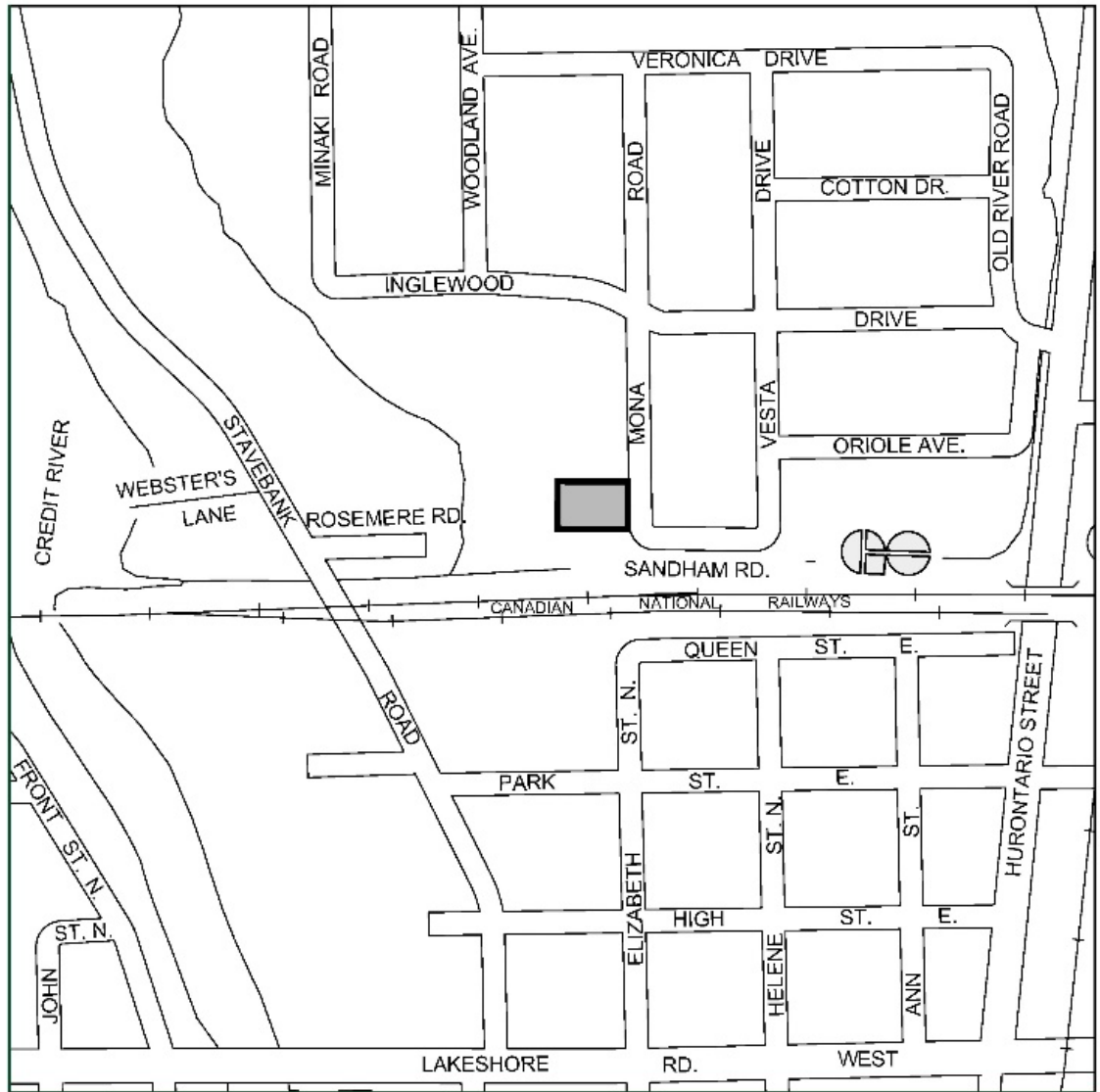
## **INTERPRETATION**

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment. This Amendment supplements the intent and policies of Mississauga Official Plan.

(File OZ 24/XX W1)



Map "A"



**APPENDIX I**  
**PUBLIC MEETING**

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on XXX 2025 in connection with this proposed Amendment.

**APPENDIX II**

**City Planning and Development Committee Report – Dated XXX, 2025**

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel, ("Region" or "Regional") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. #, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications;

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

1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

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MAYOR

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CLERK



## Appendix 2.0: Draft Zoning By-Law Amendment

# 1148/1154 Mona Road

City File No.:  
TBD

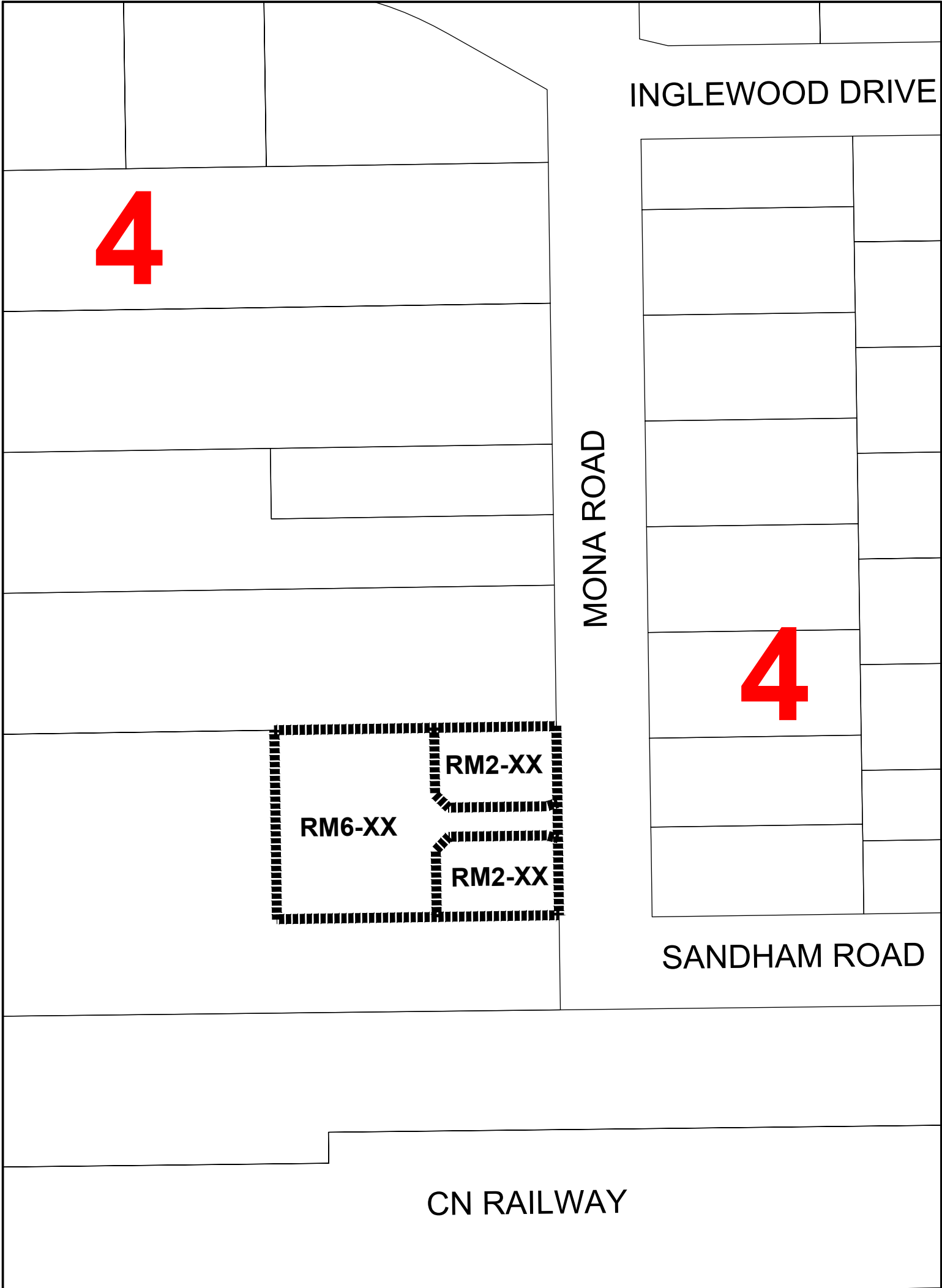
**Type of Application:**  
Official Plan Amendment and  
Zoning By-law Amendment

**Type of Use:**  
Residential Low  
/Medium Density

	Zoning Standard/Regulation	General Provision - Section	Parent Zone - Section	Required Zoning Standard/Regulation	Proposed Zoning Standard/Regulation
<b>Zone Regulations</b> <i>(...notwithstanding the Section(s) outlined in "Required Zoning Standard/Regulation" of the below, the following standards as shown in "Proposed Zoning Standard/Regulation" shall apply)</i>					
Parking, Loading and Stacking	Centreline Setbacks	2.1.14	N/A		Delete in it's entirety
	Parking Requirement(s)	3.1.2	<i>(also relates to RM6-XXX - Table 4.12.1 Line 13.4)</i>	0.25 visitor spaces per CEC Townhouse Unit	0 visitor spaces per CEC Townhouse Unit
	Width of CEC Road	3.1.1.5.1	<i>(also relates to RM6-XXX - Table 4.12.1 Line 14.1)</i>	Minimum Width of CEC Road – 7.0m	Minimum Width of CEC Road – 6.0m
RM2	<b>Permitted Uses</b> <i>(...in addition to those uses permitted in "ZONE", the uses in "Proposed Zoning Standard/Regulation" shall also be permitted on lands zoned "RM2-XX")</i>				
	N/A – Zone permits Semi Detached Dwellings (Freehold) (Lots 1-4 on Concept Plan)				
	<b>Zone Regulations</b> <i>RM2 – Special Section (Semi-Detached Dwellings)</i>				
	<b>Lot Regulations</b>				
	Lot Area	N/A	Table 4.8.1 Line 3.2	Corner Lot – 280m2 (minimum)	Corner Lot – 220m2 (minimum)
	Lot Frontage	N/A	Table 4.8.1 Line 4.2	Corner Lot – 9.8m (minimum)	Corner Lot – 7.9m (minimum)
	Lot Coverage	N/A	Table 4.8.1 Line 5.0	Maximum 45%	Maximum 51%
	Minimum Yard(s)	N/A	Table 4.8.1 Line 9.0	Rear Yard – 7.5m (minimum)	Rear Yard – 5.5m (minimum)
				Exterior Side Yard – 4.5m (minimum)	Exterior Side Yard – 1.2m (minimum)
	<b>Building Regulations</b>				
Balcony Projection	N/A		Maximum 1.0m	Maximum – 1.5m beyond the front face	

					of the wall
<b>Parent Zone RM6</b>	<b>Permitted Uses</b>				
	<i>(...in addition to those uses permitted in "ZONE", the uses in "Proposed Zoning Standard/Regulation" shall also be permitted on lands zoned "ZONE")</i>				
	N/A – Zone permits Townhouses on CEC Road (Lots/Units 1-6 on Concept Plan)				
<b>RM6</b>	<b>Zone Regulations</b>				
	<i>RM6 – Special Section (Townhouses on a CEC Road)</i>				
	<b>Lot Regulations</b>				
	Minimum Yard(s)	N/A	Table 4.12.1 Line 8.2	Minimum Interior Side Yard (unattached) – 1.5m	Minimum Interior Side Yard (unattached) – 1.5m with up to 50% of side wall may have a minimum Interior Side Yard (unattached) of 1.2m
			Table 4.12.1 Line 9.0	Minimum Rear Yard – 7.5m	Minimum Rear Yard – 6.0m
	Minimum Visitor Parking	N/A	Table 4.12.1 Line 13.4	Minimum Required Visitor Parking (Per Unit) – 0.25	Minimum Required Visitor Parking (Per Unit) – 0
	Sidewalk Width	N/A	Table 4.12.1 Line 14.4	Minimum Width of a Sidewalk – 2.0m	Minimum Width of a Sidewalk – 1.0m
Width of CEC Road		Table 4.12.1 Line 14.1	Minimum Width of CEC Road – 7.0m	Minimum Width of CEC Road – 6.0m	
	<b>Building Regulations</b>				
	N/A				





1,2,3,4

PARKING PRECINCT



PARKING PRECINCT BOUNDARY

**DRAFT**

THIS IS NOT A PLAN OF SURVEY.

**CITY OF MISSISSAUGA**

**THIS IS SCHEDULE "A" TO**

**BY-LAW \_\_\_\_\_**





FIGURE 1 **AERIAL CONTEXT PLAN**

1148 & 1154 MONA ROAD,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
DECEMBER 05, 2024

**LEGEND**

 Subject Lands





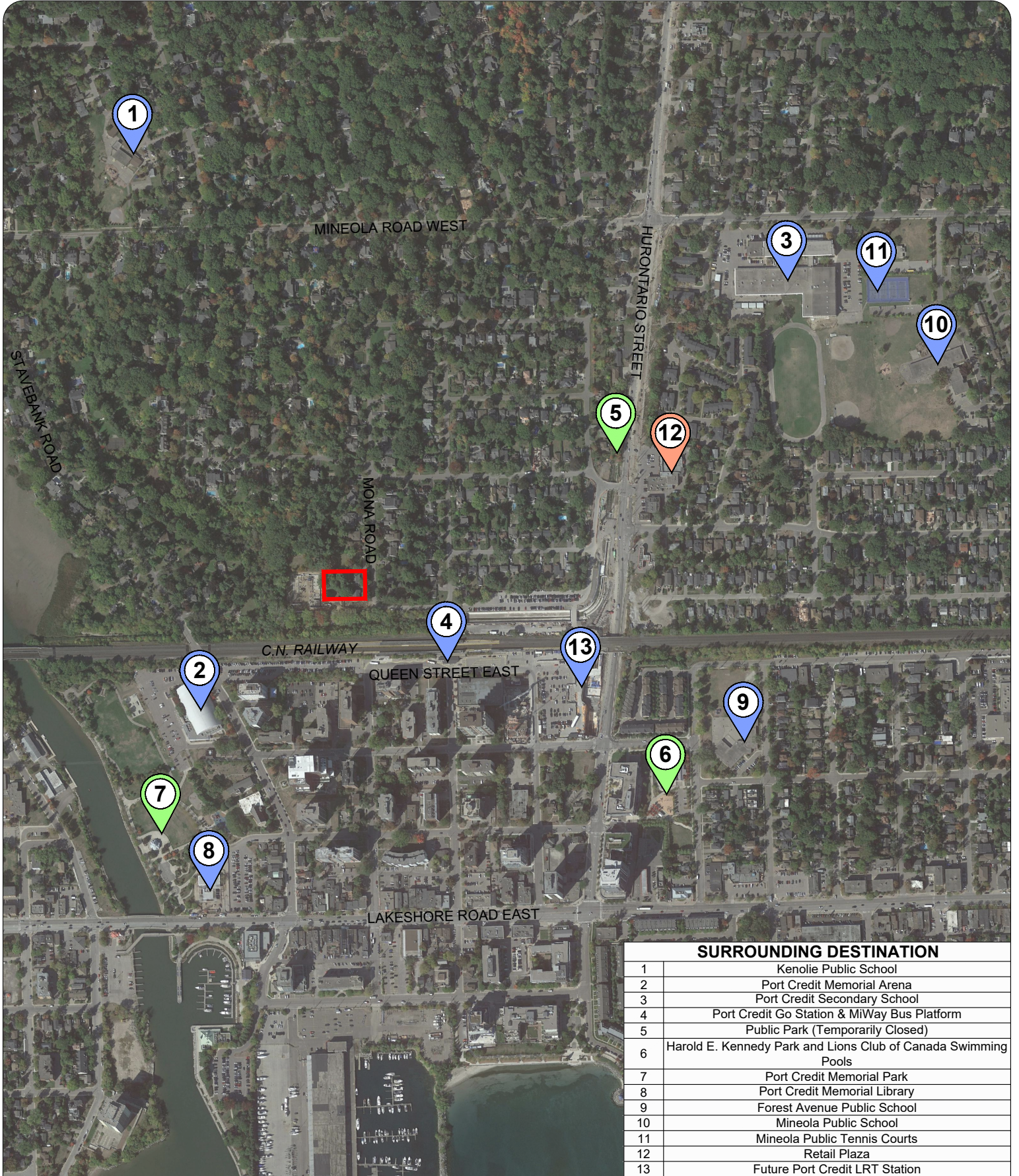


FIGURE 2 **SITE CONTEXT PLAN**  
MISSISSAUGA, ONTARIO

1148 & 1154 MONNA ROAD,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



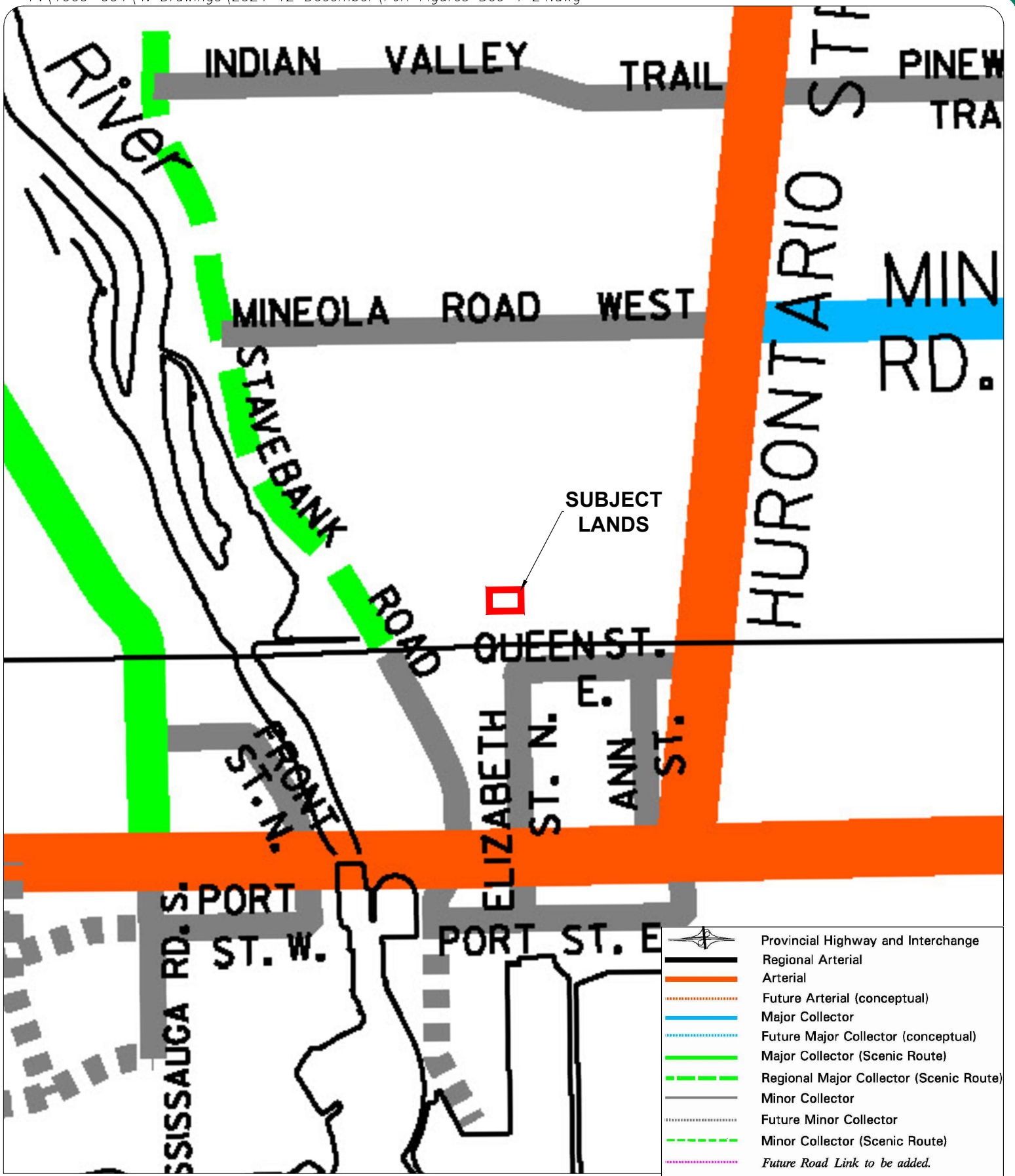
SCALE NTS  
DECEMBER 05, 2024

**LEGEND**

- Subject Lands
- Parks & Open Spaces
- Institutional Uses
- Commercial Uses







**FIGURE 3** CITY OF MISSISSAUGA OFFICIAL PLAN  
 SCHEDULE 5 - LONG TERM ROAD NETWORK

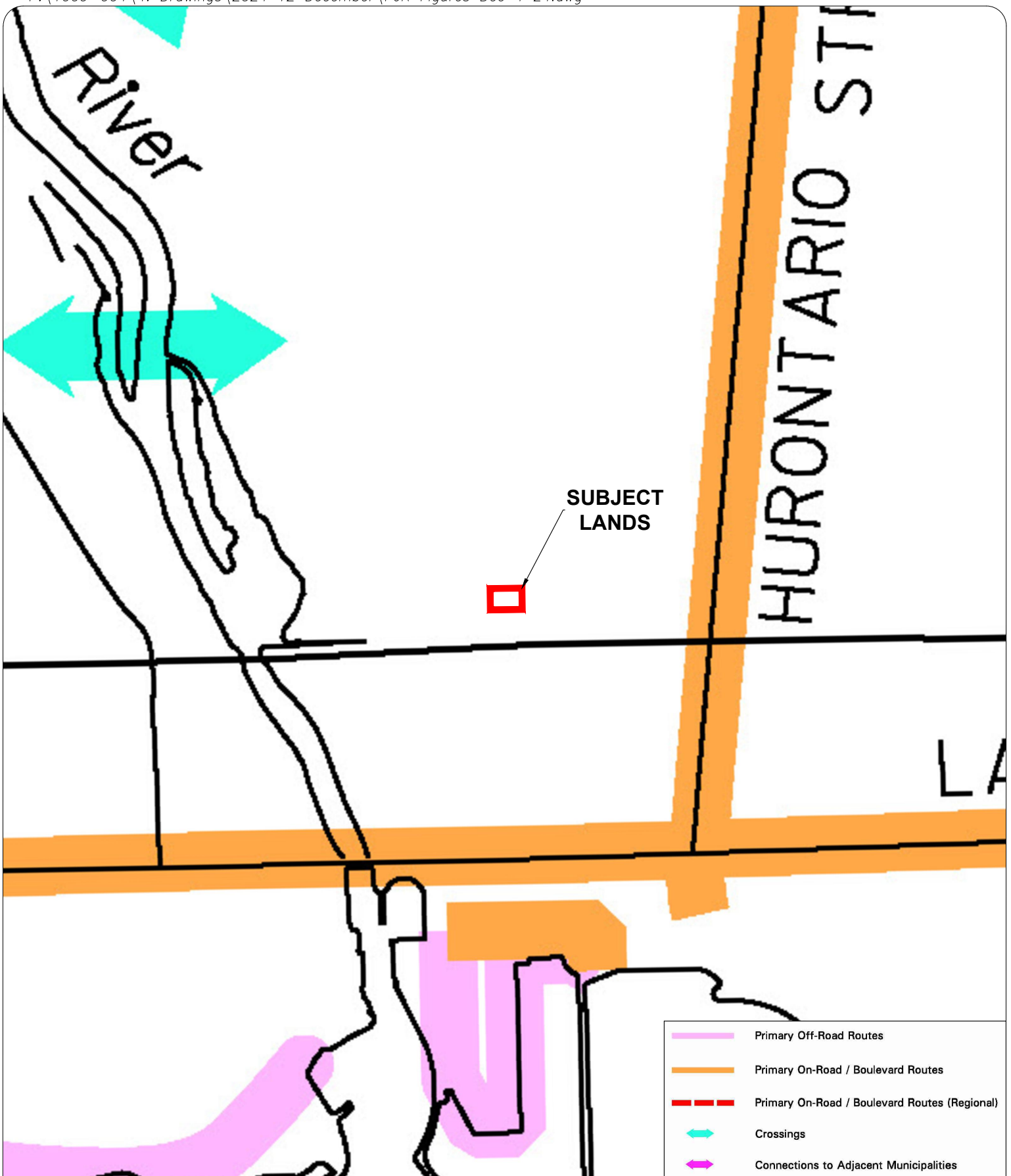
1148 & 1154 MONA ROAD,  
 CITY OF MISSISSAUGA,  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 DECEMBER 05, 2024

**LEGEND**

Subject Lands



**FIGURE 4** CITY OF MISSISSAUGA OFFICIAL PLAN  
 SCHEDULE 7 - LONG TERM CYCLING ROUTES

1148 & 1154 MONA ROAD,  
 CITY OF MISSISSAUGA,  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 DECEMBER 05, 2024

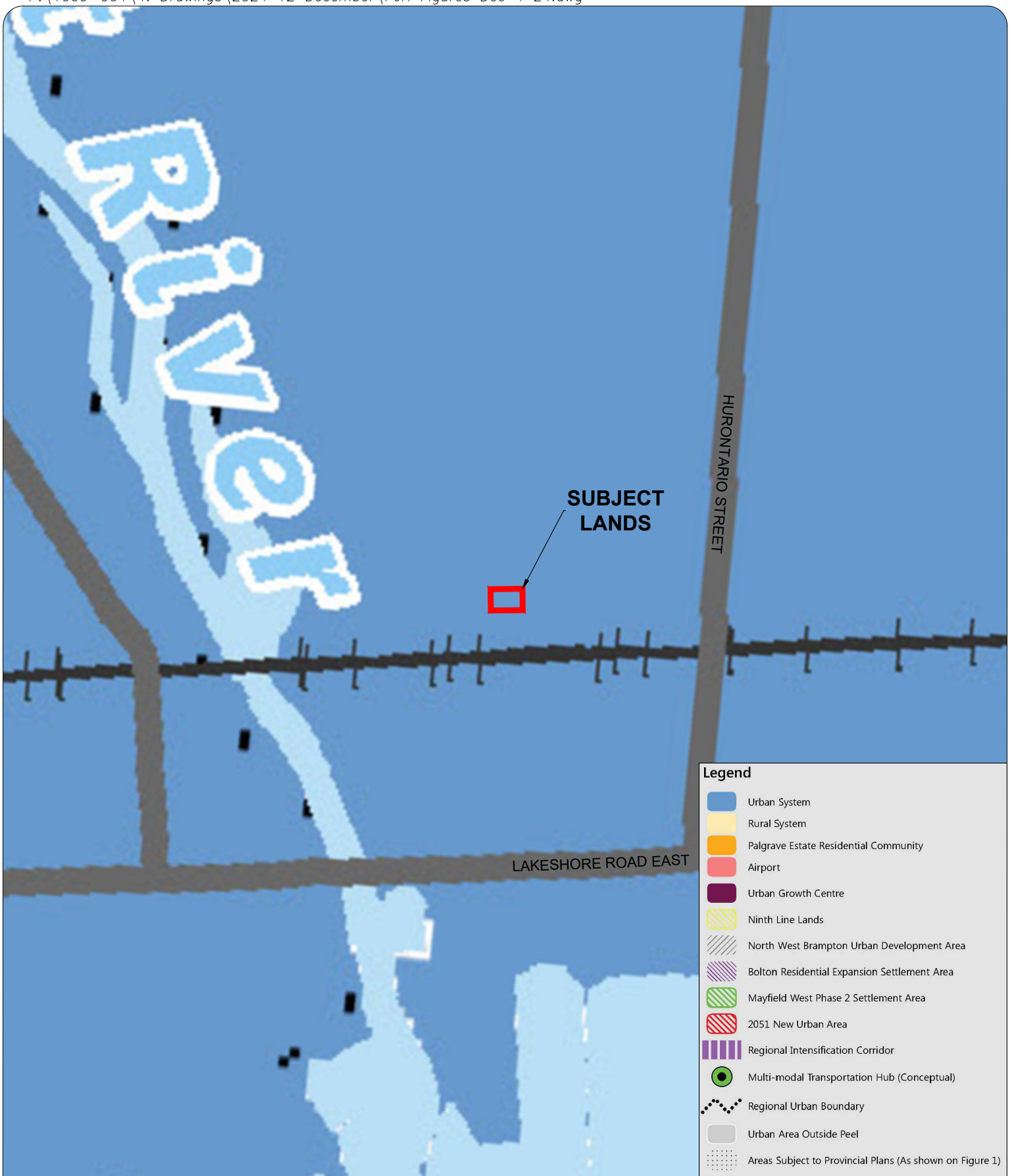
**LEGEND**

Subject Lands









**FIGURE 6 REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE E-1 -REGIONAL STRUCTURE**

1148 & 1154 MONA ROAD,  
 CITY OF MISSISSAUGA,  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 DECEMBER 05, 2024

**LEGEND**

Subject Lands





**Legend**

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area
- ▨ Growth Plan Priority Transit Corridors

**FIGURE 7 REGION OF PEEL OFFICIAL PLAN SCHEDULE E-5 - MAJOR TRANSIT STATION AREAS**

**LEGEND**

■ Subject Lands

1148 & 1154 MONA ROAD,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
DECEMBER 05, 2024



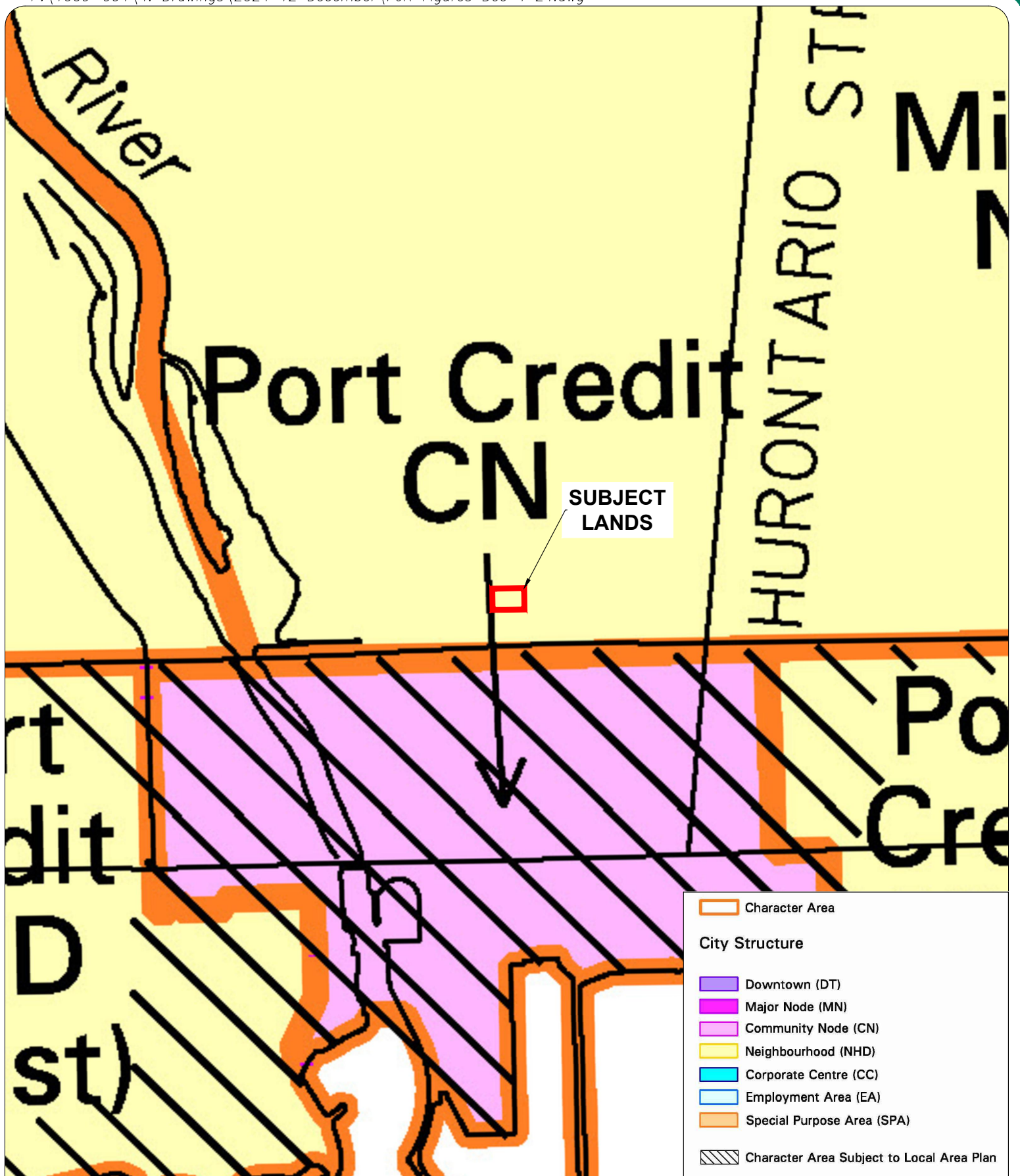


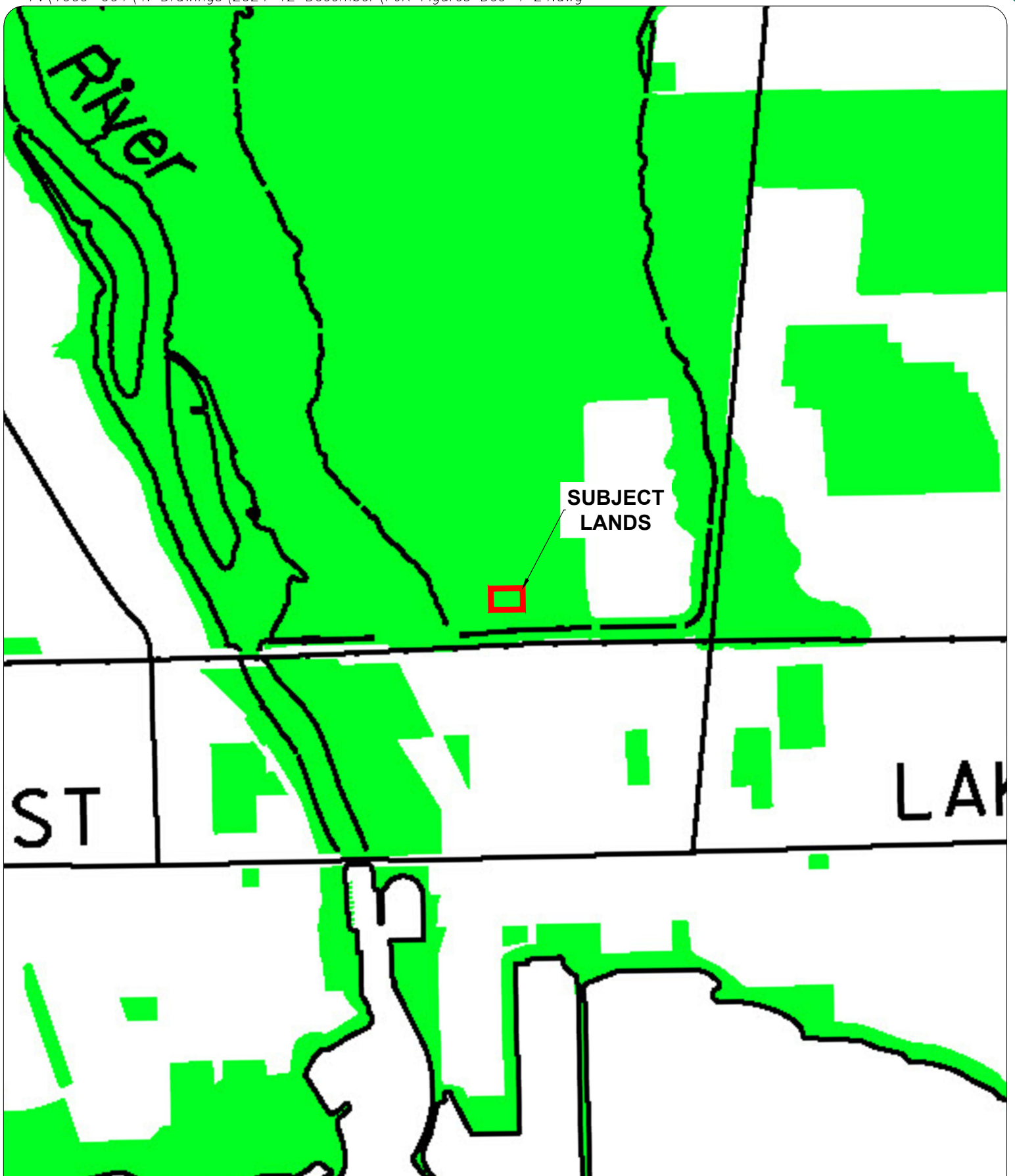
FIGURE 8 CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 9 - CHARACTER AREAS

1148 & 1154 MONA ROAD,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

SCALE NTS  
DECEMBER 05, 2024

LEGEND  
 Subject Lands







FIGURE

9

**CITY OF MISSISSAUGA OFFICIAL PLAN**  
SCHEDULE 1A - URBAN SYSTEM - GREEN SYSTEM

1148 & 1154 MONA ROAD,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

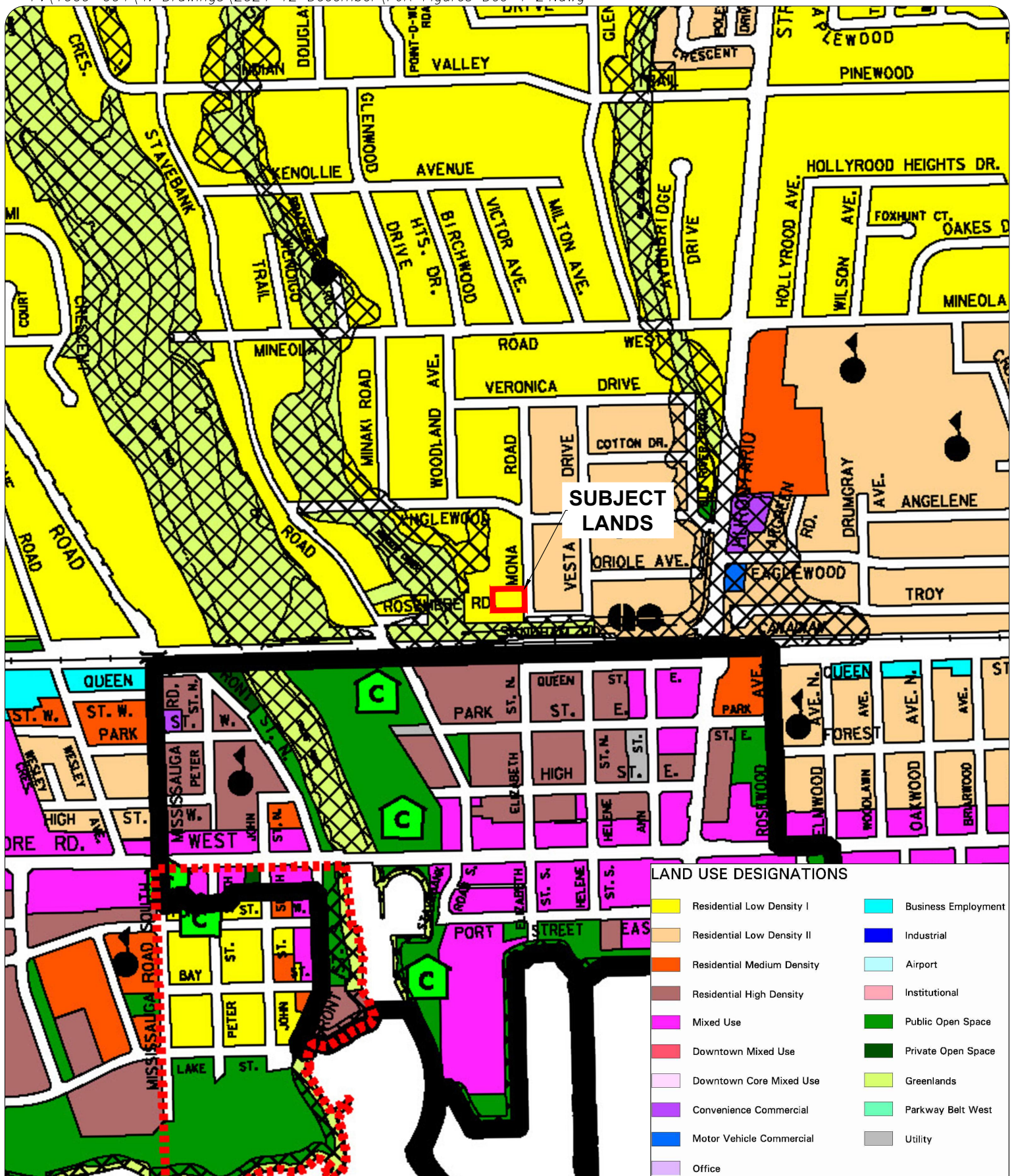
LEGEND

-  Subject Lands
-  Green System



SCALE NTS  
DECEMBER 05, 2024





**FIGURE 10 MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 10 - LAND USE DESIGNATIONS**

1148 & 1154 MONA ROAD,  
 CITY OF MISSISSAUGA,  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 DECEMBER 05, 2024

**LEGEND**

Subject Lands



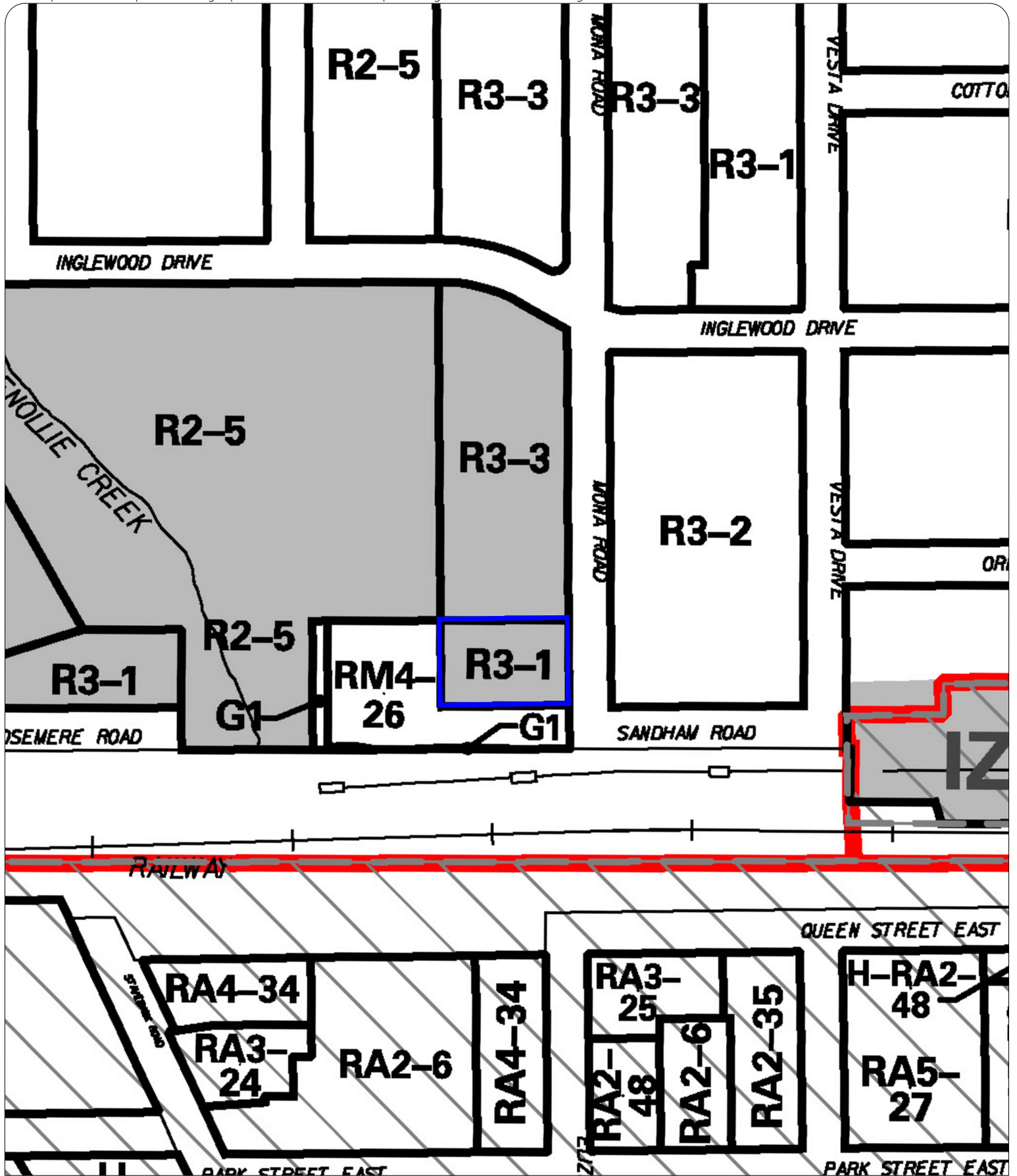


FIGURE 11 CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007

1148 & 1154 MONA ROAD,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
DECEMBER 05, 2024

LEGEND

- Subject Lands
- Parking Precinct
- Inclusionary Zoning Overlay
- Greenlands Overlay