



# Corporate Report

Clerk's Files

Originator's

Files OZ 09/013 W1  
T-M11002 W1

**PDC** Jan 30 2012

---

**DATE:** January 10, 2012

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: January 30, 2012

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Rezoning and Draft Plan of Subdivision Applications**  
**To permit 13 detached dwellings on a common element**  
**condominium private road**  
**1551, 1559, 1569 Cormack Crescent and 1556 Marionville Drive**  
**East of Dixie Road, south of the Queen Elizabeth Way**  
**Owner: Sedona Lifestyles (Rometown) Inc., Boris Duniskvaric,**  
**Boris Poletto and Brian Paul Sousa**  
**Applicant: Brutto Consulting**  
**Bill 51**

**Supplementary Report** **Ward 1**

---

**RECOMMENDATION:** That the Report dated January 10, 2012, from the Commissioner of Planning and Building recommending approval of the applications under Files OZ 09/013 W1 and T-M11002 W1, Sedona Lifestyles (Rometown) Inc., 1551, 1559, 1569 Cormack Crescent and 1556 Marionville Drive, east of Dixie Road, south of the Queen Elizabeth Way, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any

further notice regarding the proposed amendment is hereby waived.

2. That the application to change the Zoning from "R3" (Detached Dwellings - Typical Lots) to "R16-Exception" (Detached Dwellings on a CEC-Private Road) to permit 13 detached dwellings on a common element condominium private road in accordance with the proposed zoning standards described in the Information Report, be approved subject to the following conditions:
  - (a) That the draft plan of subdivision be approved;
  - (b) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development;
  - (c) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards not apply to the subject lands.
3. That the Plan of Subdivision under file T-M11002 W1, be recommended for approval subject to the conditions contained in Appendix S-5, attached to the report dated January 10, 2012, from the Commissioner of Planning and Building.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

**BACKGROUND:**

A public meeting was held by the Planning and Development Committee on September 20, 2011, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0047-2011 which was subsequently adopted by Council and is attached as Appendix S-2.

Subsequent to the Public Meeting and in response to comments raised, the concept plan and draft plan of subdivision have been revised to include a consolidated ingress/egress onto Marionville Drive, as illustrated on Appendices S-3 and S-4.

**COMMENTS:**

See Appendix S-1 - Information Report prepared by the Planning and Building Department.

**COMMUNITY ISSUES**

As outlined in the Information Report, a Community Meeting was held by Ward 1 Councillor Jim Tovey on August 15, 2011.

At the Planning and Development Committee meeting held on September 20, 2011 a number of area residents spoke to the applications.

Correspondence was submitted to the Planning and Building Department and the Ward Councillor from the Orchard Heights Homeowners Association on November 27, 2011 indicating that representatives of the Association canvassed all the dwellings which fall within its boundaries and solicited feedback from the residents through a questionnaire. Additionally, the Association held a vote of those in attendance at their Annual General Meeting on November 16, 2011. The vote was to identify whether residents were in support or opposed to the proposed development. It was indicated in the correspondence submitted that the majority of the respondents, both through the questionnaire and at the vote, were opposed to the applications.

Below is a summary of issues raised at the meetings as well as those expressed in the correspondence submitted by the Association.

**Comment**

Concerns were raised regarding the impact of additional traffic and resulting safety concerns generated by the development.

**Response**

An acceptable Traffic Impact Study has been provided in support of the applications which demonstrates that the additional vehicular trips generated by the addition of 13 detached dwellings will have limited impact on the surrounding road network and can be adequately accommodated.

**Comment**

Concerns were raised regarding whether a precedent would be set for similar types of development within the neighbourhood should the applications be approved.

**Response**

The correct approach to the determination of planning applications is made on planning grounds. Each application is judged on its own merits in accordance with the applicable Official Plan policies. What is decided on these applications is not a "material planning consideration" to be taken into account for similar applications in the future. As such, previous decisions do not set a precedent (ie. they do not have to be followed in similar future cases) and is not an acceptable ground for either refusal or approval.

**Comment**

Concerns were raised regarding the adequacy of the number of visitor parking spaces proposed and the resultant increase of vehicle parking on adjacent streets.

**Response**

Four visitor parking spaces are being proposed; whereas the Zoning By-law requires three spaces based on a minimum standard of 0.25 visitor spaces per unit. Additionally, each dwelling will be able to accommodate four vehicles; two in the double garage and two on the driveway.

**Comment**

A concern was raised regarding the design of the proposed split ingress/egress, the impact to the abutting dwellings at the access point on Marionville Drive, and the potential for the development to be gated.

**Response**

The layout has been modified to illustrate a singular vehicular access point to Marionville Drive. The application had previously contemplated access exclusively to Cormack Crescent, however, comments from the Ministry of Transportation indicated that any such access would not be supported, resulting in Marionville Drive being the only frontage onto a public street. It is not proposed that the development will be gated. See the 'Planning Comments' section of this report for additional details.

**Comment**

A concern was raised regarding the size of the proposed lots and the height of the proposed dwellings relative to the existing residential character of the neighbourhood.

**Response**

The proposed lots located on the south side of the site which have rear yards backing onto the rear yard of the existing properties on Rometown Drive will have larger and wider lots than the balance of the site with frontages being no less than 20.0 m (65.6 ft.). These lot frontages will be wider than the minimum required lot

frontage of 15.0 m (49.2 ft.) under the current "R3" (Detached Dwelling – Typical Lots) zone provisions and will be complementary to the lots which they abut. The balance of the lots will have lot widths of 14 m (46 ft.) or greater. Furthermore, the proposed development will not result in any reduction in required setbacks to property lines of the existing surrounding dwellings. With respect to maximum building height, the current "R3" (Detached Dwelling – Typical Lots) zone provisions permit a maximum dwelling height of 10.7 m (35.1 ft.). The proposed "R16-Exception" (Detached Dwellings on a CEC-Private Road) zone will continue to maintain that requirement. Other than the 4 detached dwellings proposed along the south side of the site which will back onto the rear yard of the existing dwellings on Rometown Road, the balance of the dwellings within the proposed development will not be situated directly adjacent to any of the existing dwellings thereby mitigating the potential for any significant overlook, shadowing or general inappropriate massing conditions.

**Comment**

Concerns were expressed over the impact of construction activity on the neighbourhood and that construction access should be provided through Cormack Crescent.

**Response**

Since the existing dwellings at 1551, 1559, and 1569 Cormack Crescent are to be maintained there will be no opportunity to access the lands through Cormack Crescent. While some disturbances associated with the construction of new homes can be expected, all work will need to be undertaken in accordance with the City's Noise Control and other related by-laws.

**Comment**

There will be a considerable loss of trees on site.

**Response**

Based on the Tree Preservation Plan and Arborist Report submitted by the applicant's consultant, there will be little opportunity to retain existing trees internal to the site and only certain trees on the periphery of the site will be able to be preserved. Through the Site Plan approval process, staff will ensure that there will be an acceptable amount of new plantings to replace any trees being removed on the subject lands.

**Comment**

Concerns were raised regarding the implications of the planned Dixie Road/QEW interchange and Hanlon Water Main construction on the proposed development.

**Response**

The Ministry of Transportation (MTO), who has been involved in the review of the applications since the initial submission, has had a major influence in the changes made to the proposal to date. They have indicated that it has no objection to the applications subject to certain conditions. Timing with respect to the planned Dixie Road/QEW interchange improvements is unknown until such time that MTO has completed an Environmental Assessment (EA) for the interchange. Work on the Hanlan Water Project by the Region of Peel recently commenced in December 2011 and is intended to take place in phases with final completion expected to be in 2015. While the project will result in traffic disturbances along Dixie Road, the project does not preclude the consideration or approval of development applications in the area.

**UPDATED AGENCY AND CITY DEPARTMENT  
COMMENTS****Ministry of Transportation (MTO)**

Comments updated January 9, 2012 state that based on the size of the development (13 units) and lack of direct access from the

development to the QEW ramp terminal/interchange it is expected that the development will not have an impact on the Provincial facility, therefore the Traffic Impact Study is acceptable.

The applicant shall submit a Site Servicing and Grading plan containing all the Storm Water Management information and appropriate calculations.

### **Region of Peel**

Comments updated January 4, 2012 state that prior to approval of engineering drawings for construction the applicant must provide the Region with a Storm Water Management Report. A report is required to determine the affect of the proposal on the existing infrastructure and drainage along Dixie Road.

### **City Transportation and Works Department**

Comments updated January 12, 2012 state that a preliminary Noise Report, Functional Servicing Report and Traffic Impact Study have been submitted to this Department and are satisfactory. These reports will require Region of Peel and MTO approval as the site is proposed to be partially serviced to Dixie Road and is in proximity to the QEW.

In the event that these applications are approved by Council, the owner will be required to make satisfactory arrangements with the City and Region of Peel for the construction of municipal services required in support of this development. Final review and approval from the Region of Peel and MTO will be required with respect to the storm sewer design and location along the north limit to Cormack Crescent/Dixie Road. In addition, the appropriate easements are to be established for the storm sewer and access with the adjacent lands. Prior to by-law enactment, the concept plan and draft plan of subdivision are to be revised to increase the road width between Lots 4 and 5 at the southeast end of the site from 6.4 m (21.0 ft.) to a minimum of 7.4 m (24.3 ft.) (including curb) to the west property limit and move the two visitor parking



spaces elsewhere to illustrate the feasibility of this new configuration.

### **City Community Services Department – Culture Division**

Comments updated December 21, 2011 state that the Heritage Impact Statement (HIS) for 1559 Cormack Crescent was accepted and was considered by the Heritage Advisory Committee (HAC) for information on October 25, 2011. The HIS recommended that the property be designated, under the *Ontario Heritage Act*, as a condition of approval of the development applications. While the property may merit designation, staff did not recommend that immediate designation be made a condition of approval as it is not intended that the existing building be altered for the purpose of the proposed development. The recommendation was received by HAC and was subsequently received by Council on October 26, 2011. Through the proposal it is intended that the property at 1559 Cormack Street be severed and that the existing building of merit be left in situ. In such circumstances, the City may pursue heritage designation in cooperation with the owner of the building at a future time.

## **PLANNING COMMENTS**

### **Official Plan**

The proposal conforms to the "Residential - Low Density I" land use designation of the Mississauga Plan Policies for the Lakeview District as outlined in the Information Report (see Appendix S-1) and as such does not require an amendment to the Mississauga Plan policies.

### **Mississauga Official Plan (2011)**

Mississauga Official Plan (2011), as well as the Lakeview Local Area Plan was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety and, as such, the existing Mississauga Plan (2003) remains in

effect. The applications were originally submitted under the previous Official Plan which is the current plan in effect, however, regard should be given to the new Mississauga Official Plan. The applicant is aware of the status of the City's new Mississauga Official Plan and Lakeview Local Area Plan which designates the subject lands as "Residential - Low Density I".

As noted in the Information Report, the proposal for 13 detached dwellings on a common element condominium private road conforms to the land use designation and associated policies contained in the new Mississauga Official Plan. The applicable "Residential - Low Density I" designation will continue to permit detached, semi-detached and duplex dwellings with no maximum density regulations.

### **Zoning**

The proposed "R16-Exception" (Detached Dwellings on a CEC-Private Road) zone is appropriate to accommodate the proposed development for 13 detached dwellings on a common element condominium private road.

An exception schedule consistent with the applicant's revised concept plan (Appendix S-3) is proposed to regulate the buildable areas as well as setbacks. In addition, Proposed Zoning Standards consistent with those outlined in Appendix I-10 of the Information Report shall apply which will supplement the exception schedule.

The proposed dwellings on Lots 5 and 11 have reduced exterior yards abutting the private road which would result in the proposed porch encroachments being located too close to the private road. The applicant is therefore encouraged to slightly reduce the dwelling depth on these lots to accommodate an increased distance separation between the proposed porch and the curb edge of the private road. Alternatively, the proposed porches would need to be eliminated for these two lots. Prior to the passing of the implementing zoning by-law, the applicant will be required to address this matter to the satisfaction of the Planning and Building Department.

### **Revised Concept Plan**

Access to the site has been modified by eliminating the separated ingress and egress as previously proposed and replacing it with a consolidated access point. The revised configuration illustrating a 7.4 m (24.3 ft) common element road has the effect of providing a landscape buffer ranging in width from 6.5 m (21.3 ft.) to 10.0 m (32.8 ft.) on either side which affords ample opportunity for tree planting and significantly mitigates any adverse impacts. The width of the common element road is narrower than a currently permissible driveway of 8.5 m (27.9 ft.). This configuration also allows for the amount of hard surface paving to be reduced in front of lot 11.

With the revised concept plan, the applicant has also demonstrated that 3.0 m (9.8 ft.) utility corridor associated with the common element private road can be satisfactorily accommodated.

Given the updated comments by the Transportation and Works Department regarding the need for an access easement, the applicant will be required to further modify the Draft Plan of Subdivision and Concept Plan to increase the right-of-way width of the common element road at the west side of the site from 6.4 m (21.0 ft.) to 7.4 m (24.3 ft.). The access easement will also require the relocation of the visitor parking spaces located on the west side of the site and slight modifications to the adjoining two lots (Lots 4 and 5) and proposed dwellings to ensure appropriate setbacks from the private road.

The applicant will also be required to obtain Site Plan approval for the proposed development. Through review of the required Site Plan application, building massing and design of the proposed dwellings will be further evaluated as well as tree preservation and replacement tree planting. The dwellings on Lots 7, 8, and 13 will be further reviewed to ensure that there is an appropriate relationship to the property to the north through reduced heights along the property edge.

**Green Development Initiatives**

The applicant has indicated that the driveways of the dwellings and visitor parking spaces are to be constructed of permeable pavement in order to increase water infiltration.

**Draft Plan of Subdivision**

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions as outlined in Appendix S-5. Since the lands are the subject of a Draft Plan of Subdivision under File T-M11002 W1, development will be subject to the completion of services and registration of the plan.

**FINANCIAL IMPACT:**

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

**CONCLUSION:**

In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, Council is given authority to determine if further public notice is required. Since the applicant's modifications to the Draft Plan of Subdivision and Concept Plan are minor, it is recommended that no further public meeting need be held regarding the proposed changes.

The proposed rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for 13 detached dwellings on a common element condominium private road is in conformity with the Mississauga Plan policies for the Lakeview District as well as the new Mississauga Official Plan (2011) and Lakeview Local Area Plan.
2. The proposal represents an appropriate infill development and is compatible with the surrounding land uses as it provides for

an appropriate built form and scale to the surrounding residential area with appropriate setbacks to the surrounding dwellings.

3. The proposed "R16-Exception" (Detached Dwellings on a CEC-Private Road) zone is appropriate to accommodate the requested use and meets the overall intent, goals and objectives of Mississauga Plan.
4. The proposed draft plan of subdivision provides for an efficient use of land and services and result n the orderly development of the lands at an appropriate density and scale.

**ATTACHMENTS:**

Appendix S-1: Information Report

Appendix S-2: Recommendation PDC-0047-2011

Appendix S-3: Revised Concept Plan

Appendix S-4: Revised Draft Plan of Subdivision

Appendix S-5: Conditions of Draft Plan Approval

---

Edward R. Sajecki

Commissioner of Planning and Building

*Prepared By: David Breveglieri, Development Planner*



# Corporate Report

Clerk's Files

Originator's

Files OZ 09/013 W1

T-M11002 W1

**D87** \*\*\*SEP 20 2011

---

**DATE:** August 30, 2011

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: September 20, 2011

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Information Report**  
**Rezoning and Draft Plan of Subdivision Applications**  
**To permit 13 detached dwellings on a common element**  
**condominium private road**  
**1551, 1559, 1569 Cormack Crescent and 1556 Marionville Drive**  
**East of Dixie Road, south of the Queen Elizabeth Way**  
**Owner: Sedona Lifestyles (Rometown) Inc.**  
**Applicant: Brutto Consulting**  
**Bill 51**

**Public Meeting** **Ward 1**

---

**RECOMMENDATION:** That the Report dated August 30, 2011, from the Commissioner of Planning and Building regarding the applications to change the Zoning from "R3" (Detached Dwellings – Typical Lots) to "R16 – Exception" (Detached Dwellings on a CEC – Private Road) and a Draft Plan of Subdivision to permit 13 detached dwellings on a common element condominium private road, under files OZ 09/013 W1 and T-M11002 W1, Sedona Lifestyles (Rometown) Inc., 1551, 1559, 1569 Cormack Crescent and 1556 Marionville Drive, east of Dixie Road, south of the Queen Elizabeth Way, be received for information.

**BACKGROUND:** The above-noted applications have been circulated for technical comments and two community meetings have been held.

The subject Rezoning application was initially submitted on August 31, 2009 and included the property at 1556 Marionville Drive. The proposal at the time was to develop the properties for 13 townhouses and 5 detached dwellings under standard condominium tenure. A freehold detached dwelling was proposed at 1556 Marionville Drive which had no access to the proposed development. In July 2010, the application was amended to remove 1556 Marionville Drive from the application and to change the proposal to include 17 detached dwellings on a common element condominium road. The application was once again amended in April 2011 to what is currently being proposed, including the reinstatement of 1556 Marionville Drive. A Draft Plan of Subdivision supporting the creation of the proposed 13 lots on a common element condominium road was submitted on June 1, 2011.

The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

#### COMMENTS:

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications submitted:	August 31, 2009 (Rezoning Received) September 23, 2009 (Deemed complete) July 14, 2010 (Revised) April 7, 2011 (Revised) June 1, 2011 (Subdivision Received) June 30, 2011 (Deemed complete)
Height:	2 to 2 ½ storeys
Lot Coverage:	22.5%
Floor Space Index:	0.45
Landscaped Area:	49.5%
Net Density:	16.6 units/ha (7.98 units/ac.)

<b>Development Proposal</b>	
Number of units:	13
Anticipated Population:	44* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2008 Growth Forecasts for the City of Mississauga.
Parking Required:	2.0 resident spaces per unit = 26 spaces 0.25 spaces visitor per unit = 3.25
Parking Provided:	52 resident parking spaces 4 visitor parking spaces
Supporting Documents:	Planning Justification Report Functional Servicing Report Phase I Environmental Site Assessment Noise Study Traffic Impact Study Tree Preservation Plan and Arborist Report

<b>Site Characteristics</b>	
Frontage:	24.38 m (79.99 ft.) – Marionville Drive
Depth:	131 m (430 ft.)
Lot Area:	0.78 ha (1.93 ac.)
Existing Use:	4 detached dwellings

Additional information is provided in Appendices I-1 to I-11.

### **Neighbourhood Context**

The subject property is located within a mature, stable residential area of the Lakeview District which has not been subject to redevelopment. The subject site consists of four residential lots, three of which will be severed in order to retain the existing dwellings fronting onto Cormack Crescent. The existing dwelling on lot fronting onto Marionville Drive is to be demolished in order to facilitate vehicular access to the site. The site is relatively flat



and contains a number of trees. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Star Academy Private School and detached dwellings

East: Detached dwellings

South: Detached dwellings

West: Detached dwellings, and Dixie Outlet Mall across Dixie Road

### **Current Mississauga Plan Designation and Policies for Lakeview District (May 5, 2003)**

**"Residential – Low Density I"**, which permits detached, semi-detached and duplex dwellings to a maximum density of 17 units per net residential hectare (7 units per net residential acre). The applications are in conformity with the land use designation as the most recent reduction in units has brought the proposed density to 16.6 units per net residential hectare (6.7 units per net residential acre).

There are other policies in the Official Plan which also are applicable in the review of these applications including:

### **Residential Policies**

Section 3.2.3.2 of the General Policies of Mississauga Plan states that high quality and innovative residential design will be promoted in a form which reinforces and enhances the local community character, respects its immediate context and creates a quality living environment. Innovative housing types and zoning standards will be encouraged. Design issues related to built form, scale, massing, orientation, parking, overshadowing, and the quantity and quality of open space will be priorities in assessing the merits of residential development.

**Intensification**

Section 3.13.5.1 - Lands designated for residential purposes, outside intensification areas, will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.

Section 3.13.5.2 - Residential intensification outside intensification areas will generally occur through infilling.

Section 3.13.5.3 - Intensification outside intensification areas 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.

The intensification policies of Section 3.13.6.16 also speak to development being compatible with the scale and character of a planned area by having regard to the natural environment, natural heritage features, lot frontages and areas, street and block pattern, building heights and massing, coverage and setbacks amongst other elements.

**Urban Design Policies**

Section 3.18.2.4 - Building and site design will be compatible with site conditions, the surrounding context, features and surrounding landscape and the intended character of the area.

Section 3.18.2.5 - Building, landscaping and site design will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.

Section 3.18.2.6 - Building, landscaping and site design will minimize the effects of noise, unattractive views, other negative impacts and will buffer adjacent land uses.

### **New Mississauga Official Plan**

Mississauga Official Plan was adopted by City Council on September 29, 2010. Until the new Mississauga Official Plan is approved by the Region of Peel and comes into force, Mississauga Plan continues to be in effect. While the existing Official Plan is the plan of record against which the applications are being reviewed, regard should also be given to the new Mississauga Official Plan. Under the new Mississauga Official Plan, the subject lands are designated "Residential Low Density I". The proposal to permit 13 detached dwellings on a common element condominium private road conforms to the land use designation and associated policies contained in the new Mississauga Official Plan. A district policy review for the Lakeview District is currently under way. Policy recommendations resulting from the review will be incorporated into the new Lakeview Local Area Plan which will form part of the new Mississauga Official Plan.

The timing of the approval of the proposed site specific official plan amendment may be affected by the approval of the new Mississauga Official Plan and any potential appeals. A recommendation will be included in the Supplementary Report to address the status of the new Mississauga Official Plan.

### **Existing Zoning**

**"R3" (Detached Dwellings – Typical Lots)**, which permits detached dwellings with a minimum interior lot frontage of 15.0 m (49.2 ft.), a minimum corner lot frontage of 19.5 m (64.0 ft.), a minimum interior lot area of 550 m<sup>2</sup> (5,920.3 sq. ft.) and a minimum corner lot area of 720 m<sup>2</sup> (7,750.3 sq. ft.).

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

**"R16-Exception" (Detached Dwellings on a CEC – Private Road)**, to permit thirteen (13) detached dwellings on a common element condominium private road in accordance with the proposed zoning standards contained in Appendix I-10.

## COMMUNITY ISSUES

A community meeting was held by the former Ward 1 Councillor on October 5, 2010. The meeting dealt with a previous version of the proposed development which illustrated 17 detached dwellings with access exclusively through Cormack Crescent.

A subsequent community meeting was held by Ward 1 Councillor Jim Tovey on August 15, 2011 at which time the current proposal was presented. Issues raised by the community are summarized below and will be addressed in the Supplementary Report:

- The impact of additional traffic and resulting safety concerns generated by the development;
- The precedent of the proposed development on surrounding properties and the neighbourhood;
- The adequacy of the number of visitor parking spaces proposed and the resultant increase of vehicle parking on adjacent streets;
- The potential for the proposed development to be gated;
- The design of the proposed split ingress/egress lanes;
- Concerns related to property values and taxes;
- The impact of construction activity on the neighbourhood and that construction access be provided through Cormack Crescent;
- Concerns related to tree preservation;
- The implication of the planned Dixie Road/QEW interchange improvement on the proposed development and properties fronting onto Cormack Crescent;
- Concerns regarding the size of the proposed lots relative to existing lots;
- The height of the proposed dwellings and the need for shadow studies;
- The handling of garbage pick-up and snow removal.

## **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-8 and school accommodation information is contained in Appendix I-9. Based on the comments received and the applicable Mississauga Plan policies, the following matters will have to be addressed:

### **MTO Land Requirements**

The Ministry of Transportation (MTO) has indicated that they have initiated a preliminary design and Class B Environmental Assessment for the reconstruction of the Queen Elizabeth Way and Dixie Road interchange, however, the degree of impact to the proposal will not be known until a preferred design alternative has been completed. While MTO has no objections in principle to the applications based on the revised submission, the applicant is to provide indication of how they intend to proceed with respect to the remaining parcels not included in the current subdivision design, including whether there is an intention to incorporate the balance of the lands into the subdivision design once the Environmental Assessment is completed.

### **Heritage Impact Study**

The proponent has submitted a Heritage Impact Statement (HIS) for the property at 1559 Cormack Crescent which recommends protection of the house and stable under the *Ontario Heritage Act* through Designation as a condition of Council approval. Any consideration for Heritage Designation will have to be reviewed by the Heritage Advisory Committee and approved by Council.

### **Easements**

Through the processing of these applications, staff will require that it be demonstrated that the required common element condominium standards can be met, particularly with respect to the provision of a 3.0 m (9.84 ft.) utility corridor on-site.

**Site Design and Interface with Adjacent Lands**

A number of issues related to site design need to be further addressed, including the following:

- appropriate relationship of the proposed dwellings to adjacent lots through increased setbacks and reduced massing;
- the siting of the proposed dwellings in order to preserve existing trees both on site and on adjacent lands.

**OTHER INFORMATION****Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to storm sewer works and utility requirements, which will require the applicant to enter into appropriate agreements with the City. The applicant will also be required to obtain site plan approval for the proposed development.

**FINANCIAL IMPACT:** Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

**CONCLUSION:** Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

**ATTACHMENTS:**

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Lakeview District Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Draft Plan of Subdivision
- Appendix I-6: Concept Plan

Appendix I-7: Elevations

Appendix I-8: Agency Comments

Appendix I-9: School Accommodation

Appendix I-10: Proposed Zoning Standards

Appendix I-11: General Context Map

---

Edward R. Sajecki

Commissioner of Planning and Building

*Prepared By: David Breveglieri, Development Planner*

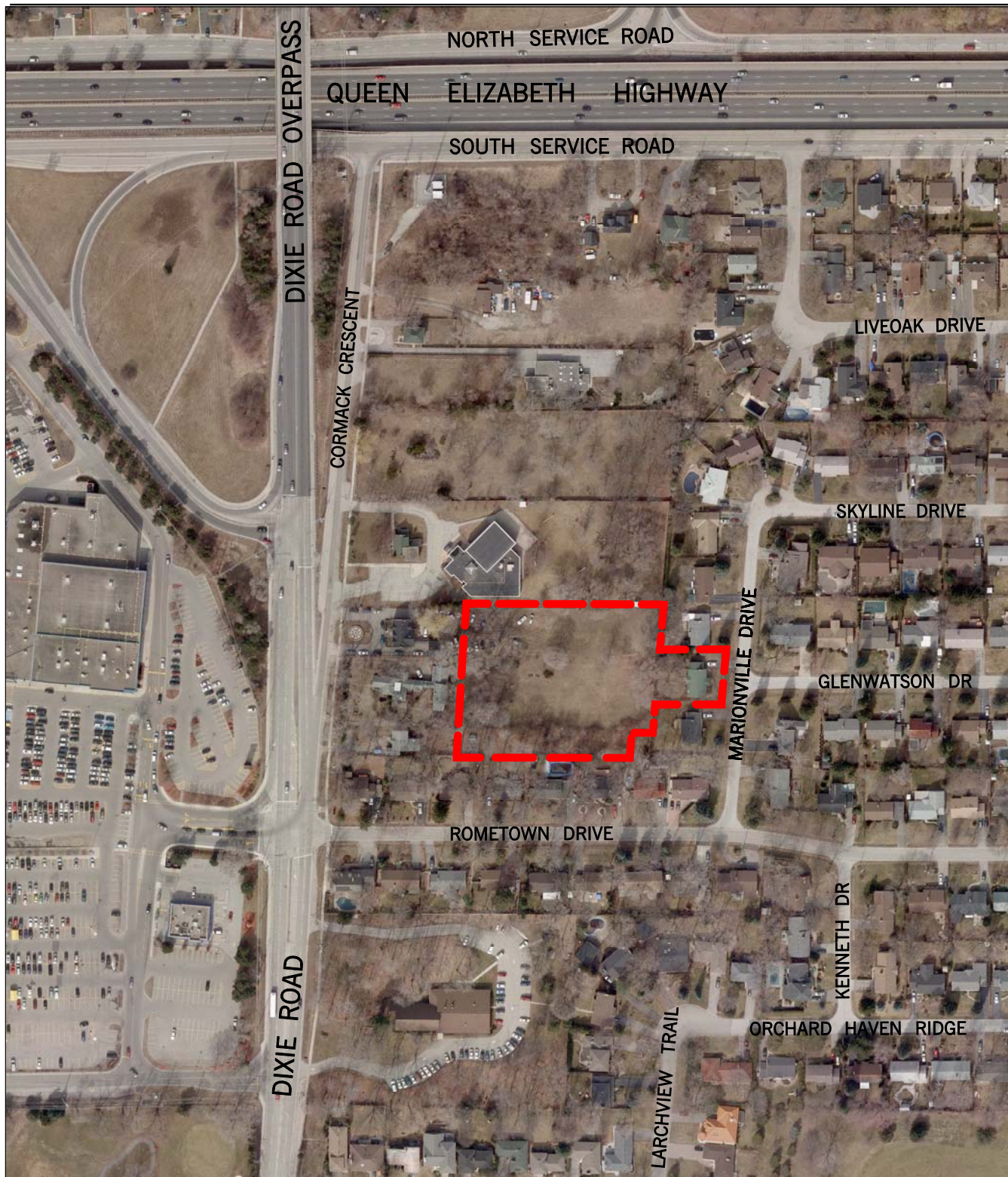
**Sedona Lifestyles (Rometown) Inc.**

**File: OZ 09/013 W1  
T-M11002 W1**

**Site History**

- May 5, 2003 – The Lakeview District Policies and Land Use Map (Mississauga Plan) were partially approved with modifications by the Region of Peel. The subject lands were designated "Residential Low Density I".
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned "R3" (Detached Dwellings – Typical Lots).





# LEGEND:



SUBJECT LANDS

DATE OF AERIAL PHOTO : SPRING 2011



SUBJECT: **SEDONA LIFESTYLES  
(ROMETOWN) INC.**



FILE NO:  
OZ 09013 W1  
(T-M11002 W1)

DWG. NO:  
09013A

SCALE:  
1:3000

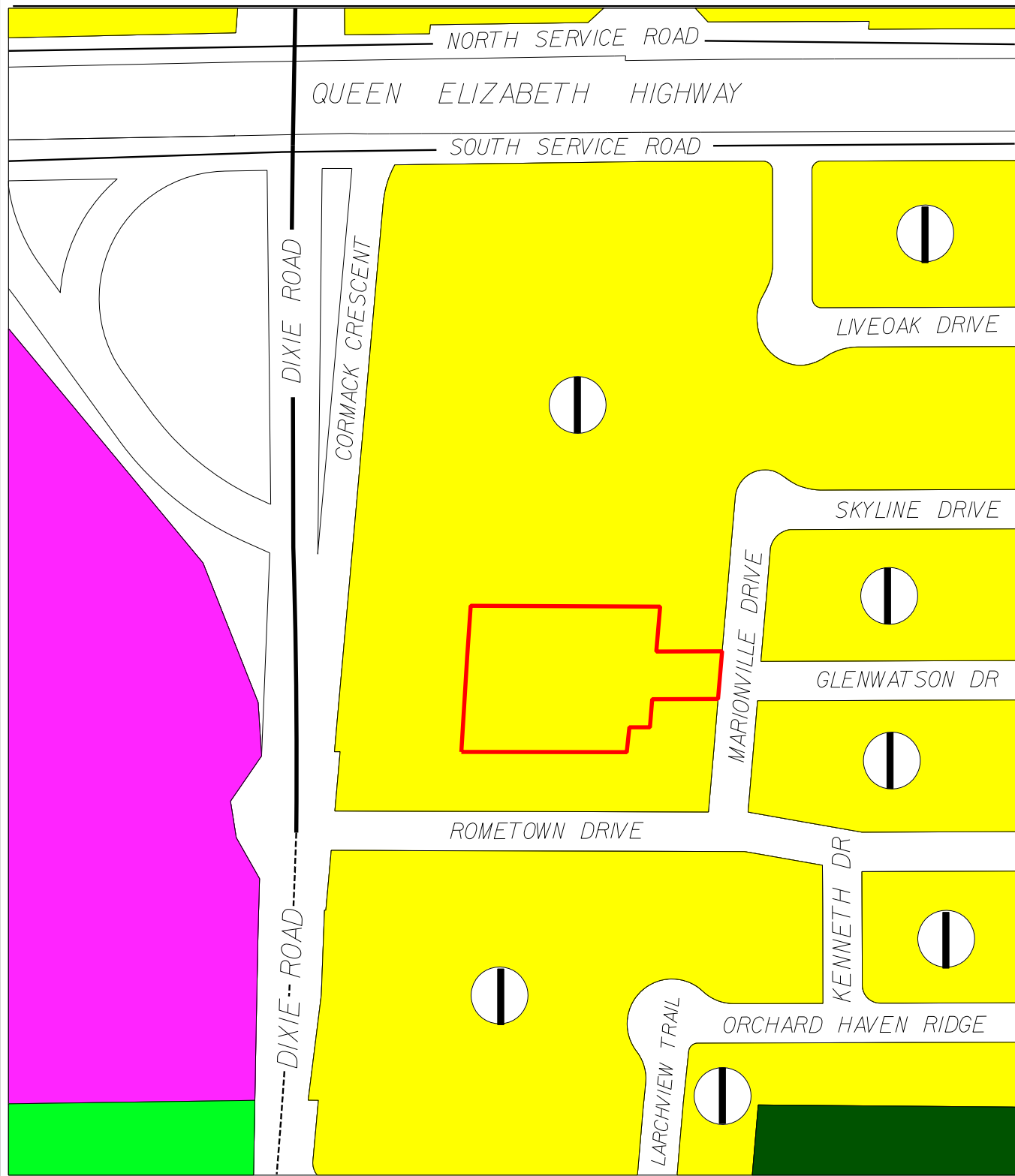
PDC DATE:  
2011 09 20

DRAWN BY:  
A.SHAH

APPENDIX I-2















**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics











# **PART OF LAKEVIEW DISTRICT LAND USE MAP** **LAKEVIEW DISTRICT POLICIES OF MISSISSAUGA PLAN**






## **LAND USE DESIGNATIONS**

-  Residential - Low Density I
-  Residential - Low Density II
-  Residential - Medium Density I
-  Residential - High Density I
-  Residential - High Density II
-  Mainstreet Commercial
-  General Commercial
-  Convenience Commercial
-  Motor Vehicle Commercial
-  Business Employment
-  Public Open Space
-  Private Open Space
-  Greenbelt
-  Utility

## **TRANSPORTATION LEGEND**

-  Provincial Highway and Interchange
-  Arterial
-  Major Collector
-  Major Collector (Scenic Route)
-  Minor Collector
-  Local Road
-  Existing Commuter Rail
-  GO Transit Station

## **LAND USE LEGEND**

-  Regulatory Floodplain
-  Golf Course
-  Proposed Stormwater Management Facility
-  Planning District
-  Special Site Areas (See Special Site Policies)

 **SUBJECT LANDS**



**SUBJECT: SEDONA LIFESTYLES (ROMETOWN) INC.**



**FILE NO:**  
OZ 09013 W1  
(T-M11002 W1)

**DWG. NO:**  
09013L

**SCALE:**  
1:3000

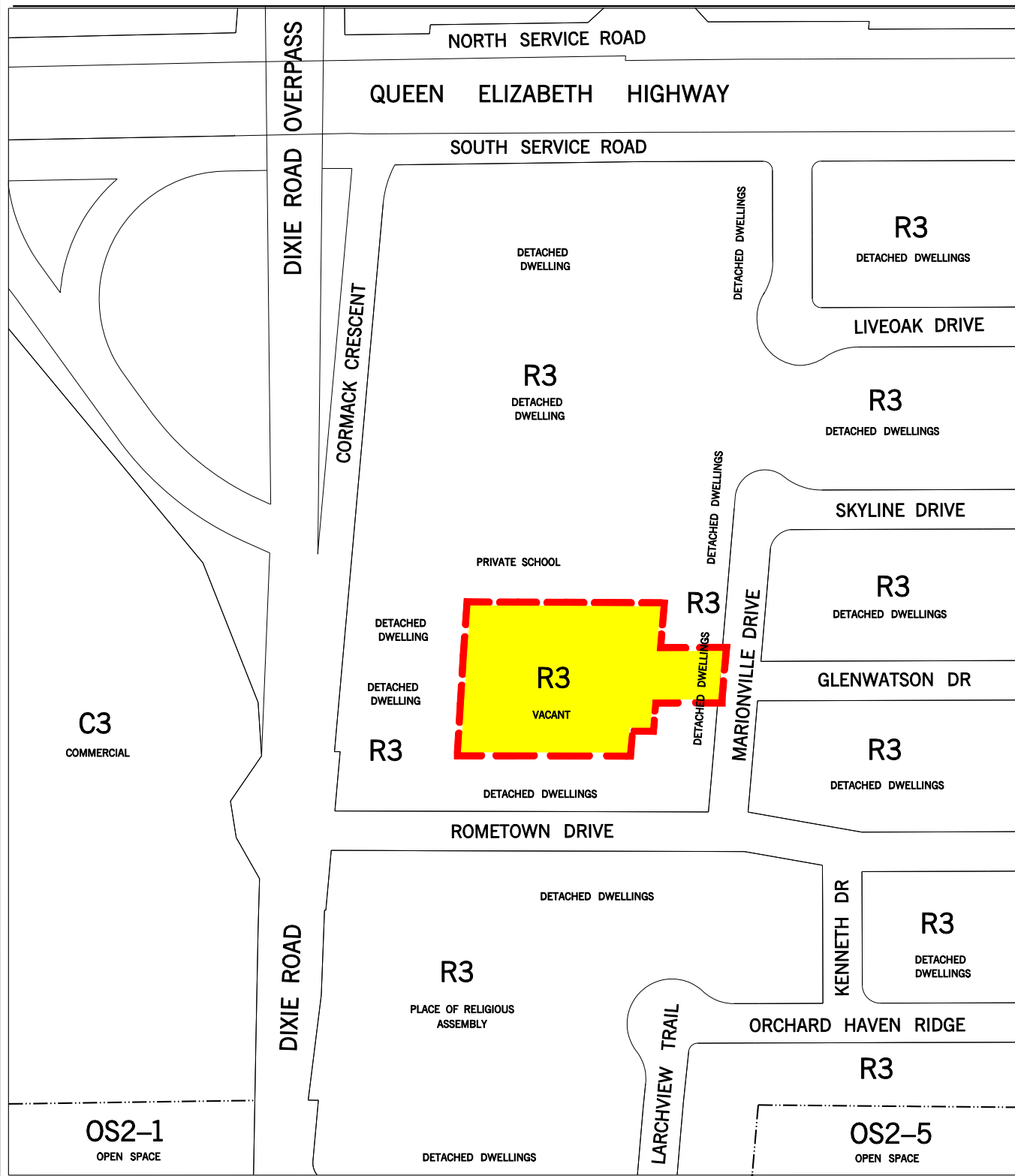
**PDC DATE:**  
2011 09 20

**DRAWN BY:**  
A.SHAH

**APPENDIX I-3**

**MISSISSAUGA**  
Planning and Building

**Produced by**  
T&W, Geomatics



**LEGEND:**

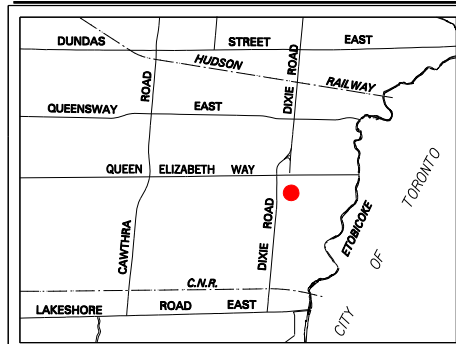


PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS) TO "R16 - EXCEPTION" (DETACHED DWELLINGS ON A CEC - PRIVATE ROAD) TO PERMIT 13 DETACHED DWELLINGS ON A COMMON ELEMENT CONDOMINIUM PRIVATE ROAD.

**NOTE: EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.**



**SUBJECT: SEDONA LIFESTYLES (ROMETOWN) INC.**



<b>FILE NO:</b> OZ 09013 W1 (T-M11002 W1)	
<b>DWG. NO:</b> 09013R	
<b>SCALE:</b> 1:3000	
<b>PDC DATE:</b> 2011 09 20	<b>APPENDIX 1-4</b>
<b>DRAWN BY:</b> A.SHAH	

**MISSISSAUGA**  
Planning and Building

Produced by  
**T&W, Geomatics**



SCALE 1:250

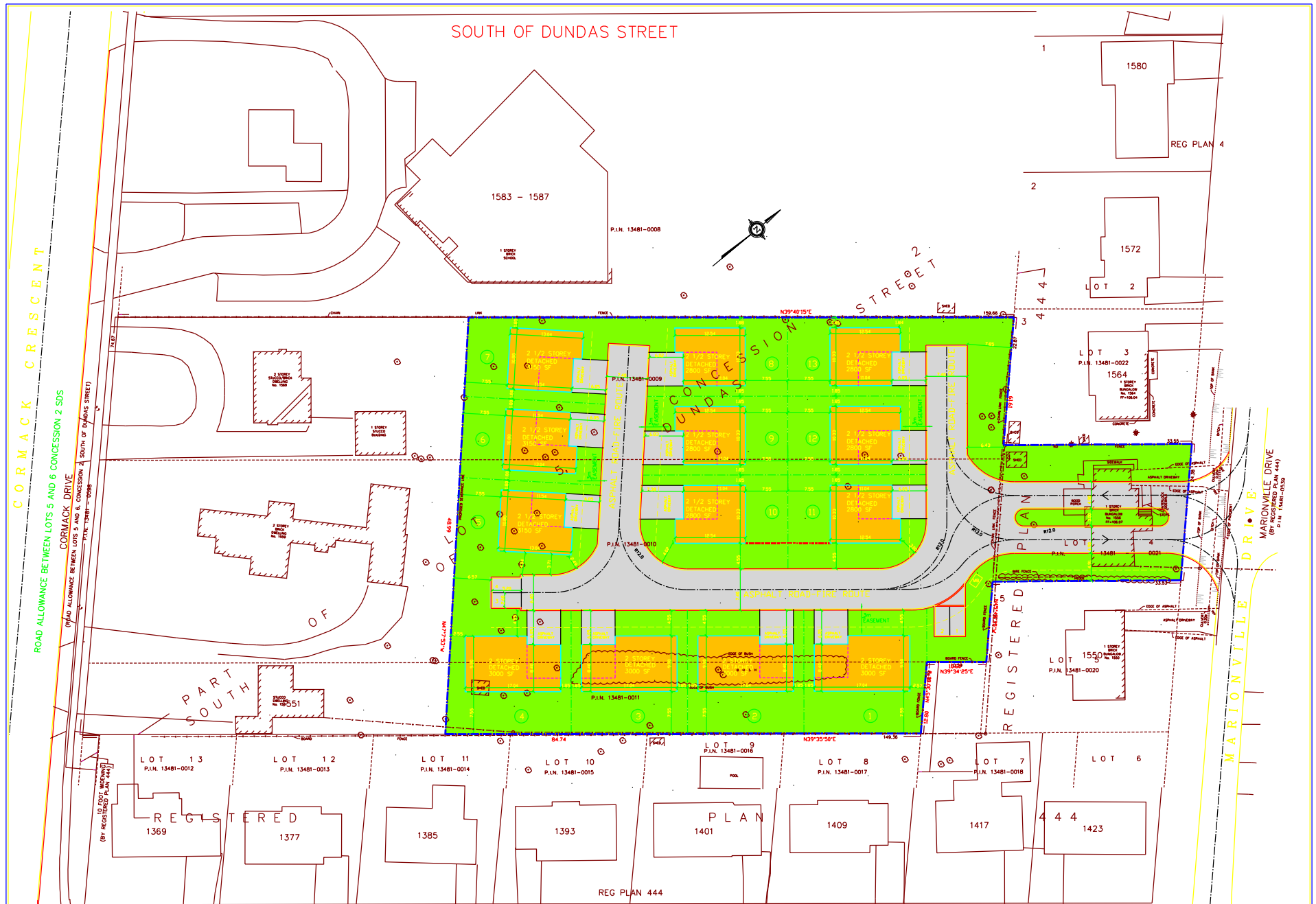
10m 5m 0 10m 20metres

RADY-PENTEK & EDWARD SURVEYING LTD., O.L.S.

**METRIC**  
DISTANCES SHOWN ON THIS SKETCH ARE IN METRES AND CAN  
BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



# CONCEPT PLAN



PROPOSED ELEVATIONS



PROPOSED ELEVATIONS



**Sedona Lifestyles (Rometown) Inc.****File: OZ 09/013 W1  
T-M11002 W1****Agency Comments**

The following is a summary of comments from agencies and departments regarding the applications.

<b>Agency / Comment Date</b>	<b>Comment</b>
Ministry of Transportation (MTO) (July 21, 2011)	<p>The MTO has no objections in principle to the rezoning application based on the revised submission.</p> <p>The plan shows the balance of the holdings which front onto Cormack Crescent (3 single family dwellings). The applicant is to provide indication of how they intend to proceed with respect to the remaining parcels not included in the current subdivision design.</p> <p>At this point the MTO can only assume that the owner/ applicant has decided to keep these parcels fronting onto Cormack Crescent outside of the subdivision boundary until such time that the MTO has completed the Environmental Assessment (EA) for the interchange which will outline impacts to the adjacent properties. The applicant is to confirm this is in fact the case. Once the EA is completed, will the owner amalgamate the balance of the lands into the subdivision design? If so, they should explore the option of phasing this development which would clarify their intention for the future use.</p> <p>Once the applicant has provided more details with respect to the subdivision, MTO will provide further comments if warranted.</p> <p>This site is within the Ministry's permit control area and therefore an MTO Building and Land Use Permit is required prior to the start of construction. As part of the site plan/ subdivision review and approval process, the applicant will be required to submit a detailed drainage submission and Traffic Impact Study. All plans and reports must be stamped and signed. The MTO requires a minimum 14m (45.9 ft.) setback limit to all above and below grade structures from the current/future MTO property limits.</p>



Sedona Lifestyles (Rometown) Inc.

File: OZ 09/013 W1  
T-M11002 W1

Agency / Comment Date	Comment
Region of Peel (August 12 , 2011)	<p>The Development Engineering Section is unable to provide comments regarding the draft plan of subdivision or functional servicing report prepared by Skira &amp; Associates Ltd. at the present time. Development Engineering is waiting for more detailed information regarding storm water management from the consultant.</p> <p>Curbside collection will be provided by the Region of Peel.</p> <p>Regional staff has reviewed the Traffic Impact Study prepared by Urban &amp; Environmental Management Inc., dated April 2009 and find it to be satisfactory. If any further changes to the current development proposal or report are made, Regional staff will be required to review and approve any revisions to the Traffic Impact Study.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (July 7, 2011)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchments area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be included in the Development and/or Servicing Agreements.</p> <p>The Peel District School Board notes that these applications are in an area where a School Accommodation Review was completed in March 2009. Neil C. Matheson PS will temporarily hold students starting in September 2010 for the new Hartsdale Avenue Public School which is anticipated to open in September 2011 on the former Lyndwood Public School site.</p>

Sedona Lifestyles (Rometown) Inc.

File: OZ 09/013 W1  
T-M11002 W1

Agency / Comment Date	Comment
City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (July 27, 2011)	<p>Ron Searle Park (P-214) is located approximately 500 m (1,640 ft.) from the site which contains a play site, two lit tennis courts and park pathways.</p> <p>Prior to by-law enactment, a cash contribution for street tree planting will be required. Further, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Culture Division (July 29, 2011)	<p>The subject property, specifically 1559 Cormack Crescent, is listed on the City's Heritage Register. The proponent has submitted a Heritage Impact Statement (HIS) and the consultant is suggesting the protection of the house and stable under the <i>Ontario Heritage Act</i> through Designation as a condition of approval of these applications. At this stage it is not anticipated that any potential designation will have an impact on the proposed development, however, further comments will be provided prior to the Supplementary Report. Any consideration for Heritage Designation will have to be reviewed by the Heritage Advisory Committee and approved by Council.</p>
City Community Services Department – Fire and Emergency Services Division (August 4, 2011)	<p>Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to site and water supply are acceptable.</p> <p>The site is to be designed in conformance with By-law 1036-81. Specific details/comments will be provided through the site plan process.</p> <p>On-street parking within the limits of a designated fire access route is not permitted.</p>
City Transportation and Works Department (August 11, 2011)	<p>A preliminary Noise Report, Functional Servicing Report and Traffic Impact Study have been submitted to this department and are under review. Notwithstanding the findings of these reports additional technical information has been requested prior to the Supplementary Report proceeding. These reports</p>

Sedona Lifestyles (Rometown) Inc.

File: OZ 09/013 W1  
T-M11002 W1

Agency / Comment Date	Comment
	<p>will also require Region of Peel and MTO approval as the site is proposed to be partially serviced to Dixie Road and is in proximity to the QEW.</p> <p>It should be noted that the MTO has initiated a preliminary design to improve the QEW/Dixie Road interchange and that the subject proposal may be impacted by the reconfiguration of the Dixie Road interchange. Prior to the Supplementary Report proceeding to Council, approval will be required from the MTO.</p> <p>The applicant has been requested to provide a concept plan to demonstrate how the adjacent lands to the west (owned by the applicant) can be developed in the future. In addition, review and approval from the Region of Peel and MTO will be required with respect to the storm sewer (design and location) along the north limit to Cormack Crescent/Dixie Road.</p> <p>The applicant has been requested to revise the site plan to provide additional information and details with respect to the common element condominium servicing features.</p> <p>The updated Environmental Site Screening and Questionnaire and Declaration (ESSQD) must be fully completed and signed. We are in receipt of a satisfactory Phase 1, Environmental Site Assessment, including reliance from the applicant's Environmental Consultant allowing the City to rely on the findings of the environmental report.</p> <p>Further detailed comments/conditions will be provided prior the Supplementary Report pending the review of the revised material.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Development Services, City of Mississauga</li> <li>- Enersource Hydro Mississauga Inc.</li> <li>- Rogers Cable Communications Inc.</li> </ul>

**Sedona Lifestyles (Rometown) Inc.****File: OZ 09/013 W1  
T-M11002 W1**

Agency / Comment Date	Comment
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"><li>- Canada Post</li><li>- Conseil Scolaire de District Catholique Centre-Sud</li><li>- Conseil Scolaire de District Catholique Centre-Sud-Ouest</li><li>- Enbridge Gas Distribution Inc.</li><li>- Realty Services, City of Mississauga</li></ul>

**Sedona Lifestyles (Rometown) Inc.****File: OZ 09/013 W1  
T-M11002 W1****School Accommodation**

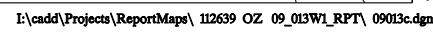
<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>1 Kindergarten to Grade 5</li> <li>1 Grade 6 to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Neil C. Matheson P.S. <ul style="list-style-type: none"> <li>Enrolment: 472</li> <li>Capacity: 354</li> <li>Portables: 10</li> </ul> </li> <li>Allan A. Martin Senior P.S. <ul style="list-style-type: none"> <li>Enrolment: 477</li> <li>Capacity: 538</li> <li>Portables: 2</li> </ul> </li> <li>Gordon Graydon S.S.* <ul style="list-style-type: none"> <li>Enrolment: 1,064</li> <li>Capacity: 1,125</li> <li>Portables: 6</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>2 Junior Kindergarten to Grade 8</li> <li>1 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Edmund E.S. <ul style="list-style-type: none"> <li>Enrolment: 337</li> <li>Capacity: 222</li> <li>Portables: 0</li> </ul> </li> <li>St. Paul S.S. <ul style="list-style-type: none"> <li>Enrolment: 757</li> <li>Capacity: 807</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

Sedona Lifestyles (Rometown) Inc.

File: OZ 09/013 W1  
T-M11002 W1**Proposed Zoning Standards**

<b>Item</b>	<b>Existing By-law Standard – "R3" Zone</b>	<b>Base "R16" By-law Standard</b>	<b>Proposed "R16-Exception" By-law Standard</b>
Minimum Lot Area – Interior Lot	550 m <sup>2</sup> (5,920 sq. ft.)	550 m <sup>2</sup> (5,920 sq. ft.)	345 m <sup>2</sup> (3,713 sq. ft.)
Minimum Lot Area – Exterior Lot	720 m <sup>2</sup> (7,750 sq. ft.)	720 m <sup>2</sup> (7,750 sq. ft.)	397 m <sup>2</sup> (4,273 sq. ft.)
Minimum Lot Frontage – Interior Lot	15.0 (49.2 ft.)	15.0 m (49.2 ft.)	14.0 m (45.9 ft.)
Minimum Lot Frontage – Corner Lot	19.5 m (64.0 ft.)	19.5 m (64.0 ft.)	16.7 m (54.8 ft.)
Maximum Lot Coverage	35%	35%	30%
Minimum Front Yard Setbacks	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	4.5 m (14.7 ft.)
Minimum setback from a front garage face to a CEC private road	n/a	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Minimum Exterior Side Yard – Lot with an exterior side lot abutting a CEC – private road	n/a	6.0 m (19.7 ft.)	2.49 m (8.17 ft.)
Minimum Interior Side Yard – Interior lot/corner lot	1.2 m (3.9 ft.) plus 0.61 m (2.0 ft.) for each additional storey or portion thereof above one (1) storey	1.2 m (3.9 ft.) plus 0.61 m (2.0 ft.) for each additional storey or portion thereof above one (1) storey	1.8 m (5.9 ft.)
Minimum Interior Side Yard – Where interior side lot line is the rear lot line of abutting parcel	1.2 m (3.9 ft.) plus 0.61 m (2.0 ft.) for each additional storey or portion thereof above one (1) storey	2.5 m (8.2 ft.)	2.5 m (8.2 ft.)
Minimum Rear Yard – Interior lot/corner lot	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Maximum Height	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)
Visitor Parking	n/a	0.25 parking spaces per unit	0.25 parking spaces per unit

## APPENDIX I-11



**Sedona Lifestyles (Rometown) Inc.**

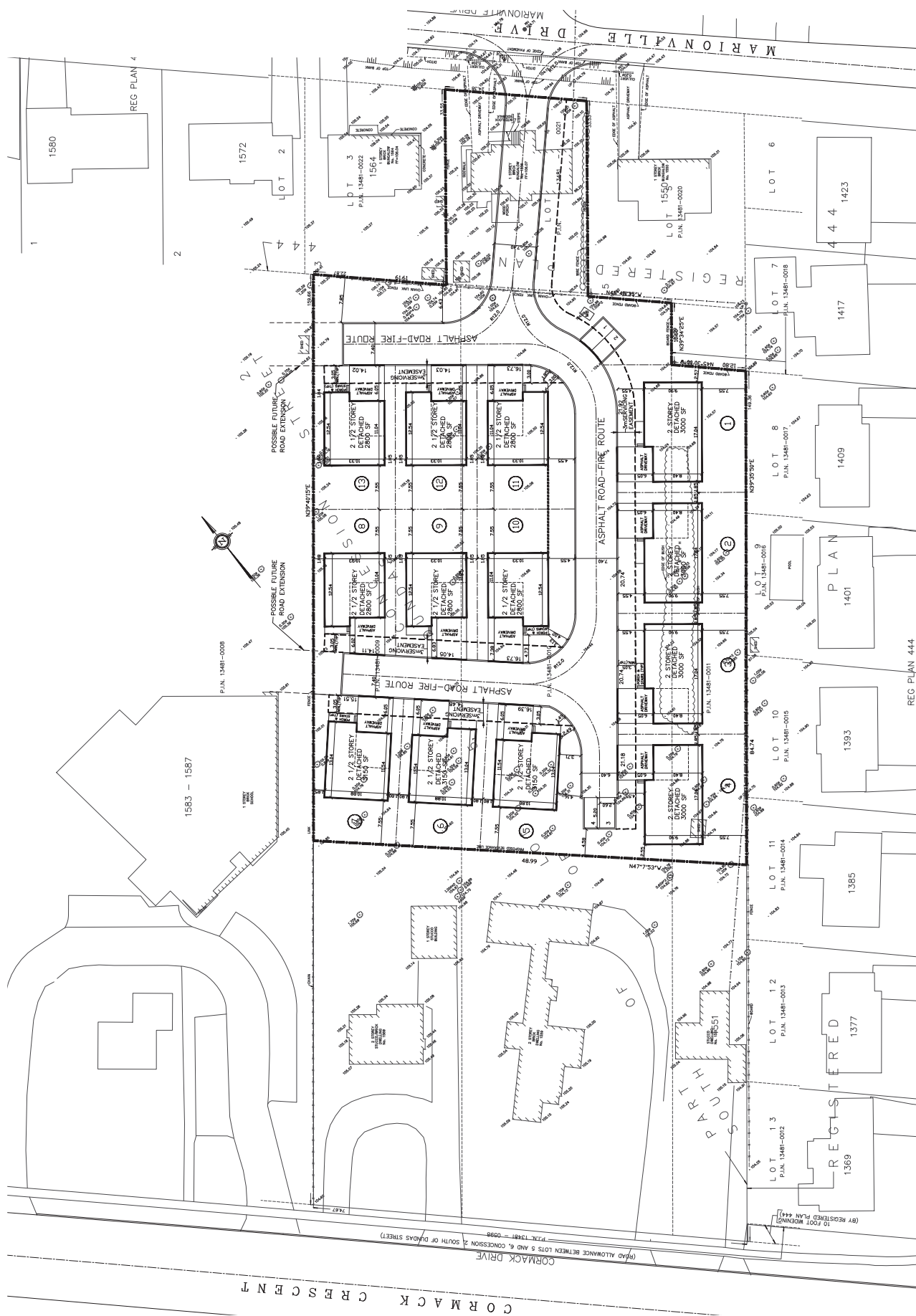
**Files: OZ 09/013 W1  
T-M11002 W1**

**Recommendation PDC-0047-2011**

1. That the Report dated August 30, 2011, from the Commissioner of Planning and Building regarding the applications to change the Zoning from "R3" (Detached Dwellings – Typical Lots) to "R16 – Exception" (Detached Dwellings on a CEC – Private Road) and a Draft Plan of Subdivision to permit 13 detached dwellings on a common element condominium private road, under files OZ 09/013 W1 and T-M11002 W1, Sedona Lifestyles (Rometown) Inc., 1551, 1559, 1569 Cormack Crescent and 1556 Marionville Drive, east of Dixie Road, south of the Queen Elizabeth Way, be received for information.
2. That the following correspondence with respect to the applications to change the Zoning from "R3" (Detached Dwellings – Typical Lots) to "R16 – Exception" (Detached Dwellings on a CEC – Private Road) and a Draft Plan of Subdivision to permit 13 detached dwellings on a common element condominium private road, under files OZ 09/013 W1 and T-M11002 W1, Sedona Lifestyles (Rometown) Inc., 1551, 1559, 1569 Cormack Crescent and 1556 Marionville Drive, east of Dixie Road, south of the Queen Elizabeth Way, be received:
  - (1) Email dated August 4, 2011 from Moy Alexander.
  - (2) Email dated August 16, 2011 from Binah Nathan.
  - (3) Email dated September 4, 2011 from Wendy Mannello.
  - (4) Statement of Concern from Gary W. Smith received by the Clerk's Office on September 20, 2011.



# REVISED CONCEPT PLAN







---

**SCHEDULE A  
CONDITIONS OF APPROVAL**

**NOTICE OF DECISION  
TO APPROVE:**

**TBD**

**FILE:**

**T-M11002 W1**

**SUBJECT:**

**Draft Plan of Subdivision  
1551, 1559, 1569 Cormack Crescent and  
1556 Marionville Drive  
East of Dixie Road, south of the Queen Elizabeth Way  
City of Mississauga  
Sedona Lifestyles (Rometown) Inc., Boris Duniskvaric,  
Boris Poletto and Brian Paul Sousa**

---

In accordance with By-law 1-97, as amended, the Commissioner, Planning and Building Department has made a decision to approve the above noted draft plan of subdivision subject to the lapsing provisions and conditions listed below.

Approval of the draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

**NOTE:** City is "The Corporation of the City of Mississauga"  
Region is "The Regional Municipality of Peel"

Prior to the issuance of building permits, satisfactory arrangements shall have been made with the Park Planning Section with respect to the payment of cash-in-lieu for park or other public recreational purposes. The owner is advised that the City will require the payment of cash-in-lieu or other public recreational purposes as a condition of development prior to the issuance of buildings permits, and valued as of the day before the day of building permit issuance pursuant to Section 42(6) of the *Planning Act* R.S.O. 1990, c.P.13, Section 51.5 as amended, and in accordance with the City's by-laws and policies.

- 1.0 Approval of the draft plan applies to the plan dated December 21, 2011.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into Servicing, Development and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including,

but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR HIS CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 10.0 Prior to final approval or preservicing, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 11.0 Prior to preservicing and/or execution of the Servicing Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.

- 12.0 Prior to execution of the Servicing Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 13.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

**THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.**