

PLANNING JUSTIFICATION REPORT

APPLICATION FOR OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT

272694 Ontario Ltd (c/o Fountain Hill Construction and Consulting)
2207 Dixie Road
City of Mississauga

JANUARY 2020

GSAI File #1108-002

TABLE OF CONTENTS

1.0	INTRODUCTION	2
2.0	SITE DESCRIPTION AND SURROUNDING LAND USES	2
2.1	SUBJECT PROPERTY	2
2.2	SURROUNDING LANDS USE	2
2.3	TRANSIT SERVICES	3
3.0	DEVELOPMENT PROPOSAL	4
3.1	PROPOSED AMENDMENTS.....	5
3.2	PROCESS AND ENGAGEMENT.....	5
4.0	LAND USE POLICY ANALYSIS.....	6
4.1	PROVINCIAL POLICY STATEMENT, 2014	6
4.2	GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019.....	13
4.3	REGION OF PEEL OFFICIAL PLAN	14
4.4	CITY OF MISSISSAUGA OFFICIAL PLAN (OFFICE CONSOLIDATION, MARCH 13, 2019)	16
4.5	LAKEVIEW LOCAL AREA PLAN	21
4.6	ZONING BY-LAW 0225-2007	23
5.0	SUPPORTING STUDIES AND REPORTS	23
6.0	CONCLUSION.....	25
	FIGURES.....	27

APPENDIX A – OFFICIAL PLAN AMENDMENT
APPENDIX B – ZONING BY-LAW AMENDMENT

**Planning Justification Report
Official Plan Amendment and Zoning By-law Amendment
2207 Dixie Road
City of Mississauga**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc., (“GSAI”) has been retained by 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting) to assist in obtaining the necessary planning approvals to facilitate the redevelopment of the lands municipally known as 2207 Dixie Road in the City of Mississauga (herein referred to as the “subject property”). 272694 Ontario Ltd. is proposing to develop the subject property with four (4) townhouses, with frontage onto Dixie Road. A detailed description of the proposed development can be found in Section 3.0 of this Planning Justification Report.

The purpose of this Planning Justification Report (the “Report”) is to outline the nature of the proposed development and evaluate it in the context of the Provincial Policy Statement, Growth plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Mississauga Official Plan, the City of Mississauga Lakeview Local Area Plan and Zoning By-law 0225-2007.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 SUBJECT PROPERTY

The subject property is located on the northeast corner of Dixie Road and Venta Avenue (refer to Figure 1). The subject property is currently occupied by a single detached dwelling and has an area of approximately 0.06 hectares (0.17 acres). The property fronts onto Dixie Road by approximately 23.3 metres and Venta Avenue by approximately 23.6 metres.

The subject property was created through a Consent application that was approved by the Committee of Adjustment on October 5, 2017.

The subject property is legally described as:

PT LT 5 CON 1 SDS PART 1 43R38082; S/T EASE AS IN VS64597 CITY OF MISSISSAUGA

Instrument No. VS64597 references an easement on the subject property in favour to Bell Canada.

2.2 SURROUNDING LANDS USE

The subject property is located within the Sherway West Neighbourhood. The neighbourhood is bounded by Queensway East to the north, Dixie Road to the west, Etobicoke Creek to the east and the QEW to the south. The neighbourhood is predominately comprised of low-rise residential built forms such as single detached dwellings (refer to Figure 2).

The following provides a summary of the surrounding land uses:

- North – abutting the subject property to the north is a single detached dwelling.

Further north along Dixie Road, north of Queensway East are lands comprised of commercial and industrial land uses. The Dixie GO station is located north along Dixie Road, approximately 800 metres from the subject property.

- South – the lands south of the property are comprised of predominately single detached dwellings. South of the QEW, along Dixie Road is the Dixie Outlet Mall.
- West – the lands to the west of the subject property are comprised of predominately single-detached dwellings.
- East – the lands to the east of the subject property are comprised of predominately single detached dwellings. East of the subject property is the ISNA Elementary School and Laughton Heights Park.

2.3 TRANSIT SERVICES

The subject property fronts onto Dixie Road, which is classified as a Regional Road, with a designated right-of-way width of 45 metres (Schedule 8 – Designated Right of Way Width) (refer to Figure 8). Through the 2017 Consent application process, appropriate land dedications were provided to the Region of Peel at the Dixie Road and Venta Avenue intersection.

The subject property is well serviced by transit. The Dixie and Long Branch GO Stations are located approximately 800 metres and 4 kilometres, respectively, from the subject property and provide inter-regional transit services (refer to Figure 4).

- The Dixie GO Station is a GO Transit railway station on the “Milton Line”. The Milton Line extends from Union Station to Milton, by way of Mississauga. The Station is approximately 800 metres from the subject property, representing an approximately 15-minute walk.
- The Long Branch GO Station, approximately a 5 – 7-minute drive from the subject property, is a GO Transit Station on the Lakeshore West Line. The Lakeshore West Line extends from Union Station to Burlington, with occasional trips extending to Hamilton, St. Catharines and Niagara Falls.

Dixie Road is also identified as a MiWay Mississauga transit route and provides local transit service to the Dixie GO Station and north-south transit service at peak and off hours. Multiple local bus routes including the 5-Dixie and 4-Sherway Gardens service the site and provide bus transportation connecting points in the Mississauga and Toronto transit systems (refer to Figure 4).

- MiWay Route 4 travels mostly in an east-west direction with headways of approximately 25 minutes during peak periods. This route connects to Sherway Gardens to the east and Westdale mall to the west.
- MiWay Route 5 travels mostly in a north-south direction with headways of approximately 25 minutes during peak periods. This route connects to Long Branch GO Station to the south and travels northward towards Cardiff Boulevard.

3.0 DEVELOPMENT PROPOSAL

272694 Ontario Ltd. is proposing to redevelop the subject property with four standard condominium, 4-storey townhouses. The proposed townhouse will front Dixie Road and will have vehicular access from Venta Avenue via a 6.10 metre laneway (refer to Figure 3).

The following provides an overview of key site statistics of the proposed development:

- The proposal is to demolish the existing single detached dwelling on the subject property and replace it with 4, four-storey townhouses facing Dixie Road.
- The proposal includes 852.85 m² of residential gross floor area, with a density of 1.215 Floor Space Index (FSI) And a building coverage of 44.80%.
- Vehicular parking for the units is provided in compliance with the City's Zoning By-law and 2 parking spaces per unit are currently proposed for each unit, accessed from a rear 6.4 metre driveway accessed from Venta Avenue. In addition, 1 visitor parking space is provided.
- The main pedestrian entrance to each townhouse will be provided from Dixie Road.
- The proposed townhomes provide a minimum front yard setback of 6.0 metres from the Dixie Road and 2.3 metres from the daylight triangle at Dixie Road and Venta Avenue. The proposed development provides a minimum 3.0 metre southernly side yard set to Venta Avenue.
- The proposed townhomes are located a minimum of 1.2 metres from the northern property line. This provides for an appropriate setback/separation from the single detached dwelling to the north, that is in keeping with the City's Zoning By-law.
- The proposed townhouses are located a minimum of 6.5 metres from the western property line. This provides for appropriate setback/separation from the single detached dwelling to the west.
- The proposed height of the development is 4-stroreys or 11.12 metres from the context grade, as defined by the City's Zoning By-law.
- Enhanced landscape features are proposed along Dixie Road.

- Garage, recycling and organic bin storage is located with the rear garages. On waste-collection days, it is recommended that a garage staging area/pickup be from Venta Avenue adjacent to the curb.

3.1 PROPOSED AMENDMENTS

OFFICIAL PLAN AMENDMENT

The proposed townhouse-built form is not permitted within the “Residential Low Density I” designation of the City of Mississauga Official Plan. The residential built forms contemplated within the “Residential Low Density I” include detached dwelling, semi-detached dwelling and duplex dwellings. Additionally, the property is subject to the Lakeview Local Area Plan which limits the maximum height on the subject property to 3 storeys.

To facilitate the proposed development, the following amendments will be required:

- to redesignate the subject property as “Residential Medium Density”; and,
- to permit a maximum height of 4 storeys.

A draft Official Plan Amendment and corresponding schedules are included as Appendix A to this Report.

ZONING BY-LAW AMENDMENT

The subject property is zoned “R3-75”, which permits detached dwellings. An amendment to the Zoning By-law 0225-2007 is required to permit the proposed townhouse development. As such it is proposed to rezone the subject property from “R3-75” to “Townhouses - RM4-XX” with site-specific modifications.

A draft Zoning By-law Amendment and corresponding schedule are included as Appendix B to this Report.

3.2 PROCESS AND ENGAGEMENT

As required as part of a “complete application” a public consultation strategy needs to be established and outlined through the submission of any formal application. In support of the proposed development, the public consultation strategy is outlined via a step by step process following the formal submission of the Official Plan and Zoning By-law Amendment applications to the City:

1. Once the application has been deemed complete by City staff, a “Public Notice” sign will be posted on the frontage of the subject property, facing Thirtieth Street. The sign will advise that a Zoning By-law Amendment application has been submitted. The wording and information of the sign is subject to confirmation with City staff. Following the City’s standards for circulation, residents within 120 metres (400 feet) of the subject property will be notified within 15 days of the applications being deemed complete;

2. Residents and stakeholders will have the ability to access and review the submission materials, including drawings and reports, either on-line on the City's Development Application Centre website, or in person at the City of Etobicoke Civic Centre (2 Civic Centre Court);
3. If deemed necessary, the Applicant, in consultation with the office of the local Ward Councillor, will schedule a Community Engagement Meeting. Notice for the Community Engagement Meeting will follow the City's standards for circulation; whereas, all property owners within 120 metres (400 feet) of the subject will receive notice in the mail at least 20 days prior to a meeting date. If deemed necessary, the circulation radius for notices can be expanded to include a large catchment area.

Input from the Community Consultation Meeting will be considered, and revisions may be made to the plans, as appropriate, for a re-submission; and,

4. A statutory Public Meeting will be held by the City's Planning and Development Committee to consider the applications and the Public Meeting Information Report. Staff will notify all property owners within 120 metres (400 feet) of the subject property will receive notice of the meeting within at least 20 days prior to the meeting date. The Notice sign will also be updated with details on the statutory public meeting (i.e., date, time and location). At the Meeting, any person will be provided the opportunity to express concerns or opinions regarding the applications.

GSAI remains committed to facilitate public engagement and ensuring a transparent process and will assist in facilitating public engagement.

4.0 LAND USE POLICY ANALYSIS

The following sections outline the applicable planning policy framework as it pertains to the subject property and proposed development and provides an evaluation of the proposal in the context of the existing policy framework. The following policy documents have been considered in this Report:

- Provincial Policy Statement, 2014;
- Growth Plan for the Greater Golden Horseshoe, 2019;
- Region of Peel Official Plan;
- City of Mississauga Official Plan;
- Lakeview Local Area Plan; and,
- City of Mississauga Zoning By-law 0225-2007.

4.1 PROVINCIAL POLICY STATEMENT, 2014

The Provincial Policy Statement (the "PPS 2014") provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters "shall be consistent with" policy statements

issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns. Policies in Sections 1.1.1 and 1.1.3 state:

MANAGING AND DIRECTING LAND USE

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The policies of Section 1.1.1 of the PPS 2014 outline general requirements for development within Ontario and directs that intensification and development are to be infrastructure and transit supported. The proposed development represents an efficient development of land in a location in which existing infrastructure and services. Furthermore, the subject property represents an appropriate opportunity for redevelopment and intensification that is in keeping with Provincial direction, as it is located along a City designated “Corridor” with existing services and is within close proximity to higher order and local transit options.

SETTLEMENT AREAS

Section 1.1.3 of the PPS 2014 provides direction on future growth and development within designated settlement areas and recognize settlement areas as critical to the long-term development and prosperity of Ontario.

- 1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*
- 1.1.3.2 Land use patterns within settlement areas shall be based on:
 - a) densities and a mix of land uses which:
 - 1. efficiently use land and resources;*
 - 2. 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;*
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. support active transportation;*
 - 5. are transit-supportive, where transit is planned, exists or may be developed; and 6. are freight-supportive; and**
 - b) 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**
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The settlement area policies of the PPS 2014 direct growth management objectives to require infrastructure and to facilitate redevelopment in areas well serviced by infrastructure and public facilities. As noted in 1.1.3.6, new development should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities.

In keeping with the above policy framework, the proposal provides a residential density that permits the efficient use of land, infrastructure and public service facilities, which is achieved in a compact built form that respects the existing and planned built form context within the surrounding area.

HOUSING

Section 1.4 of the PPS (2014) provides policies relating to housing:

- 1.4.1 To provide for an appropriate range and mix of housing types 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 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements 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. 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 forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and*
 - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

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

The PPS 2014 directs the development of new housing to locations that are supported with infrastructure and public facilities. The proposed development represents an appropriate form of low-rise intensification within an existing neighbourhood. In keeping with the Provincial policy framework, the proposed development provides for a townhouse dwelling which represents an appropriate and compatible form of low-rise development within the existing neighbourhood supported by existing and planned infrastructure and public services. The proposed development contributes to the range and mix of market housing options available to the community while maintaining compatibility with the surrounding neighbourhood.

INFRASTRUCTURE

The following policies in Section 1.6 relate to land use, transportation and infrastructure:

- 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.*
- 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.*

Section 1.6 of the PPS promoted the efficient use and management of infrastructure and public service facilities. Section 1.6.7 of the PPS provides a coordinated land use direction for transportation related infrastructure. Policy 1.6.7.4 encourages a land-use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation. The proposed development will make efficient use of existing infrastructure and transit routes

LONG-TERM ECONOMIC PROSPERITY

The following policies in Section 1.7 relate to long-term economic prosperity:

- 1.7.1 Long-term economic prosperity should be supported by:*
 - a) promoting opportunities for economic development and community investment-readiness;*

- b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*
- c) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- 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;*
- e) promoting the redevelopment of brownfield sites;*
- f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- g) providing opportunities for sustainable tourism development;*
- h) providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts*
- i) promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy;*
- j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and,*
- k) encouraging efficient and coordinated communications and telecommunications infrastructure*

The PPS supports long-term economic prosperity by optimizing the viability and use of land, resources, infrastructure and public services as well as maintaining and enhancing main streets. The proposed development represents the intensifications of under-utilized land and resources and will make efficient use of existing infrastructure and transit routes.

ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE

The following policies in Section 1.8 relate to energy conservation, air quality and climate change:

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation 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;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which:*
 - 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*
 - 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and*
- g) maximize vegetation within settlement areas, where feasible.*

Policy 1.8.1 requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- promote compact form and a structure of nodes and corridors;
- promote the use of active transportation and transit in and between residential, employment and other areas; and,
- improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the above-noted policies as it provides a built form that delivers an appropriate density and mix of land uses that encourage the conservation of energy through the efficient use of land, resources and existing infrastructure.

It is our opinion that the proposal is consistent with the Provincial Policy Statement (2014) and its policies and objectives relating to residential intensification and the efficient use of land and infrastructure.

4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

The Growth Plan of the Greater Golden Horseshoe, 2019 (the “Growth Plan”) came into effect on May 16, 2019. The Growth Plan provides a long-term framework for directing growth and development in the Greater Golden Horseshoe through building complete communities, curbing sprawl and protecting the natural environment.

In the context of the Growth Plan policy framework, the subject property is located within the City of Mississauga’s Built Up Area and is within close proximity to an Existing Major Highway. The Growth Plan encourages intensification within the Built-up Areas where infrastructure, public service facilities are available and where an appropriate scale of development and transition in built form to adjacent areas can be achieved.

The 2019 Amendment to the Growth Plan outlines population and employment projections to the year 2041 for the Region of Peel. By 2041, the Region of Peel is anticipated to accommodate a population of 1,970,000 as well as 970,000 jobs. It is understood, the Region of Peel will need to undertake a separate Growth Management Strategy to distribute the forecasted population growth amongst its lower-tier municipalities. Accordingly, the urban development of the subject property is not dependent on the Region’s 2041 Municipal Comprehensive Review process.

Policies relevant to the proposed development include the following:

- 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.*
- 2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - i. *the vast majority of growth will be directed to settlement areas that:*
 - ii. *have a delineated built boundary;*
 - iii. *have existing or planned municipal water and wastewater systems;*
and
 - iv. *can support the achievement of complete communities;*

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

- 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;*

The Growth Plan contains policies relevant to the provision of housing as it relates to achieving growth targets and the provision of a range and mix of housing types to diversify the types of housing across the region. Section 2.2.6 (2) states:

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.*

A prevailing theme in Provincial policy, specifically the Growth Plan is directing intensification where it can be supported by infrastructure and public services as well as promoting development of underutilized and compact built forms. In keeping with the policy framework above, the proposed development contributes to the diverse mix of land uses in the area as well as introducing new forms and tenures of housing stock to an already established and well serviced neighbourhood. These components build on the Province's vision of a developing complete communities.

It is our opinion the proposed development and corresponding Official Plan and Zoning By-law Amendments conforms to the Growth Plan and its policies and objectifies that promote growth and intensification, as well as the development of complete communities.

4.3 REGION OF PEEL OFFICIAL PLAN

The Region of Peel Official Plan provides guidance to area municipalities in the preparation and implementation of their local Official Plans. The Regional Official Plan projects that the City of Mississauga's population shall increase to 805,000 by 2031, and the number of households will increase to 270,000 by 2031.

As noted above, the 2019 Amendment to the Growth Plan outlines population and employment projections to the year 2041 for the Region of Peel. By 2041, the Region of Peel is anticipated to accommodate a population of 1,970,000 as well as 970,000 jobs. Through a Municipal Comprehensive Review, the Region will undertake a separate Growth Management Strategy to distribute the forecasted population growth amongst its lower-tier municipalities. Accordingly, the urban development of the subject property is not dependent on the Region's 2041 MCR process.

The subject lands are located within the Region's 2031 Urban Boundary, specifically within the "Urban System" (refer to Figure 5). The 2031 Regional Urban Boundary defines where urban growth shall occur ensuring an efficient use of available services. The General Objectives and Policies of the "Urban System" that are relevant to the proposed development include:

The general objectives of the "Urban System" are as follows:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive;*
- 5.3.1.7 *To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.1.8 *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.*

The following outlines relevant policies of the Regional "Urban System".

- 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; and*
- 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) support the Urban System objectives and policies in this Plan;*
 - b) support pedestrian-friendly and transit-supportive urban development;*
 - c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use;*

The proposed development conforms to the Region of Peel Official Plan as it provides an appropriate opportunity for intensification as well as making efficient use of land. The proposed development is pedestrian friendly and transit supportive as it is in close proximity to existing bus routes and two GO Stations. An amendment to the Region of Peel Official Plan is not required to permit the proposed development.

4.4 CITY OF MISSISSAUGA OFFICIAL PLAN (OFFICE CONSOLIDATION, MARCH 13, 2019)

The City of Mississauga Official Plan (the “Official Plan”) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Official Plan was subsequently appealed to the Local Planning Appeal Tribunal (LPAT) (formerly the Ontario Municipal Board) but is now in partial effect, except for specific policies that are still under appeal.

The Official Plan provides direction for growth and articulates a vision for the City that balances public and private interests. The Official Plan provides planning policies to guide the City’s development to the year 2031 as required by Provincial legislation.

4.4.1 LAND USE DESIGNATION

The subject property is currently designated “Residential Low Density I” on Schedule 10 – Land Use Designations (refer to Figure 9).

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

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

In order to facilitate the proposed development, an Official Plan Amendment is required to redesignate the subject property from “Residential Low Density I” to “Residential Medium Density”. The “Residential Medium Density” designation permits all forms of townhouse dwelling.

The balance of Section 4.4 demonstrates how the proposed development and corresponding Official Plan Amendment is consistent with the direction and policy framework of the Official Plan.

4.4.2 DIRECTING GROWTH (NEIGHBOURHOODS AND CORRIDORS)

Schedule 1 – Urban System (refer to Figure 5) of the Official Plan identifies the subject property as “Neighbourhood” and Dixie Road as a “Corridor”.

The Official Plan characterizes “Neighbourhoods” as *“physically stable areas with a character that is to be protected. Therefore, Mississauga’s Neighbourhoods are not appropriate areas for significant intensification. This does not mean that they will remain static or that new*

development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character.”

The “Neighbourhood” policies of the Official Plan states that neighbourhoods are intended to remain physically stable and protected, intensification is permitted provided it is compatible in-built form and scale to surrounding development. The policies direct new development to be sensitive to the existing and planned character of the neighbourhood. Relevant policies include:

- 5.3.5.1 *Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.*
- 5.3.5.2 *Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.*
- 5.3.5.3 *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.*
- 5.3.5.5 *Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*
- 5.3.5.6 *Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*

The proposed development meets the intent of the above-noted policies, as the subject property is located adjacent to the Dixie Road Corridor and represents a low-rise built form that is compatible with the surrounding neighbourhood. The Official Plan defines compatible as “...development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.” The proposed development is generally in keeping with the surrounding scale and built form.

As noted above, Dixie Road is identified as a “Corridor” (Corridors are shown on Schedules 1: Urban System and 1c: Urban System – Corridors). Corridors connect various elements of the city to each other and have been identified as appropriate locations for intensification. The following policies apply concerning the proposed development:

- 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.*
- 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.

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

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.*

Corridors, as defined in the City's Official Plan are identified as Non-Intensification Areas. Section 9.2.2 provides policies on Non-Intensification Areas: including those within and adjacent to Neighbourhoods and Corridors. Section 9.2.2 states, "*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*". The 'Non-intensification' policies outlined in Chapter 9 are generally in keeping with the direction provided in Chapter 5 of the Official Plan, in that new development in "Neighbourhoods" must be compatible with the surrounding area. Relevant policies include:

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.*

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.*

The proposed development meets the intent of the Neighbourhood – Non-Intensification Area policies of the Official Plan, as it provides for an appropriate and efficient use of land that is generally in keeping with the existing scale and character of the surrounding neighbourhood. For matters regarding shadowing and stormwater management, pml. A and Skira & Associates have prepared a Sun/Shadow Analysis and Functional Servicing Report/Stormwater Management Report, respectively, in support of the proposed development. An overview of the studies findings can be found in Section 5.0 of this Report.

As previously outlined in Policy 5.4.3, higher density uses and built forms within a “Neighbourhood” designation are to be directed along “Corridors” while having regard for the character of the Neighbourhoods and provide adequate transition in height, built form and density. Development along Corridors needs to have consideration for Policy 9.2.2.6, as noted above.

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.*

In keeping with Policy 9.2.2.6, the front façade of the proposed development is oriented along Dixie Road, enhancing the streetscape along Dixie Road. Vehicle access is proposed on Venta Avenue, which is in keeping with Region of Peel policies regarding access along Regional Roads. As outlined in Section 2.4 of this Report, the subject property is supported by local bus services and high-order transit.

It is recognized that the proposed development is located within the Neighbourhood and Corridor Urban Structures and is subject to the Non-Intensification Area policies. However, the subject property is located within approximately 700 metres of a *Major Transit Station Area*, representing a 16-minute walk (refer to Figure 6 and 7). A Major Transit Station Area is identified as an Intensification Area in the Official Plan and is defined as, “the area including and around any

existing or planned higher order transit station. Station areas generally are defined as the area within an approximate 500 m radius of a transit station, measured from the station building, representing about a 10 minute walk.” Although the area within a Station Area is generally captured within the first 500 metres radius of the transit station, representing a 10-minute walk, it is our opinion, the area of influence is much greater such that these Station Areas service a wider population.

4.4.3 COMPLETE COMMUNITIES

In keeping with Provincial policy, a guiding principle in the Official Plan is encouraging the development of complete communities. Complete communities are addressed in Chapter 7 of the Official Plan and are based on the notion that communities should be self-sustaining by providing opportunities for living, working, playing, and learning. Complete communities should provide a high quality of life and provide for the day-to-day needs of residents.

Relevant Official Plan policies relating to the creation of complete communities include:

- 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;*
- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*
- 7.1.10 *When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.*

The Official Plan includes policies for the City’s current and future housing stock in Chapter 7:

- 7.2.1 *Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.*
- 7.2.2 *Mississauga will provide opportunities for:*
 - a) *the development of a range of housing choices in terms of type, tenure and price;*
- 7.2.3 *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*

The propose development is in keeping with the City's criteria for contributing to a complete community. In creating a complete community, the City of Mississauga encourages compact and mixed-use development that are transit supportive. In introducing an alternative built form to a largely predominate neighbourhood of detached dwellings, the proposal offers housing alternatives that are in keeping with the City's complete community and housing objectives.

4.5 LAKEVIEW LOCAL AREA PLAN

The subject property is located within the Lakeview Local Area Plan (the "LLAP") (refer to Figure 10). The LLAP provides guidelines for lands located in southeast Mississauga and is made up of stable residential neighbourhoods characterized by detached and semi-detached housing, employment and commercial areas. A guiding principle of the LLAP is to "*strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.*"

The subject property is located within the North Residential Neighbourhoods Precinct, more specifically the Sherway West sub area (refer to Figure 11). Section 5.2.2, states:

Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial centre to serve the surrounding area.

Map 3 of the LLAP identifies height requirements for lands within the Sherway West sub area (refer to Figure 12). Lands within the Sherway West area are subject to a minimum height of 1 storey and a maximum height of 3 storeys.

In keeping with the policies of the Official Plan, the LLAP identifies Neighbourhoods as "... *stable areas, primarily residential in nature, and not expected to experience significant change. Where corridors traverse through Neighbourhoods, intensification may occur along corridors where appropriate.*" Relevant policies include:

- 6.1.1 *Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.*
- 6.1.2 *Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.*
- 6.1.3 *Intensification will be sensitive to the existing character of the residential areas and the planned context.*

In addition to Section 6.0 of the LLAP, Section 10.0 of the LLAP outlines policy direction specific to urban form within the Neighbourhood Precincts. As previously noted, the subject property is within the North Residential Neighborhood Precinct, Sherway West sub area. Section 10.1.2, states:

The North Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and the Etobicoke Creek to the east, Queensway East to the north and the Queen Elizabeth Way to the south. This residential area will be maintained while allowing for infill which enhances and is compatible with the character of the area.

The LLAP permits the development of standard and common element condominium townhouses within all Neighbourhood Precincts, subject to the following policy framework:

10.3.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:

- a) they can fit into the existing lotting pattern of the community;*
- b) they provide an appropriate transition from low built form to higher built forms;*
- c) they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;*
- d) they are located on, or in proximity to transit routes; and*
- e) visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a streetscape that is compatible with adjacent neighbourhoods.*

The policies and objectives of the LLAP are in keeping with the “Neighbourhood” policies of the Official Plan (Section 5.0 of the Official Plan). As noted above, “modest infilling” and redevelopment are permitted along a “corridor”. The proposed development will intensify an existing underutilized property along the Dixie Road corridor and will contribute to the range and mix of tenure and housing forms to meet the needs of a range of household types while being sensitive to the existing character of the immediate surrounding area.

BUILT FORM STANDARDS

The LLAP provides for Built Form Standards (Appendix I of the LLAP) (the “Standards”). The Standards are to be read in conjunction with the policies of the Official Plan and the LLAP and are to be used during the design and review of development applications. These Standards demonstrate how the urban form policies of the LLAP can be achieved. The standards are not considered a part of the LLAP.

The Standards provide recommendations on development standards for Standard and Common element condominiums. These Standards guide urban form within the context of applicable LLAP guidelines and policies. The proposed development contemplates a built form that deviates from the guidelines; however, it provides a built form that has been successfully deployed throughout the Greater Toronto Area and the City of Mississauga as a result of an evolving housing market.

4.6 ZONING BY-LAW 0225-2007

The subject property is zoned “R3-75” in the City of Mississauga Zoning By-law 0225-2007 (refer to Figure 13). A site-specific Zoning By-law Amendment is required to permit the redevelopment of the subject property. It is proposed that the subject property be rezoned from “R3-75” to RM4-XX to permit the proposed standard condominium townhouse development

Modifications to the RM4 Zone are required to address site specific lot configuration as well as a built form that is in response to an evolving housing market.

A draft of the Zoning By-law Amendment is appended to this report as Appendix B.

5.0 SUPPORTING STUDIES AND REPORTS

5.1 FUNCTIONAL SERVICING REPORT

A Functional Servicing Report (FSR) prepared by Skira & Associates, dated September 2019 outlines that the proposed development will meet the City’s servicing requirements and stormwater management objectives. The FSR findings include:

- The proposed development can be fully serviced to the existing services available on Venta Avenue;
- The proposed development will be serviced by a 150mm connection to the existing 20mm watermain along Venta Avenue. Each of the proposed townhouses will be supplied with a 22 mm water servicing connection;
- The proposed development will be serviced by a 150mm sanitary sewer connection to the existing 250mm sanitary sewer along Venta Avenue. Each of the proposed townhouses will be supplied with a 125mm connection; and,
- The proposed development will be serviced by a 150mm storm sewer to the existing 450 storm sewer on Venta Avenue. Front yard drainage to Dixie Road will not exceed the existing flows and on-site storm water management will ensure that the 100-year storm event post development floors will not exceed pre-development release rates of the 2-year storm onto Venta Avenue.

5.2 NOISE FEASIBILITY STUDY

A Noise Feasibility Study, prepared by HGC Engineering dated November 6, 2019, presents an assessment of the proposed development and provides recommendations of noise attenuation features that are necessary to achieve sound levels that are acceptable to the Ministry of Environment, Conservation and Parks and the City of Mississauga noise criteria.

The Study recommends the following:

1. Central air conditioning units will be required for the four townhouse units such that windows may remain closed;
2. Upgraded glazing construction will be required for the façade facing Dixie Road. Building constructions meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the remaining facades of the proposed development; and,
3. The use of warning clauses in the property and tenancy agreements is recommended to inform future residents of traffic noise issues.

Furthermore, to ensure that noise control recommendations are properly implemented, HGC recommends that:

1. Prior to the issuance of occupancy permits, the Municipality's building inspection or a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should certify that the noise control measures have been properly installed and constructed.

5.3 TRAFIC IMPACT STUDY

Nextrans Consulting Engineers prepared a Traffic Operations Study dated November 12, 2019. The Study found that the proposed parking conditions are sufficient to accommodate the anticipated parking demands for the proposed development. The Study concludes that:

- The proposed development is anticipated to generate one (1) two-way trips (zero (0) inbound and one (1) outbound) during the AM peak hours and two (2) two-way trips (one (1) inbound and one (1) outbound) during the PM peak hours;
- The intersection capacity analysis results (based on the methodology and procedures outlined in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board) indicate that the study intersection and access are expected to continue to operate with acceptable levels of service;
- To ensure safe traffic operation in the area, it is recommended that a STOP sign (Ra-1) and STOP bar be installed at the egress driveway of the subject site onto Valley Road;
- In accordance with the City's parking provisions outlined in the City's By-law, the site requires 9 vehicular parking spaces. In comparing the proposed parking supply with By-law requirements, the subject site meets the parking requirement; and,
- An AutoTURN analysis demonstrates that a passenger vehicle can effectively maneuver through the study area/parking space.

5.4 SHADOW STUDY

Pml.A prepared a Shadow Study, dated October 16, 2019. The Study found that the proposed development will not create a negative impact to adjacent dwellings. The Study conclusions are as follows:

- During the fall test date, the proposed development casts a shadow on a neighbouring property's rear yard amenity space for 3 consecutive test time periods, exceeding the maximum 2 consecutive hours outlined in the City of Mississauga's Standards for Shadow Studies guide. The proposed development only casts a shadow covering 4.6% of the No Impact Zone in the 2:12 time period.
- The following time periods, 3:12 and 4:12, cover 19.2% and 16.2% respectively, with a total combined average of 13.4% of the No Impact Zone being shaded during these 3 consecutive time periods.
- The proposed development's shadow causes very little to no negative impact to the overall ability to use and enjoy the rear yard amenity area during this test date.
- During the fall test date, the proposed development casts a shadow on portions of the neighbouring houses exterior side walls and roofs for more than 2 consecutive hours. Considering that the proposed development's lot is to the south west or south east of the adjacent properties, it is very likely that any new dwelling built on this property would cast shadows exceeding the Standards' guidelines for possible use of solar energy, even when being constructed in conformance to existing as-of-right zoning requirements.

5.5 PHASE 1 ENVIRONMENTAL SITE ASSESMENT

Brown Associates Limited prepared a Phase 1 Environmental Site Assessment, dated July 29, 2019. The Assessment was prepared to meet the CSA Standard 2768-01. The Assessment found that:

- The first developed use of the property was for the present single-family residential home, surrounding which the balance of lands were apple orchards;
- The surrounding orchard use was terminated at a time when DDA or DDT may have been sprayed on the orchard while active, over a period of around 5 years from the time when the product came into general use in Canada and when the residential subdivision was developed;
- Since most topsoil was stripped and because the Phase 1 residence was already in place, the potential for residual impacts from OP products is considered to be insignificant; and,
- No Phase 2 subsurface investigations are warranted based on these findings.

6.0 CONCLUSION

It is our opinion that the proposed development and corresponding Official Plan Amendment and Zoning By-law Amendment represent good planning as demonstrated throughout this Report. In summary the proposed development represents good planning for the following reasons:

- The proposed development represents a compact and efficient form of development that can be supported by higher order transit. The proposed development is generally compatible with the scale and massing with the surrounding area;
- The proposed development is transit supportive as the subject property is in close proximity to bus stops on Dixie Road and is within approximately a 16-minute walk to the Dixie GO Train Station;
- The proposal conforms to the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan;
- A predominate theme in the City of Mississauga Official Plan is ensuring developments are compatible with neighbourhoods and the surrounding area. The proposed development represents a compact and efficient form of development that is compatible with the surrounding neighbourhood;
- The proposed development is in keeping with the Official Plan policies and objectives for contributing to complete communities and housing. In creating a complete community, the City of Mississauga encourages compact development that are transit supportive. In introducing an alternative built form to a largely predominate neighbourhood of detached dwellings, the proposal offers housing alternatives that are in keeping with the City's complete community and housing objectives;
- The proposed development conforms to the Official Plan policies on Non-Intensification Areas for Neighbourhoods and Corridors as it represents an appropriate infill development sensitive to the surrounding neighbourhoods form and character; and,
- The proposed development is consistent with the regulations set out in the Lakeview Local Area Plan. The proposed development maintains the intent of the Sherway West subarea and meets the redevelopment objectives of modest infill development along an existing Corridor.

Respectfully submitted,
GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner

FIGURES




FIGURE 1

SUBJECT PROPERTY

2207 DIXIE ROAD,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Property



Scale NTS
January 7, 2020

 **GSAI**
Glen Schnarr & Associates Inc.



FIGURE 2

AREA CONTEXT PLAN

2207 DIXIE ROAD,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Property



Scale NTS
January 7, 2020

 **GSAI**
Glen Schnarr & Associates Inc.

FIGURE 3



PLAN OF SURVEY OF
Part of LOT 5, CONCESSION 1
SOUTH of DUNDAS STREET
GEOGRAPHIC TOWNSHIP OF TORONTO
CITY of MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL
SCALE 1" = 200'
YOUNG & YOUNG SURVEYING
(ETOBICOKE 2006) INC.

(Road Allowance Between Lots 5 and 6,
Concession 1, South of Dundas Street)

DIXIE ROAD
(Road Allowance Between Lots 5 and 6,
Concession 1, South of Dundas Street)

CENTER LINE OF DIXIE ROAD
P.L.N. 13337 - 001

CENTER LINE OF DIXIE ROAD
P.L.N. 13337 - 001

CENTER LINE OF DIXIE ROAD
P.L.N. 13337 - 001

LEGEND
□ DENOTES SURVEY MONUMENT SET
■ DENOTES SURVEY MONUMENT FOUND
RP2 DENOTES REGISTERED PLAN 746
PL DENOTES PLAN 43R-27632
PL2 DENOTES PLAN 43R-36002
PL3 DENOTES PLAN 43R-25899
N.S.E.W DENOTES NORTH, SOUTH, EAST, WEST
W DENOTES MEASURED
SIB DENOTES STANDARD IRON BAR
SIBS DENOTES SHORT STANDARD IRON BAR
IB DENOTES IRON BAR
Y.YE DENOTES YOUNG & YOUNG SURVEYING
(ETOBICOKE 2006) INC., OLS

LEGEND (Cont...)
(1493) DENOTES YOUNG & YOUNG SURVEYING, OLS
(1498) DENOTES RABIDEAU & CZERNINSKI, OLS
P.L.N. DENOTES PROPERTY IDENTIFIER NUMBER
WT DENOTES WITNESS

DISTANCE NOTE
DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND
CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING
BY A COMBINED SCALE FACTOR OF 0.99974907.

BEARING NOTE
BEARINGS ARE UTM GRID DERIVED FROM SPECIFIED CONTROL
POINTS 075750322 AND 075750329, UTM ZONE 17, NAD83
(ORIGINAL).
SPECIFIED CONTROL POINTS (SCPs): UTM ZONE 17, NAD 83
(ORIGINAL) COORDINATES TO URBAN ACCURACY PER SECTION
14(2) OF O. REG. 216/10
SOP 075750322 NORTHING 4829139.01 EASTING 61461.04
SOP 075750329 4829835.66 61452.56
COORDINATES CANNOT, IN THEMSELVES, BE USED TO
RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON
THIS PLAN

TOWNHOUSES CALCULATION OF CONTEXT GRADE:	
1	NW - 111.62
2	SW - 111.45
3	NW - 112.18
4	SW - 112.25
5	N - 111.85
6	S - 112.25
7	NE - 112.20
8	SE - 112.10
9	NW - 112.40
10	NE - 112.25
11	SW - 111.65
12	SE - 112.25
TOTAL	
1,344.60	
CONTEXT GRADE: AVERAGE OF 12 GRADE POINTS	
-1,344.60 / 12 = -112.05	

BUILDING DATA	
IMPERIAL	METRIC
PART 1, INSTRUMENT NO. V564597 LOT AREA (0.070191 AC OR 0.173 ACRE)	
7,555 FT ²	701.90 M ²
BUILDING AREA:	
3,385 FT ²	314.46 M ²
LOT COVERAGE	
314.46 / 7,019	44.80 %
GFA OF BUILDING:	
9,180 FT ²	852.85 M ²
FLOOR SPACE INDEX (FSI):	
1.215	
BUILDING SETBACKS	
FRONT YARD SETBACK	19.69 - 7.28 FT 6.00 - 7.28M
REAR YARD SETBACK	21.72 - 25.33 FT 6.62 - 7.72M
NORTH - WEST SETBACK	4.06 FT 1.24 M
SOUTH - EAST SETBACK	9.84 FT 3.00 M
DRIVEWAY (ROAD)	
(22.19%)	1,677 FT ² 155.78 M ²
BUILDINGS' AREA (UNDER ROOF)	
(44.80%)	3,385 FT ² 314.46 M ²
LANDSCAPED	
(33.01%)	2,493 FT ² 231.66 M ²
OPEN SPACE	
(100.00%)	7,555 FT ² 701.90 M ²
PROVIDED PARKING SPACE:	
FOR RESIDENTIAL UNITS	8
FOR VISITOR (0.25x8=1)	1

4	REVISED FOR ZONING APPROVAL	DEC. 09/2019	OP
3	REVISED FOR ZONING APPROVAL	DEC. 06/2019	OP
2	ISSUED FOR ZONING APPROVAL	SEPT. 16/2019	OP
1	FOR REVIEW	AUG. 26/2019	OP
NO.	REVISIONS	DATE	BY.

CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND
REPORT ANY DISCREPANCIES TO THE DESIGNER BEFORE
PROCEEDING WITH THE WORK.

PROJECT
4-UNIT TOWNHOMES
2207 DIXIE ROAD
Mississauga, Ontario

SCALE 1:200
DRAWING TITLE
SITE PLAN

DEVELOPER Fountain Hill Construction & Consulting Ltd. 200 Ronson Drive, Suite 101 Etobicoke, Ontario M9W 5Z9	
DESIGNED & PREPARED BY CHECKED BY DATE ISSUED	OTTO PALFY AUG. 26/2019 DWG. NO. PROT 71 A-1 2207 DIXIE RD-A-1-SITE PLAN-5



FIGURE 4

TRANSIT SYSTEM MAP

2207 DIXIE ROAD,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

● Subject Property



Scale NTS
January 7, 2020

GSAI
Glen Schnarr & Associates Inc.

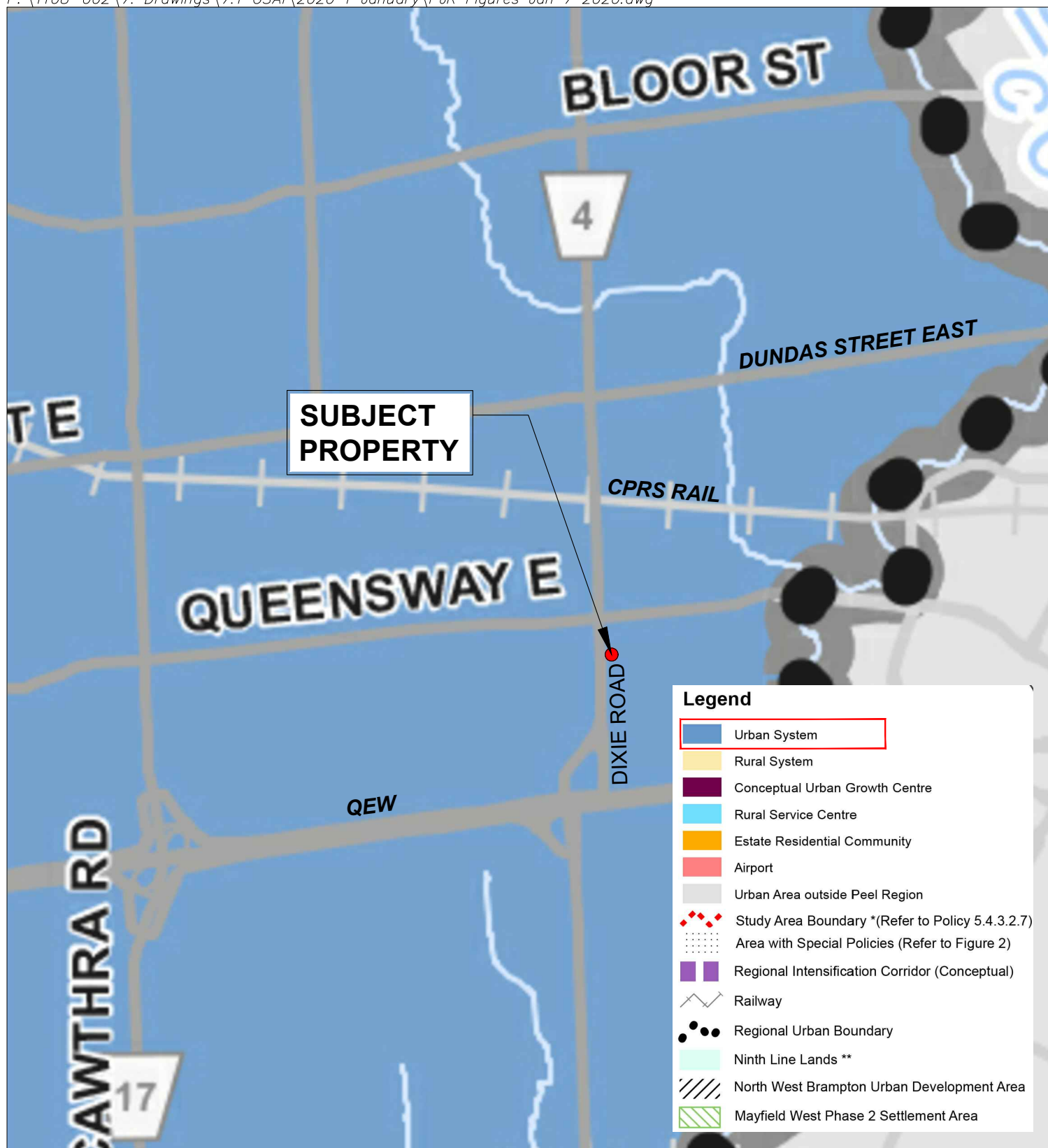


FIGURE 5
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'D' REGIONAL
STRUCTURE

2207 DIXIE ROAD,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

● Subject Property



Scale NTS
 January 7, 2020

GSAI
 Glen Schnarr & Associates Inc.

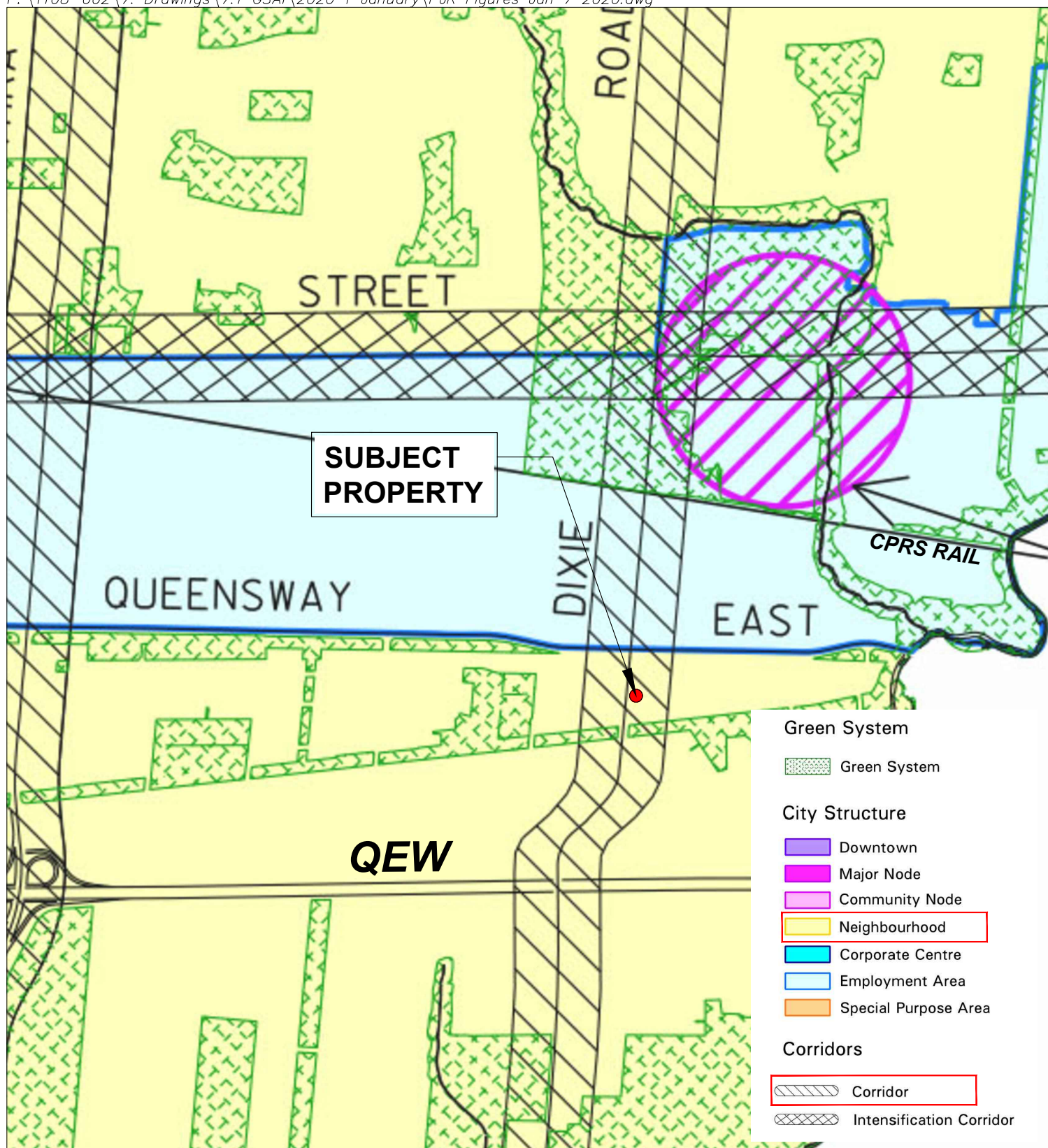


FIGURE 6
CITY OF MISSISSAUGA
OFFICIAL PLAN SCHEDULE '1'
URBAN SYSTEMS

2207 DIXIE ROAD,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

● Subject Property



Scale NTS
 January 7, 2020

GSAI
 Glen Schnarr & Associates Inc.

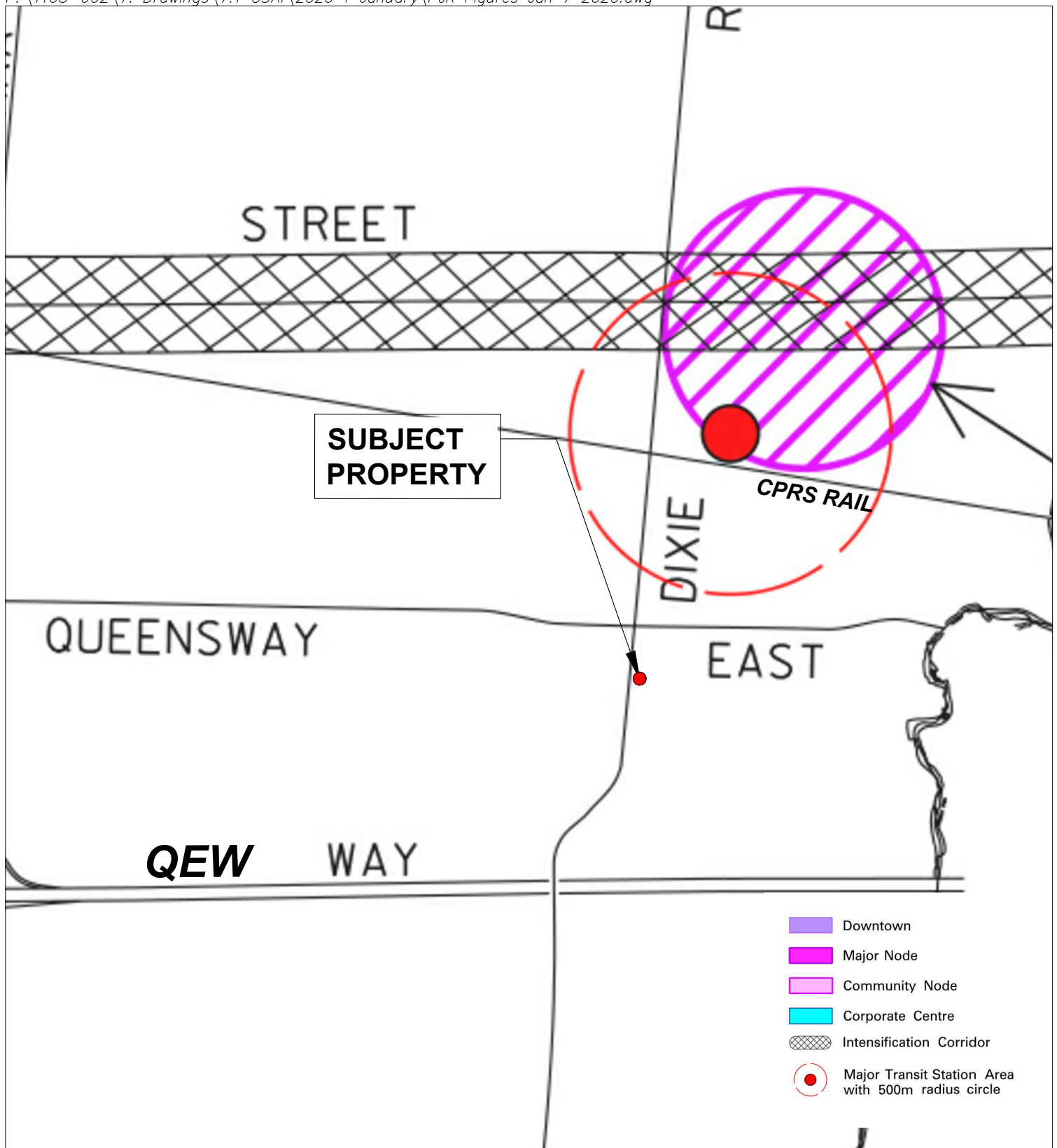


FIGURE 7
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '2'
INTENSIFICATION AREAS

2207 DIXIE ROAD,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

● Subject Property



Scale NTS
 January 7, 2020

GSAI
 Glen Schnarr & Associates Inc.

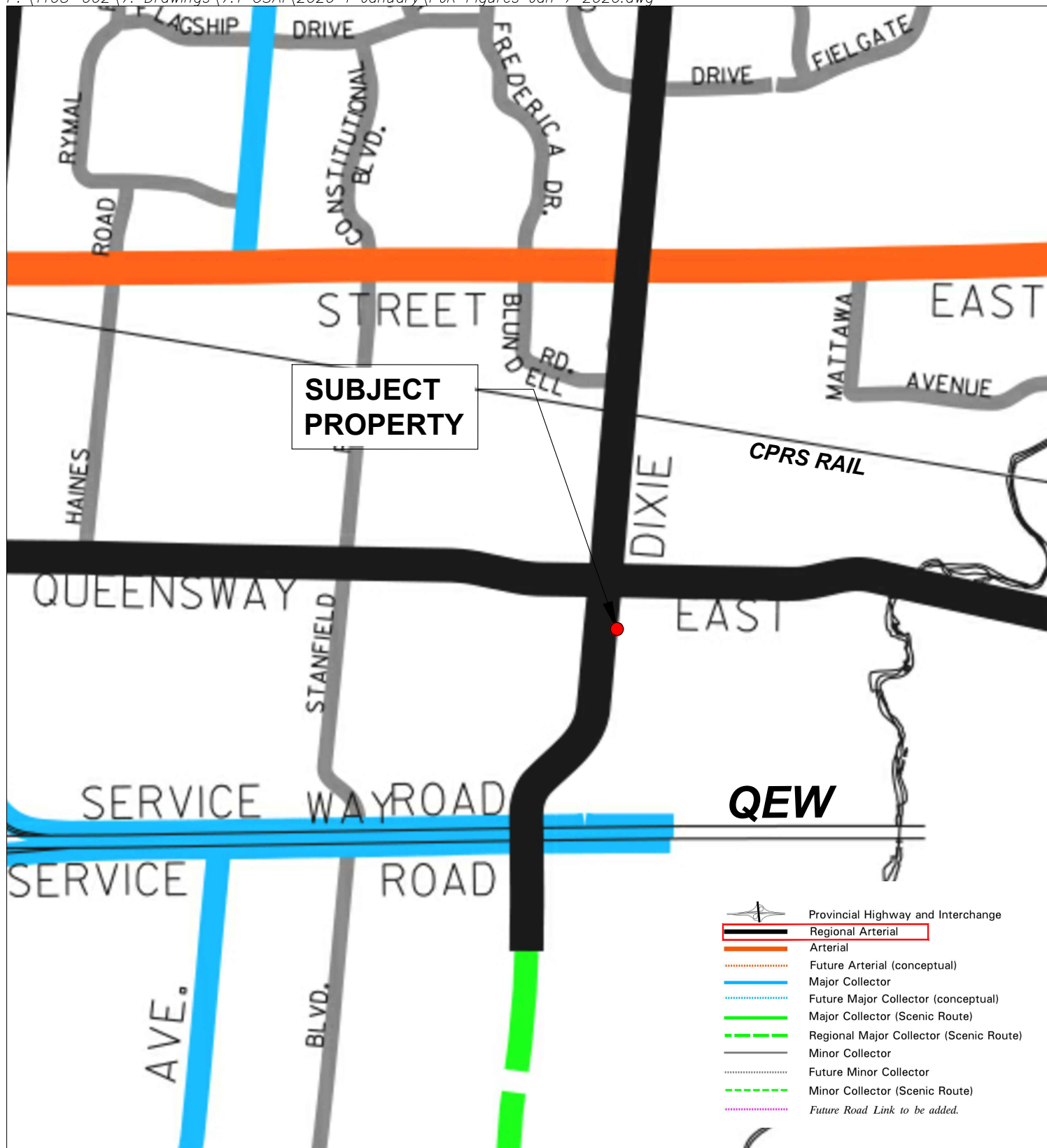


FIGURE 8
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '6' LONG TERM
ROAD NETWORK

2207 DIXIE ROAD,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

● Subject Property



Scale NTS
 January 7, 2020

GSAI
 Glen Schnarr & Associates Inc.

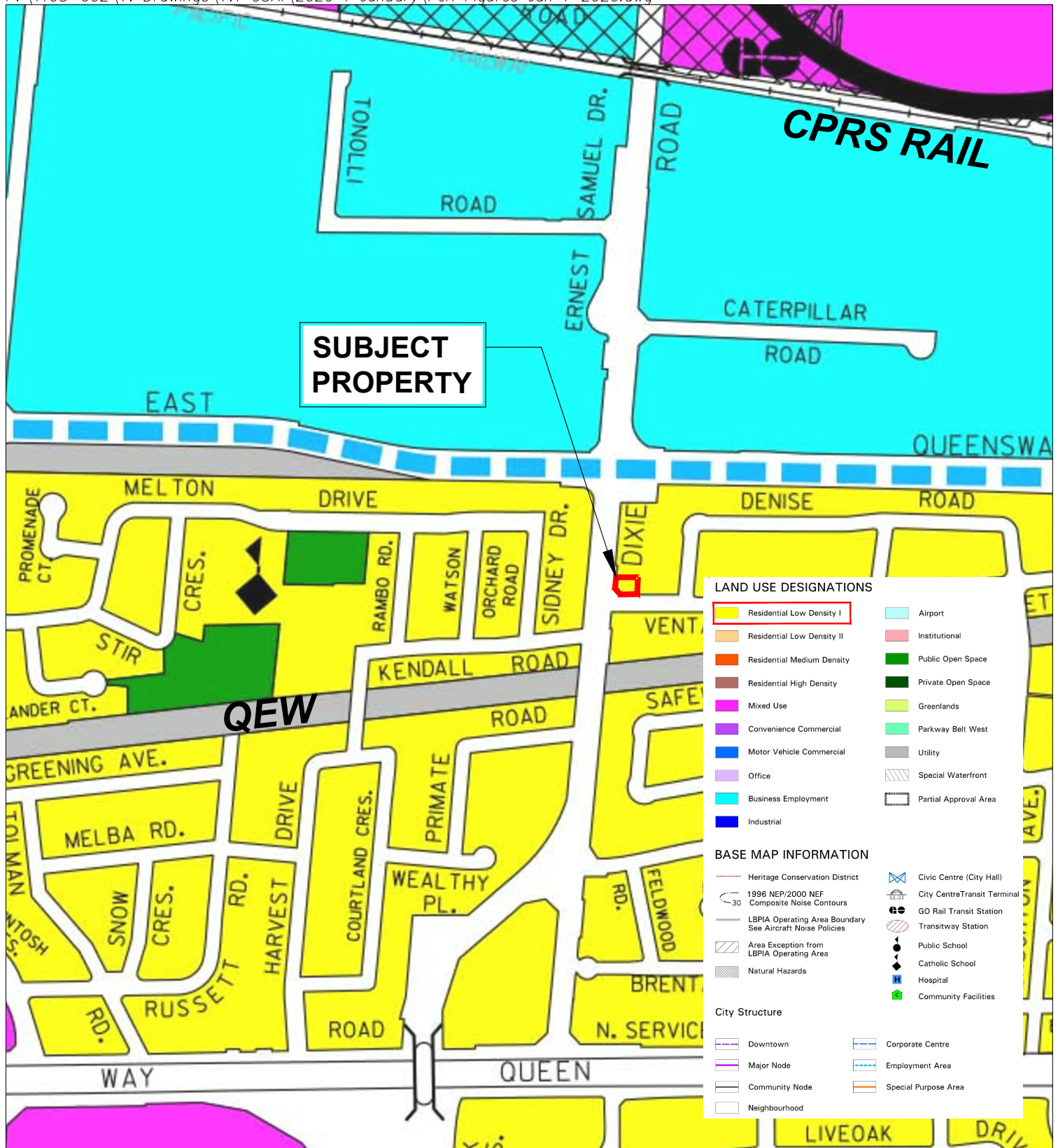



FIGURE 9
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE '10' LAND USE
DESIGNATIONS

2207 DIXIE ROAD,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Property



Scale NTS
 January 7, 2020

GSAI
 Glen Schnarr & Associates Inc.

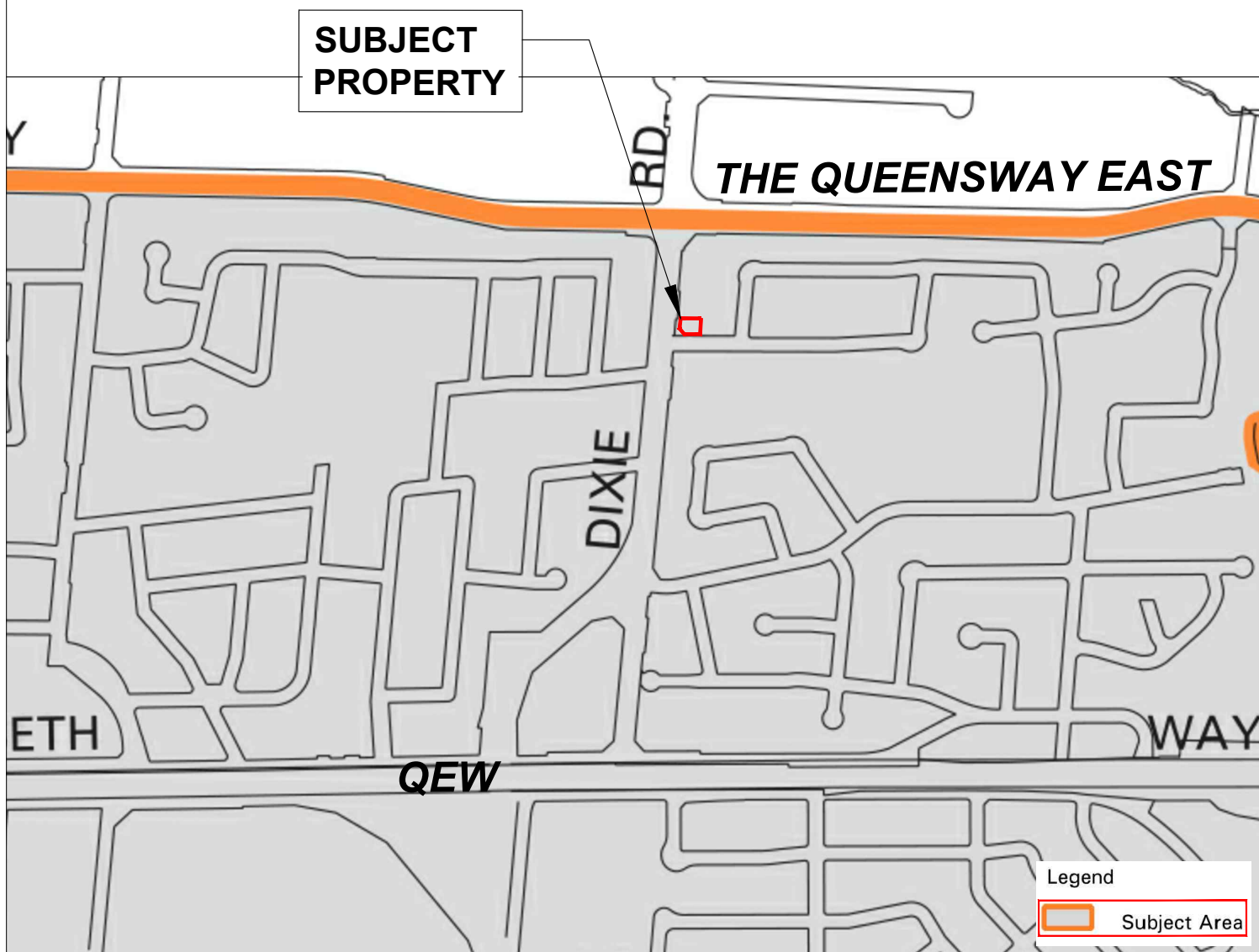



FIGURE 10

MAP 16-13 : LAKEVIEW NEIGHBORHOOD CHARACTER AREA

2207 DIXIE ROAD,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Property



Scale NTS
January 7, 2020

 **GSAI**
Glen Schnarr & Associates Inc.

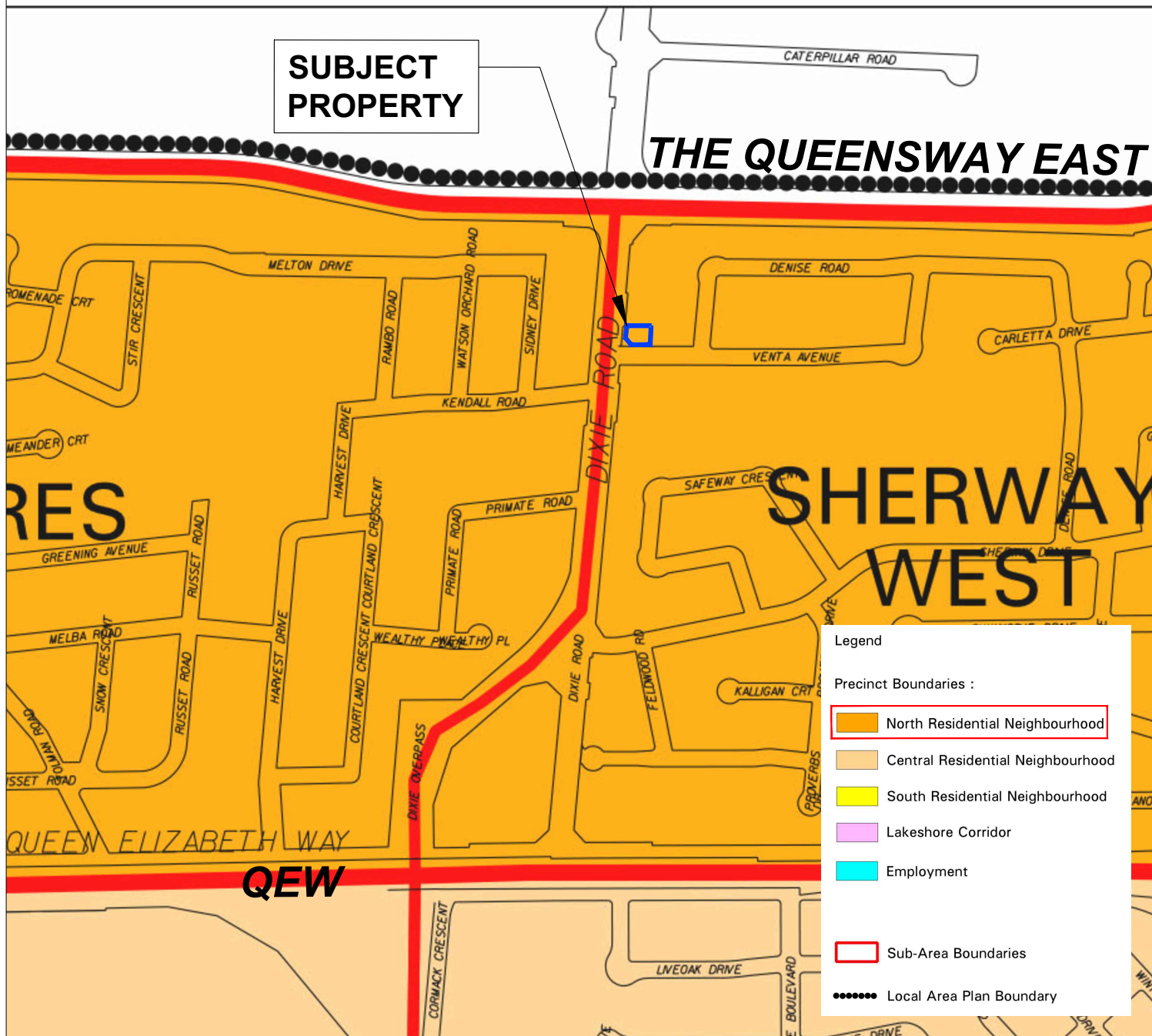



FIGURE 11
LAKEVIEW LOCAL AREA PLAN
MAP '1' PRECINCTS & SUB AREAS

2207 DIXIE ROAD,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Property



Scale NTS
 January 7, 2020

GSAI
 Glen Schnarr & Associates Inc.

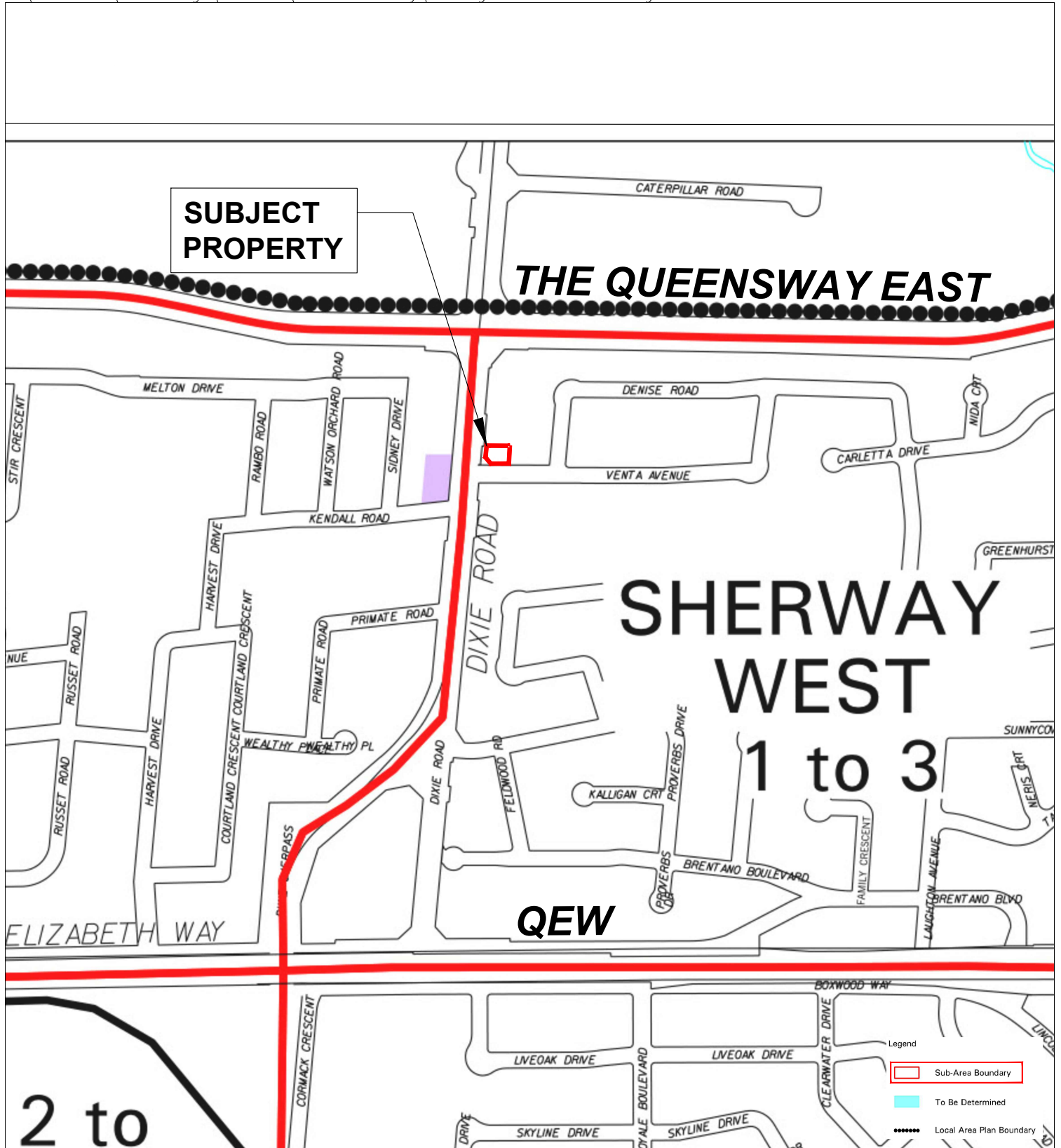



FIGURE 12
LAKEVIEW LOCAL AREA PLAN
MAP '3' HEIGHT LIMITS

2207 DIXIE ROAD,
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Property



Scale NTS
 January 7, 2020

GSAI
 Glen Schnarr & Associates Inc.

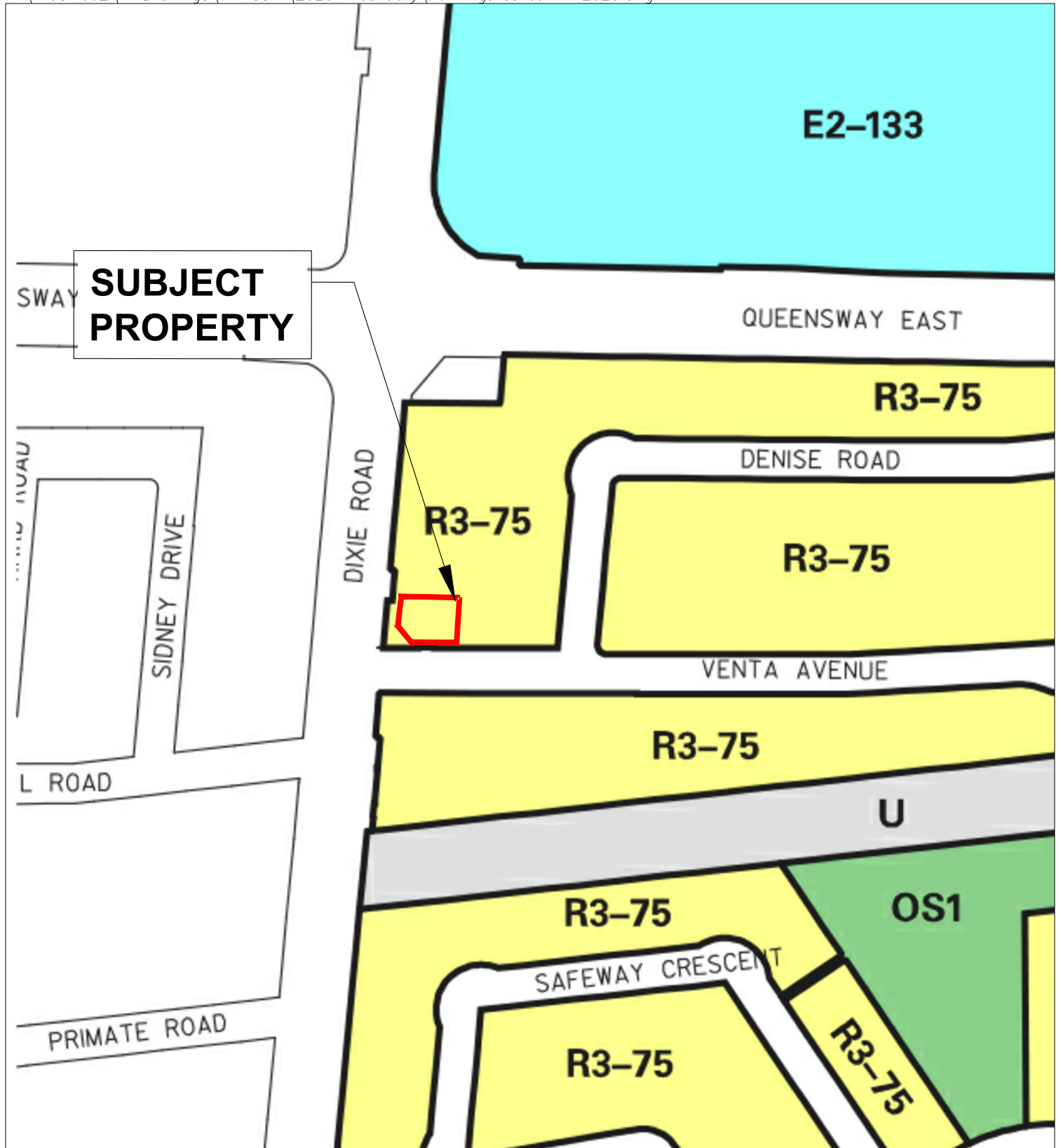



FIGURE 13
ZONING BY-LAW 0225-2007

2207 DIXIE ROAD,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

 Subject Property



Scale NTS
January 7, 2020

GSAI
Glen Schnarr & Associates Inc.

APPENDIX A OFFICIAL PLAN AMENDMENT

Amendment No. XX

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

The following text and maps designated Schedule “A” and Schedule “B” attached hereto constitutes Amendment No. XX.

Also attached hereto but not constituting part of the Amendment and 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, 201X, pertaining to this Amendment.

PURPOSE

The purpose of submitting this Official Plan Amendment is to re-designate the subject lands from “Residential Low Density I” to “Residential Medium Density” to permit four (4) common element townhouse dwellings, accessed from Venta Avenue for a standard condominium lane. Furthermore, this Amendment permits a maximum height of 4-storeys, whereas, the Lakeview Local Area Plan permits 1 to 3 storeys.

LOCATION

The lands affected by this Amendment are located at the northeast corner of Dixie Road and Venta Avenue. The subject lands are located within Sherway West Neighbourhood in the Lakeview Local Area Plan, in the Mississauga Official Plan.

BASIS

The subject lands are designated “Residential Low Density I” and are located in the Sherway West Neighbourhood in the Lakeview Local Area Plan, which permits a height range of 1 to 3 storeys. Permitted uses on the subject lands include detached, semi-detached and duplex dwellings.

The proposal is to re-designate the subject lands from “Residential Low Density I” to “Residential Medium Density” and to permit a maximum height of 4-storeys, to facilitate the development of 4-4 storey townhouse dwellings.

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

1. The proposed development is consistent with and promotes the growth management and intensification policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan.
2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes a range of housing types, sizes and tenures; it is compatible from a density, size, scale, and massing perspective; it efficiently and effectively utilizes existing community infrastructure and facilities.

Details regarding this Amendment to the Mississauga Official Plan are contained in the Planning and Building Report dated XXXXX XX, 201X, attached to this Amendment as Appendix II.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Mississauga Official Plan is hereby amended by the following:

1. Schedule 10: Land Use Designation, of the Mississauga Official Plan, is hereby amended by re-designating the subject lands to “Residential Medium Density,” as shown on Schedule ‘A’ of this Amendment.
2. Map 3: Lakeview Local Area Plan Height Limits, is hereby amended by adding a site-specific provision to allow for a maximum of 4-storeys, as shown on Schedule “B” of this amendment

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan. The lands will be rezoned concurrently to implement this Amendment.

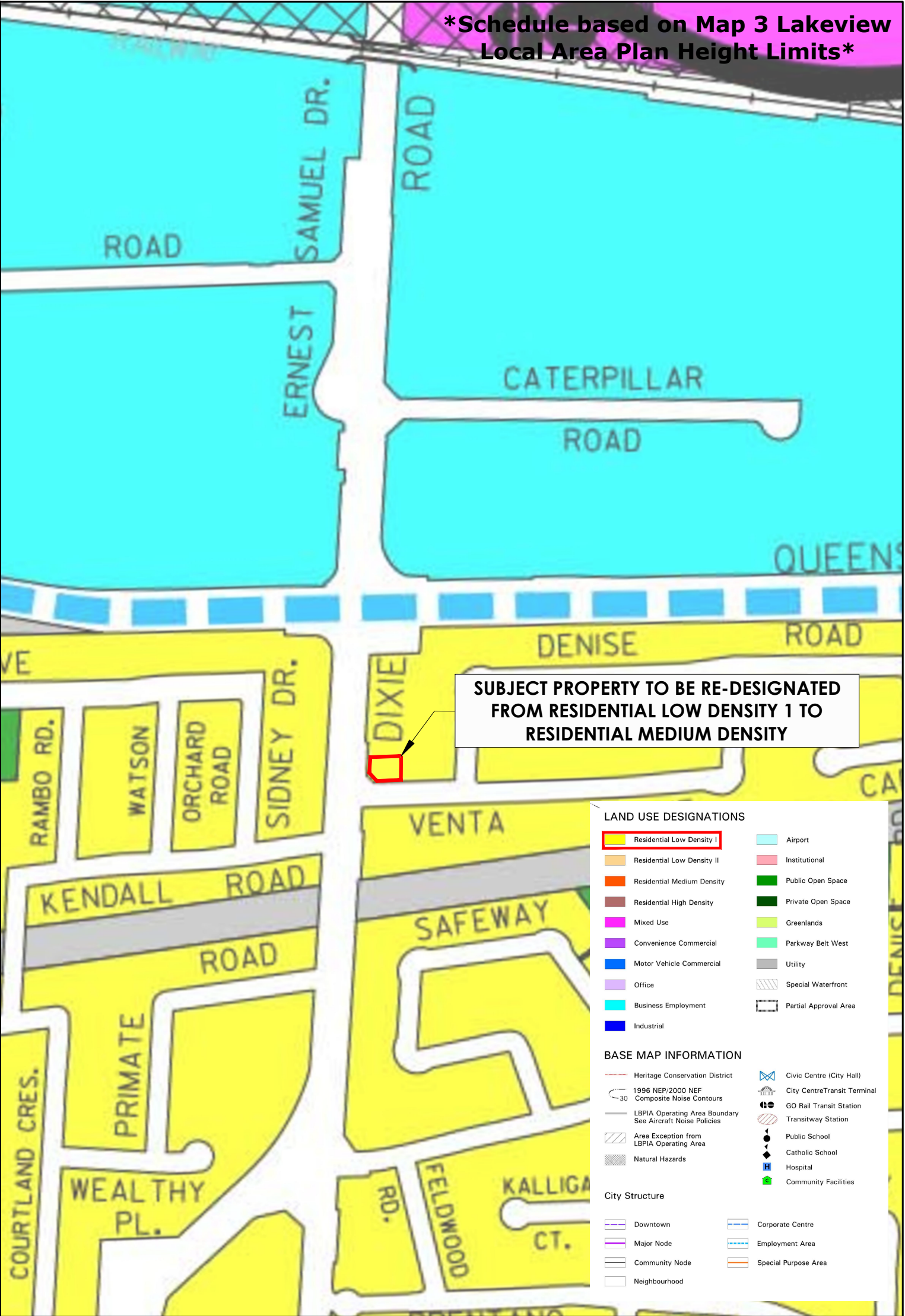
Provisions will be made through the Zoning By-law Amendment for the lands subject to this Official Plan Amendment, for development to occur subject to approved site development, architectural and landscaping plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan dated March 13, 2019.

INTERPRETATION

The provisions of the Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

Upon approval of this Amendment, the Mississauga Official Plan, will be amended in accordance with the intent of this Amendment.



2207 DIXIE ROAD,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

CITY OF MISSISSAUGA
Planning, Design, and Development

Subject Property

BY-LAW _____ SCHEDULE A

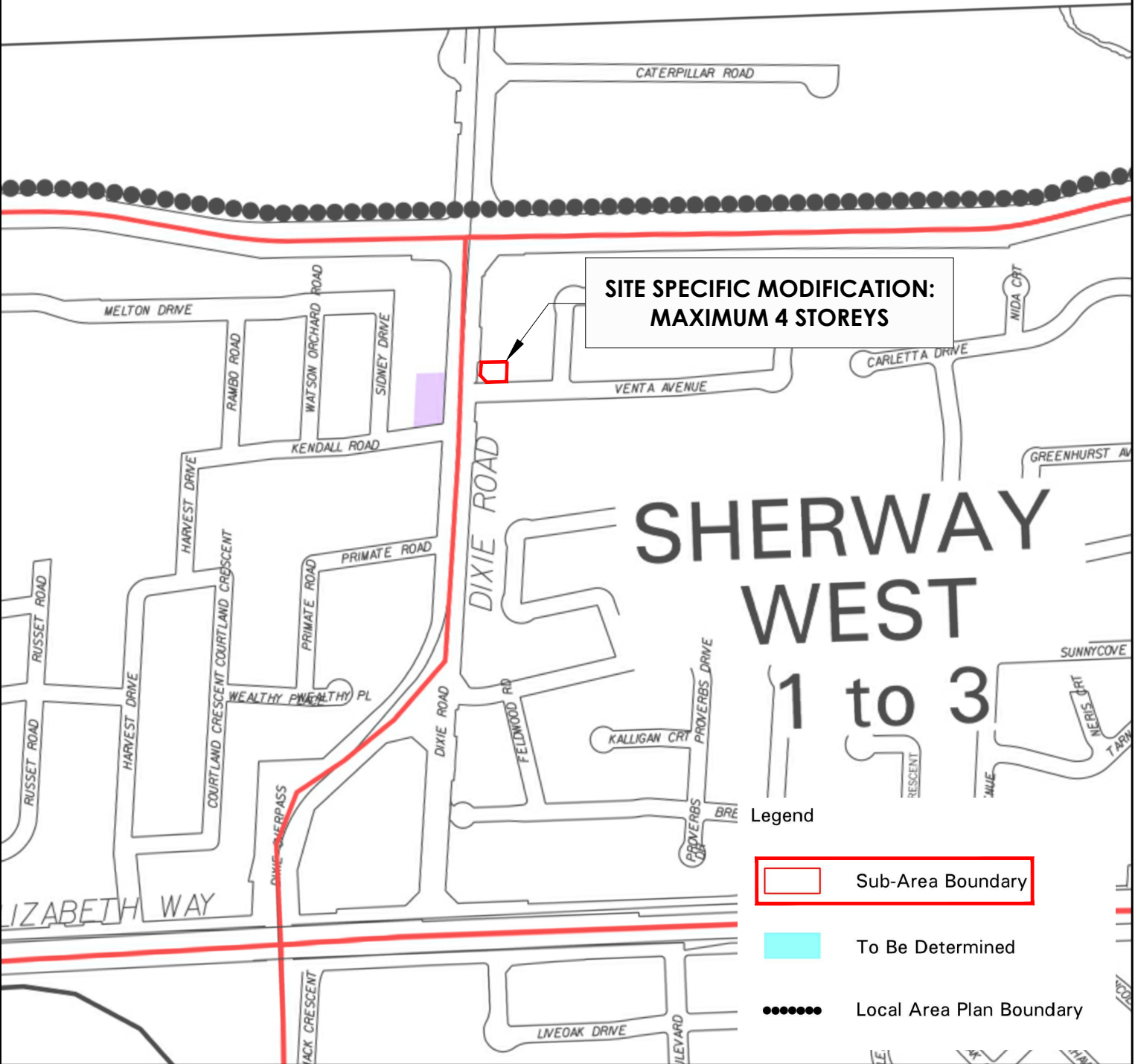
Scale: nts

Date:
NOVEMBER 2019

Drawn By:



***Schedule based on Map 3 Lakeview
Local Area Plan Height Limits***



2207 DIXIE ROAD,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

BY-LAW _____ SCHEDULE B



Scale: nts

CITY OF MISSISSAUGA
Planning, Design, and Development

 Subject Property

Date:
NOVEMBER 2019

Drawn By:

APPENDIX B ZONING BY-LAW AMENDMENT

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

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

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

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

4.10.2.XX	Exception: RM4-XX	Map # 12	By-law:
In a RM4-XX zone the permitted uses and applicable regulations shall be as specified for a RM4 Zone except that the following uses /regulations shall apply:			
Regulations			
4.10.2.XX.1	The regulations of Subsection 2.1.14, Articles 3.1.3.1B and 4.1.12.4, Line 2.3 contained in Table 4.1.12.1 and Lines 8.1, 8.2, 8.4, 8.7, 11.4 and 12.1 contained in Table 4.10.1 of this By-law shall not apply		
4.10.2.XX.2	Minimum lot area per dwelling unit	175 m ²	
4.10.2.XX.3	Minimum lot frontage	23.0 m	
4.10.2.XX.4	Minimum dwelling unit width	4.5 m	
4.10.2.XX.5	Minimum landscaped area	33% of lot area	
4.10.2.XX.6	Maximum projection of an awning attached to the front wall of a townhouse beyond the buildable area as shown on Schedule RM4-XX of this Exception	1.0 m	
4.10.2.XX.7	Maximum projection of a balcony located on the fourth floor and attached to the rear wall of a townhouse	1.0 m	
4.10.2.XX.8	Maximum height	11.2 m and 4 storeys	
4.10.2.XX.9	Minimum width of a condominium road/aisle	6.0 m	
4.10.2.XX.10	Tandem parking spaces within an attached garage shall be permitted		
4.10.2.XX.11	All site development plans shall comply with Schedule RM4-XX of this Exception		

2. Map Number 12 of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “R3-75” to “RM4-XX”, PROVIDED HOWEVER THAT the “RM4-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “RM4-XX” zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2020.

Mayor

Clerk

APPENDIX “A” TO BY-LAW NO. _____

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “R3-75” to “RM4-XX”

“R3-75” zoning permits detached dwellings with lot frontages of 15 m (49.2 ft)

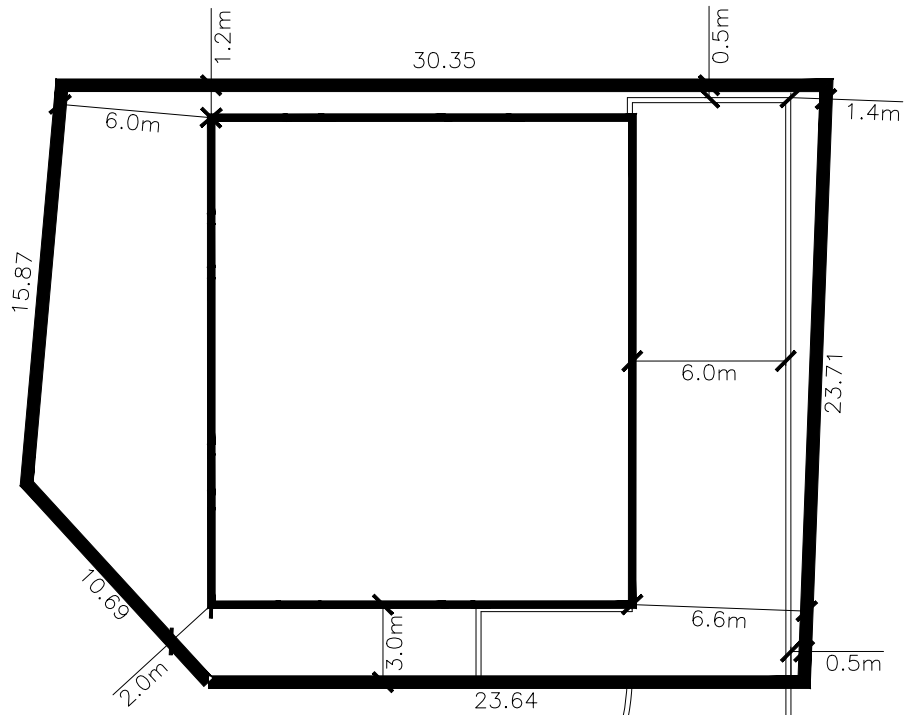
“RM4-XX” zoning permits Condominium townhouse dwellings on a 20 m (65.6 ft) wide lot

Location of Lands Affected

The northeast corner of Dixie Road and Venta Avenue, south of the Queensway, as shown on the attached Map designated as Schedule “A”.

Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.

DIXIE ROAD

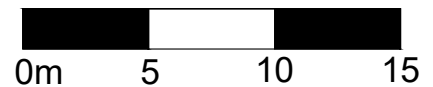


VENTA AVENUE

LEGEND



BUILDABLE AREA



NOTE: ALL MEASUREMENTS ARE IN METRES AND ARE MINIMUM SETBACKS, UNLESS OTHERWISE NOTED

Schedule RM4-XX
Map 12