

Planning Justification Report

7085 Goreway Drive, Mississauga

Application for Official Plan Amendment and Zoning By-law Amendment



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1 Introduction

7085 Goreway Developments Ltd. (“the owner”) is the owner of approximately 0.98 hectares of land, municipally referred to as 7085 Goreway Drive in the City of Mississauga (herein referred to as the “subject lands”). The subject lands are currently developed with a one storey vacant commercial building and surface parking, formerly known as the StarWind Supermarket. The owner is proposing to re-develop the subject lands into a residential development, consisting of an eighteen-storey, 138-unit building, and a sixteen-storey, 121-unit building, in addition to twelve townhouses, with three levels of underground parking. Overall, the proposed development will contain a total of 271 residential units. The purpose of the proposed development is to create an attractive and liveable space for future residents and support residential growth targets of the Province, Region of Peel and the City of Mississauga.

Official Amendment (“OPA”) and Zoning By-law Amendment (“ZBLA”) applications are required to facilitate the proposed development. In the City of Mississauga Official Plan, the subject lands are currently designated as ‘Mixed Use within the Malton Neighbourhood Character Area subject to Special Site 2’, with a Natural Hazard Overlay on the eastern portion of the subject lands. To facilitate the proposed development, an OPA would be required to modify ‘Special Site 2’ in the Malton Neighbourhood Character Area to include all of the subject lands and permit an increased height of eighteen storeys and a driveway area between the proposed buildings and street line. In addition, it will amend the ‘Mixed-Use’ designation to permit residential uses, not in conjunction with other uses.

The majority of the subject lands are currently zoned ‘General Commercial’ (C3-6) with site specific zoning provisions, while the north eastern portion is zoned ‘Greenlands – Natural Hazard’ (G1-2) with site specific zoning provisions. A ZBLA is required to rezone the developable area intended for the proposed apartment buildings to the ‘Apartment’ (RA-5) Zone with site specific provisions and the townhouses to the ‘Townhouses on a Common Element Condominium (“CEC”) –Road’ (RM6) Zone with site specific provisions. The north-eastern portion, beyond the developable area will remain zoned ‘Greenlands- Natural Hazards’ (G1-2).

IBI Group has been retained by the Owner to provide planning advice and assistance on the redevelopment of these lands. The authors of this report have come to an independent professional planning opinion which supports the applications as they are reflective of good planning and are in the public interest. This Planning Justification Report (“PJR”) provides a thorough discussion and analysis of current and applicable Provincial legislation and plans, local planning documents, supporting studies, technical works, and other relevant matters in the context of the proposed development.

1.1 Summary Planning Opinion

It is our professional opinion that the proposed Official Plan and Zoning By-law Amendment represent good planning and are in the public interest, as the proposed development will balance competing interests, such as the economy, natural heritage features and housing demands to accommodate forecasted growth targets of the City of Mississauga.

The subject lands are located adjacent to the Malton Greenway and Mimico Creek. The floodplain associated with Mimico Creek has been updated in accordance with new hydraulic modelling and the proposed development will be directed outside of the proposed floodline. In addition, a 5 to 10 metre buffer will be provided to protect the existing vegetation communities located to the north and east of the subject lands.

The surrounding community is in close proximity to transit stations which provide the proposed development a locational advantage while also contributing to creating a complete community. The proposed residential development will compliment and add to the surrounding uses, by supporting the numerous employment and commercial uses along Goreway Drive and Derry Road East with an increased number of workers and customers in the vicinity. As there is an abundance of commercial stores and businesses along Goreway Drive, it would not be a viable opportunity to include commercial uses within the proposed development, therefore ensuring the viability and long term prosperity of existing businesses in the vicinity.

Due to the proximity to transit stations, the proposed development will be transit and active transportation supportive, by providing reduced parking ratios and a bike room. Therefore, the inclusion of increased residential density will create a neighbourhood where people can live, work and play without being auto-dependent.

Providing a diversity in housing typologies and unit mix will ensure that the proposed development can accommodate people at different stages of life. The townhouses and larger apartment unit sizes will appeal towards families with children, while the smaller unit sizes will accommodate an aging population and smaller household sizes. Furthermore, a range of unit sizes will result in varying prices, thereby accommodating a wide array of incomes.

Overall, the proposed development will create an attractive and liveable space for future residents, accommodate a wide range of household characteristics and incomes, while adding an integral component to the existing community of Malton. A compatible layout of differing typologies will be created to ensure that there are no significant adverse impacts on any adjoining lands.

2 Site Description and Surrounding Uses

The following subsections provide a review of the context, existing uses and conditions of the subject lands and surrounding area. These elements frame the discussion on the proposed planning applications, as well as the planning comments and justification.

2.1 Site Location and Description

The subject lands, municipally known as 7085 Goreway Drive consist of two parcels, located along the eastern side of Goreway Drive between the intersections of Etude Drive and Derry Road East. Parcel 1, the eastern parcel is legally described as Part of Lot 11, Concession 8, East of Hurontario Street (Formerly in the Township of Toronto Gore, County of Peel), Part 1 of Reference Plan 43R18508, Parts 2 & 3 of Reference Plan 43R18127, Parts 3 & 4 of Reference Plan 43R20302, Part 1 of Reference Plan 43R16488, Parts 2, 3 & 4 of Reference Plan 43R155 except Part 2 in Reference Plan 43R20302. Parcel 2, the western parcel is legally described as Part of Lot 11, Concession 8, East of Hurontario Street (Formerly in the Township of Toronto Gore, County of Peel), Part 1 of Reference Plan 43R7037 & Part 1 of Reference Plan 43R7297. Collectively, the subject lands are irregular in shape, and have an approximate frontage of 44 metres along Goreway Drive and an area of 0.98 hectares (9,870 square metres).

The subject lands have a relatively flat topography, with some minor downward-sloping along the eastern and southern boundaries towards the Malton Greenway and Mimico Creek. The top of slope runs along the southern boundary.

The subject lands were occupied by Starwind Supermarket until 2018. Currently, the subject lands consist of a vacant one-storey commercial brick building with a footprint of 2,434 square metres. Outlining the westerly lot line along Goreway Drive is an iron fence, delineating the front yard of the subject lands. There are several planted trees within the southern portion.

Two asphalt driveways are situated on the northern and southern sides of the building, leading to the rear of the building and the surface parking lot. A number of landscaped parking islands are located within the surface parking lot. Outlining the northern lot line is a concrete curb and a chain link fence, separating the subject lands from the adjacent fire station. The southerly lot line is delineated by a post and wire/ chain-link fence, separating the subject lands from the abutting open space property, the top of slope and the Malton Greenway

A concrete curb outlines the eastern boundary of the parking lot, except where there is a paved driveway accessing the trail pathway along Mimico Creek. A brick wall separates the surface parking lot from the abutting single detached neighbourhood to the north. There is a paved driveway at the northwestern edge of the parking lot, which provides access to the commercial building, just north of the fire station.

Please refer to **Figures 2-1 to 2-3** for an aerial view of the general location of the subject lands. **Figure 2-4** provides the topographical survey of the subject lands, which is also included separately. **Figure 2-5** shows the existing conditions of the subject lands.

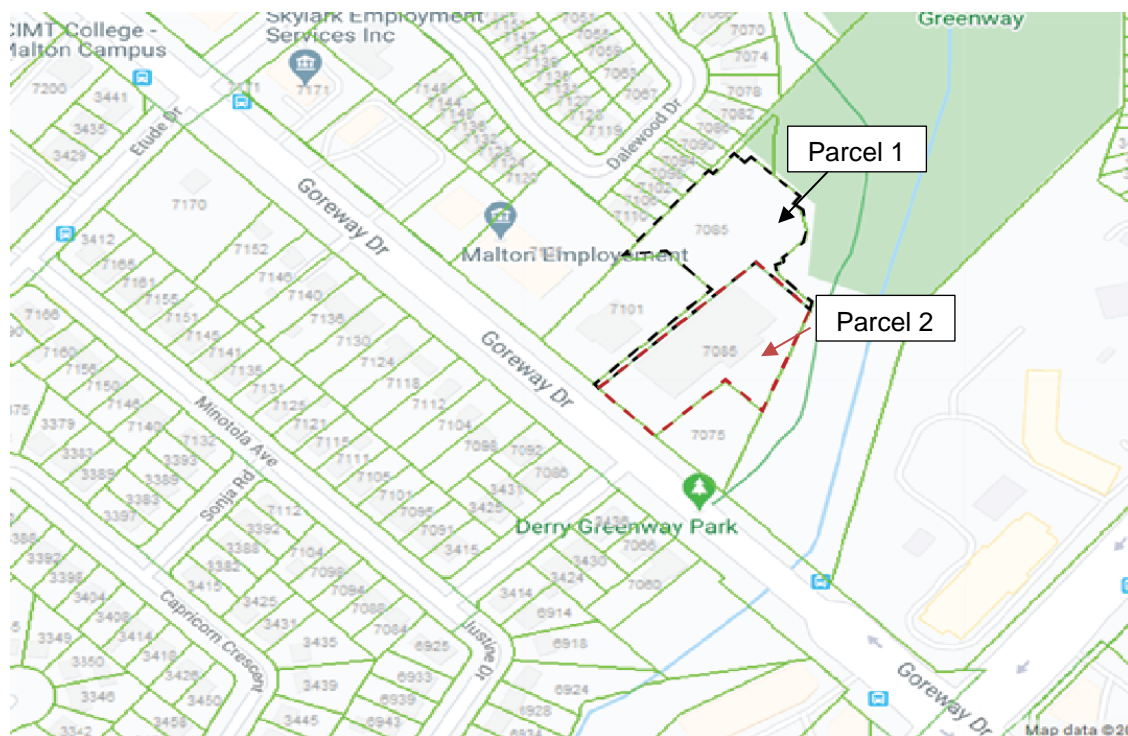


Figure 2-1: Parcel Mapping of the Subject Lands, Retrieved from Geowarehouse



Figure 2-2: Aerial Mapping of Subject Lands, Retrieved from City of Mississauga Interactive Mapping



Figure 2-3: Zoomed-in Aerial Imagery of Subject Lands, Retrieved from City of Mississauga Interactive Mapping

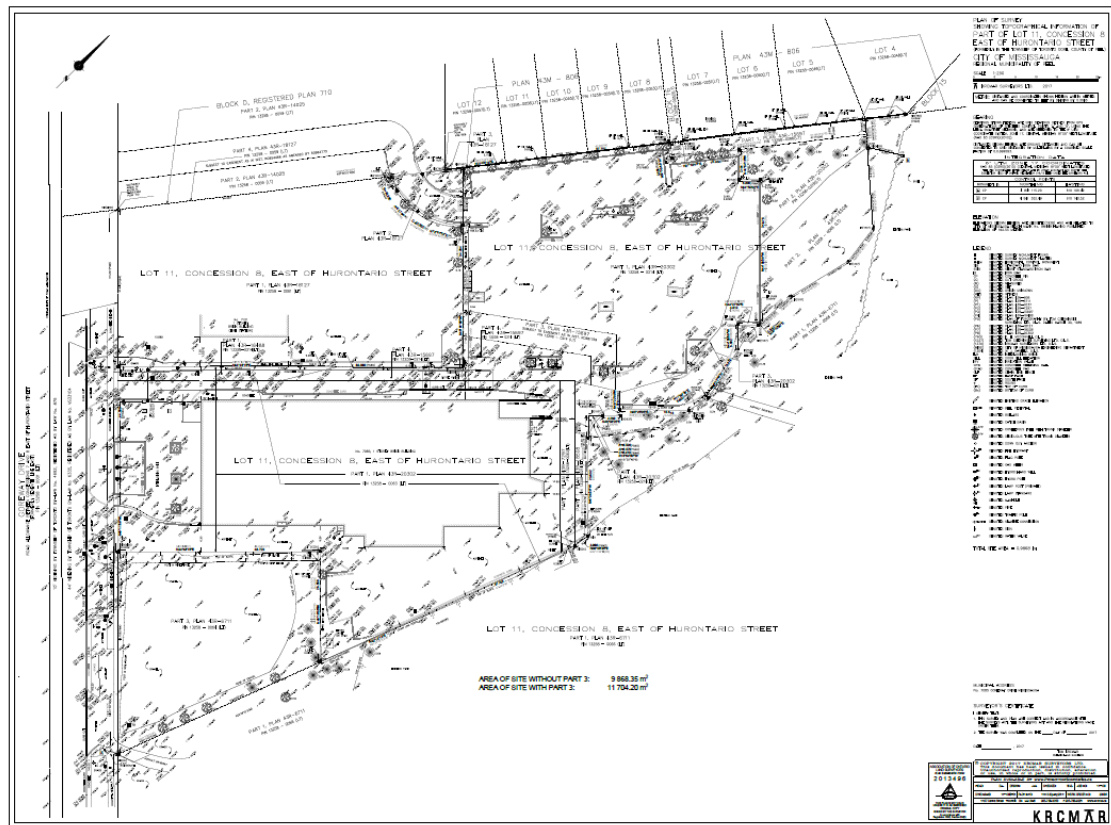


Figure 2-4: Topographical Survey of Subject Lands, Prepared by KRCMAR

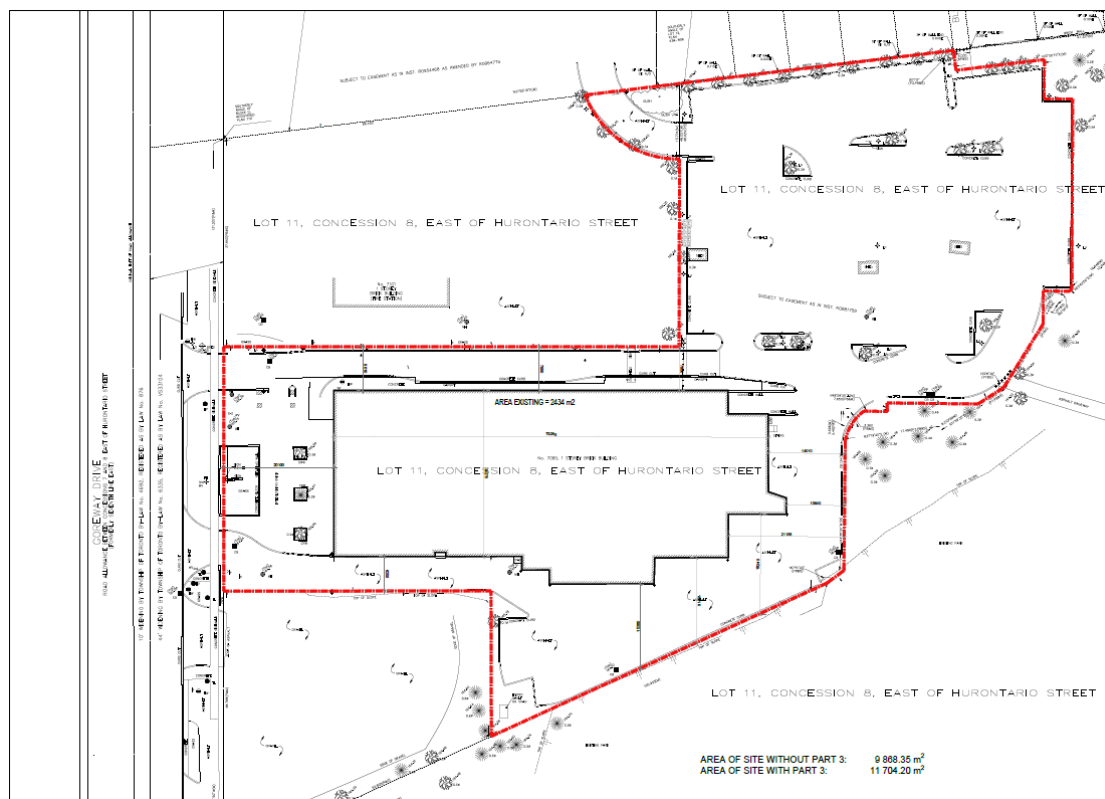


Figure 2-5: Existing Conditions Survey, Prepared by Redwood Properties

2.2 Surrounding Context

The subject lands are located at the north-eastern edge of the City of Mississauga, within the community of Malton. This area is in close proximity to Toronto Pearson International Airport and are bounded by Etude Drive to the north, Darcel Avenue to the east, Derry Road to the south and Goreway Drive to the west. The subject lands are well connected to the City, Region and Province's road network, as Goreway Drive is designated as a Major Collector Road, Derry Road East is a Regional Arterial Road and Highway 427 is located within a one-kilometre radius. These roads provide connections to surrounding cities such as Brampton and Toronto.

In terms of a greater surrounding context, **Figure 2-6** shows that the subject lands are situated in the midst of an established mixed-use area, varying in density and land uses. Immediately to the north, the western portion of the subject lands are bordered by a fire-station (7101 Goreway Drive), while the eastern portion is bordered by a single-family residential neighbourhood (Dalewood Drive), accessed from Etude Drive. Leading to the intersection of Etude Drive and Goreway Drive are a number of commercial uses, such as restaurants, grocery stores, offices and banks. Overall, the subject lands are located at the periphery of a primarily commercial area along Goreway Drive, in conjunction with Westwood Square Mall, located approximately 300 metres north of the subject lands and features a broad range of retail stores, and restaurants. The main cluster of the mall located between Etude Drive and Morningside Drive, includes medical and office uses (Lawyer, Peel Public Health, Medical Centre, Malton Neighbourhood Services), institutional uses (First Class Music Academy), retail (Menswear, Ducati Shoes), department stores (Walmart, Dollarama), grocery store (Freshco), LCBO, pharmacy (Shoppers Drug Mart), restaurants (Popeyes, Subway, Moga Pizza), and recreational uses (Fit4Less), totalling approximately 82 stores. Some of the mall's stores are located as stand-alone buildings at the edge of the property along Goreway Drive, such as a CIBC branch located at the corner of Etude Drive, Tim Horton's

situated at one of the parking lot entrances, and a money lending business at Joliffe Avenue. The lands at the intersection of Joliffe Avenue and Goreway Drive across Westwood Square are primarily residential uses, consisting of townhouses as well as a day-care centre. Further north, a gas station is located at the edge of the commercial area at the intersection of Morningside Drive and Goreway Drive. Surrounding the intersection to the north are a cluster of mid-rise residential buildings, ranging from six to seven storeys in height (Morning Star Apartments). Westwood Square Bus Terminal is located immediately east of the gas station and north of Westwood Square, with the Malton Public Library and Community Centre situated east of the bus terminal separated by the Greenway

Bordering the subject lands to the east and the south, the Malton Greenway follows Mimico Creek. Further east of the Greenway is a cluster of mid to high rise residential buildings, including apartments (7110 Darcel Avenue) and stacked townhomes (Westwood Abbey Apartments) at the intersection of Etude Drive and Darcel Avenue. These apartment complexes range in height from six to thirteen storeys. The neighbourhood surrounding the apartment cluster to the east is primarily lower density residential, where the built form is comprised of townhouses and single detached dwellings.

As stated previously, the Malton Greenway and Mimico Creek border the subject lands to the south. Three high-rise nine-storey residential buildings (3557 Derry Road East) are located south of Mimico Creek at the intersection of Goreway Drive and Derry Road. The area opposite of the high-rise apartments along Derry Road East consist of medical commercial (Malton Urgent Care Centre) and service-commercial uses including a gas station and restaurants. Light industrial uses, containing supply and distribution services, manufacturing, and offices are found further south of the commercial uses along Goreway Drive.

Directly south-west of the subject lands at the corner of Goreway Drive and Derry Road is a commercial plaza, with restaurants, convenience stores and loan services. The Paul Coffey Arena (formerly the Malton Arena) is located across the commercial plaza, on the opposite side of Derry Road. The Arena hosts a variety of programs, such as skating, ice-hockey, and ball-hockey and is surrounded by Paul Coffey Park (formerly Wildwood Park). The park spans approximately 45 hectares, southerly along Goreway Drive and westerly along Derry Road. Paul Coffey Park includes a cricket field, baseball diamond, soccer field, tennis courts, and numerous picnic areas and pavilions. The Avro Canada Monument is a historical landmark within the park, and the community of Malton, representing Canada's aviation industry. A private school, Newton's Grove School is located at the edge of the park along Goreway Drive.

Located west of the subject lands is a low-density residential neighbourhood, consisting of single detached dwellings. Interspersed within the single-family neighbourhood is the Malton Baptist Church along Etude Drive. The neighbourhood is supported by institutional uses, such as CIMT College, a private career college located at the intersection of Etude Drive and Goreway Drive and Ridgewood Public School, which has an adjoining accessory park space situated along Etude Drive.

The subject lands are in close proximity to a number of trails and parks, including the Malton Greenway Trail and Wildwood Park Trail, located within Paul Coffey Park (formerly Wildwood Park). The Wildwood Park Trail extends to the Malton Greenway Trail via Derry Road, and west along Goreway Drive. The Greenway Trail entrance and trail sign is located immediately south of the subject lands and runs north towards Etude Drive and Morning Star Drive, along the rear of Westwood Square. It features one of Malton's oldest trees and provides access to Elmcreek Park and the Malton Community Centre and Library.

A summary of the surrounding uses are outlined in the table below.

Table 2-1: Surrounding Context

TO THE NORTH	TO THE EAST
<ul style="list-style-type: none"> • Fire Station • Single Family Residential Uses • Commercial Uses • Westwood Square • Mid- Rise Apartment Uses • Westwood Mall Terminal • Malton Library 	<ul style="list-style-type: none"> • Malton Greenway • Mid & High-Rise Apartment Uses • Single Family Residential Uses • Highway 427
TO THE SOUTH	TO THE WEST
<ul style="list-style-type: none"> • Malton Greenway • High Rise Apartment Uses • Commercial Uses (Retail, Restaurant) • Medical Service Uses • Light Industrial Uses 	<ul style="list-style-type: none"> • Commercial Uses • Paul Coffey Malton Arena & Park • Avro Canada Monument • Single Family Residential Uses • Malton Baptist Church • Institutional Uses

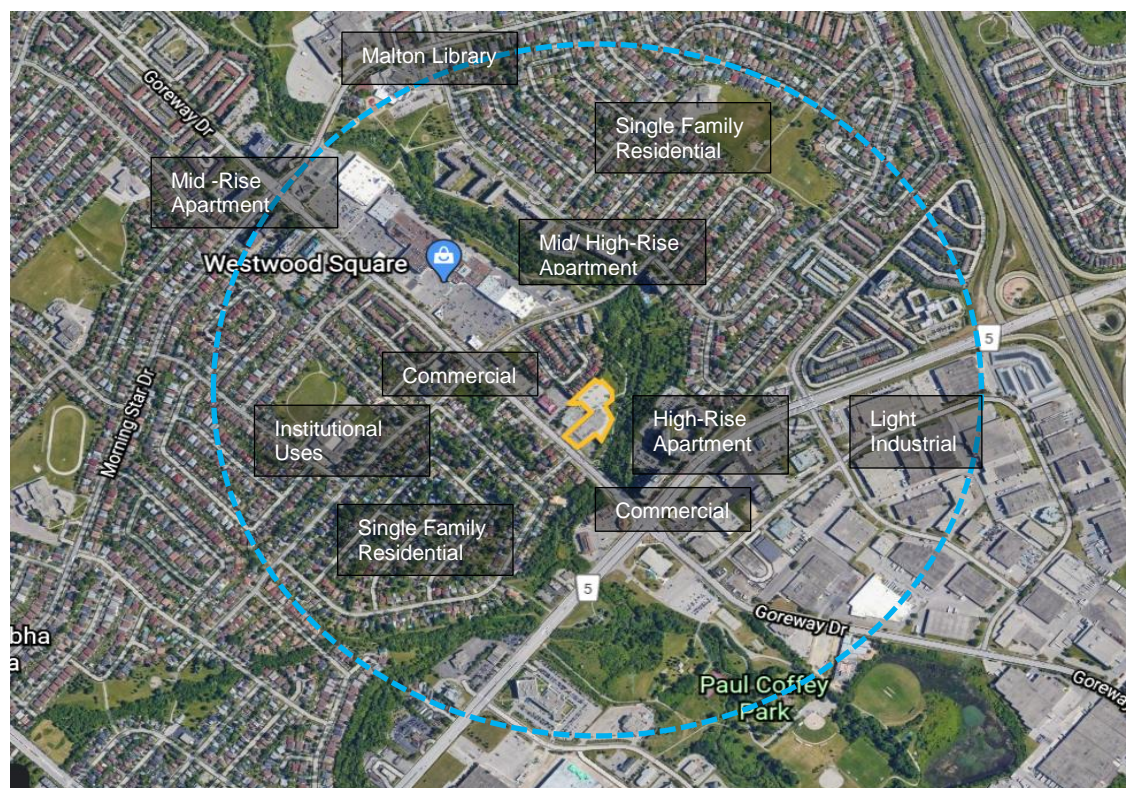


Figure 2-6: Approximate 800 metre walking distance radius (depicted in blue) around the subject lands (depicted in yellow), Retrieved from Google Earth

2.3 Transit

The subject lands are well serviced by inter-regional transit and intra-regional transit. Malton GO Station is located approximately one kilometre from the subject lands, and is serviced by the Kitchener GO Train Line, which provides off-peak and express service between Union Station and Kitchener GO Station, in addition to GO Bus #31 connecting Georgetown to Union Station and GO Bus #38, which travels between Bolton and Mississauga.

Mi-Way is the public transit operator for the City of Mississauga. The closest transit stops are located along the frontage of the abutting property to the south, approximately 15 metres from the edge of the subject lands as well as directly opposite of the subject lands at the intersection of Goreway Drive and Dorcas Street, approximately 30 metres from the western property line. The bus stops are serviced by Route 11 (Westwood), which operates between Westwood Square, Woodbine Centre and Islington Subway Station, connecting to Downtown Toronto and Route 42 (Derry), which provides access along Derry Road, connecting Westwood Square, the Malton GO Station, International Centre, and Meadowvale Town Centre.

As seen in **Figure 2-7**, the subject lands have excellent access to existing transit service, due to the close proximity to Westwood Square Terminal. In addition to Routes 11 and 42, the following bus routes operate from the terminal:

- Express Route 104 (Derry) provides express bus service along Derry Road between Meadowvale Town Centre and Westwood Square, connecting to Malton GO
- Express Route 107 (Malton) provides express bus service between City Centre Transit Terminal at Square One to Humber College, with stops at Sheridan College, the Toronto Pearson International Airport, and Westwood Square
- Bus Route 7 (Airport Road), which operates between Westwood Square and City Centre Transit Terminal at Square One, connecting to Sheridan College and Toronto Pearson International Airport
- Bus Route 15 (Drew) traverses along Drew Road from Tomken Road to Westwood Square
- Bus Route 16 (Malton) runs within the community of Malton, connecting Westwood Square, Lincoln M. Alexander Secondary School, residential areas in Malton east of Goreway Drive and the light industrial area south of Derry Road
- Bus Route 22 (Finch) provides access along Finch Avenue West, from Westwood Square in Mississauga to Humber College and Etobicoke Hospital in Toronto
- Bus Route 24 (Northwest) operates between Westwood Square, the International Centre, and the Toronto Pearson International Airport
- Bus Route 30 (Rexdale), which provides transit service along Derry Road and Rexdale Boulevard from Westwood Square to Islington Avenue in Toronto, with stops at Malton GO and Woodbine Centre/ Woodbine Racetrack

Express Route 107 and Bus Routes 7 and 24 integrate with the Mississauga Transitway, a dedicated bus-only roadway which traverses east to west between Winston Churchill Station near Oakville and Renforth Station near Toronto.

Due to the close proximity of Malton to the neighbouring cities of Toronto and Brampton, a number of Toronto Transit Commission ("TTC") and Brampton Transit routes also service Westwood Square Terminal, including;

Brampton Transit

- Bus Route 5 (Bovaird Drive), which provides transit service along Bovaird Drive from Mount Pleasant GO Station to Westwood Square, with stops at Trinity Common Terminal and Brampton Civic Hospital
- Bus Route 14 (Torbram Road) traverses north to south along Torbram Road from Countryside Drive to Westwood Square
- Bus Route 30 (Airport Road) operates along Airport Road from the AMB Distribution Centre at Mayfield Road to Westwood Square

TTC

- Bus Route 52 (Lawrence West) travels between Lawrence Station on the Yonge Subway Line to Westwood Square, with connections to Lawrence West Station on the Spadina Subway Line, the area of the Westway and Martin Grove, and Pearson International Airport

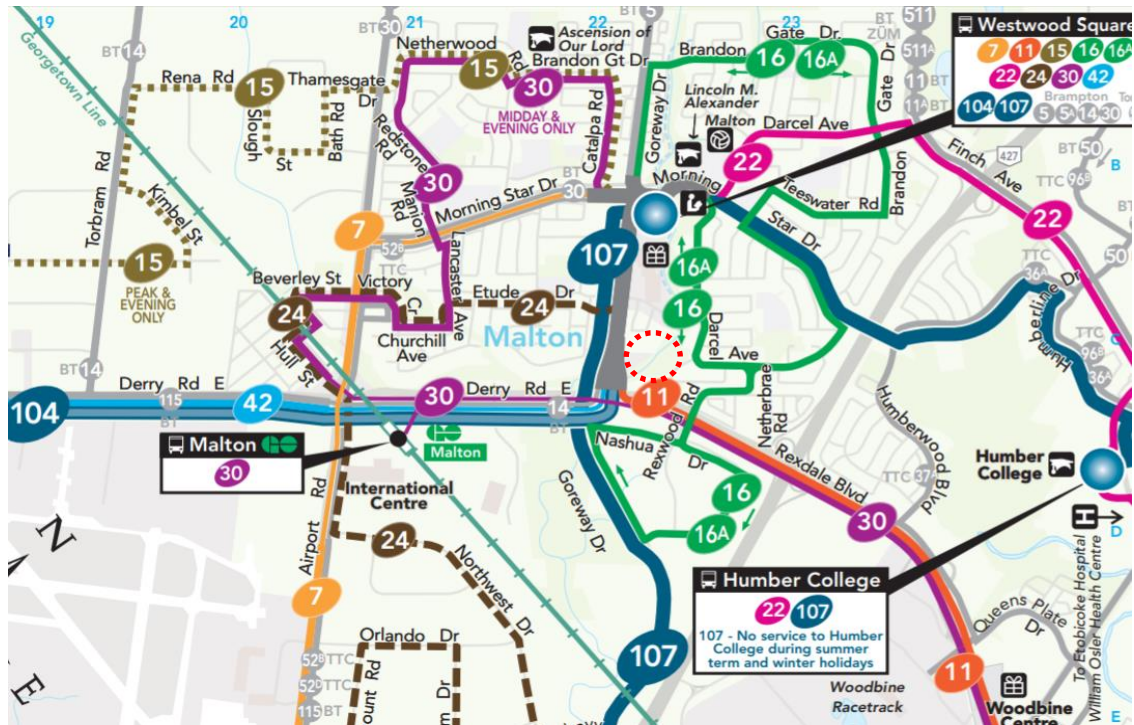


Figure 2-7: Mi-Way Transit System Mapping, Retrieved from Grand River Transit

3 Site Area and Images

Figures 3-1 to 3-7 below further show images of the existing conditions of the subject lands and surrounding context, retrieved from Google Street View and Google Earth.

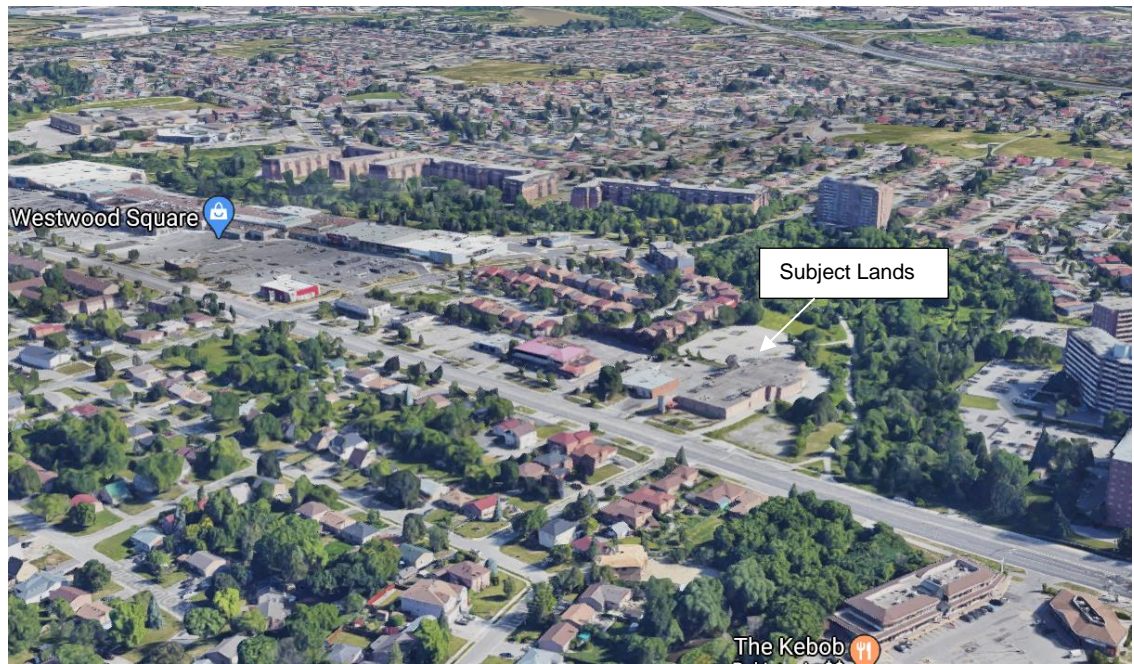


Figure 3-1: 3-D East-West View of the Subject Lands and Surrounding Area, Retrieved from Google Earth

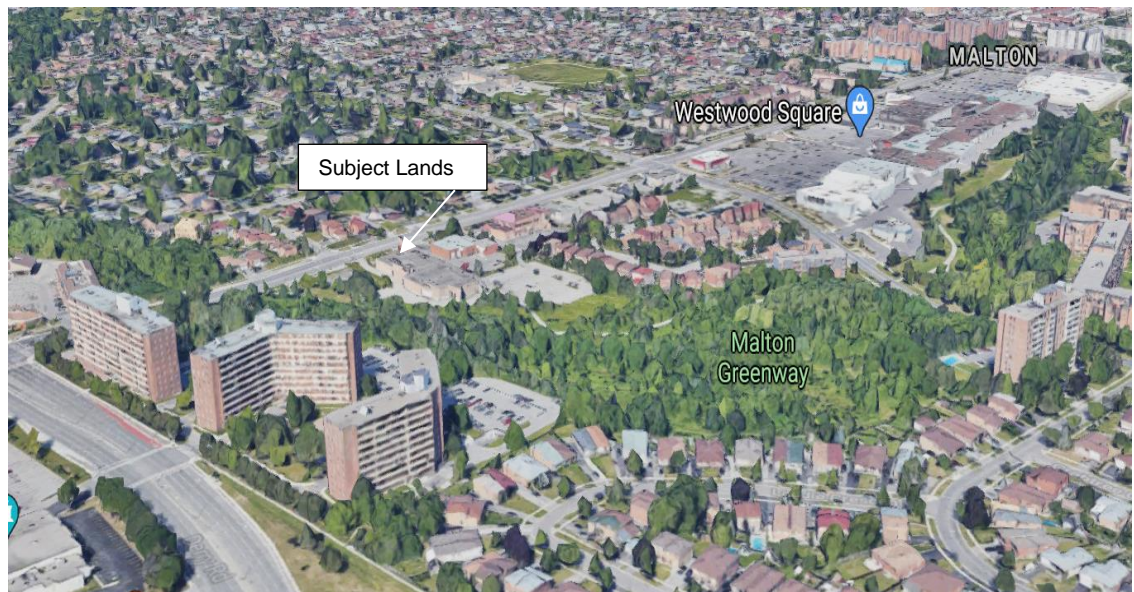


Figure 3-2: 3-D North-South View of the Subject Lands and Surrounding Area, Retrieved from Google Earth

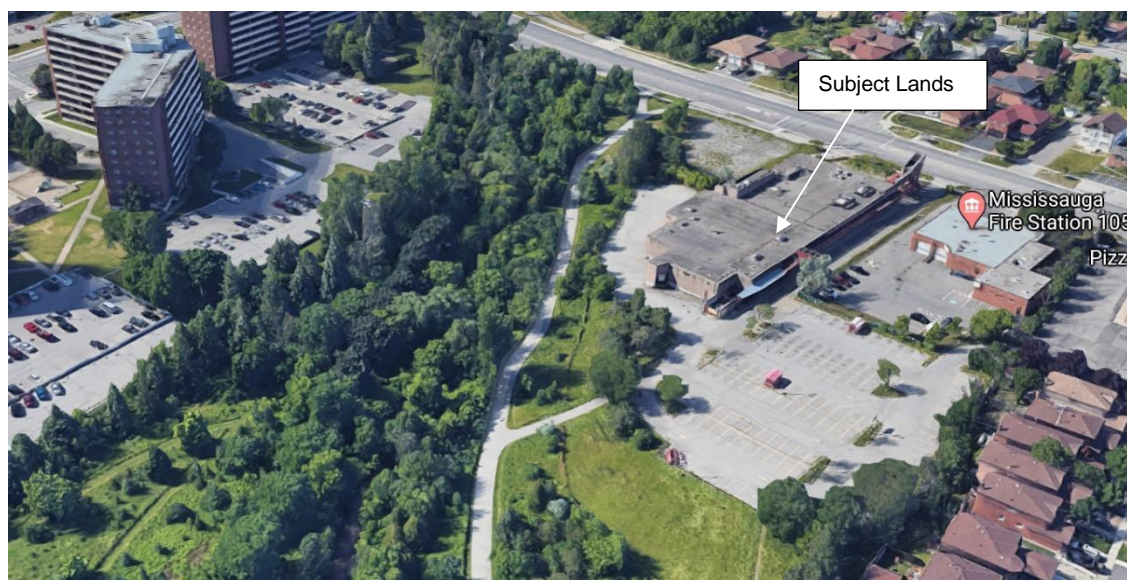


Figure 3-3: 3-D East West Orientation of the Subject Lands, Retrieved from Google Earth



Figure 3-4: 3-D North South Orientation of the Subject Lands, Retrieved from Google Earth



Figure 3-5: Southerly Limit of the Subject Lands, Retrieved from Google Streetview



Figure 3-6: View of the Subject Lands along Goreway Drive, Retrieved from Google Streetview

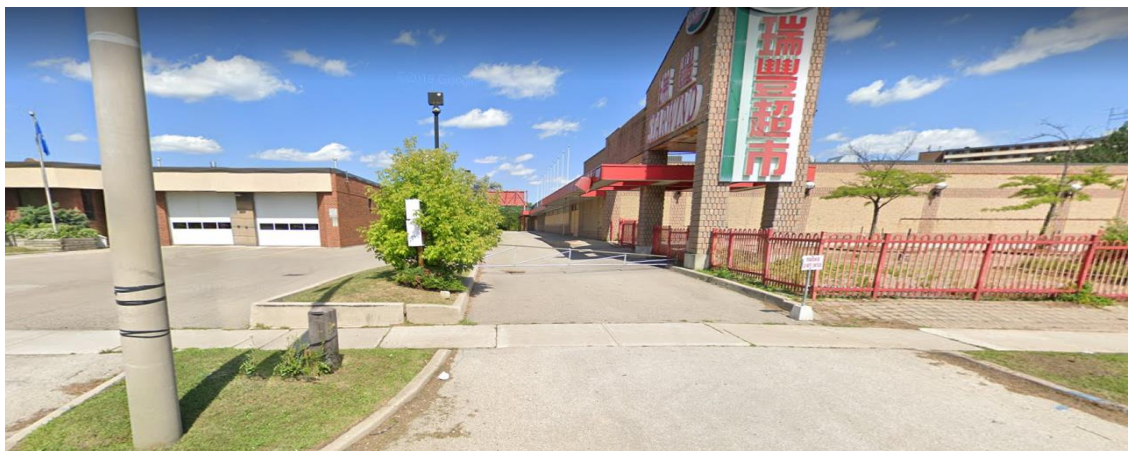


Figure 3-7: Northerly Limit of Subject Lands, Retrieved from Google Streetview

4 Development Proposal

The proposal for the subject lands is to construct a residential development, consisting of one eighteen (18) storey and one sixteen (16) storey residential building atop of a two (2) storey podium, in addition to twelve (12) two storey street townhouse units, with three (3) levels of underground parking, for a total of 271 units. These residential units will have vehicular access to Goreway Drive, through a connection from the proposed internal roadway. This will necessitate the removal of the existing commercial building on the subject lands.

The following table summarizes the composition of units in the proposed development, by typology.

Table 4-1: Composition of Units by Dwelling Typology

BUILT FORM	UNIT COUNT
18-storey Apartment Tower	138 units
16-storey Apartment Tower	121 units
Street Townhouse	12 units
Total	271 units

Table 4-2 below displays the overall site statistics for the proposed street townhouse and apartment units.

Table 4-2: Proposed Site Statistics of Development

ITEM		PROPOSED	
		Street Townhouse Units	Apartment Units
Gross Lot Area		9, 870 square metres	
Minimum Lot Frontage		44.5 metres along Goreway Drive	
Number of Dwelling Units		12 townhouse units	259 apartment units
Maximum Residential Gross Floor Area		1,128 square metres	26,088 square metres
Floor Space Index		2.8	
Minimum Lot Area		61 square metres	N/A
Minimum Lot Width		5.5 metres	N/A
Minimum Front Yard		2.1 metres	9.5 metres
Minimum Rear Yard		3.9 metres	12.9 metres
Minimum Side Yard	Exterior	2.0 metres	N/A
	Interior	7.7 metres	Northerly Side Lot Line: 9.6 metres Southerly Side Lot Line: 8.3 metres

	Common Walls	0.0 metres	N/A
Maximum Building Height	2 storeys		18 storeys
Maximum Podium Height	N/A		2 storeys
Minimum Tower Separation	N/A		19.6 metres
Minimum Landscaped Area	54%		27%
Minimum Amenity Area	N/A		1,768 square metres

The conceptual site plan, including the development dimensions is found in **Figure 4-1** and **Appendix A. Figures 4-2 to 4-4** provide a conceptual 3-D massing for the proposed development, highlighting the built form. **Figure 4-4** provides a conceptual 3-D massing of the proposed development, in the surrounding context. Please refer to the Architectural Set prepared by IBI Group for more details (i.e. floor plans, building sections).

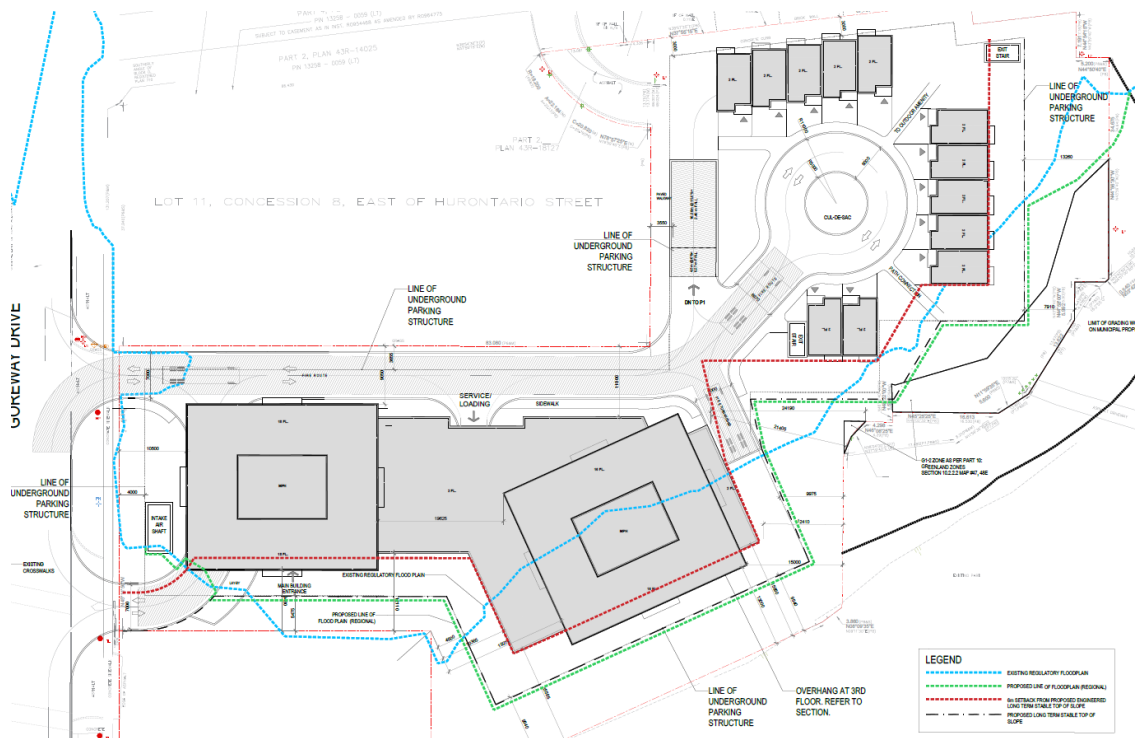


Figure 4-1: Proposed Development Concept Site Plan, Prepared by IBI Group



Figure 4-2: Preliminary 3-D Massing of the Proposed Development from an East-West Orientation of the Subject Lands, Prepared by IBI Group



Figure 4-3: Preliminary 3-D Massing of the Proposed Development from a View across Goreway Drive, Prepared by IBI Group



Figure 4-4: Preliminary 3-D Massing of the Proposed Development from a View across the Townhouses, Prepared by IBI Group



Figure 4-5: Preliminary 3-D massing of the Proposed Development, in the surrounding context, prepared by IBI Group

As seen in **Figure 4-1**, the blue dashed line on the concept plan shows the extent of the existing regulatory floodplain on the subject lands. Further described throughout this report, an updated hydraulic model of Mimico Creek has resulted in a change to the floodplain boundary herein referred to as the 'proposed floodplain boundary', shown in the green dashed line on the concept plan. All proposed buildings and structures will be directed outside of the proposed floodplain boundary.

The black dashed line on the concept plan depicts the engineered long-term stable top of slope on the subject lands. The proposed underground parking structure will be located outside of the long-term stable slope. A six-metre setback from the engineered long-term stable top of slope will be implemented to all proposed buildings, depicted in a red dashed line.

4.1 Proposed Podium

The proposed podium is two storeys, and will contain a shared entrance, providing access to the main lobby for the residential buildings. The main entrance, with a canopy ovetop will be located along the southern side of the podium, facing the Malton Greenway. Informal landscape treatments will separate the building from the Greenway, facilitating a smooth integration with the abutting natural features.

On the ground floor of the podium, a loading area and bicycle parking are situated along the northern side of the podium, facing the fire station on the abutting parcel. Within the proposed podium, common indoor amenity areas will be provided on the first and second floors, and could include uses, such as a multi-purpose room, gym, and fitness rooms. Five residential units are located on the second floor.

A roof-top terrace is proposed on top of the podium, accessed from the third floor of the residential buildings. This will provide visual interest to the façade and adequate separation between the towers, as well as outdoor amenity space. Three private terraces for residential units are also located on the roof-top terrace.

The proposed podium and third storey floor plans are provided below in **Figures 4-6 - 4-8**.

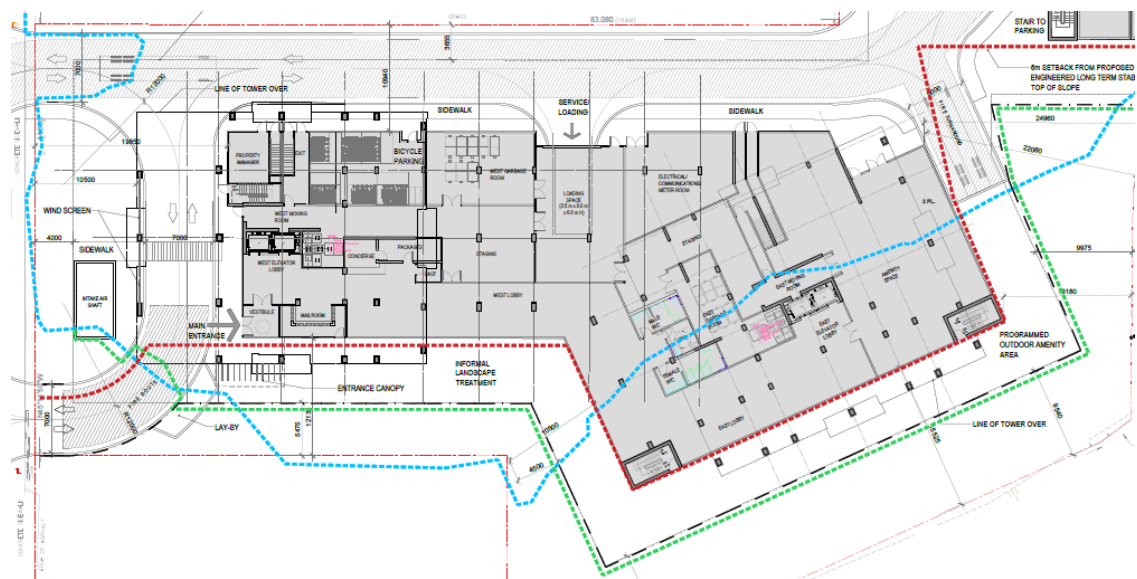


Figure 4-6: Proposed Ground Floor Plan of Podium, Prepared by IBI Group

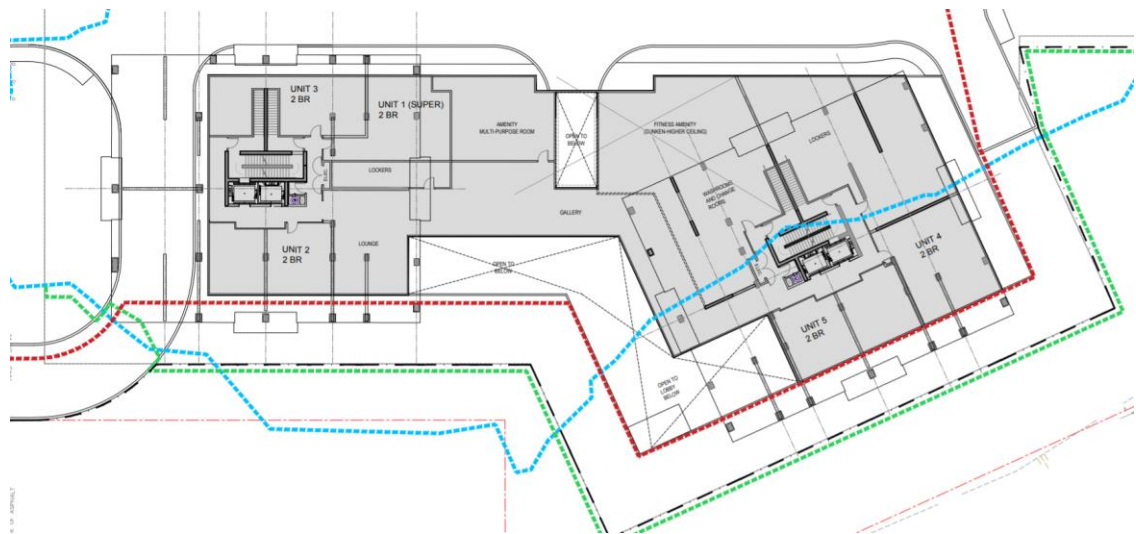


Figure 4-7: Proposed Second Floor Plan of Podium, Prepared by IBI Group

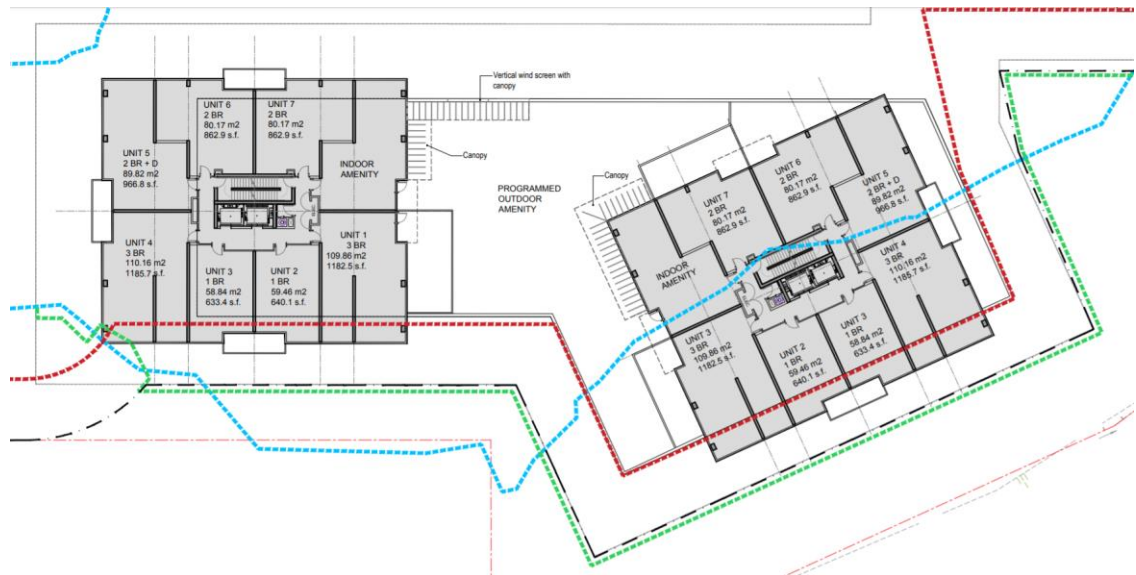


Figure 4-8: Proposed Third Floor Plan, Prepared by IBI Group

4.2 Proposed Residential Towers

Both residential towers will overlook the Malton Greenway, with the eighteen-storey residential tower, comprising of 130 residential units located in the south-western portion of the subject lands, and the sixteen-storey tower, with 113 residential units situated towards the south-eastern portion.

The current floor plan proposes eight units on each floor, where the unit typology will range from one bedroom to three bedrooms. The following table summarizes the composition of units in each residential tower.

Table 4-3: Unit Composition for each Residential Tower

UNIT TYPOLOGY	18-STOREY		16-STOREY		TOTAL	
1 bedroom	34 units	24.6%	30 units	24.8%	64 units	24%

2 bedrooms	37 units	26.8%	32 units	26.4%	69 units	25%
2 bedrooms + Den	33 units	23.9%	29 units	24.0%	62 units	23%
3 bedrooms	34 units	24.6%	30 units	24.8%	64 units	24%
Total	138 units		121 units		271 units	

The proposed residential unit layout is provided below in **Figures 4-9**.

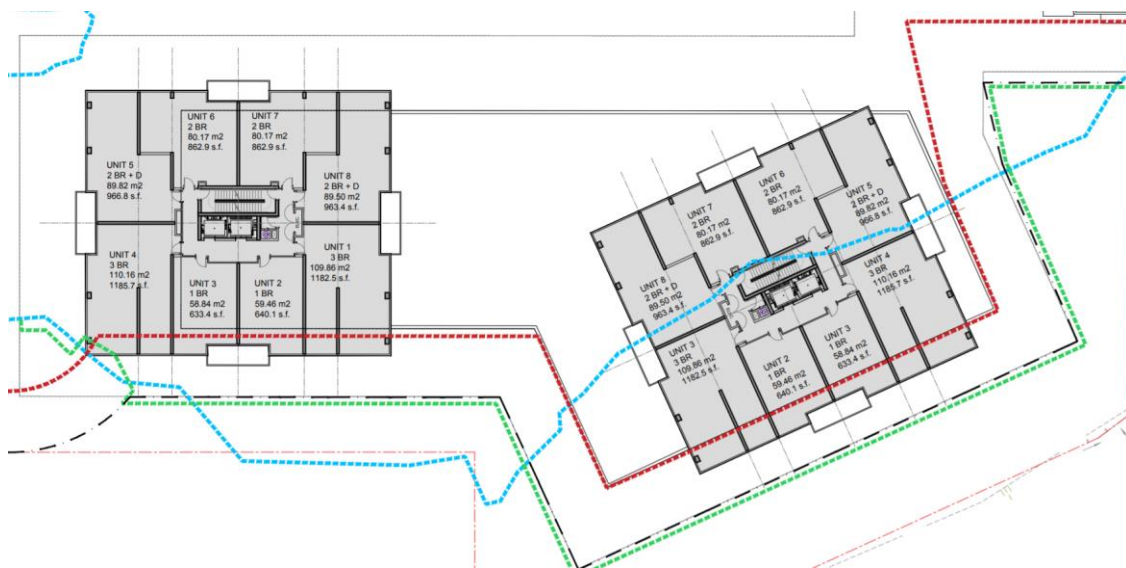


Figure 4-9: Proposed Residential Floor Plans, Prepared by IBI Group

4.3 Proposed Townhouse Units

The proposed development will consist of twelve street-townhouses, separated into two blocks of five units and one block of two units, situated on the north-eastern portion of the subject lands. The height of the proposed townhouse units will be two-storeys, in line with the proposed podium height.

4.4 Parking and Access

The main vehicular access to the proposed development will be situated along the northern boundary of the subject lands, in the form of a private street accessed from Goreway Drive. The internal road circulation system will travel east alongside the apartment building. Consideration was given in providing a turnaround lane along the eastern side of the podium to accommodate fire and emergency service vehicles. The private street will then culminate as a loop, providing vehicular access to the proposed townhouse units and below-grade parking structure. A sidewalk will be located along one side of the private street.

An access to the main entrance of the apartment building will be situated along the western boundary of the subject lands, in the form of a circular driveway, which will connect to the main vehicular access.

The vehicular parking component of the proposed development will include three levels of underground parking, located below the entirety of the developable area of the subject lands, until

the proposed floodplain boundary, as seen in **Figures 4-10**. A total of 74 bicycle parking spaces are proposed on-site and will be located on the main floor of the podium.

Both resident and visitor parking spaces are provided for in the underground parking structure, for a total of 372 parking spaces. **Table 4-4** summarizes the composition of vehicle parking spaces, by the type of residential unit.

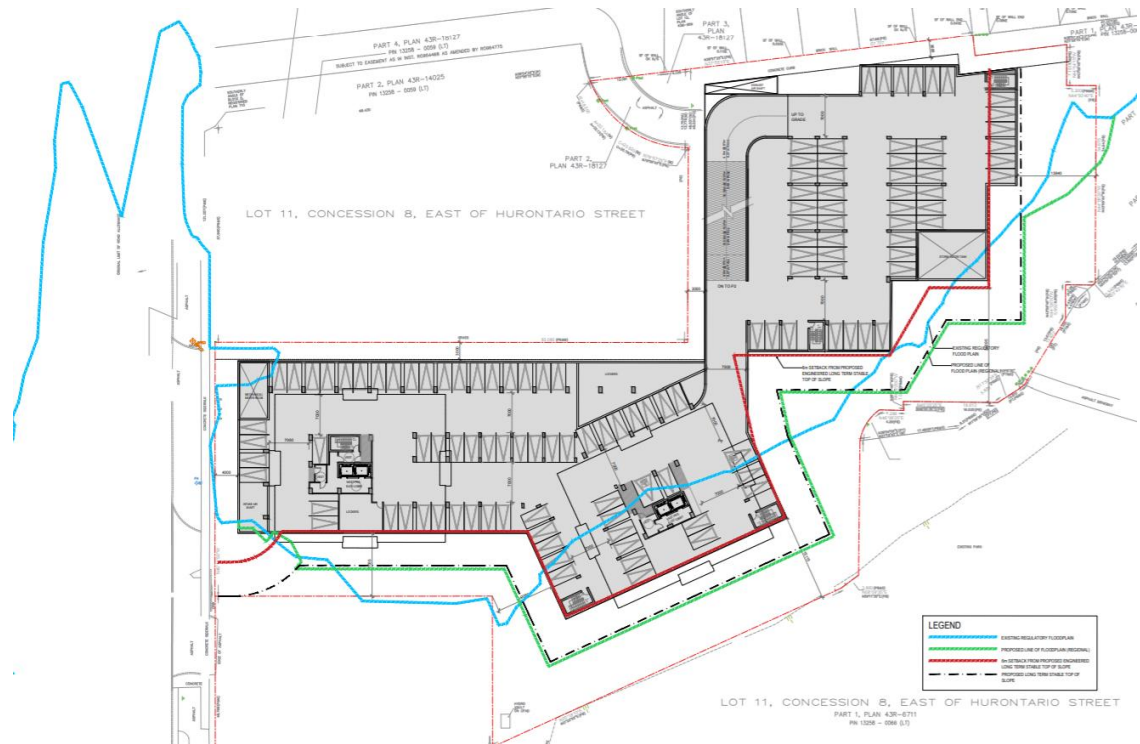


Figure 4-10: Level 1 of Underground Parking Plan, Prepared by IBI Group

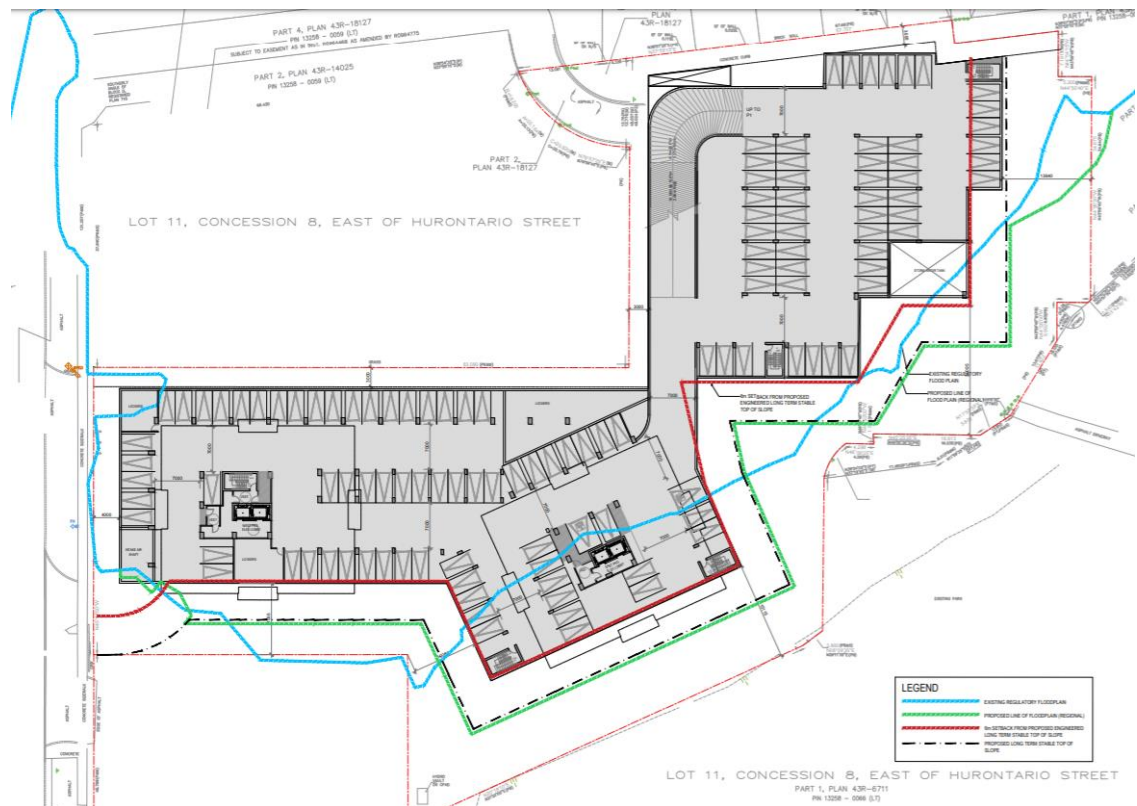


Figure 4-11: Levels 2 & 3 of Underground Parking Plan, prepared by IBI Group

Table 4-4: Parking Composition of Proposed Development

UNIT TYPOLOGY	18 STOREY TOWER	16 STOREY TOWER	TOWNHOUSES	TOTAL
1 bedroom	34 spaces	34 spaces		64 spaces
2 bedroom	42.6 spaces	36.8 spaces	13.8 spaces	93 spaces
2 bedroom + den	38 spaces	33 spaces		71 spaces
3 bedroom	46.6 spaces	42 spaces		89.6 spaces
Visitor	16.2 spaces	24 spaces	2 spaces	54 spaces
Total	189.7 spaces	166 spaces	16 spaces	372 spaces

5 Pre-Application Meeting

Prior to submitting an application, a pre-application meeting with the Development Application Review Committee (DARC) is required. The purpose of a pre-application meeting is to review a proposed development and identify high-level issues to determine the scope of information and studies/reports required to submit a complete application.

Initial DARC meetings occurred in January 2019 to discuss preliminary high-level issues. During the meetings, the Toronto Region Conservation Authority ("TRCA") expressed concerns with a

large retaining structure proposed as part of the initial plan to alleviate the flooding hazard and identified a willingness to consider grading options/solutions that would be acceptable, such as; the removal of the large retaining wall, re-establishing a gradual valley slope to contain a floodplain, incorporating the required ten metres buffer from the limit of the floodplain and valley corridor and providing restoration and enhancement within the valley corridor to achieve an ecological net gain for the Mimico Creek Watershed.

Following the initial meeting, a pre-application meeting request form and revised concept plans were submitted in September 2019. The concept plan prepared at the time was for the development of an eighteen-storey and sixteen-storey residential buildings atop of a two storey podium, in addition to fourteen two-storey back to back townhouses with two levels of underground parking. The proposed development has since been revised to one eighteen-storey and sixteen-storey residential tower atop of a two-storey podium, and twelve two-storey street townhouses, with three levels of underground parking.

Pursuant to the requirements of the City of Mississauga, a Pre-Application meeting with DARC occurred on October 16, 2019 to discuss the redevelopment of the subject lands, the concept plan prepared at the time, and the necessary planning approvals. The meeting confirmed that an Official Plan Amendment and Zoning By-law Amendment would be required. The E-Plans platform provided minor comments on the drawings submitted, in relation to identifying the Greenlands Zones on the subject lands, illustrating the limits of the proposed underground parking, and dimensioning the proposed townhouses.

The TRCA was not available to attend the DARC meeting and provided the following comments:

- A large structure (i.e. underground parking garage foundation) was still proposed within the valley corridor, and does not address the initial comments from January 2019
- Significant portions of the proposed development provide a 0 metre buffer to the valley corridor, which is not supported.
- An EIS Report is required in support of the development, demonstrating impacts, mitigation measures, and proposed environmental enhancements and restoration to achieve an ecological net gain

Similarly, the Housing comments were provided subsequent to the meeting and were as follows;

- A Housing Report is required as part of a complete application for residential developments of 50 or more ownership units. In addition, if the proposed tenure is ownership, the City is requesting that a minimum number of units be affordable to middle income households, as outlined in the table below.

Table 5-1: Middle Income Affordable Unit Request from the City of Mississauga

BUILDING	STOREYS	UNITS	MINIMUM NUMBER OF MIDDLE INCOME AFFORDABLE UNITS REQUESTED
Building 1	18	131 units	8 units
Building 2	16	114 units	7 units
Townhouses	2	16 units	2 units
Total		261 units	17 units

These concerns/comments will be addressed by the planning comments in Section 8 of this Report.

Alongside this Planning Justification Report, the following materials required by the City of Mississauga for a complete Official Plan and Zoning By-law Amendment application have been submitted;

- Application Form and fees
- Cover Letter
- Context Plan
- Concept/ Site Plan
- Grading Plan
- Site Servicing Plan
- Underground Parking Plan
- Survey Plan
- Building Elevations
- Sun/Shadow Study
- Digital 3D Building Mass Model (Sketchup)
- Official Plan Amendment
- Zoning By-law Amendment
- Draft Notice Sign Mock-up
- List of Low Impact Design Features for Site and Building (demonstrated within the Planning Justification Report)
- Public Engagement Strategy
- Waste Feasibility Study (Region of Peel) (demonstrated within the Planning Justification Report)
- Operations and Safety Assessment
- Archaeological Assessment
- Phase 1 Environmental Site Assessment
- Wind Study
- Acoustical Feasibility Study
- Arborist Report
- Tree Inventory/ Tree Preservation Plan
- Easements/ Restrictions on Title
- Traffic Impact Study
- Transportation Demand Management Strategy
- Parking Utilization Study
- Top of Bank Survey
- Environmental Impact Statement
- Functional Servicing Report/ Stormwater Management Report

- Drainage Proposal
- Housing Report

A copy of the Submission Requirements Checklist is provided in **Appendix B**.

6 Supporting Studies

The City's Pre-Application Meeting process outlined the information and materials required to submit a complete application. In accordance with this document, and in the interest of good planning, technical studies were completed. All of the reports and studies are included separately. An overview and summary of these professional studies and reports are provided below.

6.1 Archaeological Assessment

A Stage 1 Archaeological Assessment was completed by Bluestone Research in April 2020. The purpose of the assessment was to provide information about the subject land's geography, history, previous archaeological fieldwork and current land conditions.

The primary conclusion of the assessment was that the subject lands are already disturbed and do not exhibit the potential for the identification and recovery of archaeological resources and no further work is recommended.

6.2 Geotechnical Engineering Report

A preliminary Geotechnical Engineering Report was completed by Grounded Engineering Inc. in April 2020. The purpose of the Geotechnical Report was to provide preliminary geotechnical engineering design advice in advance of the subsurface investigation for the proposed development.

The following limitations were identified:

- To protect the slope, site development and construction activities should be designed in a manner that does not erode the surface slope. Site drainage and grading must not produce concentrated overland flow directed towards the slope crest of face
- A healthy vegetative cover should be created and maintained on the slope

This preliminary geotechnical engineering report is appropriate for due diligence and planning purposes only. Additional boreholes, wells, and a detailed geotechnical engineering report will be required for the detailed design stage.

6.3 Hydrogeological Study

A preliminary Hydrogeological Desktop Study was completed by Grounded Engineering Inc. in April 2020. The purpose of the Hydrogeological Desktop Study was to provide preliminary hydrogeological design advice in advance of the subsurface investigation for the proposed development. The primary conclusion from the study was that negative impacts could occur as a result of the groundwater taking at the site.

The following mitigation measures were identified:

- If there are changes to adjacent buildings, consideration must be given to implement a monitoring and mitigation program during dewatering activities

- Both the temporary construction dewatering system and the permanent building drainage system must be properly installed and screened to ensure sediments and fines will not be removed, which is typically a primary cause of dewatering related settlement

No monitoring wells are currently present on site. Monitoring wells will be installed in the future to confirm findings of this study.

6.4 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (“ESA”) was completed by Grounded Engineering Inc. in April 2020. The purpose of the Phase 1 ESA was to support a Record of Site Condition and determine if the subject lands would be prone to actual or potential sources of contamination.

Potential environmental concerns on the subject lands identified in the Phase 1 ESA include:

- Importation of Fill Material of Unknown Quality in the soil affecting the entirety of the subject lands
- Off –site: Gasoline and Associated Products Storage in Fixed Tanks in the soil and ground-water affecting the northern and southern portions of the subject lands
- Due to the construction period of the existing building, it is possible that the building may contain asbestos and PCB fluorescent lightbulbs

The results of the Phase 1 ESA identified potential sources of contamination, and therefore, a Phase 2 ESA will be required prior to the submission of a Record of Site Condition (RSC) and to assess the soil and ground water quality on site.

6.5 Pedestrian Wind Study

A Pedestrian Wind Assessment (“Wind Study”) was completed by SLR Consulting in April 2020. Key conclusions and recommendations from this study include:

- In both the existing and proposed configurations, the wind safety criterion is expected to be met on an annual basis
- Wind conditions at the main entrances, secondary entrances, exits and individual townhouse entrances are expected to be comfortable for the intended usages year-round. For walkways and grade level amenity spaces, similar wind conditions are anticipated.
- Wind conditions at the outdoor amenity terraces on Floor 3 are generally suitable for sitting and standing year-round. Additional wind mitigation features are described, such as dense landscaping and vertical wind screens. These measures will be implemented at site-plan stage.
- On the sidewalks surrounding the proposed development, wind conditions remain similar between the existing and proposed configurations and are suitable for the intended usage.

6.6 Acoustical Feasibility Study

An Environmental Noise Assessment (“Noise Study”) was prepared by SLR Consulting in April 2020. The purpose of the Noise Study was to examine the potential impacts of the environment on the proposed development, the impacts of the proposed development on the environment and the impacts of the proposed development itself.

The main conclusion of the Noise Study is that the proposed development will have a negligible effect on the neighbouring properties.

Key conclusions evaluating the impact of the environment on the proposed development include:

- Noise impacts within the common outdoor amenity areas are predicted to be within acceptable levels and no physical mitigation measures are required.
- No significant stationary noise sources were identified. Potential for noise impacts from surrounding stationary sources are not anticipated to be a concern as surrounding industries and commercial properties are expected to meet the NPC-300 guideline limits at closer intervening noise sensitive buildings.

The following recommendations were provided to ensure that the proposed development would meet applicable noise level criteria for indoor noise levels:

- Warning clauses should be included in agreements registered on Title for residential units and included in agreements of purchase and sale.
- The combined glazing and frame assembly must be designed to ensure overall sound isolation performance meets the sound isolation requirements
- Potential mechanical requirement is required to meet MECP Publication NPC-300 required at the worse-case off-site noise sensitive receptors

6.7 Arborist Report

An Arborist Report was prepared by Strybos Barron King Ltd ("SBK") in May 2020. The purpose of the report was to ensure that any tree removals would be in conformity with City of Mississauga tree bylaw requirements.

The primary conclusion of the report was that due to the proposed construction, grading and servicing constraints, twenty trees subject to the private tree by-law will require removal. In compliance with the City of Mississauga Private Tree By-law, a permit will be required prior to tree removal works.

With the exception of trees occurring within the proposed grading limits, all trees situated on adjacent properties are to be preserved and protected in accordance with the City of Mississauga tree protection standards.

6.8 Environmental Impact Statement

A preliminary scoped Environmental Impact Statement ("EIS") was prepared by Palmer Environmental Consulting Group Inc. in May 2020. Key conclusions from the EIS include:

- The proposed development is not expected to result in the removal or the encroachment into the Cultural Woodland vegetation community adjacent to the subject lands
- The proposed works are not expected to alter or impact the main multi-use trail system or interfere with Mimico Creek

Recommended mitigation measures include:

- To protect the portion of the Cultural Woodland located north of the subject lands, native buffer planting are proposed
- The area between the existing trail and the subject lands is also proposed to be enhanced with native buffer plantings.
- A 10 metre buffer is proposed to be planted from the feature limit to protect the existing vegetation cover

6.9 Flood Hazard Assessment

A Flood Hazard Assessment was prepared by Greck and Associates Limited in April 2020. The purpose of assessment was to confirm the existing regulatory floodplain limit on the subject lands, through an update of the TRCA's existing Mimico Creek regulatory hydraulic modelling and consideration of the proposed development conditions, regulatory impacts and TRCA policy.

The assessment concluded that the regulatory floodplain elevation changed upon updating a hydraulic model and the increase in flood elevation extends approximately 200 metres upstream. Therefore, the proposed building and parking garage lie entirely outside of the proposed floodline and all buildings are to be a minimum 0.3 metres above the Regulatory Flood elevation.

The main conclusion is that there will be sufficient flood hazard protection, including safe access from Goreway Drive and dry floodproofing for all development structures above a minimum 0.3 metres freeboard.

Key points within the assessment include:

- The preferred option includes fill with the floodplain, while providing a vegetated slope along the south-east limit of the subject lands
- The proposed grading works are to provide a minimum 0.3 metres of freeboard from the determined regulatory flood elevation
- The conceptual design includes proposed cut within the northern eastern property limits to ensure an overall cut-fill balance. This will include some minor grading within the City owned valley lands above the 100-year flood elevation.
- Proposed conditions demonstrate that there will be a net improvement to the flood storage available within the channel corridor

6.10 Traffic Impact Study

A Transportation Impact Study ("TIS"), Transportation Demand Management Strategy ("TDM") and Parking Utilization Study was prepared by IBI Group in May 2020. The purpose was to analyze the impact that the proposed development may have on the surrounding transportation network and takes into account the impacts of background traffic growth in the area. The study also includes a site access conceptual design review examined functional circulation for vehicular traffic.

Key conclusions from the TIS include:

- Under existing traffic conditions, several signalized movements within the study area intersections were observed to operate above critical capacity and/or queuing thresholds during the weekday AM and PM peak hours, including eastbound left-turn and westbound right-turn movements at the Goreway Drive and Derry Road East intersection during the weekday PM peak hour and the westbound left-turn movement at the Goreway Drive and Etude Drive intersection during both the weekday AM and PM peak hours.
- Under 2025 future background conditions, the identified operational constraints under existing conditions are expected to be exacerbated due to background traffic growth. No new critical movements are expected under future background conditions.
- Under 2025 future total conditions, the identified operational constraints under existing and future background conditions are expected to continue. The only new critical movement identified is the southbound left turn movement at the Goreway Drive and Derry Road East intersection during the weekday AM peak hour. This movement is expected to experience a queue storage spillover of up to one car length. However, the impact of

additional vehicle within the available storage lanes is expected to be minimal on traffic operations.

- Queues associated with the westbound right turn movement at Goreway Drive and Derry Road East are anticipated to increase. Notwithstanding, these queue storage spillovers are observed under existing conditions and are expected to continue under future conditions regardless of the proposed development.

Key recommendations from the TIS include:

- At the Goreway Drive and Derry Road East intersection, transfer 3.0 seconds of green time from the westbound through movement to the eastbound left-turn movement during the weekday PM peak hour. This would result in all movements at this intersection anticipated to operate within capacity under future conditions.
- At the intersection of Goreway Drive and Etude Drive, investigate the feasibility of implementing an advanced westbound left-turn phase during the weekday AM and PM peak hours. This would improve traffic operations for the westbound left-turn movement to levels below critical capacity thresholds. Further analysis to assess the feasibility of this measure is recommended.

6.10.1 Parking Utilization Study

Key conclusions from the parking analysis include:

- Based on a comparison to regulations in other municipalities, and to comparable developments elsewhere in the City of Mississauga, the proposed parking supply of 372 parking spaces is expected to be sufficient to accommodate anticipated demand.
- This supply translates to 1.37 parking spaces per dwelling unit and is more parking than is required in areas with comparatively poor transit service, and is more parking than was required at comparable developments in the City of Mississauga.

6.10.2 Transportation Demand Management Strategy

A Transportation Demand Management ("TDM") Options Memorandum was prepared in May 2020 in accordance with the City of Mississauga's TIS Guidelines.

The following recommendations were highlighted in the memo:

- The proposed site will have concrete sidewalks surrounding the residential buildings with landscaped and amenity areas near the main entrance providing a pleasant pedestrian experience.
- The proposed sidewalks will have pedestrian amenities that provide safe and convenient pedestrian access to all entrances. Pedestrian amenities include benches, textured surfaces and planters and will be complimented by landscaping.
- Signage should be provided for clear wayfinding to all active transportation facilities
- The proposed development will have 6 short-term secure bike parking facilities located near the entrance of the main building and other convenient locations throughout the site to accommodate visitors coming by bicycle..
- The development will have a designated bike parking room on the ground floor and there are storage lockers on each level of underground parking and on the second-floor podium that can be used as bike lockers.
- Information regarding transit routes, schedules, connections, and other information regarding transit will be provided in the resident welcome package.

- Tenants of the development will also receive transit information in real-time via digital displays in shared amenities within the development such as lobbies, elevators, common areas, etc.
- Parking spaces will be unbundled from the sale of the unit.
- Designating some of the visitor parking spaces for carsharing vehicles will be investigated.
- The development will investigate potential partnership opportunities with the municipality to deliver transportation education programs, transportation fairs, training programs and community-based social marketing and travel planning programs.

6.11 Housing Report

A Housing Report was prepared by IBI Group in May 2020. The purpose of the report was to demonstrate how the proposed development would meet Provincial, Regional, and City housing objectives.

The tenure of the proposed development is undecided at this stage, as it will either be a condominium or rental tenure. The owner is determining the best suitable option for the community. Nonetheless, though it is not a statutory requirement, an affordable component is proposed.

The primary conclusion of the report is that the proposed development currently proposes to meet housing objectives and affordable housing targets for the Region of Peel and City of Mississauga, through providing 271 rental or condominium units with a variety of sizes.

6.12 Functional Servicing Study/ Stormwater Management Report

A preliminary Functional Servicing Report ("FSR") was prepared by Schaeffers Consulting Engineers in May 2020. The purpose of the report was to evaluate the existing and proposed water supply, sanitary and storm-water management services within and surrounding the subject lands, thereby demonstrating the viability of the proposed development and guiding its detailed design.

Key conclusions from this report include:

- One 200mm fire connection and one 150mm domestic water service connections are proposed to service the subject lands. Water supply servicing will be provided from the existing 400mm diameter watermain located along Goreway Drive. No capacity constraints are expected and hydrant testing shall be conducted to verify the available pressure.
- The proposed development will be serviced via a connection to the existing 250mm diameter sanitary sewer located along Goreway Drive. No constraints are expected on the downstream sanitary sewers.
- An existing storm sewer that cuts through the middle of the subject lands will be redirected around the development (through a new easement) to Mimico Creek. Peak flows from the subject lands will be controlled via on-site measures which include a storage tank within the underground parking, prior to discharging via the proposed storm sewer towards Mimico Creek.
- 5mm retention and water quality control will be provided. Further details will be provided prior to site plan application.

6.13 List of Low Impact Design Features

A list of Low Impact Design Features that may be included in the proposed development as recommended by all sub consultants is provided below:

- Permeable paving to mitigate run off
- Bioswales/infiltration galleries
- High albedo paving materials to reduce urban heat island effect
- Increased naturalization planting along park allowing for rainwater capture
- Rainwater captured for re-use (via irrigation, and/or mechanical cooling system)
- Bicycle parking in a secure weather protected room at grade.
- Bird Friendly Glazing for windows 12m above grade
- Exterior light that are properly shielded to prevent glare or light trespass onto neighbouring properties.
- Sidewalk and walkways that connects building entries to pedestrian paths.

6.14 Sun/Shadow Study

A Sun/Shadow Study was completed by IBI Group in June 2020. The purpose of the Sun/Shadow Study was to provide a visual analysis of the shadow impact on the surrounding area by the proposed development. It is included as part of the Architectural Set.

The key conclusion from the study is that the proposed development is in compliance with the identified criteria in the Terms of Reference provided by the municipality.

7 Planning Applications

To permit the proposed development, approval of several planning applications will be required, such as an Official Plan Amendment (“OPA”) and a Zoning By-law Amendment (“ZBLA”). Subsequent to the approval of the OPA and ZBLA, a Site Plan will be required and if ownership is proposed, a Draft Plan of Condominium will be submitted.

7.1 Official Plan Amendment

The City of Mississauga Official Plan was adopted by City Council in September 2010 and was approved by the Region of Peel in September 2011. The Mississauga Official Plan came into partial effect on November 14, 2012, when the OMB approved the Official Plan with some modifications and except for those policies still under appeal.

Schedule 9 – Character Area of the Official Plan identifies that the subject lands are located within the Malton Neighbourhood Character Area, which permits a maximum building height of four storeys. Within the Malton Neighbourhood Character Area policies, the subject lands are located within Special Site 2, which has policy direction that does not permit driveway areas between buildings and the street line.

Schedule 10 – Land Use of the Official Plan designates the subject lands as ‘Mixed Use’. The permitted uses on lands designated ‘Mixed Use’ include: a commercial parking facility, financial institution, funeral establishment, makerspaces, motor vehicle rental, overnight accommodation,

and personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurants, retail stores and secondary offices.

To permit the residential development, an OPA will be required to modify the 'Special Site 2' in the Malton Neighbourhood Character Area to include all the subject lands and permit an increased height of eighteen storeys and a driveway area between the proposed buildings and street line. In addition, the OPA will provide a site-specific exception to the 'Mixed-Use' designation to permit exclusively residential uses, not in conjunction with other permitted uses.

Please refer to the proposed changes in **Section 10.1** of this report and the Draft Official Plan Amendment in **Appendix C**.

7.2 Zoning By-law Amendment

The City of Mississauga Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007.

The majority of the subject lands are currently zoned 'General Commercial' (C3-6), which permit a retail store and an accessory outdoor garden centre only with site-specific regulations pertaining to maximum gross floor area for non-residential uses, and maximum area of an accessory outdoor garden centre. The south-eastern portion of the subject lands is zoned 'Greenlands – Natural Hazard' (G1-2), which permit flood control, stormwater management and natural heritage features, alongside the site-specific provision permitting the additional use of parking for lands zoned C3-6.

The General Commercial, with site specific (C3-6) zoning does not permit residential uses, in the form of an apartment building or townhouses. Therefore, a ZBLA is required to rezone the developable area intended for the proposed apartment building to the Apartment (RA-5), in order to allow for the building typology, the underground parking structure, and permitted use of residential units. With reference to the RA-5 provisions, the proposed ZBLA will also address site specific provisions pertaining to: maximum Gross Floor Area ("GFA"), minimum front and rear yard setbacks, minimum interior side yard, minimum landscaped area, minimum amenity area and percentage of total required amenity area in one contiguous area.

Similarly, the proposed ZBLA will also rezone the area planned for the townhouses to the 'Townhouses on a CEC-Road' (RM6) Zone, to allow for the residential building typology, and the underground parking structure. Regarding the RM6 provisions, the ZBLA will address site-specific provisions relating to: minimum setback to all lands zone G-1, minimum lot area, minimum front and rear yards, minimum exterior side yard setbacks, minimum setback of townhouses to a CEC-amenity area and the minimum width of a CEC road & sidewalk.

The proposed ZBLA will also provide reductions to the standard parking rates, identified within the Zoning By-law for both building typologies.

The south-eastern portion, beyond the developable area and underground parking structure limits will remain zoned 'Greenlands- Natural Hazards' (G1-2).

Please refer to the proposed changes in **Section 10.2** of this report and the Draft Zoning By-law Amendment in **Appendix D**.

8 Current Planning Status

The following subsections provide an assessment of the proposed development against current and applicable planning policy, including the Planning Act, Provincial Policy Statement (2020), and Growth Plan for the Greater Golden Horseshoe 2019, Region of Peel Official Plan, City of Mississauga Official Plan, and the City of Mississauga Zoning By-law 0225-2007. These

documents are reviewed in detail below and specific policies are quoted following which a planning comment is provided along with subsection summaries.

8.1 Planning Act

The Planning Act, R.S.O. 1990, c. P.13 (the "Planning Act") deals with land use planning in Ontario and outlines how land is controlled and the roles of various levels of government and the public in regard to land use matters. **O.Reg 543/06** deals with the ability and requirements for a Municipality to enact and amend Official Plans, while **O.Reg 545/06** discusses the ability and requirements for a Municipality to enact and amend Zoning By-laws. Powers with respect to Zoning By-laws under Section 34 in the Planning Act include, amongst other things, the ability to prohibit erecting, locating or using of buildings or structures; for prohibiting any use of land; for regulating the type of construction and the height, bulk, location size, floor area, spacing, character and use of buildings or structure; and for requiring provision and maintenance of parking facilities. The last date of consolidation was December 10, 2019. The following excerpts and comments apply to the subject planning applications.

Section 2 of the Planning Act refers to matters of **provincial interest** that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, must have regard to, among other matters to carry out their responsibilities under the Act. Applicable matters listed in that section which pertain to the proposed applications include:

a) *the protection of ecological systems, including natural areas, features and functions;*

Planning Comment: No development or site alternation is proposed within defined natural heritage features. Significant wildlife habitats will be confirmed through additional field surveys by Palmer Environmental Consulting Group.

d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*

Planning Comment: The subject lands do not contain any features of significant cultural, historical, scientific or archaeological interest, as confirmed by the Archaeological Assessment completed by Bluestone Research.

e) *the supply, efficient use and conservation of energy and water*

Planning Comment: The proposed development will not interfere with Mimico Creek, as indicated within the EIS prepared by Palmer Environmental Consulting Group. The development will provide additional housing in an area where energy resources (gas, hydro, etc) are already available and will be used more efficiently by this increase in housing.

f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

Planning Comment: The proposed development will efficiently utilize existing communication, transportation, sanitary and water infrastructure as a result of this proposed increase in residential density on the subject lands. The FSR, prepared by Schaeffers Consulting Engineers confirmed that there are no constraints expected on the water supply and downstream sanitary sewers because of the proposed development. Waste management will be provided privately.

h) *the orderly development of safe and healthy communities;*

h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

Planning Comment: The subject lands are located within the Urban System and existing built-up boundary of the City of Mississauga, where the broader surrounding context consists of a diversity of uses including residential, commercial, open space, employment and institutional. However, the immediate neighbouring uses along Goreway Drive is primarily commercial due to

the presence of Westwood Square Mall and employment to the south of Derry Road East. Therefore, the proposed residential development will infill underutilized lands to add to the eclectic mixture of uses and increase net residential density along the corridor to support surrounding commercial businesses with increased clientele. The proposed layout will ensure compatibility with neighbouring land uses, by placing the lower-density townhouses on the eastern portion of the subject lands adjacent to the existing single detached dwellings along Dalewood Drive and positioning the higher density residential buildings on the western portion, abutting Goreway Drive and Malton Greenway. This redevelopment will result in a more orderly, safe and healthy community.

There is sufficient flood hazard protection, include allowing safe accesses from Goreway Drive, therefore there are no public safety concerns as demonstrated by the Flood Hazard Assessment prepared by Greck and Associates.

The proposed development will be compliant with AODA standards to ensure that there is adequate accessibility for persons with disabilities. Further details will be provided at site plan stage.

- i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

Planning Comment: There is an appropriate distribution of educational, health, social, cultural and recreational facilities surrounding the subject lands to support the proposed increase in population. The subject lands are located in close proximity to institutional uses (i.e. Ridgewood Public School, CIMT College – Malton Campus, Lincoln M. Alexander Secondary School), cultural and recreational facilities (i.e. Fit4Less, Malton Library) and a number of trails and park such as the Malton Greenway, Derry Greenway Park, Paul Coffey Park and Elmcreek Park.

- j) *the adequate provision of a full range of housing, including affordable housing;*

Planning Comment: The proposed development will add to the mix and range of dwelling types in the surrounding area, through the inclusion of townhouse and apartment units with different bedroom sizes. This will help accommodate a range of incomes and residents, including seniors and smaller households. Though the proposed tenure has not been finalized as of yet, both options will aid in providing affordable housing for middle income households. In addition, the compact built form is slated to be more affordable, compared to single detached homes.

- o) *the protection of public health and safety;*

Planning Comment: As stated within the Floodplain Hazard Assessment prepared by Greck and Associates, the regulatory floodplain elevation has extended approximately 200 metres upstream, upon updating the hydraulic mode. Therefore, all proposed buildings and structure are located outside of the proposed floodline.

The subject lands are located within a neighbourhood that is well served by a variety of services, including commercial (Westwood Mall), open space recreational (Greenway and Paul Coffey Park), institutional and employment south of Derry Road East. The proposed development will improve public health and wellbeing, by encouraging active transportation to various amenities and services through reduced parking standards and providing an abundance of bicycle parking stalls. There are no adverse public health or safety concerns being created by this redevelopment.

- p) *the appropriate location of growth and development;*

Planning Comment: The subject lands are located within the Urban System of the City of Mississauga, in an established mixed-use area varying in density and land uses. The proposed infill residential development will add to the mix of uses and densities in the community of Malton, and provide residential density and clientele to support Westwood Square Mall and surrounding commercial and employment uses.

The proposed townhouses will be appropriately located next to neighbouring existing single family dwellings, while the proposed residential buildings will be situated along Goreway and the Malton

Greenway, similar to the ring of higher density apartment building around the watercourse along Darcel Avenue and Derry Road East.

As a result, the subject lands are an ideal and appropriate location for residential growth and development.

- q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

Planning Comment: Attributable to the close proximity to Westwood Square Terminal and Malton Go Station which provide connections within Mississauga and to Brampton and Toronto, the subject lands are well serviced by inter-regional and intra-regional transit. The proposed development will promote sustainable development patterns and support public transit, through increased residential density in a compact built form within an existing mixed-use community, which will reduce additional land consumption and encourage alternative modes of transportation to the mix of uses in the community, by providing reduced parking standards and approximately 74 bicycle parking stalls.

- r) *the promotion of built form that,*
i) *is well-designed,*
ii) *encourages a sense of place, and*

Planning Comment: The proposed development will feature a high standard of urban design and create a strong identifiable image in the community of Malton to encourage a sense of place. Including a mix of built form typologies will make an interesting streetscape along Goreway Drive. This proposal is similar to the existing development pattern on the other side of the watercourse where a series of higher density apartments along Darcel Avenue and Derry Road East abut the stream corridor, taking advantage of the open space and associated trails.

- s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Planning Comment: Through the inclusion of bicycle parking stalls and a reduced parking standard in close proximity to a high volume of transit services, the proposed development will encourage active transportation and transit. This will reduce greenhouse gas emissions in comparison to an auto-oriented use. The buildings will also contain energy saving measures.

Section 3 provides that the Minister may issue policy statements, and that a decision by a council or board in respect of an exercise that affects a planning matter shall be consistent with the policy statements and shall conform with the provincial plans that are in effect on that date.

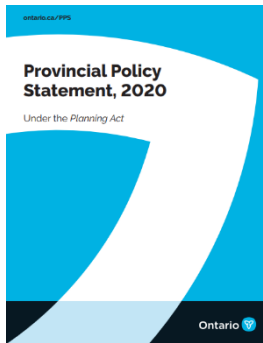
Planning Comment: The following section of this report will address conformity with the Provincial Policy Statement and the subsequent section will address that the proposed applications conform to applicable provincial plans.

Planning Act Conclusion: The proposed applications are subject to **Section 22 and 34** of the Planning Act, as an amendment is required to the City of Mississauga Official Plan and Zoning By-law. The applications will be processed in accordance of those sections of the Act. The proposed development is consistent with the Planning Act as it will;

- not develop upon defined natural heritage features or interfere with Mimico Creek
- not develop upon lands within significant archaeological potential
- provide adequate sewage and water services by efficiently utilizing existing municipal infrastructure
- represent intensification of underutilized lands within a mixed-use area to support the existing commercial corridor along Goreway Drive and within Westwood Mall and employment uses to the south of Derry Road East, while being compatible with neighbouring land uses

- add to the mix and range of housing options in the surrounding area, through including townhouse and apartment dwellings with a variety of unit sizes to accommodate the needs of a diverse population
- protect public health and safety, by directing development outside of the proposed floodline
- support public transit and mitigates greenhouse gas emissions, by encouraging active transportation through reduced parking standards and supplying an abundance of bicycle parking stalls

8.2 Provincial Policy Statement 2020



The Provincial Policy Statement 2020 (“PPS”) provides policy direction on matters of provincial interest regarding land use planning and sets the foundation for land use planning and development regulations. The main considerations of this document pertain to protecting resources of provincial interest, the built and natural environment and public health and safety. The PPS focuses growth within Settlement Areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety. It recognizes that the wise management of development may involve directing, promoting or sustaining growth. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns.

On February 28, 2019, the Provincial Government issued a new Provincial Policy Statement 2020. It replaced the Provincial Policy Statement issued April 30, 2014. The PPS was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. In this regard, Section 3 of the Planning Act requires that land use planning decisions be consistent with the PPS. The PPS provides direction for municipal planning documents and to individual site-specific developments. Municipal Official Plans are to be consistent with the PPS. The PPS applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after this date. Therefore, the proposed Official Plan and Zoning By-law Amendment is subject to and is assessed against the applicable policies of the PPS.

For the purposes of this report, the version of the PPS available online at <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf> was used.

The PPS is to be read in its entirety. With respect to the specific policies in the PPS 2020 document, several are applicable to the subject lands in general, and to the proposed development, and Official Plan Amendment and Zoning By-law Amendment specifically.

8.2.1 Section 1 Building Strong, Healthy Communities

Section 1 of the PPS focuses on building strong, healthy Communities. **Sub-Section 1.1** provides direction for managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 *Healthy, liveable and safe communities are sustained by:*

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

Planning Comment: The subject lands have considerable development potential due to the location within a mixed use neighbourhood that is well served by a variety of amenities, however are currently underutilized as the lands only consist of a parking lot and a vacant commercial building. As confirmed by the FSR prepared by Schaeffers Consulting Engineers, the proposed development will utilize available infrastructure along Goreway Drive and infill the subject lands to allow for 12 townhouse dwellings and 259 apartment dwelling units on an underutilized parcel

within the Urban Area of the City of Mississauga. This will reduce the need for uneconomical land and infrastructure expansions, thereby sustaining the financial wellbeing of the Province and the municipality. It will be compatible with existing residential forms in the surrounding neighbourhood, through the placement of the proposed two-storey townhouse dwellings adjacent to single family dwellings along Dalewood Drive and situating the higher density built form along Goreway Drive. Given that the proposed development is infill in nature, provides density on an underutilized parcel, is within the Urban Area and utilizes existing municipal infrastructure, it is our opinion that the proposed development is a form of 'efficient' development.

- b. *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

Planning Comment: Though the subject lands are located within an existing mixed-use neighbourhood which exhibits a variety of uses, the lands are more specifically situated along the northern side of a primary commercial corridor along Goreway Drive and in close proximity to a employment- commercial corridor south of Derry Road East. To decrease the threat on the neighbouring commercial stores and services, the proposed development will not include a commercial component and focus on providing increased clientele and customers to support the longevity and prosperity of existing surrounding commercial uses.

The proposed development includes both townhouse and apartment buildings, which will contribute to the existing housing stock in the City of Mississauga and provide dwelling type diversity on the subject lands and in the community of Malton. The neighbourhood consists of primarily single detached dwellings and has a higher proportion of apartment building below five-storeys and a lower proportion of apartments above five-storeys compared to the overall municipality.

The tenure of the proposed development is undecided at this stage, as the owner is determining the best suitable option for the community. It could function as either a purpose-built rental or condominium building. Both options will provide affordable and market-based residential units. A purpose-built rental will be more affordable than market-based condominium units. If the proposed tenure is condominium, the owner is proposing an affordable component which may include a mix of market-based and affordable ownership units. Nonetheless, by offering a range of 1, 2 and 3 bedroom units, the proposed development will result in a range of rents/ prices and an appropriate mix of unit typologies to meet long-term housing needs of a diverse group of people, including an aging population.

- c. *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

Planning Comment: The proposed development will not result in the removal or encroachment of the Woodland vegetation community adjacent to the subject lands, as confirmed within the EIS prepared by Palmer Environmental Consulting Group.

In addition, Greck and Associates have confirmed that the proposed regulatory floodline has been updated based upon a new hydraulic model. There will be sufficient flood hazard protection, including safe access from Goreway Drive. All development will be directed outside of the proposed floodline, thereby avoiding any development that may cause public safety concerns. There are no other health or safety concerns created by this redevelopment.

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

Planning Comment: The proposed development will represent a cost-effective development pattern, as it is an infill development, which provides residential intensification in close proximity to major transit stations and routes and makes efficient utilization of existing municipal infrastructure, thereby optimizing existing transit infrastructure and minimizing land consumption and servicing costs.

- f. *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

Planning Comment: As identified in the Housing Report prepared by IBI Group, the senior age cohort in the Region of Peel is experiencing a significantly higher rate of increase in population compared to other age groups and City of Mississauga has the largest share of seniors. By providing a variety of unit sizes ranging in the number of bedrooms and prices, the proposed development will cater to a diverse population and allow an older population to age in their community. Further details at site plan will illustrate how the proposed development will improve accessibility for persons with disabilities, by complying with AODA requirements.

- g. *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

Planning Comment: As the subject lands are located within the Urban Area, it has access to municipal water and sewage infrastructure. The FSR prepared by Schaeffers Consulting Engineers conclude that adequate capacity is available within municipal water and sewage systems and no constraints are expected.

In addition, the subject lands have convenient access to education facilities (Ridgewood Public School), the Malton Library, firehalls and community centres.

Policy 1.1.2 *Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas

Planning Comment: Schedule 3 of the 2019 Growth Plan for the Greater Golden Horseshoe forecasts the Region of Peel Population to increase to 1,970,000 people in 2041, therefore the Region will grow by over 541,700 people with Mississauga making up the second largest share of overall projected growth. Therefore, the proposed development will aid in meeting projected needs for a time horizon up to 20 years and accommodate the projected population increase, by increasing the City's supply of residential units and contributing 271 dwellings, composed of a mix of one, two and three bedrooms.

The proposed development is a form of intensification and redevelopment within the designated urban area and built boundary, necessary to prevent additional land consumption while accommodating forecasted needs.

Subsection 1.1.3 provides development and growth direction for settlement areas.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

Policy 1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a. *efficiently use land and resources;*

- b. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d. *prepare for the impacts of a changing climate;*
- e. *support active transportation;*
- f. *are transit-supportive, where transit is planned, exists or may be developed; and*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Planning Comment: The subject lands are located within the existing Urban Area and Built-up Boundary of the City of Mississauga, where growth and development are focused. The development of the subject lands at the proposed densities and built forms will represent an efficient utilization of underutilized lands, by providing a compact, functional and compatible layout of development.

The surrounding neighbourhood is comprised of a mix of uses, however Goreway Drive is characterized by an abundance of commercial uses. As such, there is an interest to provide an exclusive residential development along Goreway Drive, which will increase clientele to support the existing commercial businesses. The commercial component of a mixed-use development would decrease and split up the customer base for nearby commercial businesses.

Malton is comprised of mostly single detached residential and townhouses, while there are a few apartment dwellings located along the Greenway. The abutting built form is single detached, which makes the location of the proposed two storey townhouse units and eighteen/ sixteen storey residential buildings appropriate.

Confirmed by the FSR prepared by Schaeffers Consulting Engineers, the existing municipal infrastructure will be sufficient, thereby avoiding the need for uneconomical expansions.

Noted previously, the subject lands are within walking distance to multiple transit routes originating from Westwood Square Terminal and Malton GO Station and public schools and service facilities (i.e. Malton Library). The proposed development will be supportive of existing transit options, by providing a reduced number of parking spaces compared to the Zoning By-law and an abundance of bicycle parking stalls. This will help minimize negative impacts to air quality and climate change.

Policy 1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

Planning Comment: The development is a form of intensification, which redevelops a former commercial supermarket to accommodate a total of 271 residential units in the form of townhouses and apartment units. A variety of unit sizes will be provided, ranging from 1 to 3 bedrooms. The close proximity to the Westwood Square Bus Terminal and Malton GO gives the subject lands a locational advantage to provide reduced parking ratios and be transit supportive. By promoting transit usage, the proposed development will reduce auto-dependency, which will have significant cost reductions and allow for increased budget for housing, diminishing transportation barriers to housing and resulting in housing being affordable to a range of incomes.

Policy 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

Policy 1.1.3.5 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

Planning Comment: The City of Mississauga identifies that Major Transit Station Areas are 'Intensification Areas', which includes Westwood Square Terminal. The subject lands are located in close proximity to Westwood Square Terminal, therefore the proposed development will facilitate residential intensification to support existing transit service and create a compact built form that increases the mix of densities and allows for an efficient use of land and infrastructure.

Subsection 1.2.6 provides policies in relation to land use compatibility.

Policy 1.2.6.1 *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

Planning Comment: A Phase 1 ESA prepared by Grounded Engineering Inc. identified potential sources of contamination on the subject lands, and therefore a Phase 2 ESA will be required prior to the submission of a Record of Site Condition to mitigate potential adverse effects from contaminants.

The subject lands are located within the community of Malton, which is near Pearson International Airport. The recommendations within the Noise Report, prepared by SLR Consulting will be implemented to mitigate indoor noise levels. There are no other major facilities in close proximity for which a compatibility analysis is required.

Subsection 1.4 provides direction to guide residential housing development.

Policy 1.4.1 *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a. *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b. *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Planning Comment: The proposed eighteen and sixteen-storey residential buildings, alongside 12 townhouse units will redevelop and intensify the subject lands to provide an appropriate range

and mix of housing options and densities. The proposed development will aid in accommodating the projected moderate population and household growth within Malton.

As identified in the Housing report, the City of Mississauga's demographic characteristics exhibit a demand for housing that accommodates an aging population and smaller household sizes. Providing a diversity of 1, 2 and 3 bedroom units will help accommodate a range of residents, including seniors and smaller households.

Policy 1.4.2 *Where planning is conducted by an upper-tier municipality:*

- a. *the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality; and*
- b. *the allocation of population and units by the upper-tier municipality shall be based on and reflect provincial plans where these exist.*

Planning Comment: As a two-tier municipality, the Region of Peel has allocated the most population to the City of Mississauga. The proposed 271 residential units will aid in accommodating the noted population growth

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

- a. *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b. *permitting and facilitating:*
 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

Planning Comment: Further described in the Housing Report prepared by IBI Group, the Region of Peel has establishment minimum new housing unit targets for different ownership types. 34% of new housing units are expected to be Market Rental or Affordable Ownership, while 45% of units are intended under Market Ownership, such as a condominium sold at market prices.

Though the tenure of the proposed development is yet to be determined, the unit composition will provide a variety of housing options to accommodate changing demographic needs of a diverse range of household sizes and incomes, including affordability.

If the proposed residential development will operate as a purpose-built rental, then it will aid in meeting the identified target for Market Rental units. If the tenure is condominium, then the proposed development may include a mix of market based and affordable ownership units, which will help meet Affordable Ownership and Market Ownership targets.

- c. *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f. *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety*

Planning Comment: The subject lands are located within the community of Malton, an Urban Area within the City of Mississauga and has access to public service facilities (i.e. institutional uses, Malton Public Library) and municipal infrastructure. The FSR prepared by Schaeffers Consulting Engineers have confirmed that no servicing constraints are expected as a result of the proposed development and anticipated increase in population. The TIS prepared by IBI Group has determined that the identified operational constraints along the roadways under existing and future background conditions are expected to continue and the proposed development will not be sole cause for delays.

The close proximity to Westwood Square Terminal provides the subject lands a locational advantage to encourage transit usage. Providing residential density at this location will support existing transit service, the primary commercial corridor along Goreway Drive and businesses within Westwood Square Mall.

Overall, the proposed development is a form of residential intensification and redevelopment, and facilitates a compact urban form that contributes to the efficient use of existing services and facilities.

Subsection 1.5 provides policies for public spaces, recreation, parks, trails and open space.

Policy 1.5.1 *Healthy, active communities should be promoted by:*

- a. *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

Planning Comment: The design of the proposed building will reinforce pedestrian activity, by providing sidewalks surrounding the residential building with landscaped and amenity areas near the main entrance. Pedestrian amenities including benches, textured surfaces and planters will provide a pleasant pedestrian experience and foster social interaction. Existing public trails are very close to these lands thereby allowing more passive transportation options for the future occupants of this redevelopment.

Subsection 1.6.6 provides policies relating to sewage, water and storm-water.

Policy 1.6.6.1 *Planning for sewage and water services shall:*

- a. *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services; and*
- b. *ensure that these systems are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*

2. *prepares for the impacts of a changing climate*
 3. *is feasible and financially viable over their lifecycle*
 4. *protects human health and the natural environment;*
- d. *integrate servicing and land use considerations at all stages of the planning process; and*

Policy 1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services*

Planning Comment: The proposed development will connect to the existing 250mm diameter sanitary sewer and 400mm diameter watermain along Goreway Drive. As confirmed by the FSR prepared by Schaeffers Consulting Engineers, no servicing constraints are expected as a result of the proposed development.

Policy 1.6.6.7 *Planning for stormwater management shall:*

- a. *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b. *minimize, or, where possible, prevent increases in contaminant loads;*
- c. *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d. *mitigate risks to human health, safety, property and the environment;*
- e. *maximize the extent and function of vegetative and pervious surfaces; and*
- f. *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

Planning Comment: The FSR prepared by Schaeffers Consulting Engineers discuss how peak flows from the proposed development will be controlled through a storage tank within the underground parking structure. Further details regarding water quality control will be provided prior to the site plan application. Preliminary details regarding low-impact design features is provided in **Section 6.12** of this report.

Subsection 1.6.7 provides policies in relation to Transportation Systems.

Policy 1.6.7.2 *Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Policy 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Planning Comment: The proposed residential development will promote a land use and density pattern, which will complement the mix of uses within the neighbourhood, by increasing population along a primarily commercial corridor adjacent to the Malton Greenway in close proximity to a major employment centre in Malton, south of Derry Road East. This will allow residents to access nearby commercial, open space amenities and employment opportunities, through active transportation methods (i.e. walking and biking) and transit, ultimately reducing the number of vehicle trips. Bike parking stalls will also be provided to encourage alternative modes of transportation. Transportation Demand Management “TDM” strategies recommended by IBI Group will be further considered prior to site plan.

Subsection 1.6.9 discusses policies pertaining to Airports, Rail and Marine Facilities.

Policy 1.6.9.1 *Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:*

- a. *their long-term operation and economic role is protected; and*
- b. *airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.*

Policy 1.6.9.2 *Airports shall be protected from incompatible land uses and development by:*

- a. *prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;*
- b. *considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and*
- c. *discouraging land uses which may cause a potential aviation safety hazard.*

Planning Comment: The community of Malton is located in close proximity to Pearson International Airport. As demonstrated within the Noise Report prepared by SLR Consulting, the subject lands are situated within the 30 NEF Composite Noise Contour. Identified within The Region of Peel Official Plan, mapping has been provided depicting that the subject lands are located outside of the Airport Operating Area, which uses existing geographic features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP Contour. Therefore, the proposed development will not cause a potential aviation safety hazard and negatively impact the long term function of Pearson Airport.

Subsection 1.7 provides policies on supporting long-term economic prosperity.

Policy 1.7.1 *Long-term economic prosperity should be supported by:*

- b. *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- d. *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

Planning Comment: The proposed development will provide approximately 271 residential units in a range of dwelling typologies and unit sizes to meet the long-term needs of a diverse workforce. It will feature a high standard of urban design to encourage a sense of place. There are no built heritage or cultural heritage resources on the subject lands. These additional occupants will shop and work in the surrounding area and contribute to the long term economic prosperity of the area.

Subsection 1.8 provides policies relating to Energy Conservation, Air Quality, and Climate Change.

Policy 1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a, *promote compact form and a structure of nodes and corridors;*
- b. *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

- e. *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

Planning Comment: The proposed built-form is compact, which is appropriate for the subject lands located along the Goreway Drive corridor and within close proximity to Malton Go and Westwood Square Terminal, identified as a major node in the local Official Plan. As such, the subject lands have excellent access to inter-regional and intra-regional transit systems. Furthermore, the surrounding neighbourhood is comprised of a variety of uses, including commercial, employment, institutional and open space, therefore the subject lands have a significant locational advantage to encourage transit and active transportation between the mix of employment and housing uses to reduce motor vehicle trips and congestion. The proposed development will foster an increase in transit usage and active transportation, by providing a pleasant pedestrian experience along sidewalks and reduced parking standards compared to the Zoning By-law. Active transportation options are available and bicycle use is also encouraged.

8.2.2 Section 2 Wise Use and Management of Resources

Section 2.0 of the PPS provides policies pertaining to the **Wise Use and Management of Resources**. **Subsection 2.1** provides policies relating to the protection of Natural Heritage.

Policy 2.1.5 *Development and site alteration shall not be permitted in:*

- c. *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)*

Policy 2.1.8 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 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*

Subsection 2.2 provides policies relating to water.

Policy 2.2.2 *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.*

Planning Comment: As confirmed by the EIS prepared by Palmer Environmental Consulting Group, the proposed development is not proposed within any defined natural heritage features and will not impact any vegetation communities or Mimico Creek.

8.2.3 Section 3 Protecting Public Health and Safety

Section 3.0 deals with protecting the environmental health and social well-being, which depends upon reducing the potential for public cost or risk to Ontario's residents from natural or human made hazards. **Subsection 3.1** provides policies relating to Natural Hazards.

Policy 3.1.1 *Development shall generally be directed to areas outside of:*

- b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*

Planning Comment: As identified within the Floodplain Hazard Assessment by Greck and Associates, all development will be located outside of the floodplain hazards and will not present any negative impacts to the existing regulated area.

Subsection 3.2 provides policies relating to human-made hazards.

Policy 3.2.2 *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

Planning Comment: The Phase 1 ESA, prepared by Grounded Engineering identified potential sources of contamination on the subject lands. A Phase 2 ESA is recommended prior to the submission of a Record of Site Condition.

Provincial Policy Statement Conclusion: The proposed development is consistent with the Provincial Policy Statement, as it will:

- Efficiently utilize the subject lands than the existing parking lot and vacant commercial structures, and will be supported by active transportation and transit service
- Be located within the Urban Area and Built Boundary, where residential growth and development shall be focused
- diversify the range of residential typologies within Malton and Mississauga, through townhouse and apartment dwellings
- facilitate residential intensification and redevelopment on a previously occupied commercial parcel of land located in close proximity to bus and train terminals and employment/ commercial uses, fostering an increase in transit usage and active transportation
- provide a diverse unit mix to meet the needs of a range of household sizes and incomes
- not negatively impact Pearson International Airport, as the subject lands is located outside the Airport Operating Area, which represents the boundaries of Transport Canada's 30 NEF Contour
- create a pleasant pedestrian experience by including amenities such as benches and planters
- not negatively impact Mimico Creek and adjacent natural heritage features
- avoid development that may cause a public safety concern, by directing development outside of the updated floodline

8.3 Growth Plan for the Greater Golden Horseshoe 2019

The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") 2019 was prepared and approved under the Places to Grow Act, 2005. The Growth Plan took effect on May 16, 2019 and is applicable to the subject lands. The Growth Plan provides policies to guide future growth.

The Growth Plan provides policies to guide future growth and development, where the major goals are to provide a sufficient housing supply, improving transportation options, encourage a high quality of life and a strong economy, while ensuring a healthy natural environment. The Growth Plan guides development in the Greater Golden Horseshoe ("GGH") to a time horizon to the year 2041. Overall, the Growth Plan has projected a 2041 population of 1,970,000 for the Region of Peel. The Region of Peel is currently undergoing a Regional Official Plan Review in order to plan for the forecasted growth.

For the purposes of this report, the version of the Growth Plan available online at <https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe> was used.

The following policies discussed are particularly applicable to the development proposal.



8.3.1 Section 1 Introduction

Section 1.2.1 provides the guiding principles of the Greater Golden Horseshoe. Relevant principles include;

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*

Planning Comment: The proposed development will provide residential intensification along a primarily commercial corridor in close proximity to an employment centre south of Derry Road East and efficiently use underutilized lands and existing infrastructure to support existing commercial businesses and employment uses, transit viability, active transportation and complete communities.

- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*

Planning Comment: The proposed development will add to the range and mix of housing options and unit typologies, through the introduction of 271 apartment units, comprised of a range of bedroom sizes (one, two and three) on the subject lands. The diverse typologies will range in price to accommodate all household sizes and incomes, including an aging population and smaller households.

- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

Planning Comment: As indicated within the EIS prepared Palmer Environmental Consulting Group, the proposed development does not infringe upon adjacent natural heritage or hydrologic features, thereby ensuring their continued protection.

8.3.2 Section 2 Where and How to Grow

Section 2.2.1 of the Growth Plan deals with managing growth, and the following policies within it are applicable to the proposed development

Policy 2.2.1.1 *Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*

Policy 2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a. *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
- c. *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*

- d. *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

Planning Comment: The subject lands are located within the Urban Area and delineated built-up area of Mississauga, where growth is to be directed and have existing municipal water and wastewater systems along Goreway Drive. Outlined within the FSR prepared by Schaeffers Consulting Engineers, there is sufficient capacity in the water and sanitary systems to accommodate the proposed dwelling units.

The proposed development will assist in accommodating the forecasted population growth of the Region of Peel, by providing 271 residential units. It will support the achievement of complete communities, by providing residential intensity within close proximity to employment/ commercial uses and transit service at Westwood Square Terminal and Malton GO.

- e. *development will be generally directed away from hazardous lands; and*

Planning Comment: Currently, a portion of the subject lands is located within the floodplain associated with Mimico Creek. However, Greck and Associates, in conjunction with the TRCA concluded that the floodline has moved 200 metres upstream after updating the hydraulic model. As such, all of the proposed development will be directed outside of the proposed floodline.

Policy 2.2.1.4 *Applying the policies of this Plan will support the achievement of complete communities that:*

- a. *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*

Planning Comment: The subject lands are located within convenient access to commercial uses along Goreway Drive and within Westwood Square Mall and employment uses south of Derry Road East. The proposed residential development will increase the diversity of land uses along the primary commercial corridor and support the commercial uses, providing clientele to the local stores and services. As there is an abundance of commercial uses, the proposal to omit commercial uses is an appropriate strategy to ensure the prosperity of existing local stores and businesses. To maintain compatibility with neighbouring uses, the proposed layout will place the lower density built form to the rear, abutting existing single detached dwellings along Dalewood Drive and higher density to the front, adjacent to the Greenway.

- b. *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c. *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

Planning Comment: The proposed development will increase diversity in housing options and improve social equity, by providing a variety of dwelling forms (i.e. townhouse and apartment) and unit sizes ranging in price to accommodate all household sizes and incomes including an aging population, smaller households and affordable prices/ rents.

- d. *expand convenient access to:*
- i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation*
- ii. *public service facilities, co-located and integrated in community hubs;*

Planning Comment: The subject lands are located in close proximity to public facilities such as the Malton Library, institutional uses, and transit station including Westwood Square Terminal and Malton GO. To take advantage of being within walking distance to a transit station, the proposed development will support alternative transportation methods, by including bicycle parking stalls and reduced parking standards.

- e. *provide for a more compact built form and a vibrant public realm, including public open spaces;*

Planning Comment: The proposed development is a form of compact built form, by providing 271 residential units within a mix of apartment and townhouse dwelling units. Pedestrian experiences along sidewalks will be enhanced through landscaping and amenities such as benches and planters.

Section 2.2.2 of the Growth Plan deals with managing growth within delineated built-up areas.

Policy 2.2.2.1 *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a. *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and*

Planning Comment: The proposed development will provide an additional 271 residential units to contribute to the minimum 50 per cent target for all residential development occurring within the built-up area and accommodate forecasted population housing needs.

Policy 2.2.2.3 *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

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

Planning Comment: The subject lands are located within the Urban Area and Built-Up Boundary of Mississauga and within close proximity to a Transit Station, where growth and development are to be directed. It is also located within a Corridor portion of the Neighbourhood Structure Element, where higher density development within the Neighbourhood Structure are to be directed. An Official Plan and Zoning By-law Amendment is required to allow an increased height of eighteen storeys. The increase in height is appropriate and represents a form of intensification within the delineated built-up area at a density and built form that will be compatible with the surrounding low-density context, through the placement of townhouses abutting the single family detached dwellings along Dalewood Drive and higher density residential buildings along Goreway Drive, similar to the existing higher density built form along the eastern banks of Mimico Creek.

An Official Plan and Zoning By-law Amendment is required to allow the exclusive use of residential uses, which is appropriate in this location to support the achievement of complete communities, as it will provide live-work opportunities due to the close proximity to a major employment centre south of Derry Road and increase clientele for the commercial uses along Goreway Drive and within Westwood Square Mall.

Section 2.2.6 of the Growth Plan provides policies regarding housing.

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

- a. *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing;*

Planning Comment: The proposed development will provide an additional 271 residential units that will contribute to meeting the minimum intensification and density targets and accommodate population forecasts for the City of Mississauga. By providing both townhouse and apartment dwelling units, the proposed development will provide a diverse range and mix of housing options and densities to meet the projected needs of a changing demographic population.

The Region of Peel Official Plan establishes that within the City of Mississauga, 34% of new housing units are expected to be Market Rental or Affordable Ownership and 45% of units are intended to be Market Ownership. Though the tenure has not been finalized, the proposed development will either provide rental dwelling units, contributing to meeting the Market Rental target or condominium dwelling units, which could aid in meeting Affordable or Market Ownership targets. Both tenures will contribute to meeting affordable ownership or rental housing targets.

Policy 2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a. *planning to accommodate forecasted growth to the horizon of this Plan;*
- b. *planning to achieve the minimum intensification and density targets in this Plan;*
- c. *considering the range and mix of housing options and densities of the existing housing stock; and*
- d. *planning to diversify their overall housing stock across the municipality*

Planning Comment: The proposed development will support complete communities and aid in accommodating forecasted population growth of Region of Peel, through intensification of underutilized land and increase in density in a compact built form, which will contribute to achieving minimum intensification and density targets.

Indicated within the Housing Report, approximately 42% of the housing stock in Malton is comprised of grade related housing, with single detached dwelling making up the largest share in this segment. The proposed development will diversify the overall housing stock within Malton and provide a diverse range and mix of housing options and densities, through both apartment and townhouse dwelling forms with a diversity of unit sizes.

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

Planning Comment: Unit typology will range from one, two and three bedrooms within the apartment building, while the townhouse units will be primarily two bedrooms to accommodate a diverse range of household sizes and incomes. Please refer to **Table 4-3**, which summarize the unit composition in the proposed development.

8.3.3 Section 3 Infrastructure to Support Growth

Section 3.2.2 of the Growth Plan provides policies regarding Transportation in general.

Policy 3.2.2.4 *Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to:*

- a. *reduce trip distance and time;*
- b. *increase the modal share of alternatives to the automobile, which may include setting modal share targets;*
- c. *prioritize active transportation, transit, and goods movement over single-occupant automobiles;*
- d. *expand infrastructure to support active transportation; and*
- e. *consider the needs of major trip generators.*

Planning Comment: The subject lands are located in close proximity to two major transit stations (Westwood Square Terminal and Malton GO), correlating to excellent inter-regional and intra-regional transit service. The proposed development will capitalize on the locational advantage and support the increase in the modal share of alternative transportation options, by providing reducing parking standards and bicycle parking stalls. The redevelopment supports active transportation options.

Section 3.2.3 of the Growth Plan provides policies regarding the movement of people.

Policy 3.2.3.1 *Public transit will be the first priority for transportation infrastructure planning and major transportation investments*

Policy 3.2.3.2 *All decisions on transit planning and investment will be made according to the following criteria:*

- b. *prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
- f. *increasing the modal share of transit; and*
- g. *contributing towards the provincial greenhouse gas emissions reduction targets.*

Planning comment: As stated previously, the subject lands are located in an area that is well served by intra-regional transit (Mi-Way, Brampton Transit, and Toronto Transit Commission) and inter-regional transit (Metrolinx GO). Therefore, the subject lands are an optimal location for the proposed higher residential density development to increase the modal share of transit, contributing towards reducing provincial greenhouse gas emissions.

Section 3.2.6 of the Growth Plan provides policies regarding water and wastewater systems.

Policy 3.2.6.2 *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*

- a. *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
- b. *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
- c. *a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
 - i. *demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*

- ii. *identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2014, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and*
- iii. *identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*

Planning Comment: The proposed development does not require any new, expanded or upgraded servicing infrastructure and will optimize existing municipal water and sewage infrastructure along Goreway Drive to further increase residential density and contribute to the achievement of minimum intensification and density targets on the subject lands. The FSR, prepared by Schaeffers Consulting Engineers has concluded that there will be no servicing constraints as a result of the proposed development.

Section 3.2.7 of the Growth Plan provides policies relating to Stormwater Management.

Policy 3.2.7.2 *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by stormwater management plan or equivalent, that:*

- c. *establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*

Planning Comment: The FSR prepared by Schaeffers Consulting Engineers proposed that the preliminary stormwater management plan will include a storage tank within the underground parking structure. Further details regarding water quality control will be provided prior to the site plan application. Preliminary details regarding low-impact design features is provided in **Section 6.12** of this report.

8.3.4 Section 4 Protecting What is Valuable

Policies within **Section 4 – Protecting What is Valuable** generally address issues of natural heritage, agricultural lands and energy conservation amongst other things.

Section 4.2.1 provides policies relating to Water Resource Systems.

Policy 4.2.2 *Water resource systems will be identified to provide for the long-term protection of key hydrologic features, key hydrologic areas, and their functions.*

Planning Comment: Mimico Creek is located adjacent to the subject lands. The proposed development is not expected to interfere with Mimico Creek, as concluded by Palmer Environmental Consulting Group.

Section 4.2.10 provides policies relating to Climate Change.

Policy 4.2.10.1 *Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:*

- a. *supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
- b. *reducing dependence on the automobile and supporting existing and planned transit and active transportation;*

Planning Comment: As previously mentioned, the proposed 271 residential units will support the achievement of complete communities, through a compact built form within a mixed-use area, which will contribute to meeting the minimum residential intensification and density targets of the Growth Plan. The proposed development will support reducing auto-dependency by including bicycle parking stalls, accessibility to major transit stations, reduced parking standards, and a pleasant pedestrian realm, thereby minimizing the impacts to climate change.

Growth Plan 2019 Conclusion: The proposed development is consistent with Growth Plan 2019 for the Greater Golden Horseshoe, as it will:

- Efficiently develop underutilized lands within the Urban Area, through infill with higher densities to facilitate residential intensification
- Provide a variety of dwelling forms and unit sizes to accommodate a diverse range of household sizes and incomes
- Contribute to meeting minimum intensification and density targets, by developing 271 residential units on a vacant commercial parcel of land
- Effectively utilize existing municipal infrastructure to service the proposed development
- Help meet affordable ownership housing or rental market targets depending on the proposed tenure
- Support the achievement of complete communities, through providing residential density to support commercial and employment uses within a compact built form
- Promotes active and transit, through reduced parking standards and the locational advantage of the subject lands in close proximity to transit stations, thus reducing greenhouse gases
- not develop on updated floodplain hazard lands associated with Mimico Creek
- Protects water resources and Mimico Creek

8.4 Region of Peel Official Plan

The Region of Peel Official Plan was originally approved by Regional Council in October 1996. The Regional Official Plan ("ROP") is the policy framework for directing growth and change, while protecting the environment, managing resources, outlining a regional structure, interpreting provincial policy within the Peel context, providing the basis for area municipal planning, recognizing the duality of urban and rural Peel, protecting and enhancing Peel's heritage, ensuring health and safety for those living and working in Peel and maintaining fiscal sustainability for the period 2005 to 2031.

The Region is currently undergoing a review of the Regional Official Plan, to plan for future growth and conform to updated provincial policies.

For the purposes of this report, the version of the plan available online at https://www.peelregion.ca/planning/officialplan/pdfs/ropdec18/ROPConsolidationDec2018_TextSchedules_Final_TEXT.pdf was used.

The following designations were obtained from the Region of Peel Official Plan schedules and apply to the subject lands.



Table 8-1: Region of Peel Official Plan Designations Applicable to the Subject Lands

SCHEDULE OR APPENDIX	DESIGNATION
Schedule A – Core Areas of the Greenlands System	Adjacent to Core Area of the Greenland System
Schedule D – Regional Structure	Urban System
Schedule D4 – The Growth Plan Policy Areas	Built-Up Area
Schedule G – Rapid Transit Corridors	In close proximity to a number of Rapid Transit Corridors
Schedule H – Toronto Pearson International Airport Operating Area	Adjacent to Airport Operating Area

8.4.1 Chapter 1: Introduction

Section 1.3 Guide to this Plan

Subsection 1.3.6 General Goals of the Plan

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

Policy 1.3.6.2 *To recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages, and enhance the environmental well-being of air, water, land resources and living organisms*

Planning Comment: The proposed development will preserve the important ecosystem features associated with the Malton Greenway and Mimico Creek located adjacent to the subject lands, as confirmed by the EIS, prepared by Palmer Environmental Consulting Group.

Policy 1.3.6.4 *To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.*

Planning Comment: The proposed development will provide growth in an environmentally sustainable manner, as it promotes a compact built form, which efficiently utilizes the subject lands and infrastructure. In terms of social sustainability and integrating economic responsibilities, the proposed development will support the notion of complete communities within a neighbourhood context, by providing residential uses to compliment the commercial uses along Goreway Drive and employment centre south of Derry Road East, which will increase customers and clientele to existing businesses and the ease of access to employment opportunities, fostering walkability and social interactions.

8.4.2 Chapter 2: The Natural Environment

Subsection 2.1.3 Policies

It is the policy of Regional Council to:

Policy 2.1.3.2 *Protect, maintain and enhance the quality and integrity of ecosystems, including air, water, land and biota jointly with the area municipalities, conservation authorities and provincial agencies.*

Planning Comment: As stated previously, the proposed development will ensure the protection of ecosystems associated with Mimico Creek, as confirmed by the EIS prepared by Palmer

Environmental Consulting Group. The recommended mitigation measures provided within the EIS will be implemented to enhance the quality of environmental features.

Policy 2.1.3.3 *Identify and regulate development on lands exposed to natural hazards jointly with the area municipalities, provincial agencies and conservation authorities.*

Planning Comment: Currently, a portion of the subject lands is within the official regulatory floodplain boundary mapping. However, as demonstrated within the Floodplain Hazard Assessment, the regulatory floodplain elevation has changed to extend approximately 200 metres upstream based on updated hydraulic modelling. The proposed floodline is located on all preliminary site plans, which shows all development, including the underground structure will be directed outside of lands exposed to flooding and natural hazards.

Section 2.2 Large Environmental Systems

Subsection 2.2.3 Air Quality

Subsection Objectives

Policy 2.2.3.2.2 *To promote sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns.*

Planning Comment: The proposed residential development will promote a sustainable land use pattern along Goreway Drive, by supporting a walkable complete community where residents can work, play and live within walking distances. The subject lands are located in an established mixed-use area, along a primarily commercial corridor in close proximity to the Westwood Square Mall and a major employment centre south of Derry Road East. The proposed residential uses will complement the existing range of commercial and employment uses and encourage active transportation and transit usage to these commercial businesses and employment opportunities. Providing an abundance of bicycle stalls and reduced parking standards, the proposed development will also encourage active transportation and transit usage, decreasing greenhouse gas emissions.

Section 2.3 Greenlands System in Peel

Subsection 2.3.1 Objective

To identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel.

Subsection 2.3.2 Policies

It is the policy of Regional Council to:

Policy 2.3.2.1 *Define the Greenlands System in Peel as being made up of:*

- a) *Core Areas, which are shown generally on Schedule A, and which are protected in this Plan and in the area municipal official plans.*

Subsection 2.3.2.2 Core Areas

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

- g) *Core valley and stream corridors meeting one or more of the criteria in Table 2. The limit of Core valley and stream corridors shall be determined jointly with the area municipalities in consultation with relevant agencies and in accordance with the definition in the Glossary of this Plan and the criteria in Table 2 to recognize the unique urban and rural character of the region. Core valley and stream corridors include the main branches, major*

tributaries and other tributaries associated with the Credit River, the Etobicoke Creek, the Mimico Creek, the West Humber River and the Humber River and with the other identified watercourses draining directly to Lake Ontario, except for those portions in the Rural Service Centres and the rural settlements in the Rural System as designated in an area municipal official plan. These valley and stream corridors are continuous linkages connecting to other elements of the Greenlands System Core Areas.

Policy 2.3.2.7 Ensure that the Core Areas of the Greenlands System in Peel, as described in Policy 2.3.2.2 and 2.3.2.3 and as further detailed in the area municipal official plans and related planning documents, are not damaged or destroyed. In the event that portions of the Core Areas are damaged or destroyed, there shall be no adjustment to the boundary or redesignation of these areas in the area municipal official plans and the Region will require replacement or rehabilitation of the ecological features, functions and/or landforms. Regional Council will support the area municipalities in applying this policy to other environmental features that are protected in an approved area official plan.

Planning Comment: As seen in **Figure 8-1**, the subject lands are located adjacent to the Core Areas of the Greenlands System. Confirmed by the EIS, no development is proposed within the Core Areas, thereby protecting the significant ecological features associated with Mimico Creek.

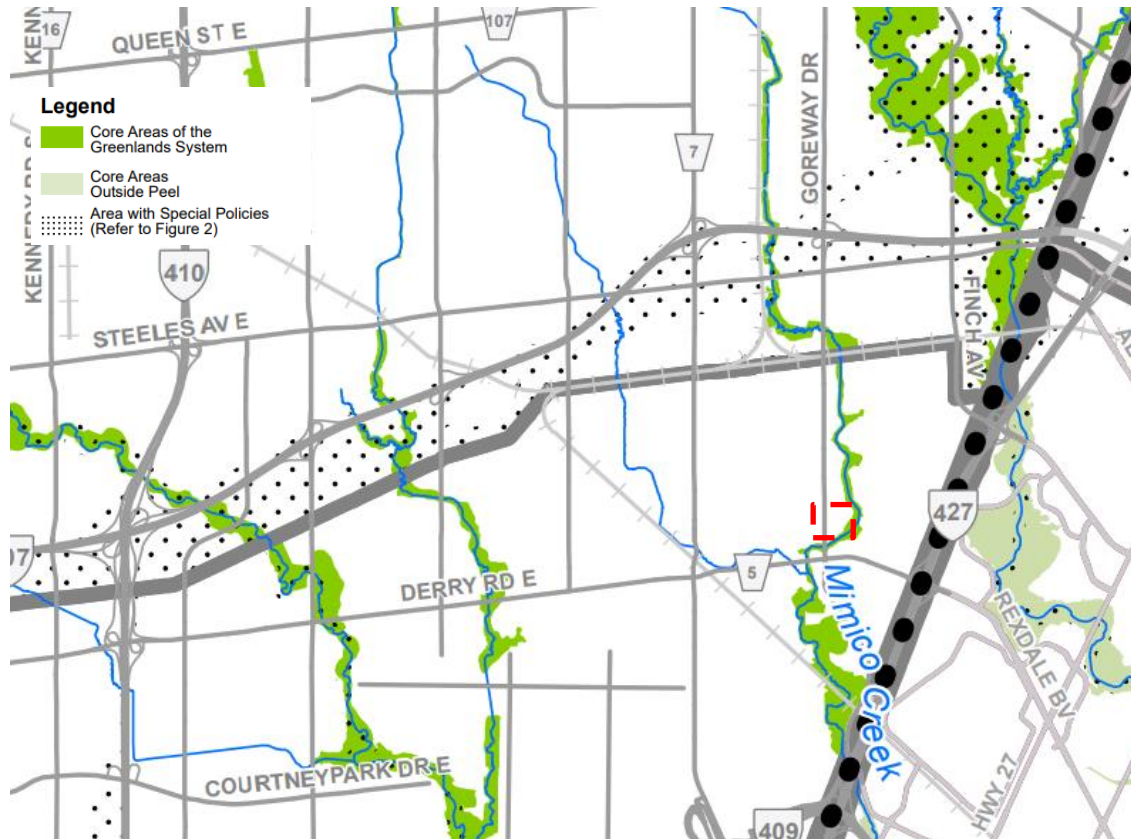


Figure 8-1: Excerpt of Schedule A: Core Areas of the Greenlands System of the Region of Peel Official Plan

Valley and Stream Corridors

Policy 2.3.2.17 In addition to development and site alteration permitted in accordance with Section 2.3.2.6, permit the following within Core valley and stream corridors unless an area municipal official plan is more restrictive than the Regional Official Plan:

- a) *expansions to existing compatible active recreation within the Urban System as shown on Schedule D;*
- b) *development permitted within approved Two Zone and Special Policy Area flood plains; and*
- c) *compatible small scale urban agricultural, agricultural-related and secondary uses, buildings and structures within the Urban System as shown on Schedule D.*

These exceptions shall not be permitted within significant wetlands and significant habitat of endangered and threatened species, and shall not be permitted within other significant natural features unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions and that restoration and enhancement of the Greenlands System and natural hazards are addressed in accordance with sections 2.4 and 2.5 of this Plan. Expansions to existing compatible active recreation uses shall be designed and implemented to provide net environmental benefits to the Greenlands System.

Planning Comment: The EIS, prepared by Palmer Environmental Consulting Group confirms that the proposed development will not infringe upon significant wetlands or natural features. Potential presence of significant wildlife habitats will be confirmed through additional field surveys, as stated within the EIS.

Section 2.4 Natural and Human-made Hazards

Subsection 2.4.1.1 *To ensure that development and site alterations are not permitted in areas where site conditions or location may pose a danger to public safety, public health or result in property damage*

Subsection 2.4.2 General Policies

It is the policy of the Regional Council to:

Policy 2.4.2.1 *Direct the area municipalities, in consultation with the conservation authorities, to include policies consistent with the policies of this Plan, and mapping in their official plans in order to:*

- a) *identify flood plains, hazardous lands, hazardous sites, known human-made hazards and lands that are regulated under the Conservation Authorities Act;*
- b) *identify permitted uses and minimum setback standards; and*
- c) *regulate land uses within and adjacent to floodplains, hazardous lands, hazardous sites, human-made hazards and lands that are regulated under the Conservation Authorities Act.*

Planning Comment: A portion of the regulatory floodplain is located upon the subject lands. However, the Floodplain Hazard Assessment, prepared by Greck and Associates concluded that the regulatory floodplain has been updated, shown in the submitted architectural package. The proposed development will be located entirely outside of the updated floodline, thereby reducing an potential flood hazards and the proposed conditions demonstrate that there will be a net improvement to the flood storage available within the channel corridor.

Subsection 2.4.4 Ravine, Valley, Stream Corridors and Erosion Hazards

Subsection 2.4.4.2 Policies

It is the policy of Regional Council to:

Policy 2.4.4.2.3 *Direct the area municipalities, in consultation with the conservation authorities, to prohibit development and site alterations within the erosion hazard limit, unless all of the following have been met:*

- a) *the erosion and/or slope instability hazards can safely be addressed;*
- b) *new or existing hazards are not created or aggravated;*
- c) *no adverse environmental effects will result;*
- d) *vehicles and people have a way of safely entering and exiting the area during times of erosion emergencies; and*
- e) *development and site alterations are carried out in accordance with established standards and procedures.*

Subsection 2.4.5 Riverine Flood Plains

Subsection 2.4.5.1 Objective *To prevent or minimize the risk to human life and property associated with development and site alterations which create new or aggravate existing Flood Plain management problems along flood susceptible riverine environments.*

Subsection 2.4.5.2

It is the policy of Regional Council to:

Policy 2.4.5.2.6 *Recognize that maintaining an up to date policy framework and floodplain information for special policy areas (SPAs) is a valuable mechanism for managing flood plains to allow for continued viability of existing uses and address the significant social and economic hardships to a community that would result from strict adherence to provincial policies concerning development*

Planning Comment: The proposed long term top of slope is delineated within the submitted preliminary site plan. All of the buildings at grade will be located beyond the 6 metre setback of the proposed engineered long-term stable top of slope, while the proposed parking garage is located along the engineering long term stable top of slope. As such, slope instability hazards have been addressed.

The Floodplain Hazard Assessment has undertaken an updated hydraulic model, which resulted in the floodplain elevation moving approximately 200 metres upstream. Therefore, the floodline on the subject lands has also moved, which is shown within the preliminary site plan. There are no adverse environmental impacts or floodplain hazards. There will be sufficient flood hazard protection, including safe access from Goreway Drive.

8.4.3 Chapter 3: Resources

Section 3.4 Water Resources

Subsection 3.4.1 Objectives

Policy 3.4.1.2 *To eliminate or minimize negative potential land use impacts on headwater recharge and discharge areas, groundwater aquifers, producing wells, stream base flow, surface water, downstream aquatic systems and related natural systems.*

Subsection 3.4.2 Policies

Policy 3.4.2.1 *Protect, maintain and enhance the quality and quantity of water resources, including surface and groundwater systems, hydrologic functions, and related natural systems, features and areas, including their linkages and related functions, jointly with the area municipalities, conservation authorities and other related agencies*

Planning Comment: The subject lands are located adjacent to Mimico Creek. The proposed development does not interfere or create any adverse impact upon Mimico Creek, therefore protecting its hydrologic features as confirmed by the EIS prepared by Palmer Environmental Consulting Group.

8.4.4 Chapter 4: Regional Forecasts

Section 4.1 Introduction

Subsection 4.1.1 Purpose

Figure 4 in the Appendix provides an indication of the past growth in population, employment and activity rates (the ratio of employment/population expressed as a percentage) for the period 1971-2006 in Peel by area municipality. The Population, Household, and Employment forecasts for the years 2021 and 2031 are shown in Table 3. The forecasts provide an indication of how population, household and employment growth are expected to proceed by area municipality. The regional forecasts are also consistent with Schedule 3 of the Growth Plan forecasts.

Subsection 4.1.2 Goal *To ensure that future growth of population, household and employment in Peel is anticipated and planned for, and that existing and future finances and services to accommodate this growth are provided in an effective and efficient manner.*

Subsection 4.2.2 Policies

It is the policy of Regional Council to:

Policy 4.2.2.1 *Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.*

Policy 4.2.2.4 *Direct the area municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans.*

Policy 4.2.2.5 *Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.*

Planning Comment: As seen in **Figure 8-2**, the City of Mississauga is identified to accommodate majority of the Region of Peel's forecasted total population growth by 2031. The demographic analysis in the Housing Report, prepared by IBI Group show that Mississauga will make up the second largest share of overall projected growth over the 2016 to 2041 period. The proposed development will contribute to accommodating the forecasted growth, through providing 271 residential units.

Table 3: Population, Household and Employment Forecasts for Peel¹						
Municipality	2021			2031		
	Population²	Households	Employment	Population²	Households	Employment
Brampton	635,000	184,000	280,000	727,000	214,500	314,000
Caledon	87,000	28,000	40,000	108,000	33,500	46,000
Mississauga	768,000	253,000	500,000	805,000	270,000	510,000
Peel	1,490,000	465,000	820,000	1,640,000	518,000	870,000

Figure 8-2: Excerpt of Table 3: Population, Household and Employment Forecasts for Peel of Region of Peel Official Plan

8.4.5 Chapter 5: Regional Structure

Subsection 5.1.2 Goal

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.

Planning Comment: The subject lands are located within the community of Malton in an established mixed-use area. The proposed residential development is an infill redevelopment of an underutilized commercial parcel, and will represent a more efficient use of land and infrastructure, without encroaching onto significant environmental features or floodplain hazard lands. It will connect to existing infrastructure along Goreway Drive, as confirmed by the FSR prepared by Schaeffers Consulting Engineering.

The proposed development will support the achievement of healthy complete community, by adding to the diversity of uses and increase residential density to compliment and support existing commercial and employment businesses along Goreway Drive, within Westwood Square Mall and south of Derry Road East. It includes a variety of housing typologies (i.e. townhouse and apartment) and unit sizes, ranging from one to three bedrooms. The proposed layout of the development will respect the characteristics of existing surrounding uses and community, by placing the two-storey townhouses adjacent to the single detached dwellings along Dalewood Drive and situating the higher density along Goreway Drive adjacent to the Greenway, similar to the apartments along the eastern and southern banks of Mimico Creek on Derry Road East and Darcel Avenue.

The subject lands are located in close proximity to Westwood Square Terminal and Malton Go Station, therefore the proposed development will take advantage of the existing transit system and provide an opportunity to increase transit usage, by providing a reduced parking standard than the Zoning By-law. The proposed redevelopment will contribute to the diversity of a healthy and complete community.

Section 5.2 The 2031 Regional Urban Boundary

Subsection 5.2.1 Objectives

Policy 5.2.1.1 *To provide for an appropriate amount of land to accommodate urban growth to 2031.*

Planning Comment: The subject lands have considerable development potential to accommodate urban growth, due to the location within an established mixed-use area, providing convenient access to existing municipal infrastructure and transit stations, such as Westwood Square and Malton GO. The proposed development will represent an opportunity to intensify and redevelop an underutilized commercial property to increase residential density and better accommodate urban growth.

Section 5.3 The Urban System

Subsection 5.3.1 General Objectives

Policy 5.3.1.1 *To conserve the environmental and resource attributes of the region.*

Planning Comment: No development is proposed within the Core Areas of the Green System, as concluded by Palmer Environmental Consulting Group within the EIS. The recommended mitigation measures, including a 10 metre buffer will further conserve the surrounding environmental attributes.

Policy 5.3.1.2 *To achieve sustainable development within the Urban System.*

Policy 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.*

Policy 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.*

Planning Comment: As seen in **Figure 8-3**, the subject lands are designated Urban System in the Regional Structure and is located within a mixed-use community, therefore it has convenient access to working opportunities along Goreway Drive and Derry Road East and recreational opportunities within the Malton Greenway System and Paul Coffey Park.

The residential development will add and compliment the mix of uses in the neighbourhood, by providing an increased residential density to support existing commercial and employment uses. The decision to exclude commercial within the proposed development will ensure the longevity of existing commercial business in the vicinity, as it will not split the existing or future customer markets. The proposed development will achieve the idea of sustainable development and healthy complete urban communities, as it promotes a compact built form, which efficiently utilizes the subject lands and infrastructure, while protecting adjacent significant natural features.

The proposal will be compatible with the existing housing characteristics of Malton, which exhibit a variety of dwelling built forms. Compatibility will be further ensured through the proposed placement of townhouses to the rear, adjacent to the existing single family neighbourhood and higher density to the front of the subject lands, adjacent to the Greenway.

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

Planning Comment: The subject lands have the locational advantage to reduce auto-dependency as it is located in close proximity to transit stations and a number of trails which provide connections within Malton, including the Malton Greenway Trail and Wildwood Park Trail. The proposed development will provide reduced parking standards than the Zoning By-law and an increased residential density, which will foster an increase in transit usage. Sidewalks will be constructed around the proposed residential buildings and facilitate a conducive pedestrian environment, through the construction of benches, textured surfacing and planters.

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

Planning Comment: The proposed layout has been designed to respect the physical characteristics of existing surrounding uses. Depicted in **Section 2.2** of this report, higher density built forms are placed adjacent to the Malton Greenway and front onto a major road or an arterial road, such as apartment buildings along Darcel Avenue and Derry Road East. The proposed apartment building will be placed similarly to avoid any sun/shadow impacts and privacy concerns. The proposed 2-storey townhouse will be situated to the rear of the subject lands, as it will provide a compatible transition between the proposed high density residential towers and existing single detached family homes along Dalewood Drive.

Policy 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.*

Planning Comment: According to the demographic analysis conducted by IBI Group within the Housing Report the senior age cohort is experiencing a significant higher rate of increase in population comparatively and the City of Mississauga has been identified to have the largest share of seniors, while Malton primarily consists of single detached homes. The proposed unit sizes,

ranging in number of bedrooms and price will appeal to a variety of households and allow an older population to age in place.

Subsection 5.3.2 General Policies

It is the policy of Regional Council to:

Policy 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.*

Planning Comment: As seen in **Figure 8-3**, the subject lands are located within the Urban System, where development is to be directed to. Redeveloping within the Urban System will reduce the need to expand urban boundaries, therefore the proposed re-development will better aid in accommodating the forecasted population growth, compared to the existing conditions.

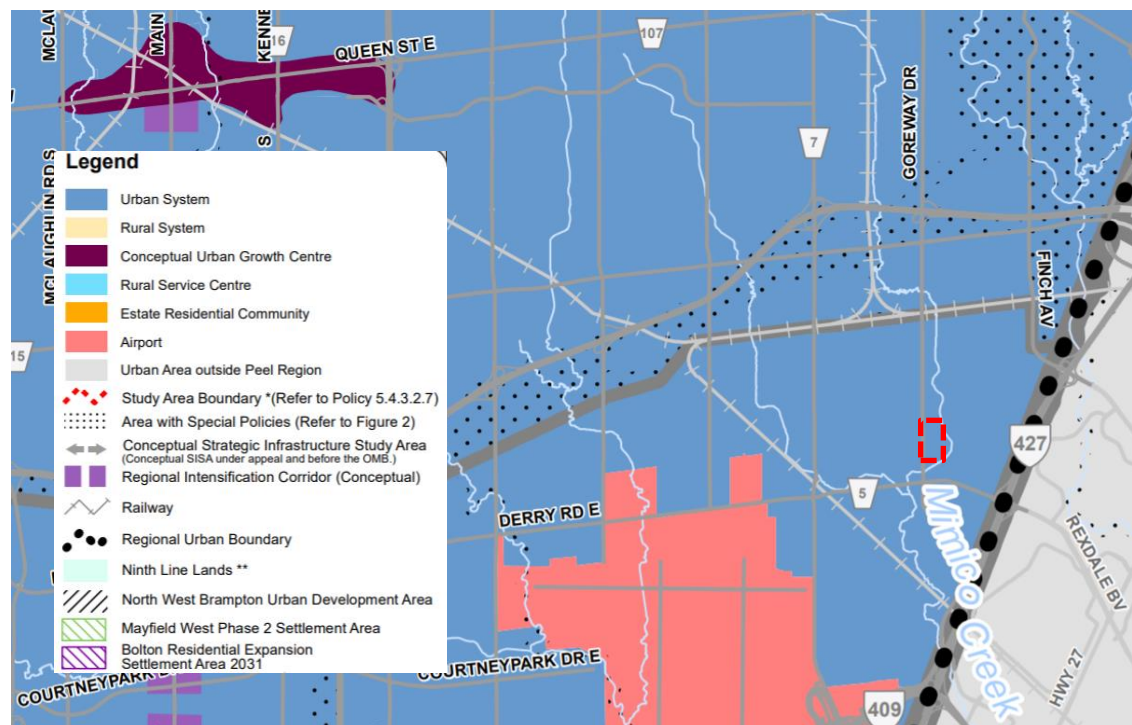


Figure 8-3: Excerpt of Schedule D: Regional Structure of the Region of Peel Official Plan

Section 5.5 Growth Management

Subsection 5.5.1 General Objectives

Policy 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*

Policy 5.5.1.4 *To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*

Planning Comment: As seen in **Figure 8-4**, the subject lands are located within the Built-up area of the Region of Peel. The proposed infill development is appropriate form of intensification to better optimize the underutilized commercial parcel and capitalize on the close proximity to major transit service areas, including Westwood Square Terminal and Malton GO. It will contribute to

achieving intensification targets and aid in accommodating forecasted population, by providing 271 residential units.

Policy 5.5.1.5 *To optimize the use of the existing and planned infrastructure and services.*

Planning Comment: As noted in the FSR prepared by Schaeffers Consulting, the proposed development will optimize the use of existing municipal water and sewage infrastructure along Goreway Drive.

Subsection 5.5.2 General Policies

It is the policy of Regional Council to:

Policy 5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services*

Planning Comment: The design of the proposed residential development will support complete communities, through a more compact built form and a mix of housing typologies on the subject lands. The surrounding area includes a diverse mix of uses, such as commercial, open space, and employment, providing future residents with easy access to retail and employment opportunities to meet daily needs. Goreway Drive and Derry Road East are characterized by primarily commercial uses, therefore the proposal will not include a commercial component to ensure that the customer market does not get split between existing and future commercial businesses. The proposed increase in residents will ensure the viability and prosperity of local stores nearby.

Westwood Square Bus Terminal and Malton GO are located in the immediate area, therefore the subject lands have excellent connections to transit. Reduced parking standards are proposed for the residential development, in an effort to encourage an increase in transit use. In addition to reducing the costs of owning an automobile, diversifying the choice in unit mix will accommodate people at all stages of life, in terms of age, income and household size.

Policy 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*

Planning Comment: As stated previously, the proposed infill development will provide a total of 271 residential units on an underutilized parcel and therefore, is a form of residential intensification within the built-up area of Mississauga.

Subsection 5.5.3 Intensification

Subsection 5.5.3.1 Objectives

Policy 5.5.3.1.1 *To achieve compact and efficient urban forms.*

Policy 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*

Policy 5.5.3.1.3 *To revitalize and/or enhance developed areas.*

Policy 5.5.3.1.4 *To intensify development on underutilized lands*

Planning Comment: The subject lands consist of a vacant commercial supermarket along the frontage of Goreway Drive, while the rest of the lands were utilized as a parking lot. The proposed development will facilitate intensification and a compact built-form on the subject lands to accommodate forecasted population growth and enhance the Goreway Drive corridor. It will promote the efficient use of an underutilized parcel and optimize available municipal infrastructure, as confirmed by the FSR prepared by Schaeffers Consulting Engineers.

Policy 5.5.3.1.5 *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.*

Policy 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

Planning Comment: The broader surrounding context includes a variety of uses, including residential, commercial, institutional, employment and open space. However, the Goreway Drive corridor primarily consists of commercial uses and Westwood Square Mall, while the area south of Derry Road East is characterized as an employment centre. The proposed residential development will contribute and compliment the mix of land uses, by providing an increased residential density to support existing commercial and employment uses. The area is well served with existing commercial uses and on site commercial use is not necessary.

In addition to commercial and employment uses located within walking distance of the subject lands, the Westwood Square Terminal and Malton GO Station provide an opportunity for the proposed development to be transit-supportive and pedestrian friendly. Providing reduced parking standards and creating a pleasant pedestrian realm through benches, planters and landscaping will increase transit usage and walkability, thereby reducing the dependence on the automobile.

Subsection 5.5.3.2 Policies

It is the policy of Regional Council to:

Policy 5.5.3.2.1 *Identify the built-up area and the designated greenfield area, in accordance with provincial criteria, on Schedule D4.*

Policy 5.5.3.2.2 *Facilitate and promote intensification.*

Policy 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.*

Policy 5.5.3.2.4 *Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.*

Policy 5.5.3.2.5 *Require that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region's residential development occurring annually will be within the built-up area. To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:*

City of Brampton: 26,500 units;

Town of Caledon: 1,500 units; and

City of Mississauga: 52,000 units.

Planning Comment: As seen in **Figure 8-4**, the subject lands are identified as part of the Built-up Area for the Region of Peel and is located in close proximity to transit station areas, such as Westwood Square Terminal and Malton GO Station. The proposed development represents an appropriate form of intensification on the subject lands and will provide an additional 271 residential units to contribute to the minimum 50% target for all residential development occurring within the built-up area of Mississauga.

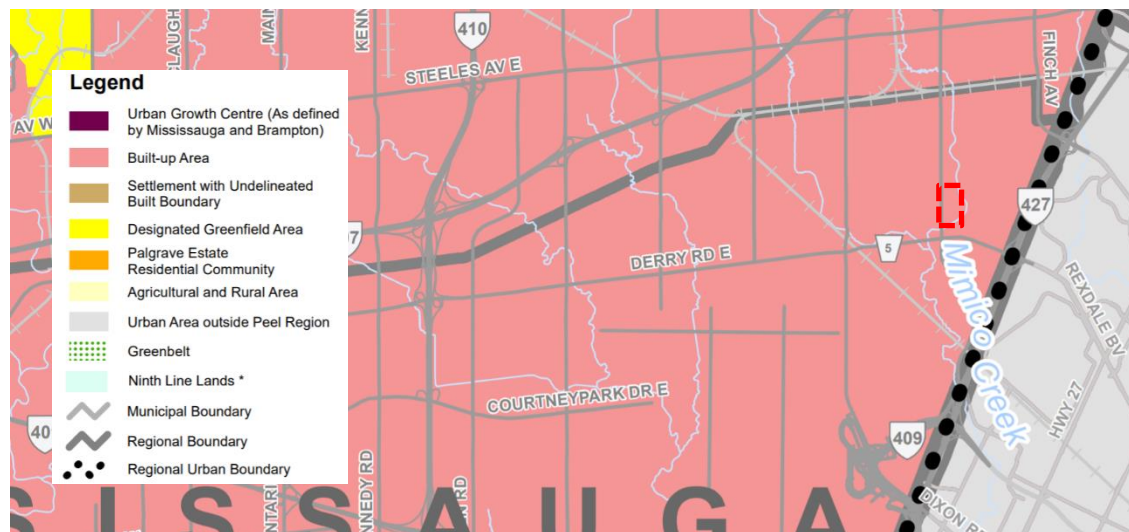


Figure 8-4: Excerpt of Schedule D4: The Growth Plan Policy Areas of the Region of Peel Official Plan

Section 5.8 Housing

Subsection 5.8.1 General Objectives

Policy 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

Policy 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*

Planning Comment: The proposed townhouse and apartment densities and built form will provide an appropriate range of housing typologies on the subject lands. A mix of one, two and three bedroom units are proposed, which will also range in price, thereby meeting the needs of a diverse population who may differ in income, age and family statistics.

Though the tenure has not been finalized, offering a range of unit sizes will foster the availability of housing for all income groups. The owner looks forward to determining a tenure that is best suitable for the subject lands and surrounding area, whether it be a purpose built rental or condominium.

Policy 5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.*

Planning Comment: Identified in **Figure 8-5**, the Region of Peel allocates that 35% of new housing units will be Market Rental or Affordable Ownership, while 45% will be Market Ownership. The proposed development will either be a purpose built rental, which will contribute to meeting the Market Rental target or a condominium building, which will aid in meeting Affordable or Market Ownership targets. Overall, both tenures will provide affordable housing, as rental dwelling units will be more affordable than condominium market units, while affordable ownership units may be provided within the condominium building.

Table 4 – Annual Minimum New Housing Unit Targets in Peel

	Social Housing	Affordable Rental	Market Rental and Affordable Ownership	Market Ownership
Peel	17%	3%	35%	45%

Figure 8-5: Excerpt of Table 4: Annual Minimum New Housing Units Targets in Peel from Region of Peel Official Plan

Subsection 5.8.2 General Policies

It is the policy of Regional Council to:

Policy 5.8.2.2 *Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:*

- a) *residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and*
- b) *cost-effective development standards for new residential development, redevelopment, and intensification*

Planning Comment: The proposed development will provide residential intensification, through an infill opportunity to redevelop a vacant commercial parcel. This represents a cost-effective approach to increase residential density, while minimizing land consumption and making efficient use of existing infrastructure, as confirmed by Schaeffers Consulting Engineers in the FSR. In addition, the proposed development will take into account the characteristics of the existing community, through providing an appropriate transition to adjacent built form.

Policy 5.8.2.3 *Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*

Planning Comment: The proposed development will provide an appropriate range and mix of housing forms and densities on the subject lands. A diverse unit mix will result in a range of prices as well, ensuring that the proposed development will be affordable to all households. Please refer to the Housing Report for more details on how the proposed development will be affordable to moderate income households.

Policy 5.8.2.5 *Support the initiatives of the area municipalities in the construction and retention of rental housing*

Planning Comment: As previously stated, the tenure of the proposed development has not been finalized. There is a possibility that the all units will be operated as a purpose-built-rental. Even if the building was a condominium form of ownership, many of such units may be investor owned and could be placed on the rental market.

Subsection 5.8.3 Supply of Affordable Housing

Subsection 5.8.3.1 Objective

Policy 5.8.3.1.1 *To increase the supply of affordable rental and affordable ownership housing.*

Planning Comment: Pending the finalization of the proposed tenure, the development proposal has the potential to add a maximum of 271 residential units to the existing supply of affordable

rental units. If the proposed tenure is condominium, the proposed development may include a mix of market-based and affordable ownership units

Section 5.9 The Transportation System in Peel

Subsection 5.9.1 General Objectives

Policy 5.9.1.3 *To support the provision of improved transportation mobility and choice to all residents, employees and visitors.*

Policy 5.9.1.4 *To promote and encourage the increased use of public transit and other sustainable modes of transportation.*

Subsection 5.9.5 The Inter and Intra-Regional Transit Network

Subsection 5.9.5.1 Objectives

Policy 5.9.5.1.1 *To support and encourage a higher use of public transit and an increase in transit modal share within the region*

Planning Comment: The subject lands are well serviced by inter-regional and intra-regional transit systems, due to the close proximity to Westwood Square Terminal as well as Malton GO Station, shown on **Figure 8-6**. The proposed development will support a higher use of public transit and increase the modal share of transit, by providing reduced parking standards in high/ medium density residential in close proximity to a number of transit routes. It will also promote the use of alternative choices of transportation (i.e. walking, biking), by including a number of bicycle parking stalls and creating a pleasant pedestrian interface with benches, planters and landscaping.

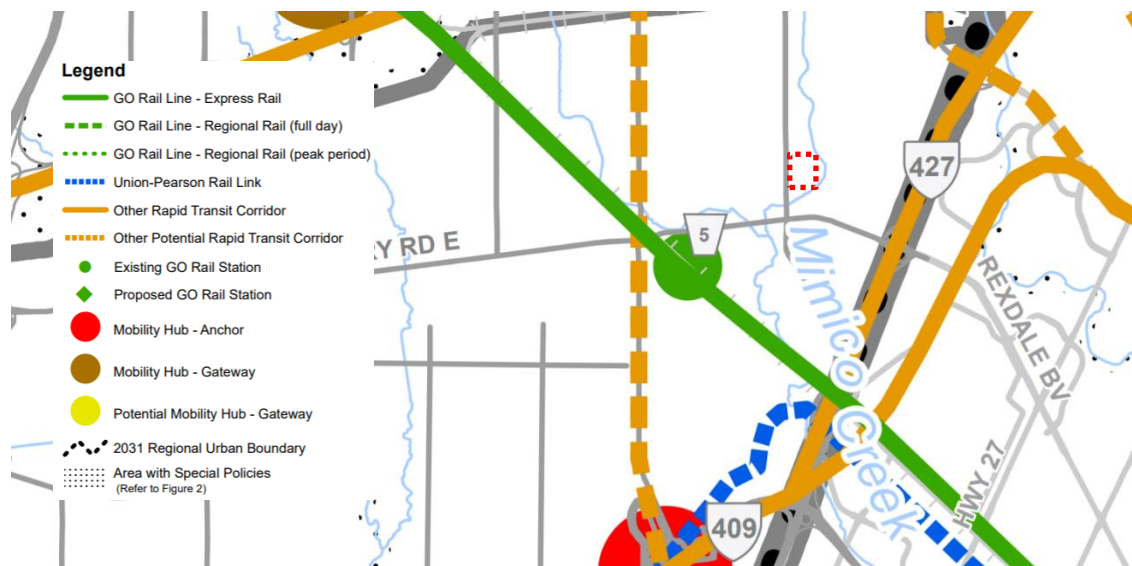


Figure 8-6: Excerpt of Schedule G: Rapid Transit Corridors of the Region of Peel Official Plan

Subsection 5.9.6 Airports

Subsection 5.9.6.2. Policies

Policy 5.9.6.2.4 *Prohibit the development, redevelopment and infill of new residential and sensitive land uses such as hospitals, nursing homes, daycare facilities and public and private schools in the Airport operating Area as shown on Schedule H. The Airport Operating Area uses existing geographical features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP contour.*

Planning Comment: As seen in **Figure 8-7**, the subject lands are located outside of the Pearson International Airport Operating Area. As such, the proposed infill development is permitted on the subject lands and does not negatively impact the operations of Toronto Pearson.

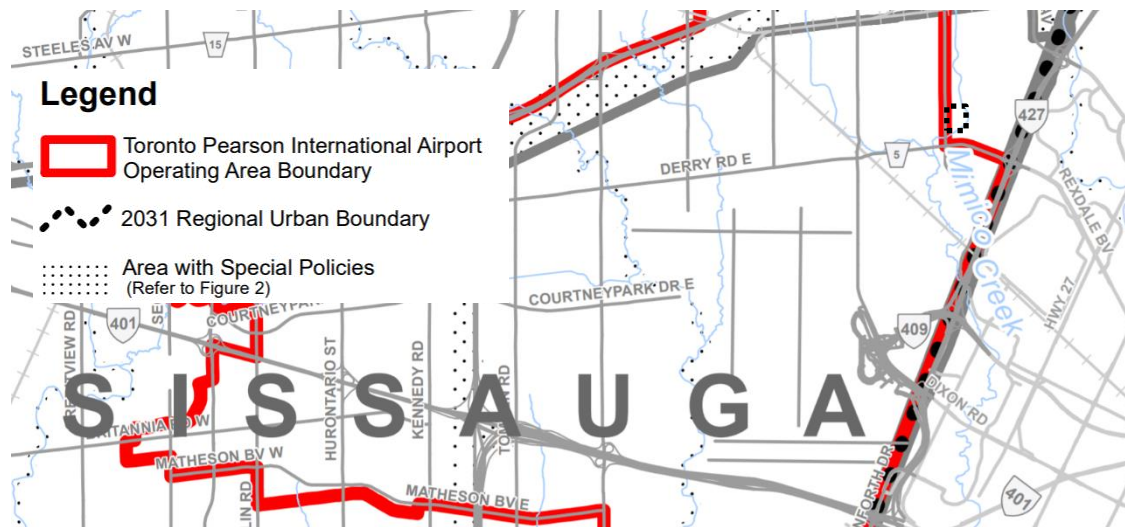


Figure 8-7: Excerpt of Schedule H- Toronto Pearson International Airport Operating Area of the Region of Peel Official Plan

5.9.6.2.7 Update Figure 6 in the Appendix with the latest Provincially issued Aircraft Noise Exposure Contours, as they become available.

Planning Comment: The subject lands are located within the 30 NEF Composite Noise Contour, as identified in **Figure 8-8**. Described within the Noise Report prepared by SLR Consulting, the proposed development will implement recommended measures to mitigate noise impacts on the proposed indoor and outdoor noise levels.

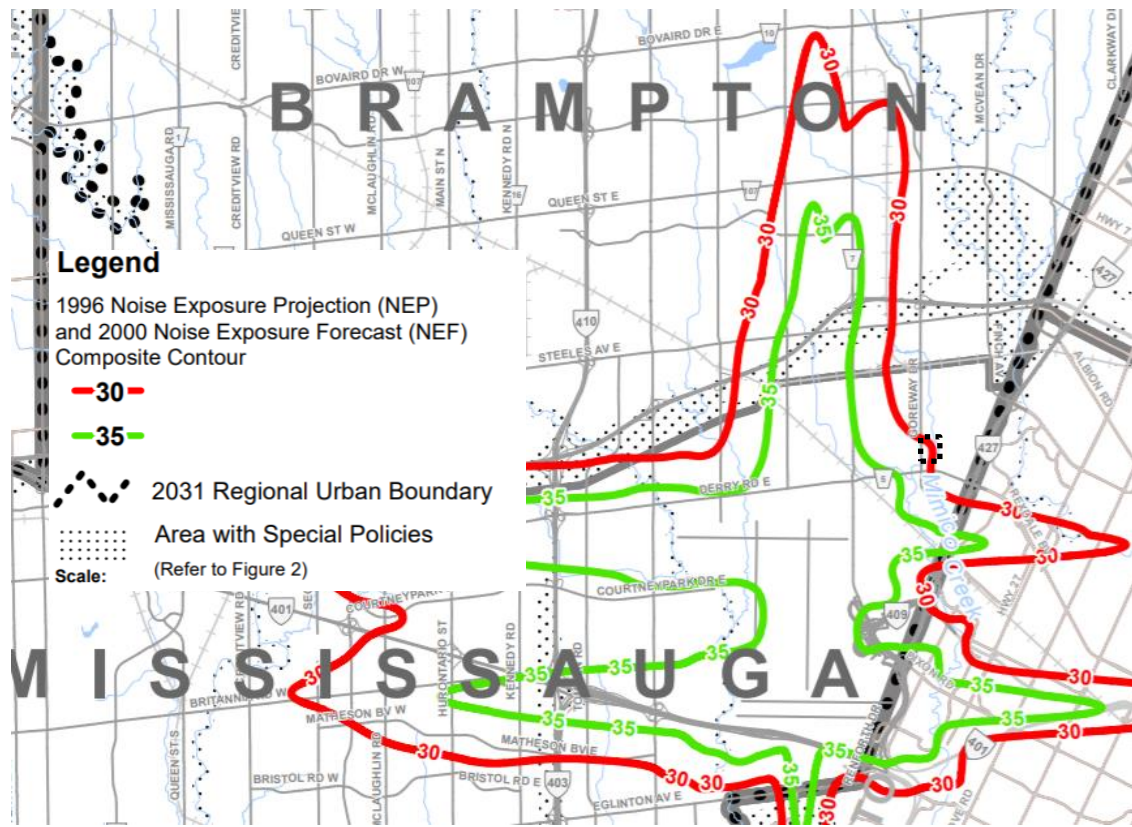


Figure 8-8: Excerpt of Figure 6 - Aircraft Noise Exposure Composite Contours of the Region of Peel Official Plan

Subsection 5.9.9 Environmental Impact

Subsection 5.9.8.1 Objectives

Policy 5.9.8.1.1 *To improve air quality and reduce the greenhouse gas emissions produced by vehicles using Peel's transportation system*

Planning Comment: As stated previously, the subject lands are located within an area that is well served by Mi-Way, Brampton Transit, and Toronto Transit Commission as well as GO Train and Buses, because Westwood Square Terminal and Malton GO Station is located within a one kilometre radius. Therefore, the proposed development will provide an increased residential density to increase the modal share for alternative transportation methods and decrease auto-dependency, contributing to improving air quality and reducing greenhouse gas emissions produced by automobiles.

Subsection 5.9.9 Transportation Demand Management

Subsection 5.9.9.1 Objectives

Policy 5.9.9.1.1 *To reduce auto dependency by promoting sustainable modes of transportation.*

Policy 5.9.9.1.2 *To provide a range of transportation services to meet the diverse needs of the population.*

Planning Comment: Reduced parking ratios and pedestrian amenities along the sidewalk are proposed for the residential development, as a way to reduce auto-dependency and promote transit and active transportation. By promoting alternative transportation methods, the necessity

of owning a vehicle is avoidable, thus accommodating various income earners and meeting the diverse needs of the population. The recommendations provided within the TIS prepared by IBI Group will be implemented at the site plan stage.

Subsection 5.9.10 Active Transportation

5.9.10.1 Objectives

Policy 5.9.10.1.1 *To increase the share of trips made using active transportation.*

Policy 5.9.10.1.2 *To encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of Peel residents.*

Planning Comment: The proposed development will support promote the improved health of future residents, by encouraging and increasing the share of trips made using active transportation, through the inclusion of bicycle stalls and pedestrian amenities within an area that has an abundance of trails and open space.

8.4.6 Chapter 6: Regional Services

Section 6.2 Regional Human Services

Subsection 6.2.2 Policies

Policy 6.2.2.17 *Encourage the provision and maintenance of an adequate supply of affordable rental and ownership housing to meet the diverse needs of all Peel residents, in partnership with the area municipalities, non-profit and private providers, and through the effective use of all available and appropriate affordable housing programs and housing rehabilitation funding sources*

Planning Comment: As previously indicated, the tenure of the proposed development has not been decided upon. The owner is looking forward to finding opportunities with non-profit or private providers to determine the best suitable tenure for the community to meet the diverse needs of all Peel Residents.

Section 6.3 Age-Friendly Planning

6.3.1 Objectives

Policy 6.3.1.1 *To recognize the diversity of Peel's aging population in terms of age, ability, gender, ethnicity, support needs, and income.*

Planning Comment: A primarily single-detached neighbourhood is located west of the subject lands. The proposed development will allow an aging population to age in the community, by providing a variety of unit sizes ranging in number of bedrooms and price. This will recognize the diversity of the aging population, in terms of age, gender, and income. Accessibility standards will be further implemented at the site plan stage to recognize barriers to a range of abilities. These older single family dwelling owners will be able to downsize into an apartment or townhouse and thereby remain in this community.

Section 6.4 Water and Wastewater Services

Subsection 6.4.2 Policies

It is the policy of Regional Council to:

Policy 6.4.2.1 *Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the year 2031, and the three Rural Service Centres to the year 2021. The provision of full municipal sewage and water services in the Urban System and the three Rural Service Centres will be subject to the Regional financial and physical capabilities*

Planning Comment: Confirmed by the FSR prepared by Schaeffers Consulting Engineers, the proposed development will utilize municipal sewage and water services to accommodate anticipated population growth. There will be no servicing constraints as a result of the proposed development.

Region of Peel Official Plan Conclusion: The proposed development conforms to Region of Peel Official Plan, as it will:

- Conform to the general goals of the Official Plan, by preserving the surrounding ecosystem features and supporting growth in a sustainable manner, through a compact urban form
- Not develop on lands which are prone to floodplain hazards
- Protect Cores Areas of the Greenbelt System
- Promote sustainable development principles, by creating a walkable complete community, where the variety of housing typologies can support existing commercial uses and access employment opportunities
- Provide an appropriate range of housing sizes to accommodate housing needs for a diverse population
- Assist in accommodating forecasted population and contribute to achieving annual built-up area and new housing unit targets for the Region of Peel, by providing 271 residential units
- Ensure compatibility with surrounding built form, through placing the lower density to the rear, adjacent to a single detached neighbourhood and higher density along Goreway Drive, similar to existing high-density built form along the eastern and southern banks of the watercourse
- be located in an area that has excellent inter-regional and intra-regional transit options, thereby addressing the transportation barrier to housing
- facilitate transit-supportive elements, by providing a decreased parking ratio, thus fostering an increased modal share in transit
- create an inviting pedestrian realm through the inclusion of landscaping, benches and planters
- support active transportation, by including a number of bicycle parking stalls
- have the potential to add 271 units to the existing supply of rental or affordable ownership housing
- Allows an older population to age in the same area, by providing a variety of unit sizes
- be an efficient and cost-effective use of underutilized Urban Land and municipal water and sewage infrastructure
- not negatively impact Pearson International Airport, as it is located outside the Airport Operating Area and within the 30 NEF Noise Contours

8.5 City of Mississauga Official Plan

The City of Mississauga Official Plan was adopted by City Council in September 2010, and was approved by the Region of Peel in September 2011. The Mississauga Official Plan came into partial effect on November 14, 2012, when the OMB approved the Official Plan with some modifications and except for those policies still under appeal. The Mississauga Official Plan provides direction for the next stage of the city's growth and articulates a vision for a future Mississauga. It provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment. It also forms the basis for detailed land use designations, and urban design policies. The current consolidated version incorporates all Local Planning Appeal Tribunal ("LPAT") decisions and City Council approved Official Plan Amendments, as of November 22, 2019.

The municipal Official Plan is currently being reviewed to ensure that it reflects the changing needs of the community.

For the purposes of this report, the version of the plan available online at <http://www.mississauga.ca/portal/residents/mississaugaofficialplan> was used.

The following designations were obtained from the City of Mississauga Official Plan schedules and apply to the subject lands.

Table 8-2: City of Mississauga Official Plan Designations Applicable to the Subject Lands

SCHEDULE OR APPENDIX	DESIGNATION
Schedule 1 – Urban System	Neighbourhood Corridor Adjacent to Community Node and Green System
Schedule 1a – Green System	Adjacent to Green System
Schedule 1b – Urban System (City Structure)	Neighbourhood Adjacent to Community Node
Schedule 1c – Urban Systems (Corridor)	Corridor
Schedule 2 – Intensification Areas	In Close Proximity to Major Transit Station Area
Schedule 3 – Natural System	Adjacent to Natural Hazards & Significant Natural Area and Natural Green Space
Schedule 4 – Parks and Open Space	Adjacent to Public and Private Space
Schedule 5 – Long Term Road Network	Along a Major Collector Road (Goreway Drive)
Schedule 6 – Long Term Transit Network	In close proximity to Existing Mississauga Transit Terminal and Transit Priority Corridor
Schedule 7 – Long Term Cycling Routes	Primary Off-Road Route (Goreway Drive)
Schedule 8 – Designated Right of Way Widths	35 metres (Goreway Drive)
Schedule 9 – Character Areas	Malton NHD

	Adjacent to Malton CN
Schedule 10 – Land Use Designations	Within 30 1996 NEP/2000 NEF Composite Noise Contours Mixed Use Natural Hazard Overlay

8.5.1 Chapter 1: Introduction

Section 1.1 Background

Subsection 1.1.1 Mississauga Strategic Plan

Developing a Transit Oriented City

Strategic Goals

- *Increase Transportation Capacity*
- *Direct Growth*

Planning Comment: Transit Oriented Development is defined as ‘moderate to high-density development, located within an easy walk of a major transit station and is comprised of a mixed of uses, designed with pedestrians in mind’ within the municipal Official Plan.

The subject lands are located within close walking distance to Westwood Square Bus Terminal, which connects to other parts of Mississauga, as well as Brampton and Toronto. It is also located in close proximity to Malton GO, an inter-regional transit station along the Kitchener Go Line with stops in Kitchener, Guelph, Georgetown, Brampton, and Toronto. As such, the subject lands are an optimal location to direct residential growth. The proposed residential development will contribute to a ‘Transit Oriented’ City, as it will include both moderate and high-density built forms and add to the diversity of land uses, complementing the existing commercial corridor along Goreway Drive and major employment centre south of Derry Road East. The location, mix of uses and reduced parking ratios will support and increase the modal share of transit. The pedestrian realm will be enhanced through providing sidewalks surrounding the residential buildings and including pedestrian amenities.

Ensuring Youth, Older Adults and New Immigrants Thrive

Strategic Goals

- *Ensure affordability and accessibility*
- *Support aging in place*

Planning Comment: As identified in the Housing Report prepared by IBI Group, Malton primarily consists of low-density single family homes, however single detached built forms are not the most appropriate dwelling typology for older adults due to accessibility concerns or an affordable option for immigrants and youth. The proposed development will provide a diversity of dwelling typologies including townhouses and apartment dwelling units and unit types, such as 1, 2 and 3 bedroom units to accommodate a larger array of age groups, incomes and household characteristics.

In addition to the 2-bedroom townhouses, the larger 3-bedroom units within the apartment building will address the demand for larger households and families with children, while also providing a single storey layout and access to elevators to accommodate accessibility concerns for an aging population who wish to age in place.

Completing Our Neighbourhoods

Strategic Goals

- *Develop walkable, connected neighbourhoods*
- *Build vibrant communities*
- *Provide mobility choices*
- *Build and maintain infrastructure*

Planning Comment: The proposed residential development will add to the diversity of land uses in the surrounding context and support the commercial, retail and employment uses. The increase in residential density will foster vibrant, walkable, transit supportive and connected neighbourhoods where residents will be encouraged to walk or take transit to work and to a variety of commercial services and employment opportunities. As stated within the FSR prepared by Schaeffers Consulting Engineering, the proposed development will maintain the existing municipal sewage and water infrastructure along Goreway Drive and does not result in any constraints. The TIS, prepared by IBI Group has concluded that the proposed development will not be the sole cause of delays along existing road infrastructure.

Living Green

Strategic Goals

- *Conserve, enhance and connect natural environments*

Planning Comment: The proposed development will be located outside of significant natural area associated with Mimico Creek and the Malton Greenway, conserving the surrounding natural environments. Mitigation measures, such as a 5 to 10 metre buffer recommended within the EIS prepared by Palmer Environmental Consulting Group will be implemented.

8.5.2 Chapter 4: Vision

Section 4.4. Guiding Principles

Policy 1 *Mississauga will promote development decisions that support the sustainability of our Natural Heritage System and enhance the quality of life for our present and future generations;*

Policy 2 *Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city's river and valley corridor system;*

Planning Comment: The subject lands are located adjacent to distinct natural features areas and the proposed development will not infringe upon these areas. Implementing the recommended mitigation measures within the EIS, prepared by Palmer Environmental Consulting Group will enhance the distinct natural features.

Policy 3 *Mississauga will preserve the character, cultural heritage and livability of our communities;*

Planning Comment: The subject lands and surrounding area do not contain any cultural heritage landscapes. The proposed development will be compatible with the existing surrounding built form and character, through placing the lower density 2-storey townhouses adjacent to the single detached dwellings along Dalewood Drive and situating the higher-density residential tower along Goreway Drive adjacent to the Greenway, similar to the apartment buildings along Derry Road East and Darcel Avenue.

Policy 5 *Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;*

Planning Comment: As previously stated, the subject lands are located in an area that has excellent inter-regional and intra-regional transit service and access to trails and provincial highway corridors. From a land-use perspective, the proposed residential development will seamlessly integrate with the existing diversity of land uses within the neighbourhood and further support the commercial corridor along Goreway Drive and Westwood Square and employment uses to the south of the subject lands, encouraging a pedestrian conducive environment. The proposed development will support a range of mobility options, by providing reduced parking ratios to encourage transit and walkability. Recommendations to increase the modal share of alternative transportation methods within the TIS report by IBI Group will be implemented at the site plan stage.

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

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

Planning Comment: The proposed residential development will support the creation of complete and vibrant communities, through providing a mix of medium and high-density housing in the form of two-storey townhouses and apartment building, consisting of an eighteen and sixteen-storey residential buildings. This will diversify the predominant low-rise single detached housing in Mississauga and Malton. The urban design elements and materials will be implemented during the site plan stage.

The surrounding context includes a variety of uses, such as residential, commercial, open space and employment. The proposed residential development will blend in with the existing uses, providing support to the commercial corridor and providing future residents with easy access to retail and employment opportunities to meet daily needs.

8.5.3 Chapter 5: Direct Growth

Section 5.1 Introduction

Policy 5.1.1 *The population and employment forecasts for Mississauga are shown in Table 5-1.*

Table 5-1: Population and Employment Forecasts

Year	Population	Employment
2009	730 000	453 000
2011	738 000	455 000
2021	768 000	500 000
2031	805 000	510 000

Figure 8-9: Excerpt of Table 5-1: Population and Employment Forecasts of the City of Mississauga Official Plan

Policy 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*

- protect ecological functions, public health and safety;*
- utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
- minimize environmental and social impacts;*
- meet long term needs;*
- build strong, livable, universally accessible communities; and*

Planning Comment: The subject lands are the appropriate location to accommodate forecasted growth, as it is located in an established mixed-use area in close proximity to community services (i.e. institutional uses and Malton Library) and transit station and routes. Existing municipal sewage and water infrastructure is available along Goreway Drive. Mimico Creek is located adjacent to the proposed development, however it will not develop within the proposed floodline and continue to protect the ecological functions of the creek and its associated vegetation community, minimizing environmental and public safety impacts.

The proposed development is a valuable inclusion to the community, as it will help achieve the notion of sustainable complete communities where residents can live, work and play in their neighbourhood without utilizing a vehicle. An additional 271 residential units will contribute to meeting long term needs and accommodating the forecasted population growth of 805,000 people, identified in **Figure 8-9**.

Policy 5.1.5 *Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.*

Planning Comment: As confirmed by the EIS, the proposed development will maintain the existing natural system along Mimico Creek, further protected by a proposed 5 to 10 metre vegetated buffer.

Policy 5.1.6 *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities*

Planning Comment: As the subject lands are well-served by intra-regional and inter-regional transit service, the proposed development will be a compact built-form that is intended to be transit supportive, by reducing required parking ratios. Though the proposed development does not include employment/ commercial uses itself, it will contribute to the primarily commercial corridor

along Goreway Drive and employment uses to the south of Derry Road East, thus providing a range of local live/work opportunities within the community itself. The decision to exclude commercial uses within the proposed development is due to the abundance of commercial businesses along Goreway Drive and an effort to protect the economic prosperity of existing surrounding commercial businesses.

Policy 5.1.7 *Mississauga will protect and conserve the character of stable residential Neighbourhoods.*

Planning Comment: The subject lands abut a single detached residential neighbourhood along Dalewood Drive to the west. The proposed layout will protect the character of the residential neighbourhood by creating a transition in density with the two-storey townhouses abutting the single detached family neighbourhood and the higher density residential apartment located along Goreway Drive adjacent to the Greenway. This is similar to the apartment buildings along Darcel Avenue and Derry Road East, ensuring compatibility with surrounding uses and avoiding any concerns relating to privacy and shadows.

Policy 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*

Planning Comment: As confirmed by the TIS prepared by IBI Group, the identified operational constraints along the roadways is under existing and future background conditions, therefore the proposed development will not exacerbate the traffic conditions. The FSR, prepared by Schaeffers Consulting Engineers confirm that the proposed development will not constrain existing and available municipal sewage and water infrastructure.

Section 5.2 Green System

The Green System as shown on Schedule 1a, is composed of:

- *the Natural System, which includes lands within the Natural Heritage System;*
- *lands subject to Natural Hazards; and*
- *Parks and Open Spaces.*

These include lands designated Public and Private Open Space, Greenlands, Parkway Belt West and open space associated with educational facilities (e.g., school yards) and utilities as shown on Schedule 4: Parks and Open Spaces

Policy 5.2.2 *Mississauga will promote and encourage the restoration of natural forms, functions and linkages.*

Planning Comment: As depicted in **Figure 8-10**, the subject lands are located adjacent to the City's Green System. The EIS prepared by Palmer Environmental Consulting Group concluded that the subject lands do not infringe upon lands within the Natural Heritage System. The proposed development will promote the restoration of natural linkages and vegetation communities, by providing a vegetated buffer along the eastern boundary of the subject lands abutting the Malton Greenway.

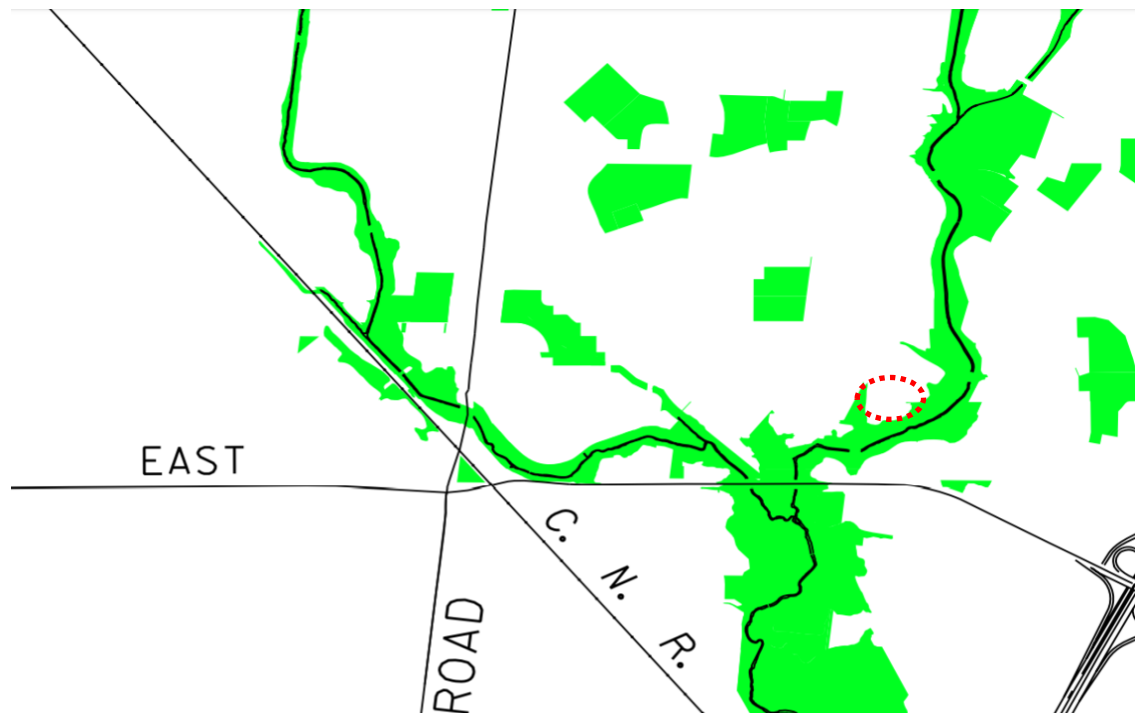


Figure 8-10: Excerpt of Schedule 1a: Green System of the City of Mississauga Official Plan

Section 5.3 City Structure

The City Structure is the basis of the following urban hierarchy:

- *The Downtown will contain the highest densities, tallest buildings and greatest mix of uses;*
- *Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city;*
- *Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights;*
- *Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes;*
- *Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses; and*
- *Special Purpose Areas are unique areas of the city. Densities, building heights and mix of uses will relate to the unique role these areas play within the city.*

Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
	Minimum	Maximum		
Downtown	3	Not specified	200 by 2031; strive for 300 to 400	1:1
Major Nodes	2	25	200 to 300	2:1 to 1:2
Community Nodes	2	4	100 to 200	2:1 to 1:2
Corporate Centres	2 along Corridors and in Major Transit Station Areas	Not specified	—	—
Neighbourhoods		4	—	—
Employment Areas	2 in Major Transit Station Areas and Intensification Corridors	Not specified	—	—
Intensification Corridors	2	As per City Structure Element	—	—
Corridors	2 except in Employment Areas	As per City Structure Element	—	—
Major Transit Station Areas	2	As per City Structure Element	—	—
Designated Greenfield Area	—	—	Minimum 50	—

Figure 8-11: Excerpt of Figure 5-5: Height, Density and Population to Employment Ratio Requirements of the City of Mississauga Official Plan

Subsection 5.3.5 Neighbourhoods

Policy 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.*

Policy 5.3.5.2 *Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.*

Policy 5.3.5.3 *Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.*

Planning Comment: As seen in **Figure 8-12**, the subject lands are located within the Neighbourhood Structure Element, however it is located within a Corridor on the edge of the Malton Community Node associated with the Westwood Square Mall.

Figure 8-11 identifies that the maximum height of Neighbourhoods are four storeys. An Official Plan Amendment (“OPA”) is requested to permit an increased height of eighteen storeys. Though this is a significant height increase, the subject lands are the appropriate location for higher density uses within the Neighbourhoods Structure Element, due to the Corridor designation and close proximity to the Malton Community Node. There is a consistent development pattern of higher density buildings following the path of the Mimico Creek, demonstrated in **Sections 2 and 3** of this report.

The proposed development will be infill in nature and make better use of the existing underutilized commercial parcel. It will be designed to respect the existing physical character of surrounding stable residential areas by maintaining appropriate setback conditions along the street and placing the lower density two-storey townhouses to the rear, adjacent to the single detached neighbourhood along Dalewood Drive. The higher density residential towers will be placed along

the frontage of Goreway Drive, adjacent to the Greenway. This is in conjunction with the existing apartment buildings along Derry Road East and Darcel Avenue.

Policy 5.3.5.4 *Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.*

Planning Comment: The subject lands were formerly occupied by a commercial grocery store, the 'Starwind' Supermarket. As seen in **Figure 8-22**, the subject lands are designated 'Mixed Use.

The proposed redevelopment will result in a loss of commercial floor space, as the requested OPA will allow for exclusively residential uses, not in conjunction with other permitted uses. However, the planned function of the existing non-residential component and 'Mixed-Use' designation is to provide a variety of retail, service and other uses to support surrounding residents and businesses. As described in **Section 2.2** of this report, the surrounding area contains a mix of uses, ranging from residential to primarily commercial along Goreway Drive and employment south of Derry Road East. The commercial corridors and Westwood Square Mall are oversaturated with grocery stores such as Walmart, Fresh-Co, Ali-baba Food Mart, Gurus Groceries, Al-Khair Grocery and Food Fiesta West Indian Grocery. Therefore, even with the loss of the commercial grocery store, numerous grocery stores are located within walking distance to support future residents. As such, an on site mix of commercial and residential is not required.

In addition, the proposed residential development will provide additional clientele to service the various commercial amenities and stops and increase the ease of access to nearby employment opportunities. Overall, with the addition of the proposed development, the Goreway Corridor will function as a mixed-use area.

Policy 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.*

Policy 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*

Planning Comment: The proposed development represents a form of intensification within Neighbourhoods that will be compatible with the existing surrounding low density built-form. It will provide an appropriate transition in built form, density and scale, through the placement of two-storey townhouses abutting the single family detached dwellings along Dalewood Drive. The higher density residential towers will be located along Goreway Drive, adjacent to the Greenway and Firehall. This is an appropriate transition to the low density area to the north and the higher density areas to the south, and will reduce any significant impacts relating to privacy, nuisance and overlook concerns.

Policy 5.3.5.7 *Transportation planning within Neighbourhoods will give priority to active transportation modes*

Planning Comment: Active Transportation modes, including walking and biking will be emphasized within the proposed development, through the inclusion of a bike room with approximately 74 bike stalls. In addition, the sidewalks surrounding the proposed development will be enhanced to create an inviting pedestrian experience with benches, landscaping and planters.



Figure 8-12: Excerpt of Schedule 1: Urban System of the City of Mississauga Official Plan

Section 5.4 Corridors

Policy 5.4.1 A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System - Corridors.

Policy 5.4.4 Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

Policy 5.4.5 Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

Planning Comment: As seen in **Figure 8-13**, the subject lands are located within a Corridor along Goreway Drive. The proposed development will promote a compact built form, which efficiently utilizes the subject lands and infrastructure.

The abundance of commercial uses along Goreway Drive does not make it viable for the proposed development to include a commercial component. As such, on site commercial uses are not required. Furthermore, another commercial use could threaten the existing customer markets of nearby local stores and businesses. Through it will not include a mix of uses, the proposed residential buildings will be appropriate for the context of the surrounding neighbourhood, as it will add and compliment the mix of uses within the neighbourhood by providing an increased residential density to support the primary commercial corridor along Goreway Drive and employment centre south of Derry Road East. It will be designed to be transit-supportive due to

the subject land's location in close proximity to both Westwood Square Terminal and Malton GO. Providing reduced parking ratios will provide residents an opportunity to increase transit usage.

The subject lands are appropriate for the proposed higher density residential use within Neighbourhoods, due to the location along an identified Corridor and close proximity to a Community Node. It will have regard for the existing surrounding character of Neighbourhoods, as an appropriate transition in height, built form, massing and density is provided to the existing lower-density single detached neighbourhood to the north-east along Dalewood Drive, through placing the proposed two-storey townhouses adjacent to the neighbourhood and higher density along Goreway Drive, consistent with the apartment built form development pattern along the Malton Greenway.

which will be located adjacent to the proposed two-storey townhouses.

Policy 5.4.6 *Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews.*

Policy 5.4.7 *Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.*

Planning Comment: The proposed building entrance to the residential building and overall site will be oriented towards Goreway Drive. It will provide an interesting streetscape and compliment the surrounding uses. Further details will be provided at site plan stage.

Policy 5.4.8 *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas*

Planning Comment: The proposed OPA is requested to permit an increased height of eighteen storeys, above the maximum building height of four storeys specified in the Neighbourhood City Structure Element. The layout of the proposed development has been designed to provide a transition to surrounding uses, thereby minimizing overlook, privacy and shadow impacts.

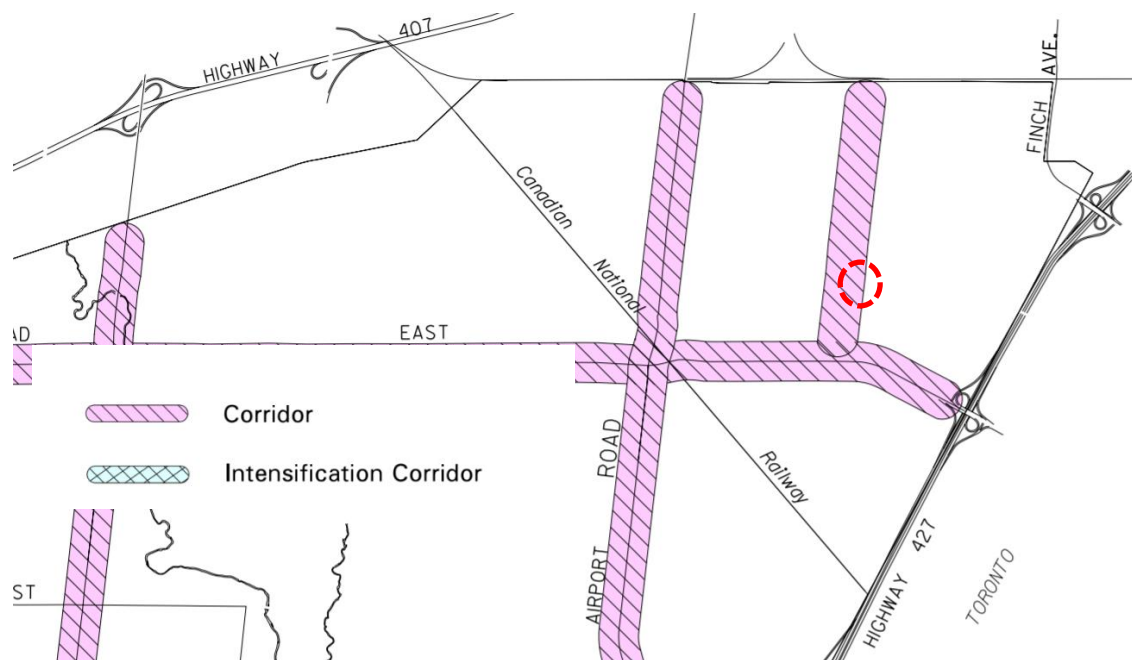


Figure 8-13: Excerpt of Schedule 1c: Urban System - Corridors of the City of Mississauga Official Plan

Section 5.5 Intensification Areas

Policy 5.5.1 *The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.*

Policy 5.5.4 *Intensification Areas will be planned to reflect their role in the City Structure hierarchy.*

Planning Comment: As stated previously, the subject lands are located at the edge of the Malton Community Node, identified as an Intensification Area. The proposed development will represent a form of intensification that is respectful of the Neighbourhood Element, while capitalizing upon the close proximity to the Community Node, by providing 271 units to support the commercial centre at Westwood Square and placing lower density to the rear to be compatible with the existing single detached neighbourhood along Dalewood Drive.

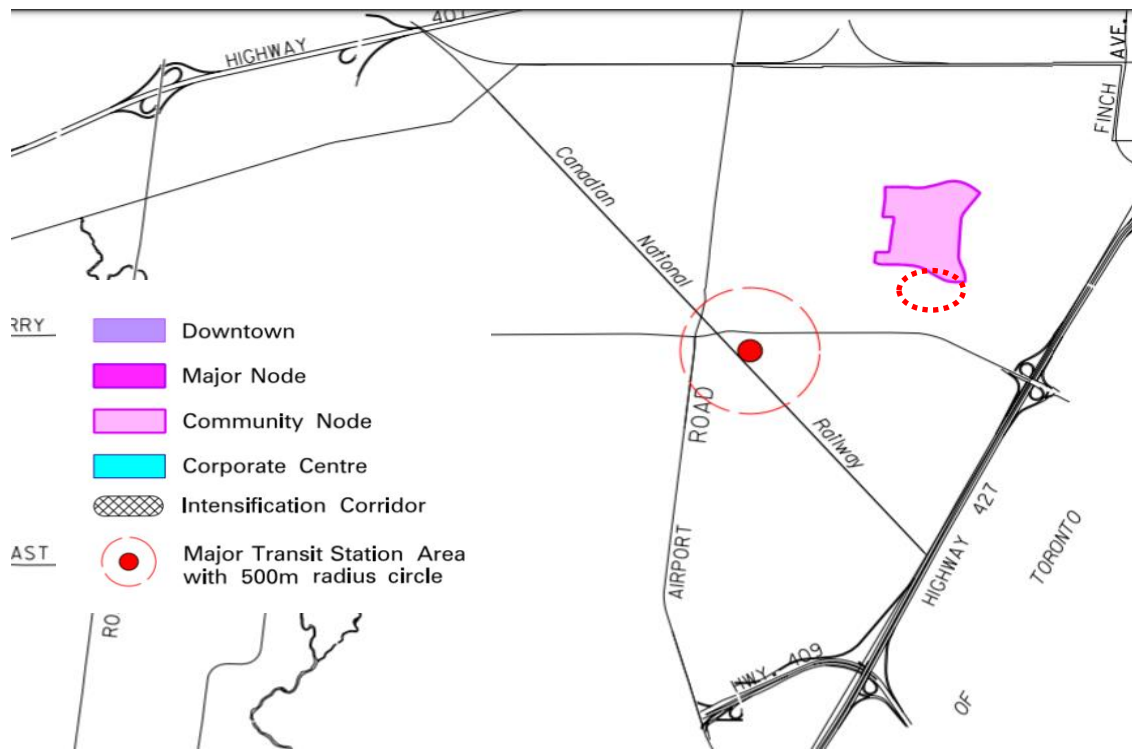


Figure 8-14: Excerpt of Schedule 2: Intensification Area of the City of Mississauga Official Plan

8.5.4 Chapter 6: Value the Environment

Section 6.1 Introduction

Policy 6.1.1 Mississauga will:

- a. *protect, enhance, restore and expand the Natural Heritage System;*

Planning Comment: As demonstrated within the EIS prepared by Palmer Environmental Consulting Group, the proposed development will not expand into the Natural Heritage System, ensuring the continued protection of significant natural heritage features. To protect, enhance and restore the Natural Heritage System, a 5 to 10 metre vegetated buffer will be implemented.

- c. *protect life and property from natural and human made hazards;*
- e. *ensure land use compatibility; and*

Planning Comment: The Floodplain Hazard Assessment completed by Greck and Associates confirmed that the proposed development will not be located within the natural floodplain hazard.

Section 6.2 Living Green

Policy 6.2.7 Mississauga will require development proposals to address the management of stormwater using stormwater best management practices.

Planning Comment: The FSR prepared by Schaeffers Consulting Engineers proposed that the preliminary stormwater management plan will include a storage tank within the underground parking structure. Please refer to the FSR for more details.

Section 6.3 Green System

Policy 6.3.1 *Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.*

Policy 6.3.7 *Buffers which are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands, will be provided to perform the following:*

- *maintenance of slope stability and reduction of erosion on valley slopes;*
- *attenuation of stormwater runoff;*
- *reduction of human intrusion into Significant Natural Areas and allowance for predation habits of pets, such as cats and dogs;*
- *protection of tree root zones to ensure survival of vegetation;*
- *provision of a safety zone for tree fall next to woodlands;*
- *enhancement of woodland interior and edge areas through native species plantings;*
- *enhanced wildlife habitat and corridors for wildlife movement; and*
- *opportunities for passive recreational activities, in appropriate locations*

Planning Comment: As indicated within the EIS prepared by Palmer Environmental Consulting Group, a 5-10 metre vegetated buffer is proposed on the portion of the natural feature to the north and east to protect, enhance and restore the Green System, as well as provide a physical separation between the development and the Malton Greenway. This will also maintain the eastern slope stability and reduce human intrusion into the significant natural areas of the Mimico Creek.

Natural Heritage System

Policy 6.3.9 *Mississauga's Natural Heritage System is composed of the following:*

- *Significant Natural Areas;*
- *Natural Green Spaces;*
- *Special Management Areas;*
- *Residential Woodlands; and*
- *Linkages.*

Significant Natural Areas

6.3.12 *Significant Natural Areas are areas that meet one or more of the following criteria:*

- a. *provincially or regional significant life science areas of natural and scientific interest (ANSI);*
- b. *environmentally sensitive or significant areas;*
- c. *habitat of threatened species or endangered species;*
- d. *fish habitat;*
- e. *significant wildlife habitat;*
- f. *significant woodlands are those that meet one or more of the following criteria:*
 - *woodlands, excluding cultural savannahs, greater than or equal to four hectares;*

- *woodlands, excluding cultural woodlands and cultural savannahs, greater than or equal to two hectares and less than four hectares;*
 - *any woodland greater than 0.5 hectares that: o supports old growth trees (greater than or equal to 100 years old); o supports a significant linkage function as determined through an Environmental Impact Study approved by the City in consultation with the appropriate conservation authority; o is located within 100 metres of another Significant Natural Area supporting a significant ecological relationship between the two features; o is located within 30 metres of a watercourse or significant wetland; or o supports significant species or communities;*
- g. significant wetlands are one of the following:*
- *Provincially significant coastal wetlands;*
 - *Provincially significant wetlands;*
 - *Coastal wetlands;*
 - *other wetlands greater than 0.5 hectares; and*
- h. significant valleylands are associated with the main branches, major tributaries and other tributaries and watercourse corridors draining directly to Lake Ontario including the Credit River, Etobicoke Creek, Mimico Creek and Sixteen Mile Creek.*

Natural Green Spaces

Policy 6.3.14 *Natural Green Spaces are areas that meet one or more of the following criteria:*

- a. woodlands greater than 0.5 hectares that do not fulfill the requirements of a significant woodland;*
- b. wetlands that do not fulfill the requirements of a significant wetland;*
- c. watercourses that do not fulfill the requirements of a significant valleyland, even if they are predominantly engineered; and*
- d. all natural areas greater than 0.5 hectares that have vegetation that is uncommon in the city*

Protecting the Natural Heritage System

Policy 6.3.23 *Mississauga will have regard for the maintenance of the long term ecological integrity of the Natural Heritage System in all decisions.*

Policy 6.3.24 *The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:*

- a. ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations;*
- d. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;*
- f. controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions; and*
- g. regulation of encroachment into the Natural Heritage System and other public open spaces.*

Policy 6.3.27 *Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. Any negative impact that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.*

Policy 6.3.32 *Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage features and their ecological functions and opportunities for their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.*

Planning Comment: As seen in **Figure 8-15**, the subject lands are located adjacent to the City's Natural Heritage System, designated as Significant Natural Areas and Natural Green Spaces. The EIS prepared by Palmer Environmental Consulting Group concluded that the proposed development is not expected to result in the removal or encroachment into the Cultural Woodland vegetation community adjacent to the subject lands. A 5 to 10 metre buffer will be implemented in order to protect and maintain the long term ecological integrity of the Natural Heritage System.

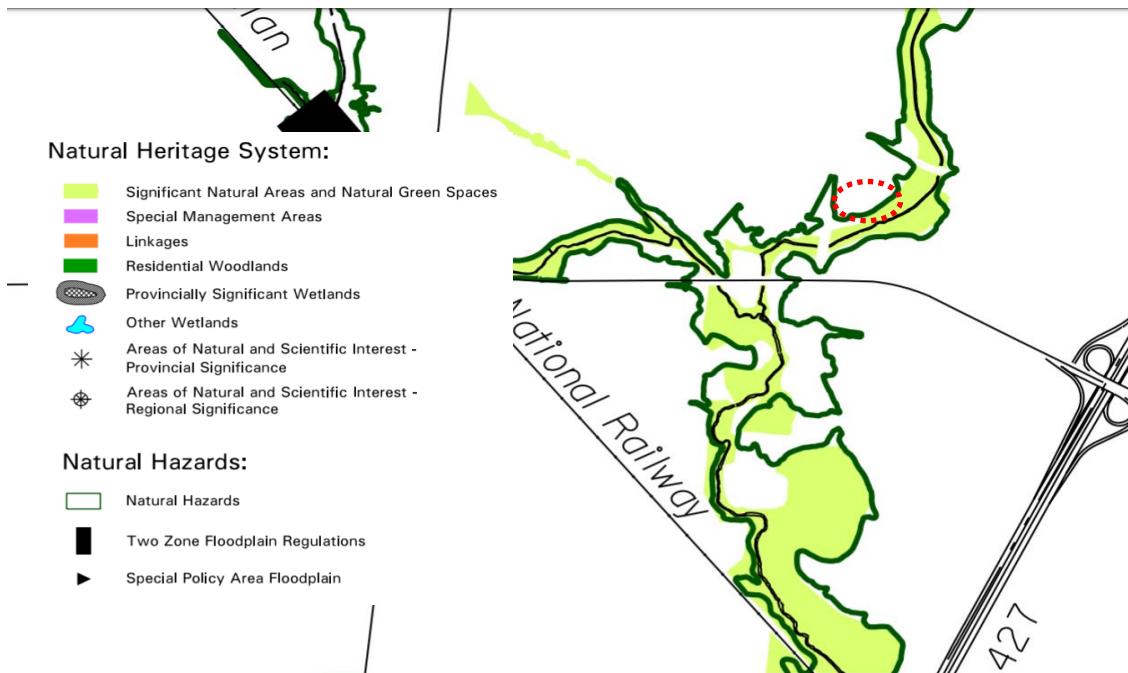


Figure 8-15: Excerpt of Schedule 3: Natural System of the City of Mississauga Official Plan

Natural Hazard Lands

Natural Hazard Lands are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors and the Lake Ontario shoreline. Natural Hazard Lands, shown on Schedule 3: Natural System, will be designated Greenlands.

Valleylands

Policy 6.3.47 *Development and site alteration will not be permitted within erosion hazards associated with valleyland and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.*

Policy 6.3.48 *Development adjacent to valleyland and watercourse features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.*

Floodplain

Policy 6.3.50 *Development in flood plains will be subject to the one-zone concept, except where a special policy area or two-zone floodplain management concept has been approved.*

Policy 6.3.51 *Development and site alteration is generally prohibited on lands subject to flooding.*

Policy 6.3.53 *The construction of buildings or structures permitted in or adjacent to the flood plain will be protected to the elevation of the Regulatory Flood and will not impact upstream or downstream properties. Additional flood protection measures to be implemented relative to individual development applications will be determined by the City and the appropriate conservation authority.*

Planning Comment: As seen in **Figure 8-22**, the southern portion of the subject lands are under a Natural Hazard Overlay. The Floodplain Hazard Assessment has concluded that the regulatory floodline will need to be updated, as the increase in flood elevation has extended approximately 200 metres upstream, thereby decreasing flood hazards and the amount of the subject lands that are prone to flooding. All of the development will be located outside of the updated floodline. For further protection, all buildings are proposed to be a minimum 0.3 metres above the Regulatory flood elevation to provide a necessary factor of safety.

Parks and Open Space

Policy 6.3.64 Mississauga will value and wisely manage its parkland and open spaces.

Planning Comment: As seen in **Figure 8-16**, the subject lands are located adjacent to a public and private open space, associated with the Malton Greenway. Concluded by the EIS prepared by Palmer Environmental Consulting Group, the proposed development will not alter or impact the multi-use trail system associated with Mimico Creek and the Greenway.



Figure 8-16: Excerpt of Schedule 4: Parks and Open Space of the City of Mississauga Official Plan

Section 6.4 Water

Subsection 6.4.2 Stormwater and Drainage

Policy 6.4.2.2 *Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable*

Planning Comment: The FSR prepared by Schaeffers Consulting Engineers proposed that the preliminary stormwater management plan will include a storage tank within the underground parking structure. Further details regarding the stormwater management plan and low impact development strategies will be implemented during the site plan process.

Section 6.5 Air Quality

Policy 6.5.1 *To improve air quality, Mississauga will:*

- promote the use of alternative modes of transportation such as transit, cycling and walking;*
- give preference to compact, mixed use and transit oriented development that reduces car dependency;*

Planning Comment: The proposed residential built form is compact and adds to the mix of uses within the surrounding context, particularly supporting the existing commercial uses and businesses along Goreway Drive and employment centre south of Derry Road East. As there is an abundance of commercial stores in the vicinity, there is no need for an additional commercial use on the subject lands. Instead, the increased residential density will allow resident to utilize active transportation to travel between uses to access daily needs and employment opportunities.

The subject lands are located in close proximity to the existing intraregional and interregional transit network. The proposed development will contribute to a high standard of air quality, by including bicycle parking facilities and reduced parking standards, promoting alternative modes of transportation and decreasing car dependency.

c. *direct growth to Intensification Areas;*

Planning Comment: Though the subject lands are not identified as an Intensification Area, it is located on the edge of the Malton Community Node, which is designated as an Intensification Area. Therefore, the proposed development will represent a form of intensification that is appropriate for the Neighbourhood Character Area and efficiently use the underutilized vacant commercial property, minimizing additional land consumption.

d. *encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes; and*

Planning Comment: The proposed development will add to the mix of uses in the community of Malton and provide residential density to support commercial and employment uses along Goreway Drive and south of Derry Road East. This will encourage a balance of housing and jobs, providing opportunities for residents to live, work and play within their community without utilizing their vehicles. This will promote transit and active transportation modes.

e. *protect, enhance, restore and expand the Natural Heritage System*

Planning Comment: The subject lands do not extend into the Natural Heritage System. As a result of the proposed development, there will be no negative impacts onto the Natural Heritage System.

Section 6.10

Subsection 6.10.1 Stationary Noise

Policy 6.10.1.1 *In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, a feasibility and/or detailed noise impact study will be submitted prior to approval of development in proximity to an existing industrial noise source. This will identify options for mitigation at the source and at the proposed development site.*

Policy 6.10.1.4 *Development that includes outdoor passive recreation areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline.*

Policy 6.10.1.5 *Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline.*

Subsection 6.10.2 Aircraft Noise

Policy 6.10.2.1 *Land uses located at or above the corresponding 1996 noise exposure projection (NEP)/2000 noise exposure forecast (NEF) composite noise contour as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise in accordance with the applicable Provincial Government environmental noise guideline to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.*

Policy 6.10.2.5 *Development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached and semidetached dwellings, for lands where permitted within the Airport Operating Area, may be processed for approval provided that all of the following are satisfied*

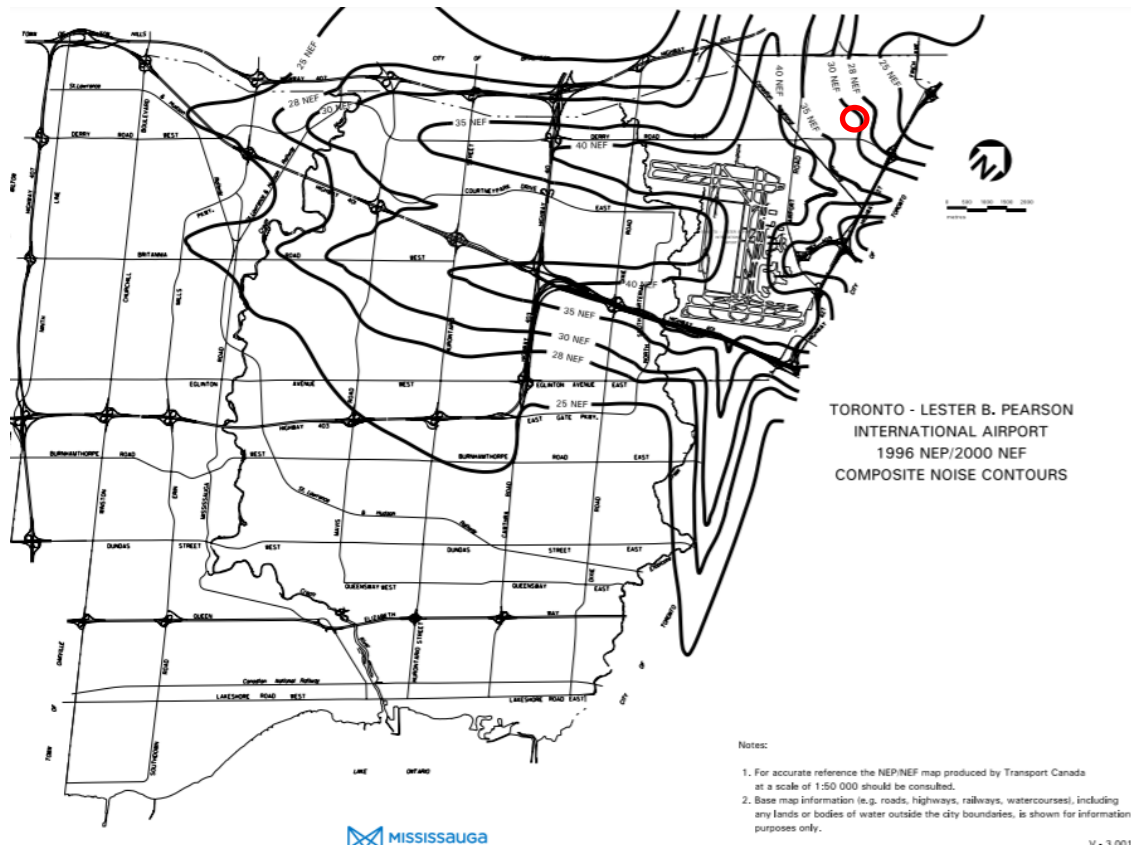


Figure 8-17: Excerpt of Figure 6-26: 1996 NEP/2000 NEF Composite Noise Contours of the City of Mississauga Official Plan

Section 6.10.3 Road Noise

Policy 6.10.3.2 *Residential development or development that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA*

Policy 6.10.3.3 *Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline*

Planning Comment: As seen in **Figure 8-17**, the subject lands are located within the 30 NEF Composite Noise Contour. Described within the Noise Study prepared by SLR Consulting, no significant stationary noise sources were identified and noise impacts within the proposed common outdoor passive recreation areas are predicted to be within acceptable levels and no physical mitigation measures are recommended. The recommendations to mitigate noise impacts on the proposed indoor levels will be implemented.

8.5.5 Chapter 7: Complete Communities

Section 7.1 Introduction

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

Planning Comment: The subject lands are located along a corridor characterized by primarily commercial uses, in close proximity to Westwood Square Mall and north of a major employment centre. The proposed residential development will add to the diversity of uses within the neighbourhood and provide increased number of residential households and clientele to support nearby commercial stores and employment opportunities, fostering a community where residents can live, work and play.

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

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

Planning Comment: The proposed development will facilitate a compact built form and contribute to creating a complete community, by adding and complimenting the mix of uses within the community of Malton. The abundance of commercial stores and businesses do not make the inclusion of commercial uses within the proposed development a viable opportunity, and therefore, it will integrate residential uses within close proximity to commercial and employment land uses to support the existing businesses and employment uses.

The integration of these uses will people to walk or take transit for their daily needs, reducing automobile needs conducive to good public health. Furthermore, the reduced parking ratio and inclusion of bicycle parking stalls, coupled with the recommended TDM measures will facilitate alternative methods of transportation.

The outdoor and indoor amenity areas proposed within the apartment building and around the townhouses will foster recreational activity. These areas will connect to the existing multi-use trail system located along Malton Greenway and Mimico Creek.

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

Planning Comment: The proposed development will consist of both apartment and townhouse dwelling units to accommodate residents with different housing preferences. It also includes a variety of unit sizes, ranging from 1 to 3 bedrooms to reflect changing demographic and socioeconomic characteristics.

Section 7.2 Housing

Policy 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.*

Planning Comment: The proposed development will redevelop a vacant commercial property, which has full access to community infrastructure and engineering services. Identified within the Housing Report, the City of Mississauga has the largest share of seniors, therefore there is a need to provide smaller unit sizes within the proposed development. The unit composition, displayed in **Table 4-3** shows a diversity of unit sizes to meet various housing needs and preferences.

Policy 7.2.2 *Mississauga will provide opportunities for:*

- a. *the development of a range of housing choices in terms of type, tenure and price;*
- b. *the production of a variety of affordable dwelling types for both the ownership and rental markets; and*

Policy 7.2.10 *Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population*

Planning Comment: Malton primarily consists of low-rise single detached homes and has a higher proportion of apartment buildings below five-storeys and a lower proportion of apartments above five storeys, compared to Mississauga and other municipalities. Through the inclusion of both townhouse and an eighteen and sixteen-storey residential tower, the proposed development will provide dwelling type diversity on the subject lands, as well as within a greater surrounding context.

Overall, by offering a range of 1, 2 and 3 bedroom units, the proposed development will accommodate an appropriate mix of unit typologies, which will also range in price. The tenure of the proposed development is undecided at this stage, as the owner is determining the best suitable option for the community. Therefore, it could function as either a purpose-built rental or condominium building. A purpose-built rental will be more affordable than market based condominium units, while a condominium building may include both market based and affordable ownership units.

8.5.6 Chapter 8: Create a Multi-Modal City

Section 8.1 Introduction

Policy 8.1.1 *Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation*

Policy 8.1.8 *To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.*

Planning Comment: The proposed development will encourage a shift towards more sustainable modes such as transit and active transportation, by providing reduced parking ratios and bicycle parking stalls. The TDM recommendations within the TIS prepared by IBI Group will be further examined at site plan stage.

Section 8.2 Multi-Modal Network

Policy 8.2.1.1 *The City's multi-modal transportation network will be maintained and developed to support the policies of this Plan by:*

- a. *protecting and developing the network rights-of-way by acquiring the additional property needed to achieve designated widths;*

Planning Comment: The identified Right-of-way for Goreway Drive has been applied to the proposed preliminary site plan.



Figure 8-18: Excerpt of Schedule 8: Designated Right of Way Widths of the City of Mississauga Official Plan

Subsection 8.2.2 Road Network

Policy 8.2.2.1 *Mississauga's road network will consist of the following road classification:*

- b. *major collectors in Neighbourhoods will be designed to accommodate moderate volumes of traffic and will be the focus of active transportation facilities. Vehicular access will be designed to minimize conflicts with active transportation modes. In Employment Areas, major collectors will be designed to serve a moderate volume of business and goods movement traffic. Vehicular access will be designed to support the efficient flow of goods movement traffic. Where possible, consolidation of access will be encouraged in neighbourhoods and employment areas. Character Area policies may provide further guidance on vehicular access;*

Planning Comment: As seen in **Figure 8-19**, the subject lands are located along Goreway Drive, which is identified as a Major Collector Road. Two accesses will be provided, one for the apartment building and another for the proposed underground parking and townhouses. The traffic impacts as a result of the proposed development is negligible on the existing road network. Please refer to the TIS prepared by IBI Group for more details.

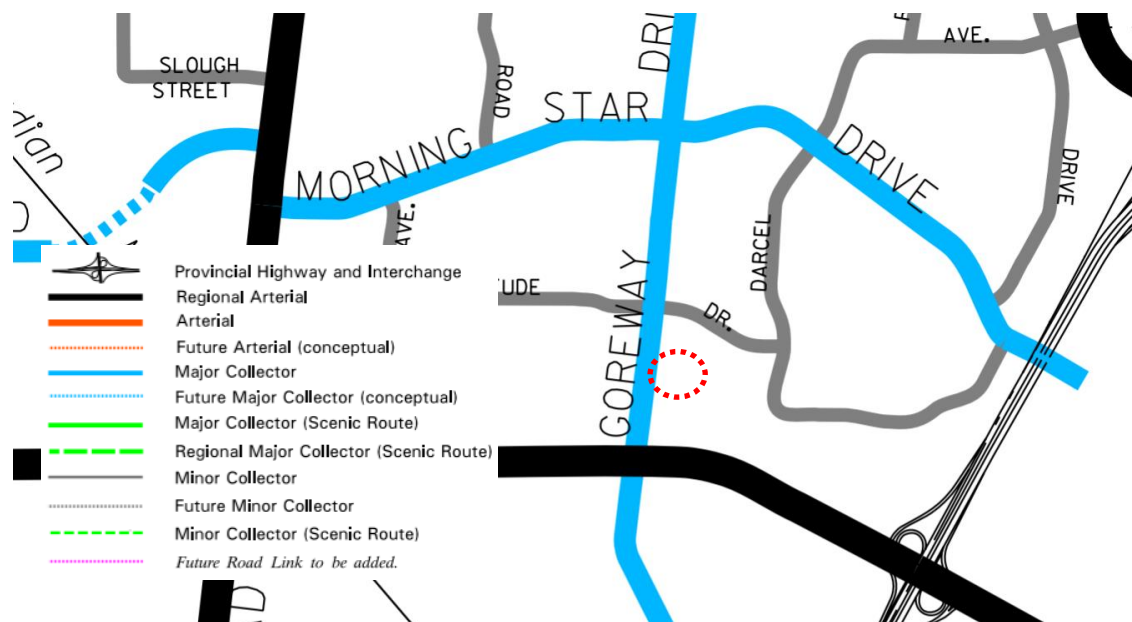


Figure 8-19: Excerpt of Schedule 5: Long Term Road Network of the City of Mississauga Official Plan

Subsection 8.2.3 Transit Network

The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along Corridors.

Policy 8.2.3.9 *Access to transit will be provided within walking distance of the places where people live and work, and of major destinations such as the Lake Ontario waterfront.*

Planning Comment: As seen in **Figure 8-13**, the subject lands are located along a Corridor, in close proximity to a Major Node and Mobility Hub. The proposed development will be in a compact built form and though it does not include a mix of uses itself, it will integrate residential uses with the primary commercial corridor and major employment centre, which will encourage future residents to take transit and active transportation between those uses. This is supported by the close proximity to both an existing Mississauga Transit Terminal (i.e. Westwood Square Terminal) and an existing Commuter Rail Station (i.e. Malton GO), as seen in **Figure 8-20**. Therefore, the proposed development has the locational advantage to be transit supportive and pedestrian oriented, which will be further supported by reduced parking ratios and pedestrian amenities.

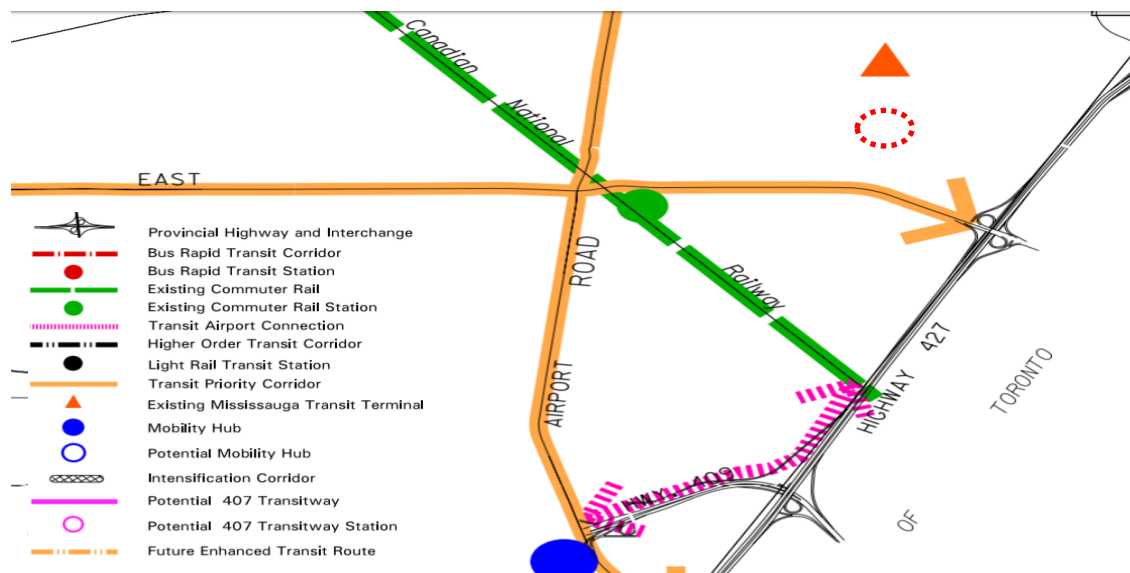


Figure 8-20: Excerpt of Schedule 6: Long Term Transit Network of the City of Mississauga Official Plan

Subsection 8.2.4 Active Transportation

Policy 8.2.4.3 *Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed*

Planning Comment: A primary on-road boulevard cycling route is located along Goreway Drive, as shown in **Figure 8-21**. The proposed development will provide an abundance of bicycle parking stalls to encourage residents to utilize the cycling route. In addition, it will provide pedestrian amenities along the sidewalks surrounding the buildings to address pedestrian needs.

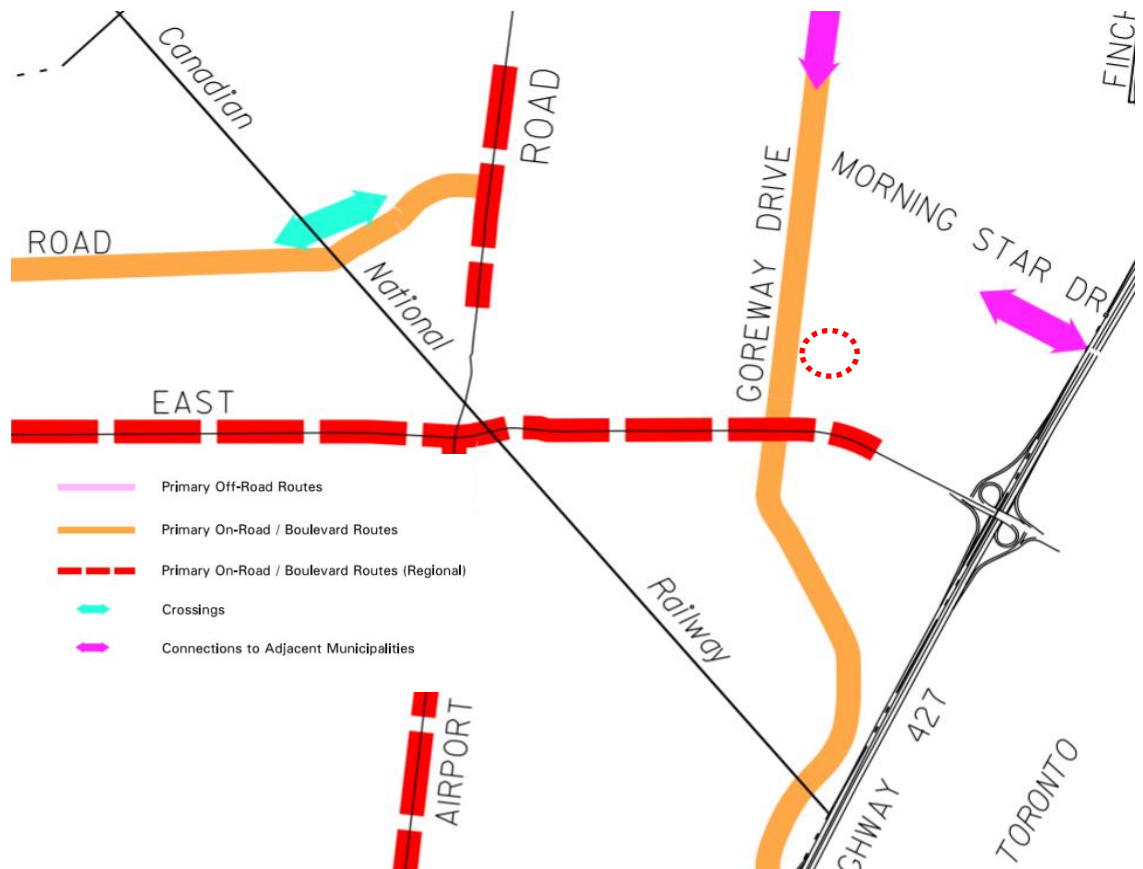


Figure 8-21: Excerpt of Schedule 7: Long Term Cycling Routes of the City of Mississauga Official Plan

Section 8.4 Parking

Policy 8.4.2 *Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.*

Policy 8.4.3 *Consideration will be given to reducing offstreet parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:*

- access to transit;*
- level of transit service;*
- traffic generation; and*
- impact on the surrounding area.*

Policy 8.4.7 *Within Intensification Areas, Mississauga will give consideration to:*

- reducing minimum parking requirements to reflect transit service levels;*
- establishing maximum parking standards to support transit investments, particularly higher order transit investments;*
- limiting surface parking by requiring a portion be provided within structured parking facilities;*
- requiring structured parking facilities to be underground, where viable;*

- e. *proactively maximizing on-street public parking in appropriate locations;*

Planning Comment: Though the proposed development is not located within an Intensification Area, reduced parking standards was applied to reflect existing transit service levels and encourage a higher use of transit, due to the close proximity to Westwood Square Terminal and Malton GO. All required parking spaces will be provided within three levels of an underground parking structure.

Section 8.5 Transportation Demand Management

Policy 8.5.1 *Mississauga will encourage TDM strategies that promote transit use and active transportation, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.*

Policy 8.5.4 *Mississauga will manage parking in Intensification Areas to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.*

Planning Comment: Providing reduced parking ratios and improved pedestrian realm including benches and landscaping will promote transit use and active transportation, reducing vehicle dependency. In addition, the TDM measures recommended within the TIS prepared by IBI Group implemented at site-plan stage will also reduce vehicle dependency.

8.5.7 Chapter 9: Build a Desirable Urban Form

Section 9.1 Introduction

Policy 9.1.2 *Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.*

Policy 9.1.3 *Infill and redevelopment within Neighbourhoods will respect the existing and planned character.*

Policy 9.1.5 *Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.*

Planning Comment: As previously stated, the subject lands are located within a Corridor component of the Neighbourhood Structure Element. Though the subject lands are not located within an Intensification area, it enjoys the locational advantages of being in close proximity to the Malton Community Node (i.e. Westwood Square), identified as an Intensification Area.

Goreway Drive is characterized by an abundance of commercial uses, and adding another commercial use will not be a viable opportunity and furthermore, increase competition for the customer base with existing surrounding businesses. Therefore, it is the optimal location for the proposed residential uses, which will contribute to the diverse mix of uses within the community and support the primary commercial corridor along Goreway Drive and employment centre south of Derry Road East. Providing reduced parking ratios and the inclusion of bicycle parking stalls will ensure that the proposed building and townhouses are transit supportive and promote active transportation between these uses.

The proposed development will provide residential intensification through an infill opportunity. It will respect the existing character of surrounding uses, through a proposed layout of placing the townhouses adjacent to the single detached neighborhood along Dalewood Drive. This layout will provide an appropriate transition to neighbouring uses, while placing the higher density residential buildings at the forefront to enhance the Goreway Corridor.

Policy 9.1.6 *The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life*

Planning Comment: The subject lands do not encroach into the adjacent Green System, associated with Mimico Creek as confirmed by the EIS prepared by Palmer Environmental Consulting Group. A 5 to 10 metre vegetated buffer will protect and enhance the Green System. The adjacent to Malton Greenway will provide the proposed development will access to a high quality urban open space to increase the quality of life for residents.

Policy 9.1.9 *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*

Planning Comment: The proposed increase in residential density will support an urban form consisting of a mix of uses within walking distance, encouraging future residents to walk or take transit to the nearby surrounding employment and commercial uses along Goreway Drive and Derry Road East. To support a greater utilization of transit and active transportation modes, reduced parking standards and bicycle parking stalls will be provided.

Section 9.2 City Pattern

Subsection 9.2.1 Intensification Areas

Intensification Areas are the principal location for future growth and consist of:

- *Downtown;*
- *Major Nodes;*
- *Community Nodes;*
- *Corporate Centres;*
- *Intensification Corridors; and*
- *Major Transit Station Areas.*

Policy 9.2.1.3 *Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition*

Policy 9.2.1.8 *The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.*

Policy 9.2.1.9 *Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.*

Policy 9.2.1.10 *Appropriate height and built form transitions will be required between sites and their surrounding areas.*

Subsection 9.2.2 Non- Intensification Areas

Where increases in density and a variety of land uses are considered in Neighbourhoods and Employment Areas, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.

Policy 9.2.2.1 *Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.*

Policy 9.2.2.2 *Tall buildings will generally not be permitted.*

Planning Comment: As previously noted, the subject lands are located within a Corridor of the Neighbourhood Structure Element and is located on the edge of a Major Transit Station Area and Community Node, identified as an Intensification Area. Therefore, it is an appropriate location for the proposed development, which will create a sense of place with differing housing typologies. Architecture will be further examined during site plan application.

The proposed eighteen storey residential building will be located along the frontage of Goreway Drive within walking distance to the Westwood Square Bus Terminal, while the two-storey townhouses are situated to the rear of the subject lands, providing an appropriate transition and respecting the adjacent single family neighbourhood along Dalewood Drive. This will reduce privacy and shadow impacts on surrounding developments.

The residential tower will include a three-storey podium, mitigating wind impacts on the roof-top outdoor amenity area. Building materials will be further discussed at later stages.

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

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

Policy 9.2.2.6 *Development on Corridors will be encouraged to:*

- a. *assemble small land parcels to create efficient development parcels;*
- b. *face the street, except where predominate development patterns dictate otherwise;*
- c. *not locate parking between the building and the street;*
- d. *site buildings to frame the street and where nonresidential uses are proposed to create a continuous street wall;*
- e. *provide entrances and transparent windows facing the street for non-residential uses;*
- f. *support transit and active transportation modes;*
- g. *consolidate access points and encourage shared parking, service areas and driveway entrances; and*
- h. *provide concept plans that show how the site can be developed with surrounding lands.*

Planning Comment: As previously stated, the proposed layout of the development will respect the scale and character of surrounding area. By placing the townhouses adjacent to the single family dwellings along Dalewood Drive and the higher density residential building along the frontage to frame Goreway Drive, the proposed development will respect the existing scale and character of the neighbourhood and minimize overshadowing and overlook on adjacent neighbouring properties. The entrance to the proposed residential buildings will face Goreway Drive, and will not include any parking between the building and the street.

A preliminary stormwater management plan incorporating stormwater best management practices is prepared by Schaeffers Consulting Engineers, which has been submitted alongside this report. Further details will be provided at site plan application stage.

Though mature trees will be removed, a 5-10 metre vegetated buffer to adjacent natural heritage features with native plantings will be incorporated to protect the existing vegetation cover and ensure the replenishment of the existing tree canopy.

In terms of parking, there will be one access point to the underground parking structure, townhouses and the loading area along the side of the residential towers. Providing reduced parking ratios and an abundance of bicycle parking stalls will support transit and active transportation modes.

Subsection 9.2.3 Green System

Policy 9.2.3.1 *Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.*

Planning Comment: As confirmed by the EIS prepared by Palmer Environmental Consulting Group, the proposed development will not infringe upon the Natural Heritage System and be sensitive to the adjacent Greenway. For further enhancement, a 5-10 metre vegetated buffer will be provided along the northern and eastern edges of the subject lands.

Section 9.4 Movement

Subsection 9.4.1 Transit and Active Transportation

Policy 9.4.1.2 *A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.*

Policy 9.4.1.3 *Development will support transit and active transportation by:*

- a. *locating buildings at the street edge, where appropriate;*
- b. *requiring front doors that open to the public street;*
- c. *ensuring active/animated building façades and high quality architecture;*
- d. *ensuring buildings respect the scale of the street;*
- e. *ensuring appropriate massing for the context;*
- f. *providing pedestrian safety and comfort; and*
- g. *providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*

Planning Comment: As indicated throughout this section, the subject lands are located along a Corridor and in close proximity to a Community Node and Major Transit Station Area, identified as an Intensification Area. In addition to providing an abundance of bicycle parking stalls, the proposed development will support a transit and active transportation supportive urban form, by providing reduced parking standards than the Zoning By-law. Situating higher density residential building along the frontage of Goreway Drive will frame the street and the public realm as well as provide appropriate massing in scale along the Corridor. The proposed entrance to the residential buildings will open to the public street, while the sidewalks surrounding the buildings will include pedestrian amenities such as benches, landscaping and planters to create a more inviting pedestrian realm.

Subsection 9.4.2 Vehicular and Goods Movement

Policy 9.4.2.1 *Urban form will balance the needs of vehicular and goods movement with transit and active transportation modes.*

Policy 9.4.2.3 *Where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access to buildings through landscaping, site design and the development of street related frontages is encouraged*

Planning Comment: The proposed development will strike a balance between vehicular traffic and transit/ active transportation modes, by situating reduced parking ratios in three levels of underground parking and providing bicycle parking stalls. This will ensure that no surface parking is located on the subject lands, which will encourage transit usage due to the bus stop located 18 metres to the east and pedestrian amenities being in plain sight.

Section 9.5 Site Development and Buildings

Subsection 9.5.1 Context

Policy 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.*

Policy 9.5.1.5 *Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.*

Policy 9.5.1.11 *New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.*

Policy 9.5.1.12 *Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged*

Policy 9.5.1.15 *Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:*

- a. *respect the prominence, character, setting and connectivity of these buildings, sites and resources; and*
- b. *ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces*

Planning Comment: As described in **Section 2.2** of this report, the subject lands are surrounded by a fire station to the immediate north, single family neighbourhood to the north-east and the Malton Greenway to the east and south. To ensure compatibility with the adjacent Natural Heritage System, a 5 – 10 metre vegetated buffer of native planting is proposed along the northern and eastern edges of the subject lands. The proposed orientation and placement of the two-storey townhouse buildings to the rear will provide an appropriate transition in building height and built

form to the adjacent lower density neighbourhood along Dalewood Drive and the higher density to the front will enhance the streetscape, appropriately distributing the mass of the proposed building and reducing privacy and overlook concerns. This is consistent with the higher density development pattern along the watercourse on Derry Road East and Darcel Avenue.

As indicated within the Noise Report prepared by SLR Consulting, the proposed mitigation measures of glazing on windows will ensure that indoor noise levels are reduced.

Subsection 9.5.5 Parking Servicing and Loading

Policy 9.5.5.1 *Parking should be located underground, internal to the building or to the rear of buildings*

Planning Comment: All required parking spaces for the townhouses and apartment buildings will be located underground. Underground parking will be accessed by the ramp located immediately north of the boundary abutting the adjacent fire hall.

8.5.8 Chapter 11: General Land Use Designations

Section 11.2 General Land Use

Subsection 11.2.6 Mixed Use

Policy 11.2.6.1 *In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:*

- a. *commercial parking facility;*
- b. *financial institution;*
- c. *funeral establishment;*
- d. *makerspaces*
- e. *motor vehicle rental;*
- f. *motor vehicle sales;*
- g. *overnight accommodation;*
- h. *personal service establishment;*
- i. *post-secondary educational facility;*
- j. *residential, in conjunction with other permitted uses;*
- k. *restaurant;*
- l. *retail store; and*
- m. *secondary office*

Policy 11.2.6.2 *The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.*

Policy 11.2.6.3 *Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.*

Planning Comment: As seen in **Figure 8-22**, the subject lands are designated 'Mixed-Use', which permit residential uses in conjunction with other permitted uses. An OPA is required to

permit exclusively residential uses, not in conjunction with other permitted uses and that development on mixed use sites will not be required to contain a mixture of permitted uses.

As stated above, the planned function of the Mixed Use designation is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. As described in **Section 2.2** of this report, the surrounding area contains a mix of uses, ranging from residential to primarily commercial and employment along Goreway Drive and south of Derry Road East. Due to the presence of Westwood Square and commercial and employment uses along Goreway Drive and south of Derry Road East, there is an interest to provide exclusively dwelling units, necessary to service the commercial amenities and employment uses as it will increase clientele for these shops and services. Providing another commercial use will not be a viable opportunity and will increase customer competition for existing businesses.

Therefore, while the predominant intent is to provide a diverse range of uses, the planned function of the designation is maintained as it is to also provide other uses, which may include residential to support surrounding businesses. Overall, with the addition of the proposed development, the Goreway Corridor and surrounding area will function as a mixed-use area.

Policy 11.2.6.4 *Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.*

Policy 11.2.6.5 *Residential uses will not include detached, semi-detached or duplex dwellings.*

Planning Comment: The proposed development will consist of townhouses on the northern portion of the subject lands, while the residential building will be located on the southern portion. There will be no dwelling units on the ground floor of the proposed residential building.

Policy 11.2.6.6 *If a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required*

Planning Comment: The Architectural Package submitted alongside this report includes a preliminary site plan, context plan and all floor plans.

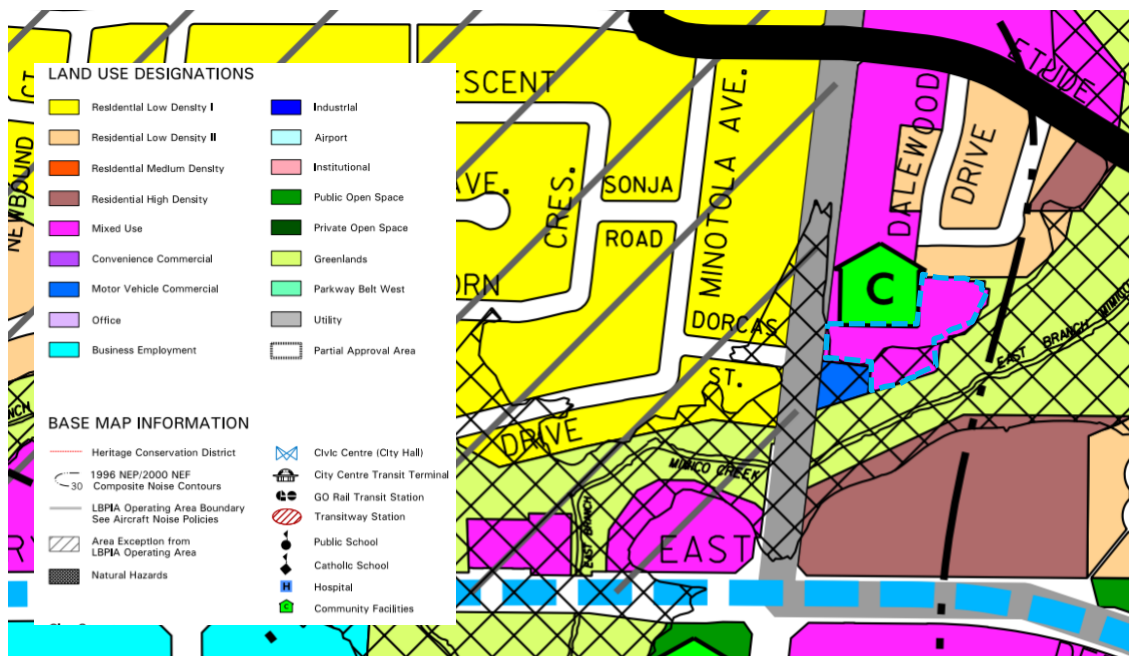


Figure 8-22: Excerpt of Schedule 10: Land Use Designations of the City of Mississauga Official Plan

8.5.9 Chapter 16: Neighbourhoods

Section 16.1 Introduction

Subsection 16.1.1 General

Policy 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.*

16.1.1.2 *Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:*

- a. an appropriate transition in heights that respects the surrounding context will be achieved;*
- b. the development proposal enhances the existing or planned development;*
- c. the City Structure hierarchy is maintained; and*
- d. the development proposal is consistent with the policies of this Plan.*

Planning Comment: As seen in **Figure 8-23**, the subject lands are located within the Neighbourhood Character Area. An OPA is required to permit an increased height of eighteen storeys to allow for the proposed development of an eighteen storey residential apartment building. Though an increased height above four storeys is requested, the subject lands are located along a Corridor, planned for higher density uses within the Neighbourhood Structure Element and Character Area and on the edge of the Malton Community Node, as seen in **Figure 8-12**. Therefore, the City Structure hierarchy is maintained, demonstrated throughout this section.

The proposed eighteen storey building will be located along the frontage of Goreway Drive, while the two-storey townhouses will be situated in the eastern portion of the subject lands adjacent to the single family neighbourhood along Dalewood Drive. This will provide an appropriate transition in heights and reduce any privacy concerns and shadow impacts, respecting the surrounding context.

Section 16.15 Malton

Policy 16.15.11 *The following principles should be encouraged during the evaluation of any development proposal:*

- a. the provision of open space connections that link commercial developments with public parks and community facilities through use of walkways, underpasses, bridges, streetscape development, and enhancement of pedestrian and cyclist access to Greenlands lands, wherever possible;*

Planning Comment: **Appendix A** includes a preliminary conceptual site plan for the proposed development. Programmed landscape amenity areas are located around the proposed buildings, which will connect to an existing path connection to the multi-use trail and the Malton Greenway.

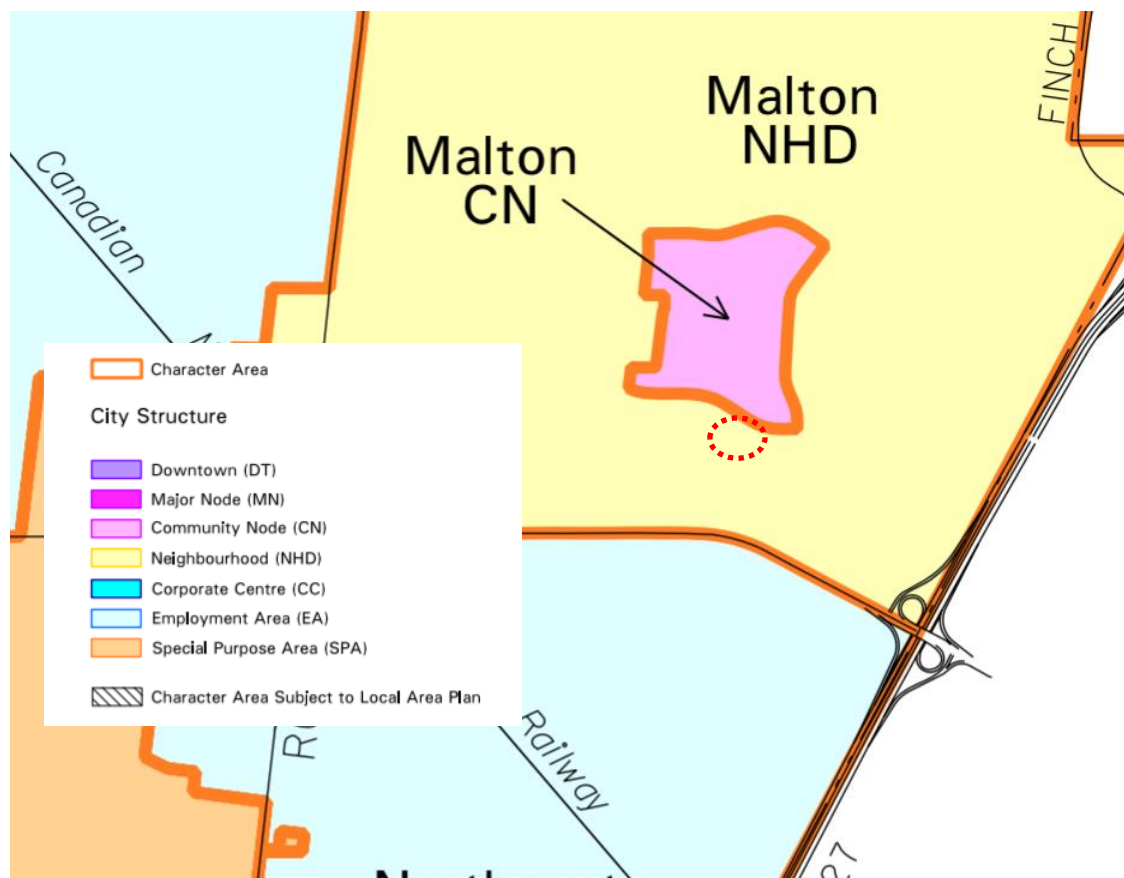


Figure 8-23: Excerpt of Schedule 9: Character Areas of the City of Mississauga Official Plan

Subsection 16.15.4 Special Site Policies

Subsection 16.15.4.2 Site 2

Policy 16.15.4.2.1 *The lands identified as Special Site 2 are located on the east side of Goreway Drive and on the south side of Etude Drive.*

Policy 16.15.4.2.2 *Notwithstanding the Mixed Use designation of this Plan, the following additional policies will apply.*

Building and Massing

Policy 16.15.4.2.6 *Should additional development occur along the Goreway Drive frontage the following items should be addressed:*

- a. *no parking or driveway areas should be provided between the buildings and the street line;*
- b. *blank walls should be avoided along the street in favour of windows, building entrances and architectural detailing;*
- c. *service, loading, and garbage storage areas should be located on the internal side of the development, away from public streets, and should be screened from view by means of built form and landscaping; and*

- d. *all building entrances should be clearly articulated and linked to pedestrian walkway connection*

Planning Comment: As seen in **Figure 8-24**, a portion of the subject lands are located within Special Site 2 of the Malton Neighbourhood Character Area. Therefore, an OPA will be required to modify 'Special Site 2' mapping to include all of the subject lands. In particular, the proposed OPA will permit a driveway area between the proposed apartment residential building and street line, as a driveway area is required to drop off residents to the building entrance, which is clearly articulated and connected to the public sidewalk system. The loading areas will be located along the internal side of the proposed residential building, thereby screening it from view along Goreway Drive.

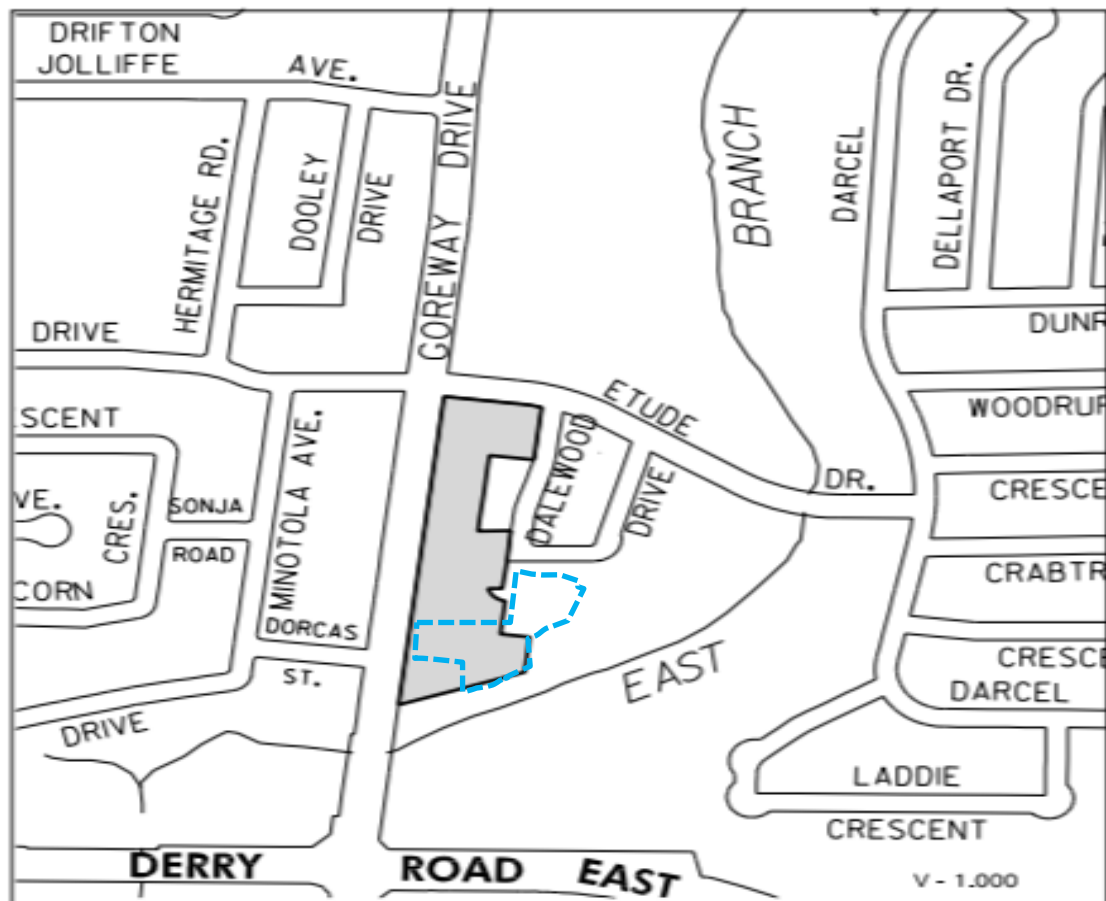


Figure 8-24: Excerpt of Site Special Site 2 Map of the City of Mississauga Official Plan

City of Mississauga Official Plan Conclusion: The proposed development meets the intent of the City of Mississauga Official Plan, as it will:

- Conform to the goal of developing a Transit Oriented City due to the location, complimenting the mix of uses and reducing parking ratios
- Add to the diversity of uses along the primarily commercial Goreway Drive corridor, by increasing clientele for service commercial and retail uses
- Encourages transit and active transportation, by providing reduced parking ratios and pedestrian amenities

- Conform to the vision of creating a complete community, by providing a mix of medium and high-density housing in the form of townhouses and apartment building
- Direct growth to an appropriate location, as it efficiently uses an underutilized commercial parcel and existing municipal water and sewage infrastructure
- Not infringe upon lands within the Natural Heritage System or Green System
- Not develop upon lands which are prone to flooding and ensures a factor of safety, by constructing all development a minimum 0.3 metres above the Regulatory flood elevation
- Help produce affordable housing for middle income households, depending on tenure
- Contribute to the diversification of the existing housing stock in Malton, which is primarily low rise detached dwelling and apartment dwellings
- Meet housing needs of a diverse population, including an aging population by including a variety of unit sizes
- Conform to the Neighbourhood Structure Element, as it locates higher density uses to Corridors
- Maintains compatibility with existing surrounding character, through the proposed layout of townhouses to the rear and higher density along the frontage of Goreway, adjacent to the Greenway, consistent with the existing development pattern along the Malton Greenway

8.5.10 My Malton City Initiative

The My Malton Project is a City-initiated review of the planning policies that shape the look and feel of the Malton Community.

Phase 1: Background Review Community Engagement, and Visioning began in January 2015, and Phase 2: New Malton Area Policies Formulation started in 2017. Phase 3 of the Review involved the implementation of new policies and zoning. This culminated into preparing Mississauga Official Plan Amendment (“MOPA”) No. 98 and Zoning By-law Amendment (“ZBLA”) 0005-2020. The City Council adopted the MOPA and ZBLA on January 22, 2010. As it is still within the appeal period, it is not included as part of the Official Plan Consolidation of November 2019. Despite it being currently not in effect, the proposed development will take into consideration the new policies as a result of the MyMalton City Initiative.

ZBLA 0005-2020 does not amend the zoning provisions for the subject property. For the purposes of this report, the version of MOPA 98 available online at http://www6.mississauga.ca/onlineplans/planbldg/MOP_Amendments/MOPA98.pdf was used.

1. *Section 16.1, Neighbourhoods, Introduction, of Mississauga Official Plan, is hereby amended by deleting Map 16-1 and replacing with the following*

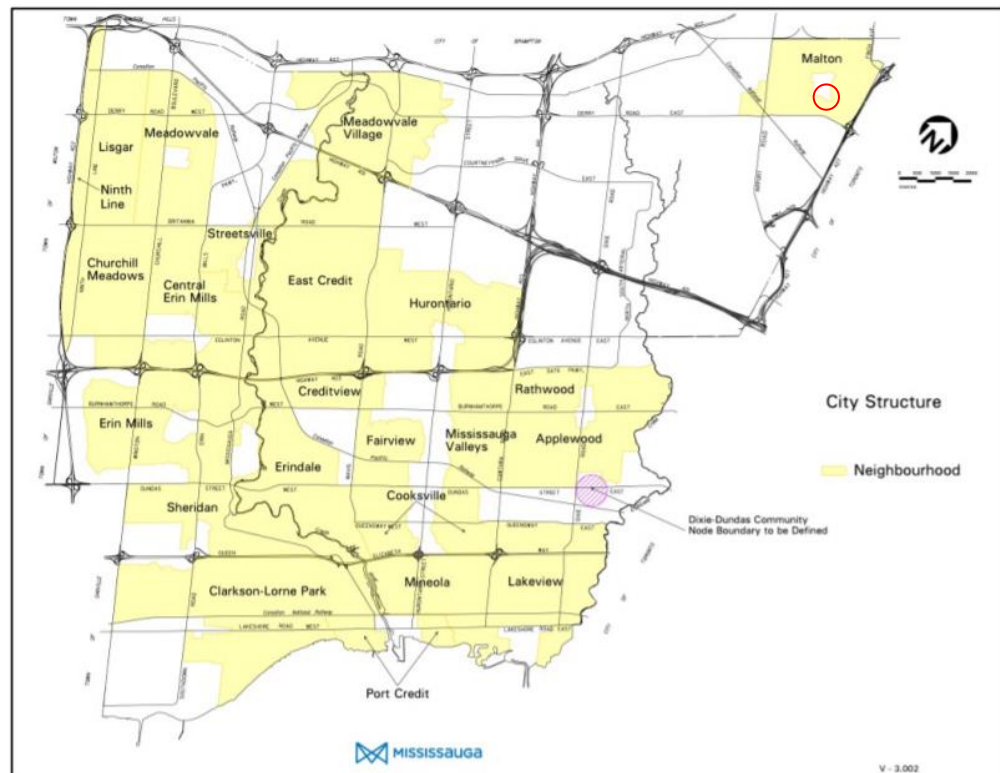


Figure 8-25: Excerpt of Map 16-1 of the Mississauga Official Plan Amendment 98

2. *Section 16.15, Neighbourhoods, Malton, of Mississauga Official Plan, is hereby amended by deleting Map 16-15 and replacing with the following*

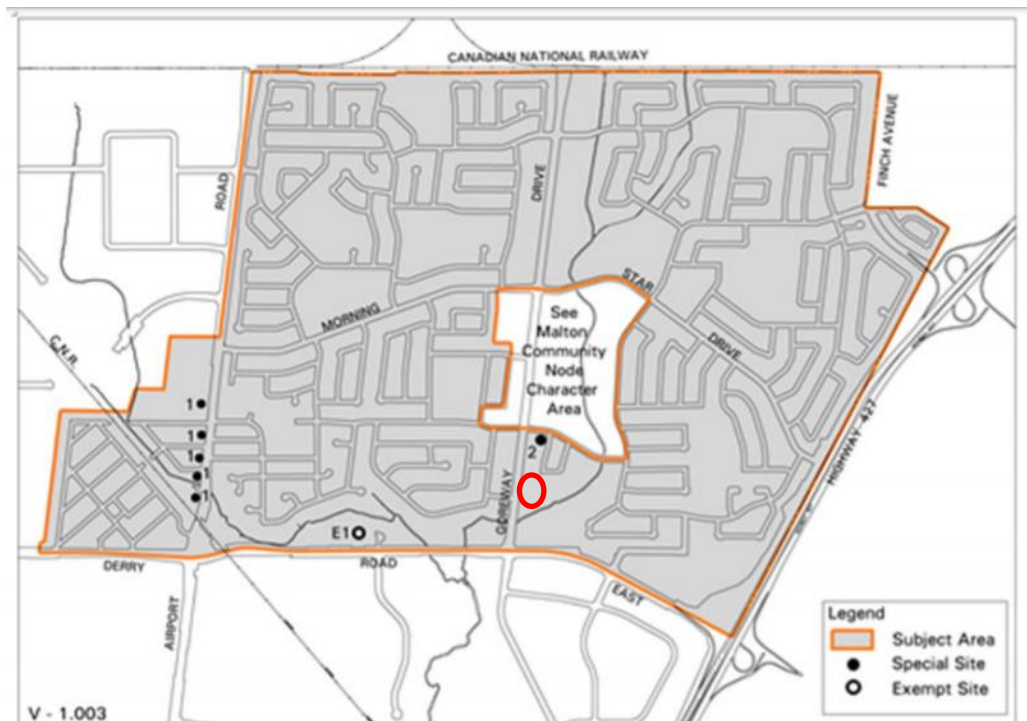


Figure 8-26: Excerpt of Map 16-15 of the Mississauga Official Plan Amendment 98

3. *Section 16.15, Neighbourhoods, Malton, of Mississauga Official Plan, is hereby amended by adding the following sections and renumbering the policies thereafter*

Policy 16.15.1 Malton Community Vision

Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.

The city supports continued revitalization efforts in the neighbourhood to contribute to achieving a complete community. Improvements to public and private open spaces, and providing active transportation to support walking and cycling will help create a place that becomes even more attractive for businesses to invest in and for people to reside.

The Vision is based on the following principle themes:

- 1. Revitalize and reinvest – continuous investment and improvements to make the community safer, more attractive and vibrant*
- 2. Community gathering place – create vibrant gathering places to socialize, play and celebrate*
- 3. Opportunity for youth – develop opportunities to help young people realize and fulfill their potential*
- 4. Diversity of uses – create a variety of uses for retail, commercial and entertainment opportunities*
- 5. Beautification – make improvements to places and spaces, including streetscapes, intersections, and signage*

Planning Comment: The proposed development will conform to the Malton Community Vision, by providing a diversity of housing typologies and unit sizes ranging from one to three bedrooms to accommodate a diversity of people, including seniors, youth, smaller households and families. In addition to the townhouses, the larger units within the apartment building will address the demand for larger households and families with children, while also providing a single storey layout and access to elevators to accommodate accessibility concerns for an aging population.

The proposed residential development will aid in achieving a complete community, by contributing to the diversity of uses within the Community and supporting the primary commercial corridor along Goreway Drive and employment centre south of Derry Road East to increase the clientele for commercial uses and provide live-work opportunities for future residents. It will aid in the beautification of the streetscape, through creating a massing that frames the street and pedestrian amenities. In addition, active transportation and transit use is encouraged through bicycle parking stalls and reduced parking ratios.

5. *Section 16.15.1.1, Neighbourhoods, Malton, Urban Design Policies, of Mississauga Official Plan, is hereby amended by adding the following section:*
- b. privately owned public space (POPS) may be incorporated into developments provided that:*
 - the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and*
 - the private open space interfaces with existing and/or proposed development in a legible and cohesive manner*

Planning Comment: A private outdoor roof-top amenity area will be located on top of the podium of the proposed residential building. The design will integrate with the rest of the building materials, and create a cohesive transition between the sixteen and eighteen storey tower.

MyMalton City Initiative Conclusion: The proposed development conforms to the vision of the MyMalton City Initiative, as it:

- celebrates the diversity of residents, by providing a range of housing options and unit sizes to appeal to a wide array of people
- aids in achieving a complete community, by integrating residential uses to support the primarily commercial corridor along Goreway Drive and employment centre south of Derry Road East
- contributes to the beautification of the streetscape, through massing and pedestrian amenities

8.6 City of Mississauga Zoning By-law 0225-2007

The City of Mississauga Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007. It regulates the use of the lands, frontage and lot area of a parcel of land, the proportion of land occupied by a building, structure or storage, and the amount of landscaping.

As seen in **Figure 8-27**, majority of subject lands are currently zoned 'General Commercial' (C3-6) with site specific zoning provisions, while the eastern portion is zoned 'Greenlands – Natural Hazard' (G1-2) with site specific zoning provisions. The greyed portion of the subject lands also includes a 'Greenlands Overlay'.

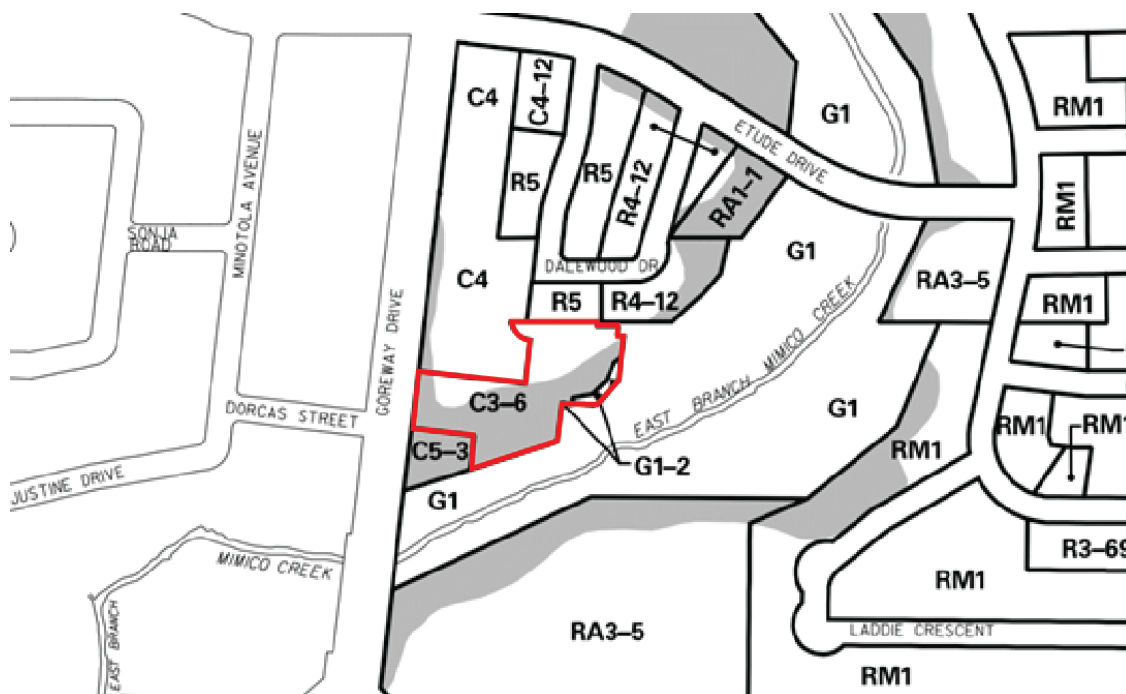


Figure 8-27: Subject Lands Outlined in City of Mississauga Zoning By-law 0225-2007

The 'General Commercial' (C3-6) Zone permits a retail store and an accessory outdoor garden centre only with site-specific regulations pertaining to maximum gross floor area for non-residential uses, and maximum area of an accessory outdoor garden centre.

The 'Greenlands – Natural Hazard' (G1-2) zone permits flood control, stormwater management and natural heritage features, alongside the site-specific provision permitting the additional use of parking for lands zoned C3-6.

The purpose of the 'Greenlands Overlay' is an illustrative representation of lands which may be subject to additional development regulations. It can apply to lands that are designated Greenlands, but not zoned G1 or G2 or lands within the Regulatory Floodplain. The Zone restricts the construction of any building or structure until approval has been obtained from the City and the Conservation Authority, which shall require environmental technical studies and does not permit any dwelling unit or bedroom below the Regulatory Flood level identified by the Conservation Authority.

Zoning By-law Conclusion: The existing zones do not permit residential uses, therefore a ZBLA is required to rezone the developable area intended for the proposed apartment buildings to the 'Apartment' (RA-5) Zone with site specific provisions and the townhouses to the 'Townhouses on a Common Element Condominium ("CEC") –Road' (RM6) Zone with site specific provisions. The eastern portion, beyond the developable area will remain zoned 'Greenlands- Natural Hazards' (G1-2).

In reference to the Greenlands Overlay, the Floodplain Assessment has concluded that the regulatory floodline has changed, and these updates are shown within the architectural drawing. All dwelling units will be located 0.3 metres above the Regulatory flood elevation.

8.7 Toronto Region Conservation Authority

As seen in **Figure 8-28**, the eastern and southern portions of the subject lands are located within the Conservation Authority's regulated area.

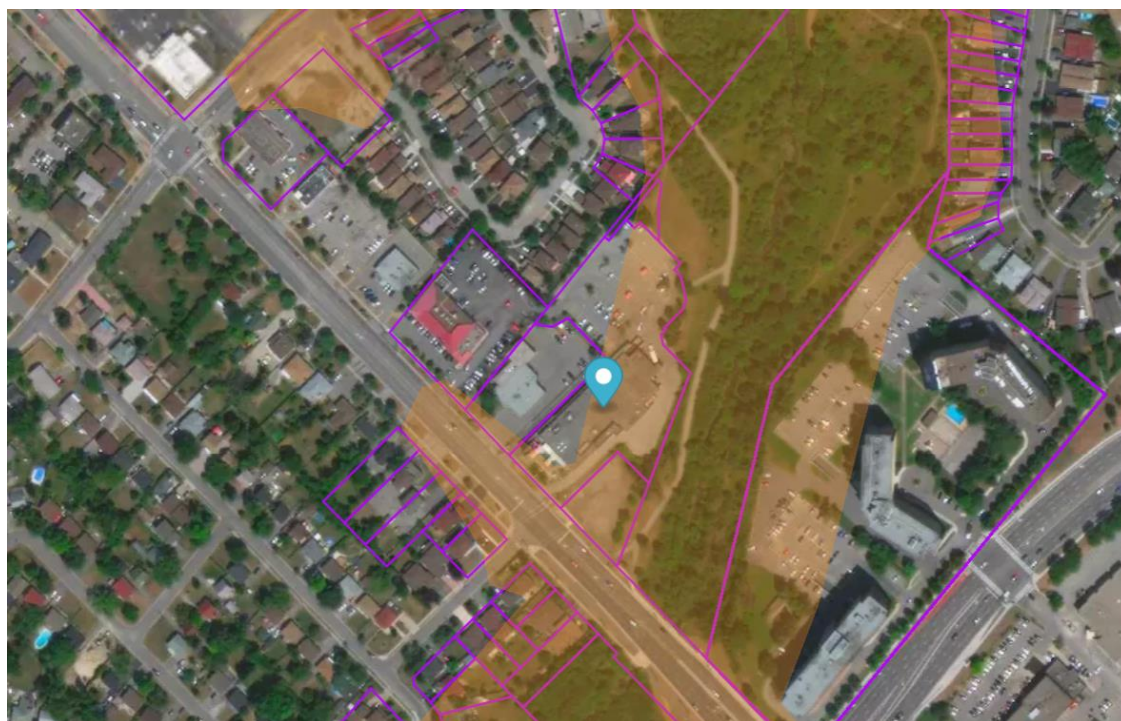


Figure 8-28: TRCA Regulated Area, Retrieved from TRCA

Conservation Authority Conclusion: The Floodplain Hazard Assessment, showcasing the updated floodline has been provided to the TRCA in February 2020. In response, the TRCA provided a letter requesting more information. The TRCA Response letter has been provided by Greck and Associates, which will be submitted alongside this report.

9 Pre-Submission Community Engagement Plan

As part of Bill 73, all proposed applications are to outline how the public will be consulted for feedback on the proposed development. Below is the strategy that has been developed for the proposed OPA and ZBLA.

1. Meeting with Ward Councillor

A meeting with the Ward Councillor will be conducted to determine venue and organize the neighbourhood information meeting.

2. Pre-Submission Community Meeting

A Pre-Submission Community Meeting may be planned to provide the neighbourhood with information on the proposed development and to answer any questions. The following outlines how the meeting will be implemented.

Who would Attend?

A Notice of Invitation to the Pre-Submission Community Meeting will be delivered by mail or hand to land owners and residents within 120 metres of the subject lands. It is anticipated that the notices would be sent approximately 14 calendar days in advance of the meeting. The Owners, and IBI Group Staff would be in attendance. An invitation would be extended to the City of Mississauga and Region of Peel Planner on the file and Conservation Authority staff members. Depending on the discussions that precede the meeting, we may arrange for other sub consultants (i.e. architecture, engineering, traffic) to attend and participate.

When would the Meeting Occur, Where would it Occur and What would be Presented/ Discussed?

The date, time and location of the Meeting will be determined, but it is anticipated that a local venue within a reasonably close distance to the subject lands would be chosen.

At the meeting, there will be drawings depicting the proposed development. There would also be a brief oral presentation explaining the application and details, followed by a question and answer period. There may be a sign-in sheet and comment sheet for those in attendance. Comment sheets may be taken away for those not in attendance and submitted at a later date. As the agents for the project, we anticipate that IBI Staff will be presenting the proposal and answering majority of the questions.

Neighbourhood Comments

We foresee the following potential issues arising from the proposed development

- Compatibility issues
- Traffic along Goreway Drive
- Height
- Natural heritage
- Tenure

However, if the Pre-Submission Community Meeting occurs, it will provide the opportunity to discuss any concerns and issues and potentially resolve said issues prior to a formal public meeting and any decisions on the application to Council.

Submission Requirements

When the Pre-Submission Community Meeting is scheduled, individual invitation would be mailed out to all interested parties. 14 calendar days after the meeting, the following items will be submitted to the City of Mississauga:

1. An address list of the people invited to the meeting;
2. A copy of the materials presented at the meeting
3. The sign-in sheet
4. Minutes of the meeting
5. A copy of all written comments received
6. If any modifications are made to the proposal, a description of those modifications.

3. Planning Act Notifications

The remainder of the Pre-Submission Community Engagement Plan will be by way of current Planning Act requirements. With respect to notification of the applications, this includes:

- Installation of public notice sign on property by the application
- Circulation of notification letter to property owners within 120 metres of the Property Boundary by the City of Mississauga

4. Planning Act Statutory Public Meeting

The Planning Act requires at least one public meeting to be held prior to making a decision on an application for Official Plan and Zoning By-law Amendment. The required statutory meeting for these applications will be scheduled by City Staff based on application processing and reporting timelines. Notification of the meeting will also be conducted by City Staff.

10 Planning Instruments

10.1 Official Plan Amendment

In order to accommodate the proposed development, an application under Section 22 of the Planning Act is required to amend the City of Mississauga Official Plan, in accordance with the requirements of the Act and associated regulations. The Mississauga Official Plan came into partial effect on November 14, 2012, when the OMB approved the Official Plan with some modifications and except for those policies still under appeal.

Schedule 9 – Character Area of the Official Plan identifies that the subject lands are located within the Malton Neighbourhood Character Area, which permits a maximum building height of four storeys. As such, the Neighbourhood Character Area will not permit a maximum building height of eighteen storeys.

Within the Malton Neighbourhood Character Area policies, the southern portion of the subject lands are located within Special Site 2, which do not permit driveway areas between the buildings and the street line. Therefore, the Special Site policies currently do not allow for the proposed driveway area between the entrance of the residential building and street line.

Schedule 10 – Land Use of the Official Plan designates the subject lands as ‘Mixed Use’. The permitted uses on lands designated ‘Mixed Use’ include: a commercial parking facility, financial institution, funeral establishment, makerspaces, motor vehicle rental, overnight accommodation, and personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurants, retail stores and secondary offices. As such, the Mixed-Use designation does not permit exclusively residential uses.

Therefore, the proposed development will require an amendment to Special Site 2 mapping and policies to include all of the subject lands and site-specific policies to the Neighbourhood, Special Site 2 and Mixed-Use designations for the subject lands. In reference to the mapping, the proposed OPA will amend Policy 16.15.14.2 to replace the Special Site 2 mapping with the proposed mapping, which denotes the subject lands as ‘Area A’. The Site-Specific Policy will amend Policy 16.1.1.1 within the Neighbourhood Character Area designation, in order to permit an increased height of eighteen storeys and Policy 16.15.4.2.6 within Special Site 2 policies to allow a driveway area between the proposed building and street line, both on Area A. In addition, the Special Site 2 policies will include an amendment to the Mixed-Use designation to disregard the policies within the designation and permit exclusively residential uses, not in conjunction with other permitted uses and that the proposed residential development on Area A will not be required to contain a mix of permitted uses.

Though an increased height above four storeys is requested, the subject lands are located along a Corridor, planned for higher density uses within the Neighbourhood Structure Element and Character Area. The proposed development will have regard for the character of the Neighbourhoods, and provide an appropriate transition to the existing lower-density surrounding context, by placing the two-storey townhouses adjacent to the single family homes along Dalewood Drive, as seen in **Section 3** of this report. The eighteen storey apartment building will be located along Goreway Drive and adjacent to the Malton Greenway, reducing any privacy concerns and shadow impacts on adjacent lower density dwellings.

The planned function of the Mixed Use designation is to provide a variety of retail, service and other uses to support the surrounding residents and businesses (Policy 11.2.6.2 of the Official Plan). As described in **Section 2.2** of this report, the surrounding area contains a mix of uses, ranging from residential to primarily commercial along Goreway Drive and employment south of Derry Road East.

Due to the presence of Westwood Square, there is an interest to provide exclusively dwelling units, necessary to service the commercial amenities as it will increase clientele for these shops and services. Therefore, while the predominant intent is to provide a diverse range of uses, the planned function of the designation is to also provide other uses, which may include residential, to support surrounding businesses. The inclusion of commercial uses within the proposed development will not be a viable option due to the abundance of commercial stores, and furthermore, will have the potential to decrease customers for existing businesses. Overall, with the addition of the proposed development, the Goreway Corridor will function as a mixed-use area.

Please refer to **Appendix C** for the Draft Official Plan Amendment.

10.2 Zoning By-law Amendment

Under Section 34 of the Planning Act, a ZBLA may be used to amend any by-law passed under that section. The City of Mississauga Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007.

The proposed ZBLA is required to amend Schedule 48E to Zoning By-law 0225-2007 to rezone the developable area intended for the proposed apartment buildings to the ‘Apartment’ (RA-5) Zone with site specific provisions and the townhouses to the ‘Townhouses on a Common Element Condominium (“CEC”) –Road’ (RM6) Zone with site specific provisions. Overall, the proposed

ZBLA will also provide reductions to the standard parking rates, identified within the Zoning By-law for both typologies and tenures.

The eastern portion, beyond the developable area will remain zoned 'Greenlands- Natural Hazards' (G1-2).

Please refer to **Appendix D** for the Draft Zoning By-law Amendment.

10.2.1 RA5 'Apartment' Zone

The proposed ZBLA will re-zone the developable area intended for the proposed apartment buildings to the 'Apartment' (RA-5) Zone.

With reference to the RA-5 provisions, it is being requested that the RA4 Zone be modified to recognize site specific provisions pertaining to: maximum Gross Floor Area ("GFA"), minimum front and rear yard setbacks, minimum interior side yard, minimum landscaped area, and minimum amenity area and percentage of total required amenity area in one contiguous area.

Table 10-1: Proposed RA-5 Modifications

REGULATIONS	RA-5 ZONE	PROPOSED MODIFICATIONS
Permitted Uses	Apartment	Apartment
Minimum Lot Frontage	30 metres	44.5 metres
Minimum Floor Space Index – Apartment Zone	1.9	2.6
Maximum Floor Space Index – Apartment Zone	2.9	2.6
Maximum GFA – Apartment Zone per storey for each storey above 12 storeys	1000 square metres	Maximum Residential Floor Place for each storey above 12 storeys = 750 square metres
Maximum Height	77 metres 25 storeys	60.6 metres 18 storeys
Minimum Front Yard for that portion of the dwelling with a height greater than 26.0 metres	10.5 metres	9.0 metres
Minimum Interior Side Yard for that portion of the dwelling with a height greater than 26.0 metres	9.0 metres	Northerly Lot Line: 9.0 metres Southerly Lot Line: 8.0 metres
Minimum Interior Side Yard Where an Interior Side Lot Line abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone	4.5 metres	Northerly Lot Line: 9.0 metres
Minimum Rear Yard for that portion of the dwelling with a	15.0 metres	12.0 metres

height greater than 26.0 metres		
Minimum Above Grade Separation between building for the portion of a dwelling with a height greater than 26.0 metres	15.0 metres	19.62 metres
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells to any lot line	3.0 metres	Front Lot Line: 4.0 metres Southerly Lot Line: 5.4 metres Rear Lot Line: 5.2 metres Northerly Lot Line: 3.6 metres
Minimum Landscaped Area	40% of Lot Area	25%
Minimum depth of a landscaped buffer abutting a lot that is a street line and/or abutting lands with an Open Space, Greenlands and/or Residential Zone with the exception of an Apartment Zone	4.5 metres	6.6 metres
Minimum Amenity Area	The greater of 5.6 square metres per dwelling unit (1450 square metres) or 10% of site area (560 square metres)	1768.26 square metres
Minimum Percentage of total required amenity area to be provided in one contiguous area	50%	40%
Minimum Amenity Area to be provided outside at grade	55.0 square metres	175 square metres

10.2.1.1 Maximum GFA – Apartment Zone for each storey above 12 storeys

The regulation for the maximum GFA – Apartment Zone for each storey above 12 storeys shall not apply. Instead, providing a maximum residential floor plate is more representative of the proposed massing and how much area each tower encompasses on top of the podium. The two towers are separated by a roof-top amenity space, thereby providing a visual interest in the façade and a break in the massing.

10.2.1.2 Minimum Front Yard

The reduction to the minimum front yard provision relates to the wall outlet and columns, which will overhang over the proposed driveway area. The building itself is approximately 10.5 metres from the street line, which is in compliance with the Zoning By-law.

10.2.1.3 Minimum Interior Side Yard

The reduction to the minimum side yard provision is along the southerly lot line. The intent of a side yard setback is to maintain compatibility between surrounding uses and setbacks from neighbourhoods. The southerly lot line abuts the Malton Greenway, therefore there are no concerns relating to compatibility. As indicated within the EIS prepared by Palmer, the eastern edges of the subject lands will be implemented with a 5-10 metre vegetated buffer with native plantings to further transition to the adjacent open space use.

10.2.1.4 Minimum Rear Yard

The intent of a rear yard setback is to allow for the provision of suitable private amenity spaces and maintain compatibility with abutting uses. All of the residential units will have their private amenity space. In addition, outdoor amenity areas will be provided at-grade and on top of the podium.

The abutting uses are the two-storey townhouses, a part of the proposed development. Therefore, there are no compatibility concerns relating to uses on the same lot.

10.2.1.5 Minimum Landscaped Area

The calculation for this regulation was derived from the minimum landscaped area and lot area for the portion of the subject lands proposed to be rezoned to the 'RA-5' Zone. Additional landscaped areas will be provided on the portion of the lands zoned 'RM-6' and will not be exclusive to the townhouse dwelling units. Furthermore, the roof-top amenity space will also include landscaping.

10.2.1.6 Minimum Percentage of Total Required Amenity Area to be provided in one contiguous area

The modification to the minimum percentage relates to the amount of amenity area provided on top of the podium. There will a number of private balconies located on the third floor, therefore all of the space on the third floor cannot be counted towards as public amenity area. Furthermore, the proposed residential buildings will include more amenity areas at-grade and on the second floor.

10.2.2 RM6 'Townhouses on a Common Element' Zone

The proposed ZBLA will rezone the area intended for the townhouses to the 'Townhouses on a Common Element Condominium ("CEC") –Road' (RM6) Zone.

Regarding the RM6 provisions, the ZBLA will address site-specific provisions relating to: minimum setback to all lands zone G-1, minimum lot area, minimum front and rear yards, minimum exterior side yard setbacks, minimum setback of townhouses to a CEC-amenity area and the minimum width of a CEC road & sidewalk.

Table 10-2: Proposed RM-6 Modifications

REGULATIONS	RM-6	PROPOSED RM-6 MODIFIED
General Provisions		
Minimum Setback to all Lands Zoned G1	5.0 metres	4.5 metres
Permitted uses	Townhouses on a CEC Road	Townhouses on a CEC Road

Minimum Interior Lot Area		115 square metres	60 square metres
Minimum Interior Lot Frontage		5.0 metres	5.5 metres
Minimum Dwelling Unit Width		5.0 metres	5.5 metres
Minimum Interior Lot/ CEC – Corner Lot Front Yard		4.5 metres	2.0 metres
Minimum Exterior Side Yard	Lot with an Exterior Side lot line abutting a CEC-Road	4.5 metres	4.0 metres
	Lot with an Exterior Side Lot Line abutting a CEC sidewalk	3.3 metres	2.0 metres
Minimum Interior Side Yard	Attached Side	0.0 metres	0.0 metres
	Unattached Side	1.5 metres	7.7 metres
Minimum Rear Yard of an Interior Lot/ CEC-Corner Lot		7.5 metres	3.5 metres
Maximum Height		10.7 metres 3 storeys	6.0 metres 2 storeys
Minimum Landscaped Area		25% of Lot area	54% of Lot Area
Maximum Encroachment of a porch located at an accessible from the first storey into the required front and exterior side yards		1.5 metres	1.3 metres
Minimum Setback of a Townhouse to a CEC-Amenity Area		1.5 metres	0.0 metres
CEC- Road, Aisles and Sidewalks			
Minimum width of a CEC-Road		7.0 metres	6.0 metres
Minimum width of a CEC-sidewalk		2.0 metres	1.5 metres

10.2.2.1 Minimum Setback to all lands zoned G1

The intent of the setback to all lands zoned G1 is to provide a buffer from existing vegetation and natural heritage corridors. The reduction of the minimum setback relates to a setback to the G1-2 Zone, which allows the additional use of parking for lands zoned C3-6. Therefore, the G1 Zone was already used as parking for the former supermarket and are already disturbed, thereby not

requiring a buffer to vegetation. In addition, a 5 to 10 metre vegetated buffer will be implemented along the northern and eastern edges of the subject lands to protect the existing vegetation community, as indicated within the EIS.

10.2.2.2 Minimum Lot Area

The calculation for this regulation does not include rear yards of the proposed townhouses, as the owner is still contemplating on providing private rear yard space associated with each townhouse lot. Therefore, there is additional lot area that is not calculated with the modified provision.

10.2.2.3 Minimum Front Yard

The reduction in minimum front yard is in relation to a specific dwelling unit located on the edge of the cul-de-sac. Due to the shape of the internal road pattern and sidewalk, the townhouse unit will be located closer to the street than other units.

10.2.2.4 Minimum Exterior Side Yards

The modification to the minimum exterior side yard abutting a CEC-Road and sidewalk is in relation to the townhouse abutting the proposed apartment building. The reduction is a slight decrease, due to the shape of the cul-de-sac and internal road pattern. It is expected that there will be minimal traffic using the cul-de-sac as the parking garage entrance is located right before the entrance to the cul-de-sac, therefore there will be no negative compatibility impacts due to traffic noise. The stairs to the parking garage will be located adjacent to the dwelling unit, therefore the proposed sidewalk is increased to connect to the stairs.

10.2.2.5 Minimum Rear Yard

The intent of a rear yard setback is to allow for the provision of suitable amenity space within a lot and ensure compatibility with abutting uses. There will be sufficient landscaped amenity areas surrounding the proposed townhouses.

In terms of compatibility, the proposed townhouses will abut a lower density single family neighbourhood. The proposed townhouses are two-storeys and the lots will be separated by a wall fence, therefore there are no issues relating to compatibility.

10.2.2.6 Minimum Setback of a Townhouse to a CEC- Amenity Area

Programmed landscaped amenity areas are located in between townhouse blocks, therefore there is no minimum setback of those townhouses to the landscaped amenity area proposed.

10.2.2.7 Minimum Width of a CEC sidewalk and Road

The reduction to the minimum width of a CEC sidewalk and Road is because it is not anticipated for an increased amount of vehicular or pedestrian traffic. The entrance to the parking garage will be located in front of the proposed townhouses, therefore it is expected that the majority of the traffic will be along the side of the proposed residential building. Similarly, the interior sidewalk is anticipated for the proposed residents of the apartment building and townhouses to connect to the landscaped areas and trail connection to the Malton Greenway.

10.2.3 Parking

As stated previously, the proposed ZBLA will also provide reductions to the standard parking rates, identified within the Zoning By-law for both typologies and tenures. A reduced parking ratio is

proposed due to the location of the subject lands in close proximity to major transit stations and within a mixed use area to encourage active transportation and transit usage.

Table 10-3: Proposed Parking Modifications

REGULATIONS		REQUIRED	PROPOSED
Condominium Apartment	Studio Unit	1.00 resident spaces per unit	N/A
	One Bedroom Unit	1.25 resident spaces per unit 64 units x 1.25= 80 spaces	1.00 resident spaces per unit 64 units x 1.00 = 64 spaces
	Two Bedroom unit	1.4 resident spaces per unit 131 units x 1.4= 183 spaces	1.15 residents spaces per unit 131 x 1.15= 151 spaces
	Three Bedroom Unit	1.75 resident spaces per unit 64 units x 1.75= 112 spaces	1.4 resident spaces per unit 60 units x 1.4 = 90 spaces
	Visitor	0.2 spaces per unit 259 units x 0.2= 52 spaces	0.2 spaces per unit 259 units x 0.2= 52 spaces
Condominium Townhouse	Residential	2.0 spaces per unit 12 units x 2 = 24 spaces	1.15 spaces per unit 12 x 1.1.5= 14 spaces
	Visitor	0.25 spaces per unit 12 units x 0.25= 3 spaces	0.2 spaces per unit 12 units x 0.2 = 2 spaces
TOTAL		454 spaces	372 spaces
Rental Apartment	One-Bedroom Unit	1.18 spaces per unit 64 units x 1.18 = 76 spaces	1.00 spaces per unit 64 units x 1.00 = 64 spaces
	Two bedroom unit	1.36 spaces per unit 131 units x 1.36=178 spaces	1.15 residents spaces per unit 131 x 1.15= 151 spaces
	Three bedroom unit	1.5 spaces per unit 64 units x 1.5 = 96 spaces	1.4 resident spaces per unit 60 units x 1.4 = 90 spaces
	Visitor	0.2 spaces per unit 259 units x 0.2= 52 spaces	0.2 spaces per unit 259 units x 0.2= 52 spaces
Rental Townhouses	Residential	1.25 spaces per unit 12 units x 1.25 = 15 spaces	1.15 spaces per unit 12 x 1.1.5= 14 spaces
	Visitor	0.25 spaces per unit 12 units x 0.25= 3 spaces	0.2 spaces per unit 12 units x 0.2 = 2 spaces
TOTAL		420	372

11 Planning Justification

Registered Professional Planners (“Planners”) have a responsibility to acknowledge the interrelated nature of planning decisions and the consequences for natural and human environments, and the broader public interest. The public interest reflects a balance between the local needs of the community with the interests of stakeholders. In order to determine whether the proposed development is within the public interest, the balance of the elements of sustainable development have to be evaluated, including environment, economy and social aspects. This is in addition to complying with public interest through planning and regulatory framework.

11.1 Environment

The subject lands are located adjacent to a Green System, associated with Mimico Creek. The lands located north of the subject lands include a Cultural Woodland. A preliminary Environmental Impact Statement (“EIS”) was prepared by Palmer Environmental Consulting Group, which indicated that the proposed development is not expected to result in the removal or encroachment into the Cultural Woodland vegetation community. For further mitigation, a 5 to 10 metre buffer designed with native buffer plantings will be located along the northern boundary and the eastern boundary along the existing multi-use trail to protect existing vegetation cover. In addition, the floodplain associated with Mimico Creek has been updated and reflected in all submitted drawings. The proposed recommended measures associated with the floodplain demonstrate there will be a net improvement to the flood storage available within the channel corridor. As such, the proposed development will effectively protect the natural heritage features and watercourse located adjacent to the subject lands, and minimize any environmental hazard impacts.

In addition, the subject lands are located within an established mixed use, exhibiting a variety of uses, including residential, commercial, employment, open space and institutional. The proposed development is a valuable inclusion to the community, as it will provide residential density in close proximity to commercial and employment uses and allow residents to live, work and play within the same neighbourhood, thus being active transportation supportive. Pedestrian amenities and a bike room will also foster an environment that encourages walking and biking as transportation methods.

The close proximity to Westwood Square Bus Terminal and Malton GO gives the subject lands a locational advantage to be transit-supportive. The proposed development will capitalize on the advantage and provide reduced parking ratios to encourage an increase in transit usage.

Overall, by promoting transit and active transportation, it decreases the need for automobile travel and greenhouse gas emissions, which contributes to a higher energy consumption and declining air quality.

11.2 Economic

As seen in **Section 2.2** of this report, Westwood Square and an abundance of commercial/employment uses along Goreway Drive and south of Derry Road East is located within walking distance of the subject lands. As a result of the primarily commercial corridors along these roads, providing another commercial opportunity may increase customer competition, threatening the long term prosperity and viability of existing businesses. As such, there is an interest to provide a residential development, which will service the commercial amenities and provide accommodations for the existing employment area to the south. The increase in residential density will increase clientele for local shops and services, thereby supporting surrounding businesses and ease of access to employment opportunities for future residents.

The proposed development represents an efficient use of underutilized lands, which minimizes the costs of additional infrastructure to contribute to achieving residential growth targets and support the anticipated population growth.

As stated within the Housing Report, the owner is proposing an affordable housing component to the proposed development, regardless of tenure (i.e. ownership or rental). A private developer proposing affordable housing units will be a significant economic advantage, as it would reduce costs that the municipality and region would otherwise incur in constructing affordable housing units.

In addition, Malton and Mississauga is comprised primarily of single detached housing, while Malton has a higher percentage of apartment buildings below five storeys. Providing a diversity in housing choices is a significant economic consideration, as it will increase the value of housing in the community and appeal to a larger market.

11.3 Social

The Planning Act identifies promoting a mixture of residential units as a matter of provincial interest, while the PPS requires that mix of housing typologies and unit types be provided to meet the projected requirements of current and future residents. From a social perspective, the proposed development strives to meet the needs of a range of household sizes and incomes.

Indicated within the Housing Report prepared by IBI Group, the demographic analysis shows a number of things, such as:

- Mississauga has the greatest need for housing intended for an aging population, as the city has the largest share of seniors within Peel Region
- There is a need for housing options suitable for smaller households within the Region, however the need is much greater in Mississauga comparatively

Approximately 42% of the housing stock in Malton is comprised of single detached dwellings, however single detached homes may be the ideal dwelling typology for larger households such as families with children, however they are comparatively less affordable and not the most appropriate dwelling typology for other households, such as seniors due to accessibility concerns and low.

To accommodate a diverse range of household sizes, incomes and characteristics, the proposed development includes both townhouses and apartment dwelling units. In addition to the townhouses, the larger units within the apartment building will address the demand for larger households and families with children, while also providing a single storey layout and access to elevators to accommodate accessibility concerns for an aging population.

Providing a diversity of 1, 2 and 3 bedroom units will increase the options for households with lower income, as each unit size has an estimated corresponding price.

12 Conclusions and Recommendations

The owner of 7085 Goreway Drive is proposing to re-develop the subject lands into a residential development, consisting of an eighteen-storey, 138-unit building, and a sixteen-storey, 121-unit building, in addition to twelve townhouses, with three levels of underground parking. Overall, the proposed development will contain approximately 271 residential units. The purpose of the proposed development is to create an attractive and liveable space for future residents and support residential growth targets of the Province, Region of Peel and the City of Mississauga.

In order to facilitate the proposed development, Official Amendment and Zoning By-law Amendment applications are required to permit the exclusively residential uses, an increased height of eighteen storeys and a driveway area between the proposed buildings and street line.

The proposed development and subsequent planning applications

- Are consistent with Provincial Policy Statement 2020, as it accommodates an appropriate range and mix of dwelling typologies and unit mix to promote residential intensification
- Conforms to the Growth Plan for the Greater Golden Horseshoe 2019, as they add and complement the existing mix of land uses within the community and efficiently use the underutilized commercial parcel in a manner that is compatible with the surrounding context
- Conforms to the Region of Peel Official Plan, as it protects Core Areas of the Greenbelt System and avoid a development pattern that is prone to natural flooding hazards
- Maintains the intent of the City of Mississauga Official Plan, as it conforms to the Neighbourhood Structure Element by locating higher density uses along a Corridor
- Maintains the intent of the City of Mississauga Zoning By-law, as it includes appropriate regulations for differing housing typologies
- Is compatible with the surrounding built form, through the proposed layout of the site
- Represents good planning and is in the public interest

Based on a review of the subject lands, the surrounding community, supporting studies, and the applicable planning policy framework, the subject applications represent good planning and facilitate an appropriate form of development for the community of Malton and the City of Mississauga.

Respectfully submitted **17th of June, 2020**

Regards,

IBI Group

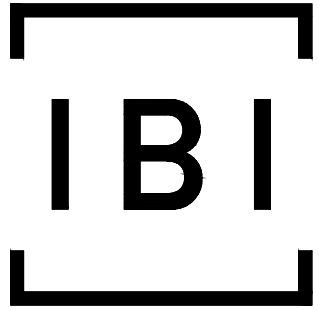
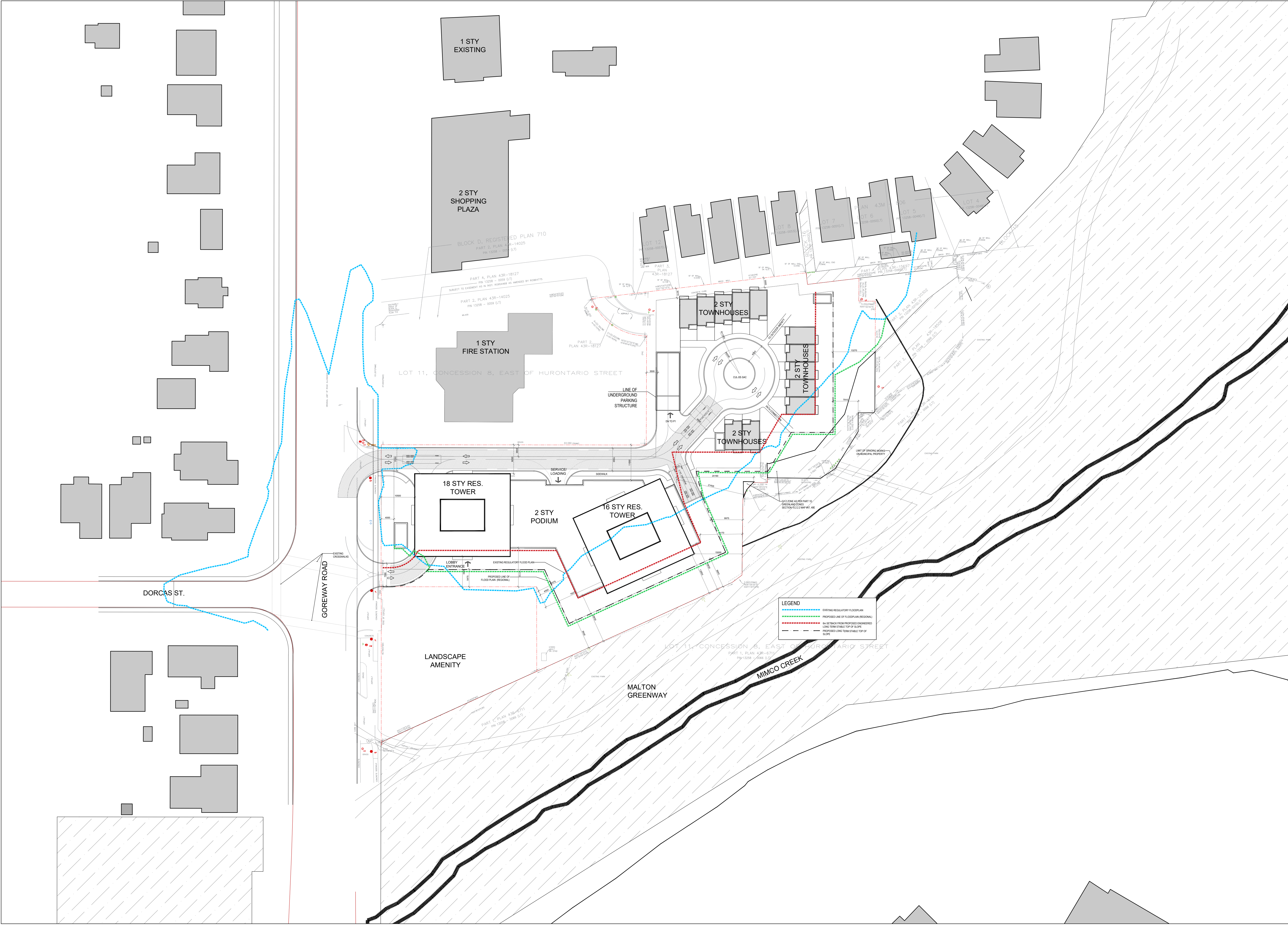


Scott Arbuckle MCIP RPP
Director| Senior Practice Lead - Planning



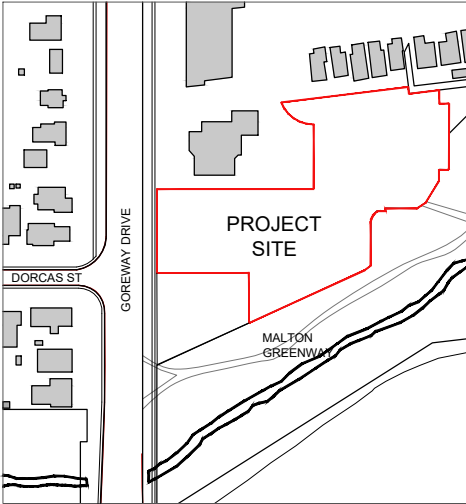
Ritee Haider BES
Planner

Appendix A – Proposed Conceptual Site Plan



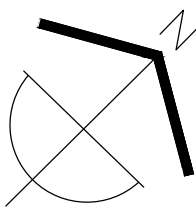
IBI GROUP
7th Floor-55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

KEY PLAN



SUBMISSION

2	TBD	DH	ISSUED FOR OPA
1	2019.09.06	DH	ISSUED FOR DARC
#	Date	By	Comment



SEAL :



PROJECT :



REDWOOD ON GOREWAY

7085 Goreway Drive,
Mississauga, Ontario

TITLE : Context Plan

DATE : 2019-09-06

SCALE : 1:500

DRAWN : PC/DV/SL

CHECKED : DH

PROJ. NO. 120212

A-100

Appendix B – Submission Requirements Checklist

Submission Requirements Checklist

Type of Application:

- ☒ Official Plan Amendment (OPA)
- ☐ Removal of H (H-OZ)
- ☒ Rezoning (OZ)
- ☐ Plan of Subdivision (T)

Planning and Building Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1
Tel: 905-896-5511
www.mississauga.ca



General Information		
Address / Legal Description of Site 7085 Goreway Drive		Ward No. 5
Meeting Date Oct.16, 2019		
Description of Proposal Two residential towers (18 and 16-storeys; 261 units), 16 at-grade townhouses and u/g parking		
Applicant Name Richard Aubry, Redwood Prop.		Planner Name L. Sterritt
Pre-Application Meeting No. DARC 19-266		

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
<input checked="" type="checkbox"/> Complete Application Form	<input checked="" type="checkbox"/> Planning Justification Report
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input checked="" type="checkbox"/> Parking Utilization Study
<input checked="" type="checkbox"/> Commenting Agency Fee Collection Form	<input type="checkbox"/> Urban Design Study (contact UD for TOR)
<input checked="" type="checkbox"/> Region of Peel Commenting Fee	<input checked="" type="checkbox"/> Sun/Shadow Study
<input checked="" type="checkbox"/> Conservation Authority Review Fee (Contact TRCA)	<input checked="" type="checkbox"/> Wind Study
<input checked="" type="checkbox"/> Cover Letter	<input checked="" type="checkbox"/> Digital 3D Building Mass Model (SketchUp)
<input checked="" type="checkbox"/> Context Plan / Map (40 copies)	<input checked="" type="checkbox"/> Acoustical Feasibility Study
<input checked="" type="checkbox"/> Concept / Site Plan (40 copies)	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Grading / Site Servicing / Underground Parking Plan (35 copies)	<input checked="" type="checkbox"/> Tree Inventory / Tree Preservation Plan
<input checked="" type="checkbox"/> Survey Plan (40 copies)	<input checked="" type="checkbox"/> Easements / Restrictions on Title
<input type="checkbox"/> Draft Plan of Subdivision (50 copies)	<input type="checkbox"/> Streetscape Feasibility Study
<input checked="" type="checkbox"/> Building Elevations (7 copies)	<input checked="" type="checkbox"/> Traffic Impact Study
<input checked="" type="checkbox"/> Official Plan – Table/List of requested Site-Specific Exemptions (3 copies)	<input checked="" type="checkbox"/> Transportation Demand Management Strategy
<input checked="" type="checkbox"/> Zoning By-law – Table/List of requested Site-Specific Exemptions (3 copies)	<input checked="" type="checkbox"/> Operations and Safety Assessment
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up (1 copy)	<input checked="" type="checkbox"/> Top of Bank Survey – Site Visit
<input checked="" type="checkbox"/> Digital copy (PDF format) of all required documents, plans, drawings, studies and reports on USB memory stick (2 memory sticks)	<input checked="" type="checkbox"/> Environmental Impact Statement – Type (i.e. minor or major) to be determined following site visit prior to application submission (9 copies)
<input checked="" type="checkbox"/> List of Low Impact Design Features for Site and Building (1 copy)	<input checked="" type="checkbox"/> Functional Servicing Report (FSR) (9 copies)
<input type="checkbox"/> Urban Design Advisory Panel (req. following submission)	<input checked="" type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> Pre-Submission Community Engagement Meeting	<input type="checkbox"/> Geotechnical Report
Other Requirements / Notes	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment
<input checked="" type="checkbox"/> Phasing Plan	<input type="checkbox"/> Phase 2 Environmental Site Assessment
<input checked="" type="checkbox"/> Underground Parking Plan	<input type="checkbox"/> Heritage Impact Assessment
<input checked="" type="checkbox"/> Waste Feasibility Study (Region of Peel)	<input checked="" type="checkbox"/> Archaeological Assessment
<input checked="" type="checkbox"/> Drainage Proposal	<input checked="" type="checkbox"/> Housing Report

Other Information
<ul style="list-style-type: none">• Application forms can be obtained at http://www.mississauga.ca/portal/residents/pbformscentre• Terms of References can be found at http://www.mississauga.ca/portal/residents/terms-of-reference• Additional information/reports/studies/plans may be required upon submission of the application.• This checklist is valid for one (1) year from the date of the meeting or at the discretion of the Director of Development and Design or his/her designate. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required.• As part of the Public Engagement Strategy for a complete application, and where deemed necessary by City Staff, the applicant will be required to host a Community Engagement Meeting prior to submitting an application with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file.• Application submission is by appointment only. To book an appointment, please phone 905-615-3200 ext. 4199 or by email at sanja.blagojevic@mississauga.ca• Applicants should consult with the Planning Services Centre of the Development and Design Division to verify the application fee calculation before preparing a cheque. Send your completed Fee Calculation Worksheet (in the application form) to plans.devdes@mississauga.ca for review.

Appendix C – Draft Official Plan Amendment

Amendment No. XX
To
Mississauga Official Plan

The Corporation of the City of Mississauga

By-law No. XX

A By-law to Adopt Mississauga Official Plan Amendment No. XX

WHEREAS in accordance with the provisions of Section 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 ("MMAH") authorize the Regional Municipality of Peel (the "Region") an approval authority, to exempt 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. XX in his or her opinion the amendment conforms to the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change to permitted use policies for a Mixed Use Designation, 11.2.6, to create a site specific exemption to Section 11.2.6.1

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 _____, 2020

Signed _____

Mayor

Signed _____

Clerk

Amendment No. XX
To
Mississauga Official Plan Amendment

The following text and map attached 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 XX, XX, 2020, pertaining to this amendment.

PURPOSE

The purpose of this Official Plan Amendment is to amend Special Site 2 in the Malton Neighbourhood Character Area to permit residential uses, not in conjunction with other uses through a site-specific policy to the 'Mixed Use' designation. In addition, it will permit an eighteen storey apartment building with a driveway between the building and street line through site-specific policies to the 'Neighbourhood Character Area' and Special Site policies.

LOCATION

The lands affected by this Amendment are known as 7085 Goreway Drive and are located between Etude Drive and Derry Road East in the Malton Neighbourhood Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board.

The subject lands are designated 'Mixed-Use, Neighbourhood, Special Site 2', which permits residential uses in conjunction with other permitted uses and a maximum height of four storeys. The Special Site 2 policies also state that no parking or driveway areas should be provided between the building and the street line.

The proposed Amendment is to amend the Special Site 2 mapping and policies to include all of the subject lands and allow for the permitted use of exclusively residential uses, not in conjunction with other permitted uses and an increased height of eighteen storeys. It will also allow a driveway between the street line and building. This is to permit the proposed development of an eighteen-storey, 131-unit building, and a sixteen-storey, 114-unit building, in addition to twelve townhouses.

The proposed Official Plan Amendment is appropriate, represents good planning and should be approved for the following reasons:

1. The proposed development is consistent with and promotes the growth management, housing, transportation and natural environment policies of the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan
2. The proposed development conforms to the overall intent, goals, objectives and policies of the Mississauga Official Plan, as it is located on the edge of a commercial area, contributes to a range of housing types, it efficiently utilizes existing community infrastructure, promotes a desirable urban form and protects the natural features of Mimico Creek

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.15.14.2, Special Site Policies, Malton Neighbourhood Character Area of the Mississauga Official Plan, is hereby amended by replacing the Special Site 2 map with the following:



2. Section 16.15.14.2, Special Site 2 Policies, Malton Neighbourhood Character Area of the Mississauga Official Plan, is hereby amended by adding the following.

16.15.4.2.8 Notwithstanding the Mixed Use designation of this Plan, the lands identified as Area A will permit exclusively residential uses, not in conjunction with other permitted uses and that residential development on Area A will not be required to contain a mix of permitted uses.

Notwithstanding Section 16.1.1.1, the lands identified as Area A will have a maximum height of 18 storeys.

Notwithstanding the provisions of Section 16.15.4.2.6, the lands identified as Area A will permit a driveway area between the proposed building and the street line.

IMPLEMENTATION

Upon the approval of this Amendment by 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 dated November 2019.

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 the Mississauga Official Plan.

Appendix D – Draft Zoning By-law Amendment

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2020

**To Amend Zoning By-Law Number 0225-2007, As Amended Of the City Of Mississauga With
Respect To the Lands municipally known as 7085 Goreway Drive**

WHEREAS pursuant to Section 34 and 37 of the *Planning Act*, R.S.O. 1990, C.P.13, as amended, the Council of a local municipality may pass a zoning by-law;

WHEREAS Council of City of Mississauga has provided adequate information to the public and has held as least one public meeting in accordance with the Planning Act

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

1. Map Number 48E to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from “C3-6” to “RA5-XX” entirely, provided however that the “Exception RA-5-XX” zoning shall only apply to the lands, which are shown on the attached “Schedule A” outlined with the “RA5-XX” zoning indicated thereon
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table

4.15.6.X	Exception: RA5-XX	Map #48E	By-law: XXX- 2020
In a RA5-XX zone, the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following regulations shall apply:			
REGULATIONS			
4.15.6.XX.1	The provisions of Line 6.0 contained in Table 4.15.1 of this by-law shall not apply.		
4.15.6.XX.2	Maximum Residential Floor Plate for each storey above 12 storeys	750 square metres	
4.15.6.XX.3	Minimum Front Yard for that portion of the dwelling with a height greater than 26.0 metres	9.0 metres	
4.15.6.XX.4	Minimum Interior Side Yard for the portion of the dwelling with a height greater than 26.0 metres	8.0 metres	
4.15.6.XX.5	Minimum Rear Yard for the portion of the dwelling with a height greater than 26.0 metres	12.0 metres	
4.15.6.XX.6	Minimum Landscaped Area	25%	

4.15.6.XX.7	Minimum Percentage of Total Required Amenity Area to be provided in a contiguous area	40%
4.15.6.XX.8	Minimum number of residential parking spaces ratio per one bedroom unit	1.00
4.15.6.XX.9	Minimum number of residential parking spaces ratio per two bedroom unit	1.15
4.15.6.XX.10	Minimum number of residential parking spaces ratio per three bedroom unit	1.4
4.15.6.XX.11	Minimum number of visitor parking spaces ratio per unit	0.2

3. Map Number 48E to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from “ C3-6” to “RM6-XX” entirely, provided however that the “Exception RM6-XX” zoning shall only apply to the lands, which are shown on the attached “Schedule A” outlined with the “RM6-XX” zoning indicated thereon
4. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table

4.12.2.X	Exception: RM6-XX	Map #48E	By-law: XXX- 2020
In a RM6-XX zone, the permitted uses and applicable regulations shall be as specified for a RM6 zone except that the following regulations shall apply:			
REGULATIONS			
4.12.2.2.XX.1	Minimum Setback to all lands zoned G1	4.5 metres	
4.12.2.2.XX.2	Minimum Interior Lot Area	60 square metres	
4.12.2.2.XX.3	Minimum Front Yard for Interior Lot / CEC Corner Lot	2.0 metres	
4.12.2.2.XX.4	Minimum Exterior Side Yard for a Lot with an Exterior Side Lot Line abutting a CEC- Road	4.0 metres	
4.12.2.2.XX.5	Minimum Exterior Side Yard for a Lot with an Exterior Side Lot abutting a CEC sidewalk	2.0 metres	
4.12.2.2.XX.6	Minimum Rear Yard for Interior Lot/ CEC Corner Lot	3.5 metres	

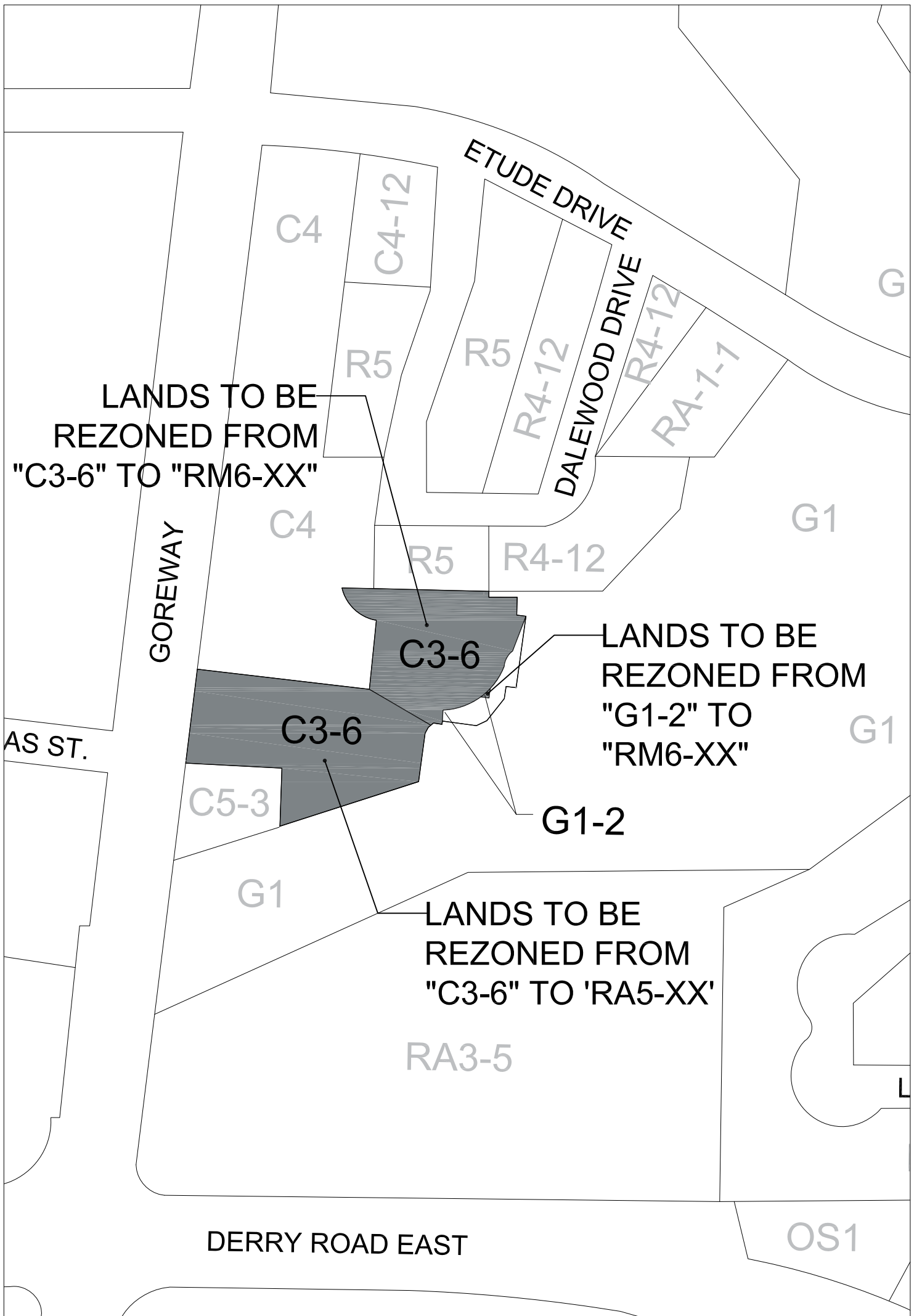
4.12.2.2.XX.7	Minimum Setback of a Townhouse to a CEC-Amenity Area	0.0 metres
4.12.2.2.XX.8	Minimum width of a CEC-Road	6.0 metres
4.12.2.2.XX.9	Minimum width of a CEC-sidewalk	1.5 metres
4.12.2.2.XX.10	Minimum number of resident parking spaces ratio per townhouse	1.15
4.12.2.2.XX.11	Minimum number of visitor parking spaces ratio per townhouse	0.2

5. This By-law shall not come into force until Mississauga Official Plan Amendment Number XX is in full force and effect

ENACTED and PASSED this _____ day of _____ 2020.

Mayor

Clerk



THIS IS SCHEDULE "A"

AS ATTACHED TO BY-LAW _____

PASSED BY COUNCIL ON _____



Not to Scale