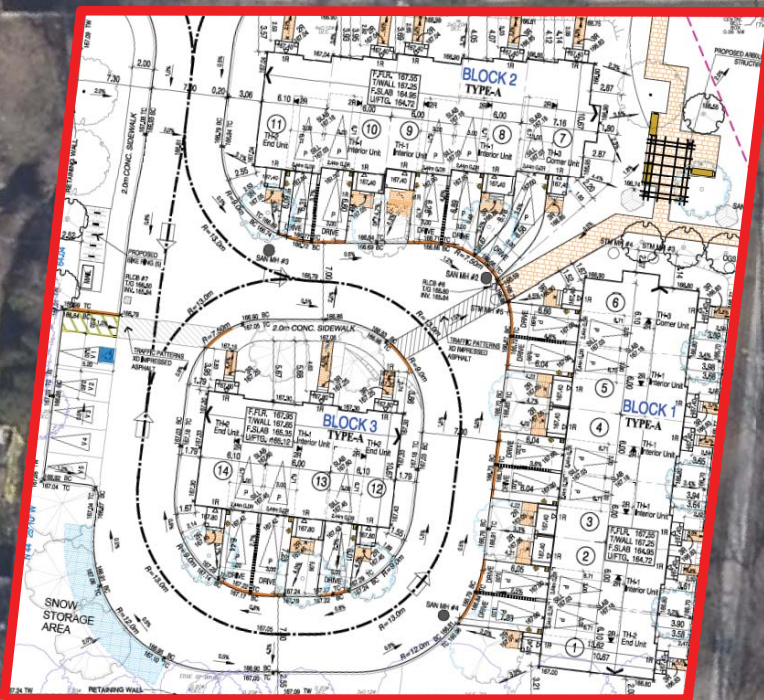


7170 GOREWAY DRIVE
CITY OF MISSISSAUGA
MUNICIPALITY OF PEEL

PLANNING JUSTIFICATION REPORT

ETUDE DR



GOREWAY DR





Table of Contents

1.0 Introduction	1
2.0 Site Description and Context.....	1
2.1 Description of Subject Lands	1
Legal Description	2
2.2 Surrounding Context	2
2.3 Transit and Transportation	3
3.0 Proposed Development.....	5
3.1 Description of Development Proposal.....	5
3.2 Description of Planning Applications.....	8
3.2.1 Official Plan Amendment.....	8
3.2.2 Zoning By-law Amendment.....	8
3.3 Supporting Materials	8
4.0 Policy Context	8
4.1 Provincial Policy Statement (2014)	9
4.2 Growth Plan for the Greater Golden Horseshoe (2017).....	13
4.3 Region of Peel Official Plan	15
4.4 City of Mississauga Official Plan.....	21
4.5 City of Mississauga Zoning By-law.....	32
5.6 Urban Design Guidelines	36
5.0 Public Consultation Strategy.....	40
6.0 Planning Analysis – Draft Plan of subdivision	41
7.0 Conclusion.....	44



List of Tables and Figures

Figure 1 - Subject Property	2
Figure 2 - Miway Route Map	5
Figure 3 – Proposed Development Concept prepared by Jardin Design	6
Figure 4 – Enbridge Infrastructure along Goreway Drive	7
Figure 5 – Proposed Building Elevations prepared by Jardin Design	8
Figure 6 - Schedule D - Regional Structure	17
Figure 7 – Region of Peel Official Plan – Aircraft Exposure Composite Contours	21
Figure 8 - Schedule 1 - Urban System	24
Figure 9 - Malton Community Node	26
Figure 10 - Schedule 10 - Land Uses	31
Figure 11 – Zoning By-law 0225-2007	32



1.0 INTRODUCTION

Weston Consulting is the planning consultant for 2013512 Ontario Inc., the owner of the property municipally addressed as 7170 Goreway Road in the City of Mississauga (herein referred to as the “subject property”). The Applicant is proposing to redevelop the subject property for 14 townhouses on a common element condominium road.

Applications have been submitted to the City of Mississauga for an Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision to facilitate the proposed development of 14 townhouse dwelling units on a condominium road. The applications and supporting materials are submitted in accordance with Development Application Review Committee (DARC 17-8 W5) meeting held on February 1, 2017 and subsequent correspondence with City Staff. The materials submitted constitute a complete application as described in Section 22(4), Section 34(10) and Section 51(17) of the *Planning Act*.

This Planning Justification Report (“Report”) has been prepared in support of the proposed Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision applications and provides planning analysis and justification in support of the proposed development. Furthermore, it provides a review of applicable and emerging planning policies and provides justification for the proposed development applications in accordance with good planning principles in relation to applicable Provincial, Regional and Municipal land use planning policies.

It is recognized that applications for Draft Plan of Condominium and Site Plan Approval will be required in order to implement the proposed development. These applications will be submitted under separate cover later in the planning approval process.

2.0 SITE DESCRIPTION AND CONTEXT

2.1 DESCRIPTION OF SUBJECT LANDS

The subject property is located on the southwest corner of Goreway Drive and Etude Drive and is currently vacant (Figure 1). It has a total area of approximately 4,068 m² (0.99 acres) with a frontage of approximately 64 metres on Etude Drive and 63.9 metres on Goreway Drive.



FIGURE 1 - SUBJECT PROPERTY

LEGAL DESCRIPTION

The legal description of the property is PT LT 11 CON 7 EHSTGSD AS IN TG3808; MISSISSAUGA.

2.2 SURROUNDING CONTEXT

The subject property abuts the Malton Community Node municipal boundaries, which is characterized as a mixed use community, supported by the Westwood Square Mall, a shopping center occupied by major retailers such as Walmart, Freshco, Scotiabank, CIBC and Shopper's Drug Mart, a transit terminal with fifteen operational platforms that provide service to Brampton, Mississauga, and Toronto, a range of housing types and commercial and retail uses.

The following provides a summary of the surrounding land uses in proximity to the subject property.

North: North of the subject property along Etude Drive are three single detached dwellings. At the intersection of Etude Drive and Goreway Drive is a MiWay Bus Stop.



North of the subject property along Goreway Drive is the Westwood Square Mall. At the northeast corner of Goreway Drive and Morning Star Drive is Westwood Mall Terminal. The built form north along Goreway Drive is comprised of townhouses and mid-rise apartment blocks (Morning Star Apartments).

Further north of the subject property is the Malton Community Centre / Library and accessory open space, Lincoln M Alexander Secondary Schools, and Elm Creek Park.

South: Abutting the subject property to the south is a single detached dwelling. The balance of the lands south of the subject property along Goreway Drive are consistent with single detached dwellings and neighbourhood commercial land uses. South of the property along Goreway Drive is a trail access point for the Malton Greenway. At the northeast corner of Goreway Drive and Derry Road East are three 10-storey apartment buildings (3577 Derry Road East).

At the northwest corner of the Goreway Drive and Derry Road East intersection is a commercial plaza.

East: The lands to the east of the subject property, at the south-east corner of Etude Drive are comprised of commercial lands uses. Further east is a residential neighbourhood consisting of single detached dwellings. Abutting that neighbourhood is a four-storey apartment building.

Further east of the subject property along Etude Drive is an open space feature defined as the Malton Greenway. Higher density-built forms are found east of The Greenway. A twelve-storey apartment building (7110 Darcel Avenue) and three-four storey apartment complexes (Westwood Abbey Apartments) are found at the intersection of Etude Drive and Darcel Avenue

West: West of the subject property along Etude Drive is the Malton Baptist Church. The balance of the lands to the west are comprised of single family detached dwellings. The subsequent neighbourhoods to the west are supported by institutional uses such as the Ridgewood Public School, the Morning Star Middle School and Lancaster Public School as well as accessory park space.

2.3 TRANSIT AND TRANSPORTATION

The City of Mississauga Official Plan (2010), identifies Goreway Drive as a *Major Collector* and Etude Drive as a *Minor Collector* (Schedule 5 – Long Term Road Network). The designated road right-of-way width for Goreway Drive is 35 metres (Schedule 8 – Designated Right-of-Way Widths).

The subject property is well serviced by the City of Mississauga's 'Miway' Transit System. North of the subject property, at the south-east corner of Morning Star Drive and Goreway Drive, is the Westwood Mall Terminal, which is defined as an *Existing Mississauga Transit Terminal* (Schedule 6 – Long Term Transit Network). The Westwood Mall Terminal is serviced by Mississauga Transit,



Brampton Transit and the Toronto Transit Commission. This terminal provides access to the following routes (Figure 2).

TABLE 1 – TRANSIT ROUTES

Route	Destination/ Description
Mississauga Miway Transit	
7 (Airport)	An east-west line that connect the City Centre Transit Terminal and Toronto Pearson International Airport to the Westwood Mall Terminal.
11A/ 11B (Woodbine)	A north-south line that connects the Islington Subway Station to the Westwood Mall Terminal
12 (Rexdale)	A north-south line that provides weekday peak period service that connects the Westwood Mall Terminal to the Malton GO Train Station, as well as transit services along Rexdale Boulevard to Bergamot Avenue
15 (Drew)	An east-west line that provides services from the Westwood Mall Terminal to Tomken Road
16/ 16A (Malton)	This route provides services in both clockwise and counterclockwise loops to the residential area in Malton east of Goreway Drive, connecting to the Westwood Mall Terminal
22 (Finch)	An east-west line that runs between the Westwood Mall Terminal to William Osler Health Centre
24 (Northwest)	A north-south line that provides weekday peak period service that runs between the Skymark Hub and Westwood Mall Terminal
30 (Woodbine)	A north-south line that connects the Westwood Mall Terminal to the Woodbine Centre
42 (Derry)	An east-west line that connects the Meadowvale Town Centre to the Westwood Mall Terminal
107 (Malton Express)	An east-west express route that connects the City Centre Transit Terminal to the Westwood Mall Terminal
Brampton Transit	
5/5A (Bovaird)	Operates between Mount Pleasant GO Station and Westwood Mall, travelling mostly on Bovaird Drive between Mount Pleasant GO Station and Goreway Drive. It also provides service on Airport Road between Bovaird Drive East and Morning Star Drive, Goreway Drive between Bovaird Drive East and Westwood Mall, and Morning Star Drive between Airport Road and Westwood Mall.
Toronto Transit Commission	
52B (Lawrence-West)	This route services Lawrence Avenue West. Eastern terminals include Lawrence Station for 52A, 52B, 52D, and 52F, and Lawrence West Station for 52G. Western terminals include Pearson Airport for 52A, Westwood Mall for 52B, McNaughton Avenue for 52D, Royal York Road for 52F, and Martin Grove Road for 52G.

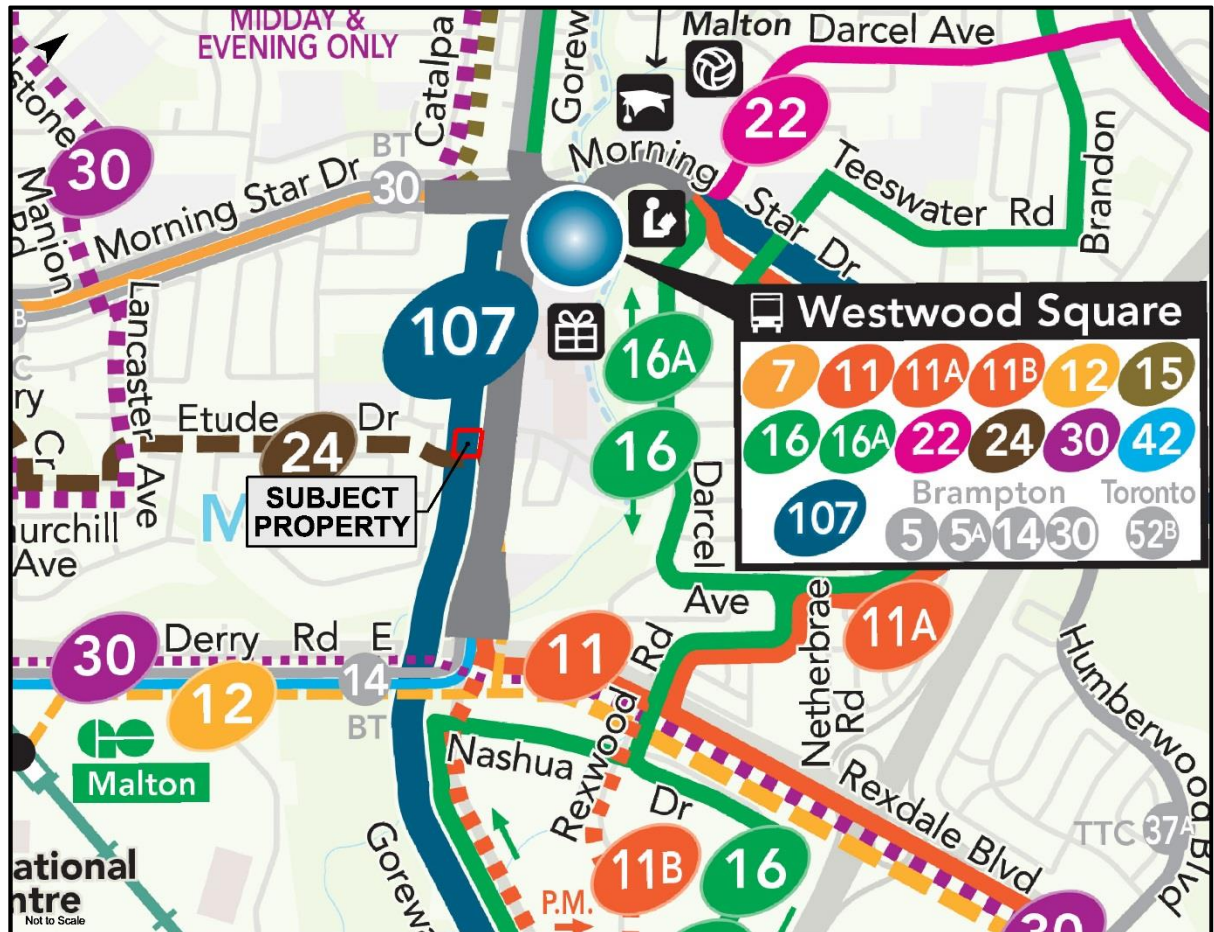


FIGURE 2 - MIWAY ROUTE MAP

In addition to the above, bus stops are located within close proximity to the subject property. At the north-west and south-east corner of Goreway Drive and Etude Drive there are two bus stops. The north-west bus stop is serviced by Route 11, 12, 24 and 42 and the south-east bus stop is serviced by Route 11, 12 and 42. A bus stop for Route 24 is located west of the property along Etude Drive.

3.0 PROPOSED DEVELOPMENT

3.1 DESCRIPTION OF DEVELOPMENT PROPOSAL

The proposed development of the subject property consists of 14 3-storey townhouse units, distributed across three development blocks, on a condominium road. 11 units have frontage on a public road while the three interior units front onto the common element condominium road. Each unit is approximately 162 m² (1,738 ft²) in size (Figure 3).

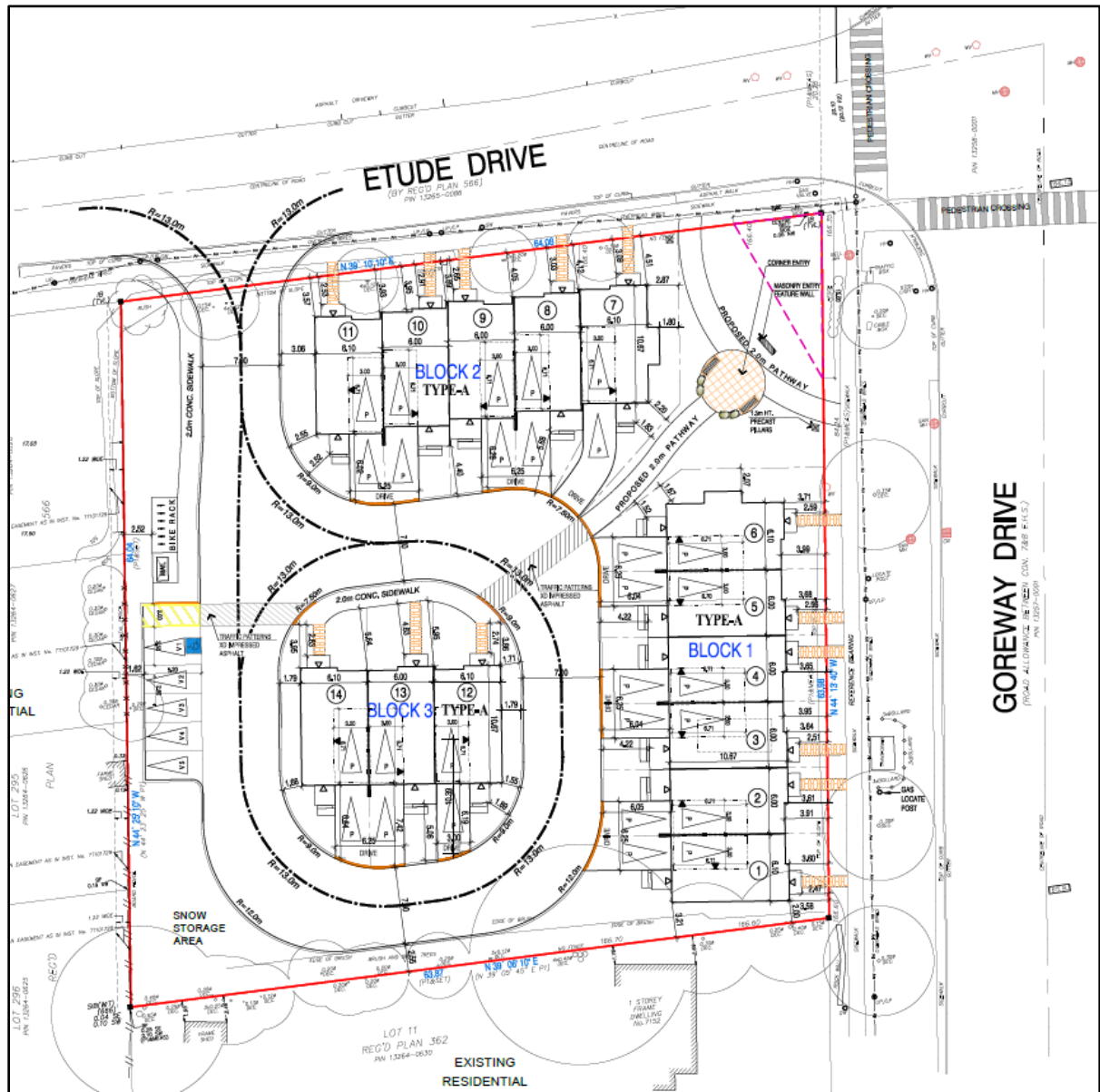


FIGURE 3 – PROPOSED DEVELOPMENT CONCEPT PREPARED BY JARDIN DESIGN

The proposed condominium road is a loop that provides vehicular access to the site and is designed to accommodate waste and emergency services vehicles. Consideration was given to providing a right in/out access to Goreway Drive, however, recently installed Enbridge gas infrastructure foreclosed this option. Thus, a loop provides the main access to the public road system.

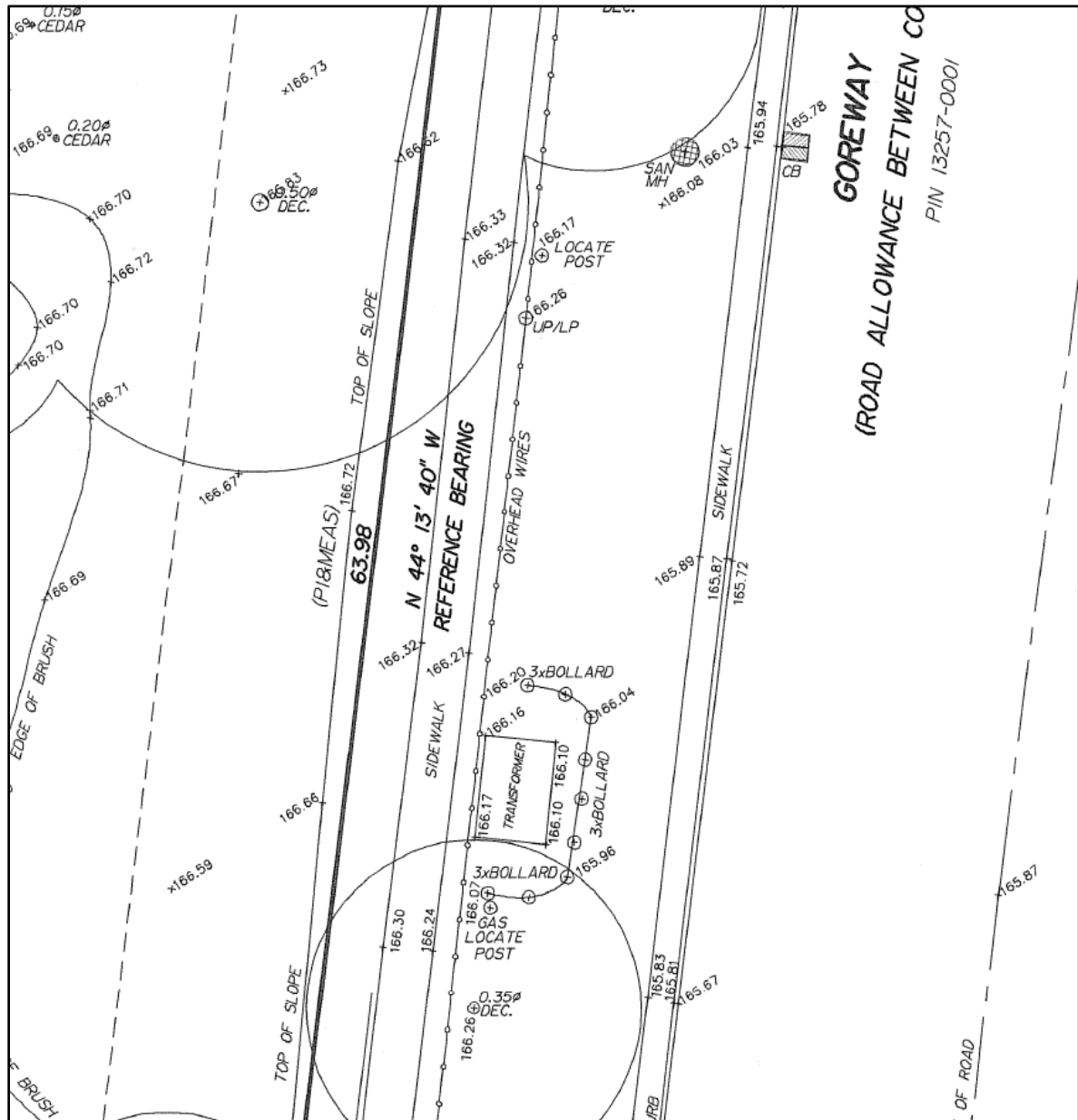


FIGURE 4 – ENBRIDGE INFRASTRUCTURE ALONG GOREWAY DRIVE

All three development blocks have been architecturally designed as dual frontage units that have vehicle access from the private condominium road. Block 1 and 2 have frontages on both Etude Drive and Goreway Drive, respectively. The building façades along Etude Drive and Goreway Drive have been design to enhance the streetscape. All units in both Block 1 and 2 have front entrances and porches off of either Goreway Drive or Etude Drive. Block 3, in the centre of the proposed development, fronts onto the proposed condominium road with garage access at the rear of the units. All three blocks will feature amenity balcony space over top of the garage and roof-top terraces, as opposed to rear yards.

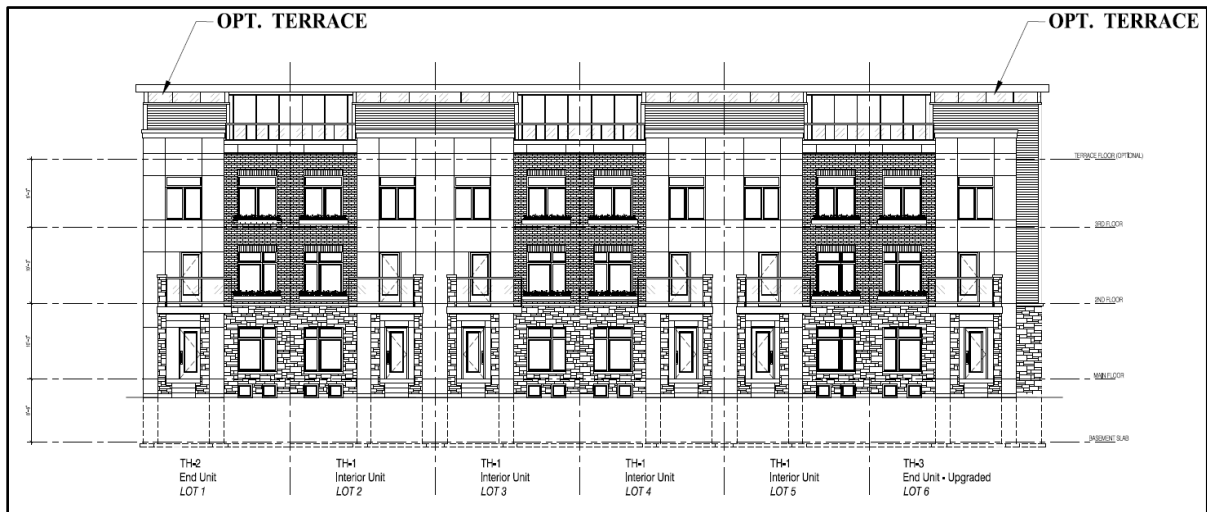


FIGURE 5 – PROPOSED BUILDING ELEVATIONS PREPARED BY JARDIN DESIGN

3.2 DESCRIPTION OF PLANNING APPLICATIONS

3.2.1 OFFICIAL PLAN AMENDMENT

The Draft Official Plan Amendment is being proposed to amend the in-force and in-effect City of Mississauga Official Plan in order to facilitate the proposed development of 14 townhouse dwellings on a condominium road. An Official Plan Amendment is required to re-designate the lands from *Residential Low Density 1* to *Residential Medium Density* to permit the townhouse dwelling built form.

3.2.2 ZONING BY-LAW AMENDMENT

A Draft Zoning By-law Amendment is required to facilitate the proposed development. The draft Zoning By-law Amendment seeks to amend the subject property from R3-69 to *Townhouse Dwellings on a CEC – Private Road (RM6)* with site-specific exemptions.

3.3 SUPPORTING MATERIALS

A Development Application Review Committee (DARC) meeting was held with City of Mississauga Staff on February 1, 2017 to determine applicable studies, plans and / or other materials required to fulfil the Municipality's requirements for a complete application under the *Planning Act*. A 'Complete' application has been submitted at this time. Over the intervening months, discussions have been held with City Planning staff to extend the DARC understanding.

4.0 POLICY CONTEXT

The following provides an overview of the applicable planning policy framework as it pertains to the subject property. This overview is intended to highlight relevant and applicable policies as it



relates to the proposed development. The policy documents referenced throughout this section should be reviewed in their entirety when evaluating the suitability of the proposed development.

The following sections discuss the applicable planning policy and provide an evaluation of the proposed development in the context of this existing policy framework. The following policies have been considered: Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), the Region of Peel Official Plan (2010) and City of Mississauga Official Plan.

4.1 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development throughout the Province of Ontario. The policies of the PPS are complemented by various provincial plans and lower tier Official Plan policies. It provides the overarching policy direction towards land use planning throughout the Province. The PPS requires that all land use planning decisions “*shall be consistent with*” the policies outlined in the PPS. These policies will promote efficient land use planning and growth management to create and maintain strong communities, a healthy environment and to promote long-term economic growth. The PPS also encourages the efficient use of existing infrastructure and public service facilities in planning for an appropriate range and mix of land uses throughout the Province.

BUILDING STRONG HEALTHY COMMUNITIES

Section 1.1, *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns*, of the PPS provides direction on how to manage and direct land use to achieve efficient and resilient development and land use patterns. Its policies encourage efficient development patterns, with an emphasis on redevelopment and intensification.

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;*

- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; and*

- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The PPS promotes intensification and redevelopment where appropriate (Section 1.1.1 a) and b)). The proposed development contemplates a form of infill development that is consistent and



compatible with existing urban forms and infrastructure, while contributing to the available housing supply and providing an appropriate range and mix of residential uses within the City of Mississauga's Malton Neighbourhood. In addition, the subject property is an under-utilized site on a Major Collector road that provides convenient access and support to the existing transit and transportation network. The proposed development confirms to the policies found in Section 1.1.1 of the PPS.

SETTLEMENT AREAS

Section 1.1.3 provides general direction for development within designated settlement areas. *Settlement Areas* are defined as “*urban and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) that are:*

- a) *built up areas where development is concentrated and which have a mix of land uses; and*
- b) *lands which have been designated in an official plan for development over the long term planning horizon provided for in policy 1.1.2. In cases where land in designated growth areas is not available, the settlement area may be no larger than the area where development is concentrated”.*

This direction is recognized through the following policy framework:

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 impact 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.*

The policies of the PPS encourage the development of strong, healthy communities which promote a variety of land uses and encourage efficient development patterns, with an emphasis on redevelopment and intensification. Section 1.1.3.1 of the PPS directs that “*settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*” The subject property is located within the City of Mississauga *Settlement Area* and is located along a designed municipal *Corridor*, which is intended to support compact, mixed use and transit friendly development. The City of Mississauga directs higher density uses along *Corridors* in their Official Plan (refer to Section 4.4 of this Report).



Furthermore, within *Settlement Areas*, land use patterns “*shall be based on densities and a mix of land uses which support active transportation*” ... (Section 1.1.3.2 a) 4) and “*are transit supportive, where transit is planned, exist or may be developed*” ... (Section 1.1.3.2. a) 5). The subject property is well serviced by transit. As noted in Section 3.0 of this Report, the subject property is in close proximity to the Westwood Mall Terminal and associated bus stops, with routes that connect to municipal and regional services. The proposed development conforms to the policies found in Section 1.1.3 of the PPS.

HOUSING

Policies related to housing are addressed in Section 1.4 of the PPS. The PPS encourages a range and mixture of housing types and densities in order to meet the current and projected needs of residents. The PPS directs municipalities to plan for intensification and “*to provide for an appropriate range and mix of housing types and densities*” (Section 1.4.1). The subject property is adjacent to a primarily single family residential development. The townhouse built form respects the surrounding single-family development while providing intensification along a corridor well serviced by transit and the transportation network.

This section also states that planning authorities should direct “*new housing towards locations where there are appropriate levels of infrastructure and public service facilities*” (Section 1.4.3 c)) and that they should promote “*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*” (Section 1.4.3 d). No new municipal infrastructure is required to facilitate the proposed development. In turn, the future residents of the proposed development will be provided with convenient access to the inter-regional transit network through the transit station just to the north of the subject property.

The proposed built form is desirable as it provides a ground related product, within an infill development, at a lower price point relative to the predominant single detached dwellings in the surrounding area. Furthermore, the subject property is strategically located to take advantage of existing infrastructure and public services such as transit. Thus, the proposed development conforms to the policies found in Section 1.4 of the PPS.

INFRASTRUCTURE

The infrastructure policies of the PPS are outlined in Section 1.6. Existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities. In particular, the relationship between transportation infrastructure and growth management is a primary consideration found throughout the PPS.

1.6.1 Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.



The proposed development can be accommodated within the existing municipal and regional infrastructure. No new infrastructure is required to develop the subject property. Thus, the proposed development conforms to the policies in Section 1.6 of the PPS.

The PPS encourages development and directs growth that promotes the efficient use and optimization of infrastructure through the following policies:

1.6.6.1 Planning for sewage and water services shall:

- a) *direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services; and*
 - 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available;*
- 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. *is feasible, financially viable and complies with all regulatory requirements; and*
 - 3. *protects human health and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process; and*
- e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.*

CF Crozier and Associate has prepared and submitted a Functional Servicing and Stormwater Management Report for the subject property. Their report (December 2017) confirms that sufficient water and sewer infrastructure and capacity exists for the proposed development. The proposed development will utilize both existing municipal sewage and municipal water services in a manner that is consistent with the policies outlined in the PPS.

In regard to stormwater management, the following policies of the PPS are applicable:

1.6.6.7 Planning for stormwater management shall:

- a) *minimize, or, where possible, prevent increases in contaminant loads;*
- b) *minimize changes in water balance and erosion;*
- c) *not increase risks to human health and safety and property damage;*
- d) *maximize the extent and function of vegetative and pervious surfaces; and*
- e) *promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.*

The FSR notes that stormwater quality and quantity control matters have been addressed appropriately. The proposed servicing strategy is in accordance with the Region of Peel and the City of Mississauga's servicing requirements and is consistent with the infrastructure policies of the PPS. It appropriately utilizes existing municipal services in a manner that maximizes their efficient use and protects human health and the natural environment.



Thus, the proposed development conforms to the policies of the policies found in Section 1.6.6.

Section 1.6.7 states that transportation systems should be safe, energy efficient, facilitate the movement of people and good, and appropriate to address projected needs. Whereas, land use patterns and densities should be promoted by municipalities to minimize the length and number of vehicle trips as well as support current and future transit and active transportation. The subject property is approximately 700 metres from the Westwood Mall Transit Terminal. Section 3.0 of this Report, provides a detail summary of active transportation alternative and routes in close proximity of the subject property. The proposed development will result in an efficient use of the existing infrastructure and in our opinion, provides an appropriate density in a land use pattern that is compatible with the surrounding area.

Thus, the proposed development conforms to the policies found in Section 1.6.7.

SUMMARY

The proposal is consistent with the Provincial policy direction found in the PPS to build strong communities and provides an opportunity for a compatible residential infill redevelopment. The proposed development supports the efficient use of land and utilizes existing infrastructure, commercial services and transit. The PPS supports development in such locations that have consideration for compatibility with surrounding land uses, support the efficient use of land, optimize municipal and transit infrastructure, and provide additional housing options within the community. Thus, the proposed development conforms to the PPS (2014).

4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was prepared under the *Places to Grow Act*, 2005 and provides a framework for implementing the Provincial Government's vision for building stronger and more prosperous communities by better managing growth in the Greater Golden Horseshoe. The Growth Plan 2017 came into effect on July 1st, 2017. In accordance with Section 1.2.2, "*all decisions made on or after July 1, 2017, in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise.*"

GROWTH MANAGEMENT

The Growth Plan promotes development which maximizes the use of existing infrastructure and resources, with emphasis placed on focusing this growth and intensification in designated *Built Up Areas* in order to contribute to the fostering of complete communities. The subject property is located within the City of Mississauga's designated *Built Up Area*. The Growth Plan directs that "*by the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area (Section 2.2.2.1).*"



COMPLETE COMMUNITIES

The goal of the Growth Plan is to manage growth and help create *complete communities*. *Complete Communities* are defined 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.” The Growth Plan provides direction and policies that support the development of complete communities that “feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities” (Section 2.2.1.4 a). Furthermore, the Growth Plan supports the achievement of complete communities that have access to a “range of transportation options” such as active transportation, public service facilities, co-located and integrated in community hubs, appropriate supply of safe publicly-accessible open spaces, parks, trails, and other recreational facilities” (Section 2.2.1.4 d).

The subject property abuts the Malton *Community Node*. In the Official Plan, *Community Nodes* are focus areas for growth as they are areas with existing and proposed service and infrastructure capacity particularly transit and community infrastructure. The Malton Community Node is located within the Malton neighbourhood and is supported by the Westwood Mall and the associated transit station. The City of Mississauga defines the node as a stable area that contains a mix of detached and townhouse dwellings, apartments, open space, community infrastructure and commercial uses. Both the Malton Community Centre and Elmcreek Park provide a central community gathering and amenity space.

Thus, the proposed development conforms to the policies in Section 2.2.1 of the Growth Plan.

HOUSING

Policy 2.2.6.1 states that 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.*

The Growth Plan requires municipalities to support complete communities, in part, by accommodating forecasted residential growth through intensification (Section 2.2.6.2.b) and by diversifying the “overall housing stock across the municipality” (Section 2.2.6.2.d).”

The proposed development will assist in meeting intensification, density goals and targets for the area by providing a type and size of housing that is not readily available in the surrounding area. Schedule 3 – Distribution of Population and Employment for the Greater Golden Horseshoe to 2041 in the Growth Plan outlines the distribution of population and employment for the GGH to



2041. The Region of York is expected to grow to a population of 1,790,000 by the year 2041. The development proposal will contribute to the success of the Region of York meeting these goals.

The proposed development will contribute to the overall requirements for intensification while at the same time helping to diversify the housing stock.

INFRASTRUCTURE TO SUPPORT GROWTH

Chapter 3 of the Growth Plan contains policies related to infrastructure planning. These policies promote coordinated land use and infrastructure planning in order to support and accommodate forecasted population and economic growth. The Growth Plan recognizes the importance of accessible public infrastructure to maintain the vitality of communities, economic competitiveness, quality of life and delivery of services (Section 3.1). The Growth Plan encourages compact urban forms and intensification as a way of efficiently and effectively utilizing infrastructure. The following infrastructure policy is relevant:

3.2.2.1 Transportation system planning, land use planning, and transportation investment will be coordinated to implement this plan.

The subject property is approximately 700 metres from the Westwood Mall Transit Terminal. Section 3.0 of this Report, provides a detail summary of active transportation alternative and routes in close proximity of the subject property. The proposed development promotes the efficient use of the existing infrastructure and proposes a more transit supportive density that is compatible with the surrounding area.

Thus, the proposed development conforms to the policies in Chapter 3.2 of the Growth Plan.

SUMMARY

The proposed development conforms with the policies outlined in the Growth Plan. The Growth Plan promotes redevelopment through intensification within the *Built Up Area* and recognizes the importance of efficiently utilizing lands through compact development. The proposed development supports these policies by introducing a more dense form of housing that is compatible with the existing residential area. The development proposes compact and transit-supportive intensification within the *Built-Up Area* while utilizes existing municipal water and wastewater services.

Additionally, the subject property is located in close proximity to transit stops, transit terminal, and a range of amenities, schools, parks, trails and natural conservation areas. The proposed development helps achieve the City of Mississauga objective of reducing the need for long distance commuting and contributes to an increase in the modal share for transit, walking and cycling while helping to achieve a balance of jobs and housing within communities.

4.3 REGION OF PEEL OFFICIAL PLAN

The Peel Region Official Plan (ROP) is the Region's long-term policy document which guides decision making within Peel. The Official Plan outlines a detailed planning framework for protecting



the environment, managing resources, directing growth, and efficiently and effectively managing Regional services.

The ROP was adopted by Regional Council on July 11, 1996. The ROP was subsequently approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. Subsequent amendments have been adopted since its original passing. Furthermore, the Region of Peel has undergone an Official Plan Review. In May 2013, Regional Council initiated “Peel 2041”. The Official Plan review addresses current Regional planning issues and a number of legislative and policy initiatives that have been introduced by the Province of Ontario. ROPA 27 is the first amendment from the Peel 2041 Regional Official Plan Review and was adopted on February 23, 2017. The intent of ROPA 27 is to revise policies related to health and the built environment, age-friendly planning and technical and administrative updates.

REGIONAL STRUCTURE

Schedule D – Regional Structure, defines the Region’s Rural and Urban System. The *Urban System* in Peel consists of lands within the *Regional Urban Boundary* as shown in Figure 6. The subject property is located within the *Regional Urban Boundary* and the *Urban System*, as defined by Schedule D. Section 5.2 of the ROP, defines the 2031 *Regional Urban Boundary* as the intended area where urban growth is planned to occur and where development and redevelopment is to take place in order to efficiently use services and infrastructure.

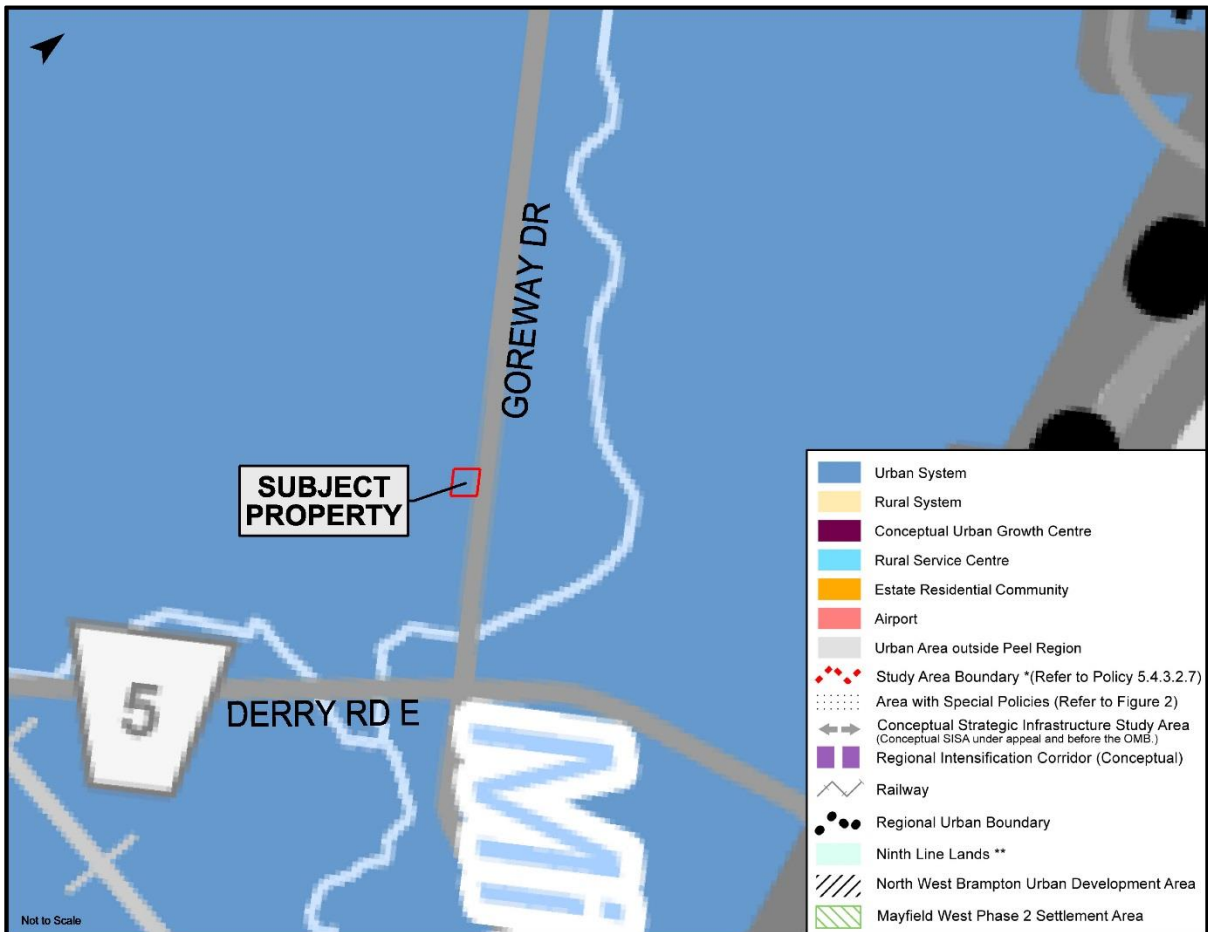


FIGURE 6 - SCHEDULE D - REGIONAL STRUCTURE

URBAN SYSTEM

Section 5.3 of the ROP outlines the Region's objectives and policies for the *Urban System*. The *Urban System* is composed of a variety of communities that contain diverse living, working and cultural opportunities. Through policies 5.3.1.3 and 5.3.1.4, the ROP encourages the development of healthy complete urban communities through compact built form with a mix of land uses that efficiently use land, services, infrastructure and public finances while taking into account the character of existing communities and services.

The proposed development of an underutilized lot supports the Region's objectives for achieving "intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, service, infrastructure and public finances while taking into account the characteristics of existing communities and services" (Policy 5.3.1.4). The development proposes a compatible form of intensification that will be development on existing infrastructure. Close proximity to transit stops and a transit terminal will help support Regional investments in transit. Thus, the proposed development conforms to these Regional policies.



GROWTH MANAGEMENT

In accordance with the Growth Plan for the Greater Golden Horseshoe, Section 5.5, the ROP promotes the development of “*compact, vibrant and complete communities*” in order to efficiently accommodate growth. Policy 5.5.1.5 states it is the objective of Regional Council, “*to optimize the use of the existing and planning infrastructure and services*”.

Furthermore, through Policy 5.5.2.1, it is the direction of Regional Council, “*to direct 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*”. Additionally, Section 5.5.3 outlines the Region’s objectives with regards to intensification. The the ROP directs a signification portion of new growth to *built-up areas*, and promotes compact urban form, intensification and redevelopment. Policy 5.5.3.2.5 states that by “*...2026 and for each year thereafter, a minimum of 50 per cent of the Region’s residential development will occur within the built-up area. To 2031, the minimum amount for residential development allocated within the built-up area shall be as follows: City of Mississauga - 52,000*”.

The ROP promotes the intensification of underutilized lots within previously developed areas as an efficient form of infill development. The proposed development is infill townhouses on an underutilized lot located within a developed area on a major corridor. The development proposes transit supportive density and is compatible with existing uses on adjacent lands

HOUSING

Section 5.8 of the ROP outlines the Region’s policies and objectives for housing. Through policy 5.8.1.1, it is the direction of Regional Council “*to provide for an appropriate range and mix of housing types densities, sizes and tenure to meet the projected requirements and housing needs...*”. Furthermore, Policy 5.8.2.2 encourages local municipalities to take into account the characteristics of existing communities to establish a framework that supports, “*residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure*”.

The proposed townhouse development contributes to the mixture of housing types in the community, which currently includes single-detached, semi-detached and townhouse dwellings. The proposed development would utilize existing and planned infrastructure within the Malton Community Node and surrounding area. The proposed townhouses provide for a condominium tenure opportunity in the community to meet the various needs of current and prospective residents of the City of Mississauga. The compact urban form makes efficient use of the land, assisting the Region of Peel to achieve its housing targets while conserving valuable land and resources.

TRANSPORTATION

The subject property fronts onto Goreway Drive, which is identified as a Regional Road. The Region of Peel Official Plan directs the consideration of lands adjacent to regional roads. The



transportation policies of the Official Plan have been considered as part of the proposed development (Policy 5.9.2.8).

To support the proposed development applications a Traffic Opinion Letter has been prepared. The Letter has included an assessment of the existing traffic conditions along Goreway Drive and Etude Drive, the impact of proposed development on existing and planned roadway infrastructure and the appropriateness of the proposed access configuration. The study has confirmed that the proposed access is acceptable and that Etude Drive and Goreway Drive could accommodate the increased traffic demands of the proposed development.

AIRPORT / NOISE

The subject property is within the area of the Lester B. Pearson International Airport, and therefore specific policies are provided in the Regional Official Plan, which include the following:

Section 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 Transportation Canada's 30 NEF/NEP contour.

5.9.6.2.5 Direct the City of Mississauga, in consultation with the Greater Toronto Airport Authority and the Region to include in their official plan:

- a) Airport Operating Area policies consistent with Policy 5.9.6.2.4;*
- b) Definitions and illustrations of the areas to which the Airport Operating Area policies apply; and*
- c) Definitions of the terms sensitive land uses, redevelopment and infill."*

The subject property is within the area with a NEF/NEP value of 30 Contour, which would typically prohibit residential development; however, the Regional Official Plan contains policy to support an exception to this policy within City of Mississauga Official Plan. Section 5.9.6.2.6 states:

5.9.6.2.6 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that:

- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land uses or infilling of residential and other sensitive land uses;*
- b) such exceptions prohibit, above the 35 NEF/NEP contour, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools;*



- c) *development proponents demonstrate that there will be no negative impacts to the long term function of the airport;*
- d) *the Cities of Mississauga and Brampton define the areas to which the exception would apply;*
- e) *MOE acoustical design standards are met; and*
- f) *development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.*

The City of Mississauga Official Plan has identified that the subject property is outside the 35 NEF/NEP contour and could accommodate new residential development, in accordance with Policy 5.9.6.2.6. The development of the subject property will not adversely impact the airport operations as other residential uses already exist in the surrounding area within the 30 NEF/NEP contour and under the 35 NEF/NEP. Additionally, the City of Mississauga on July 5th, 2017 adopted Official Plan Amendment No. 67 and submitted a Regional Official Plan Amendment, being an amendment to replace the Aircraft Noise Policies in the Mississauga Official Plan and to add a portion of lands in the Malton Community Node and Neighbourhood Character Area as an *Exception Area*. The subject property is located in the Municipally adopted *Exception Area*. Policies for the Municipally adopted *Exception Area* include:

6.10.2.4 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use with the following exceptions:

- a) *lands identified as "Exception Area", as shown on Map 6-1, and*
- b) *daycare facilities accessory to an employment use in the Corporate Centre Character Areas known as Gateway Corporate and Airport Corporate, on lands located below the 35 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour.*

The ROPA is currently under review at the Region of Peel.

Appropriate noise and design considerations have been incorporated in order to support the proposed development, consistent with the standards of the MOECC.

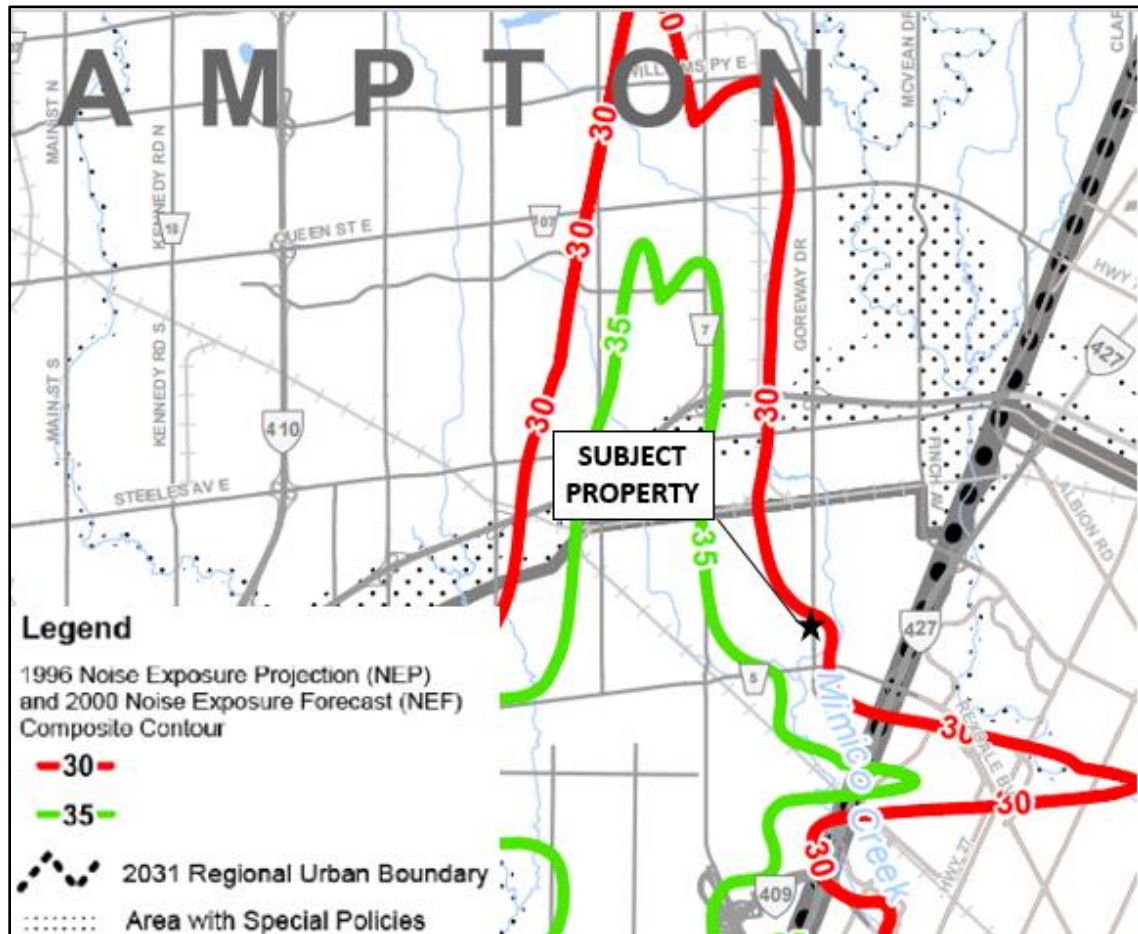


FIGURE 7 – REGION OF PEEL OFFICIAL PLAN – AIRCRAFT EXPOSURE COMPOSITE CONTOURS

SUMMARY

The subject property is located in an area of existing residential development that consists of single-detached dwelling units, semi-detached dwelling units and townhouse dwelling units. The submitted applications propose the development of 14 townhouses on a currently under-utilized parcel of land. Based on our review of the applicable ROP policies and guidelines, the proposed development conforms with the goals and objectives of the ROP. It supports the Region's principles of intensification, the optimization of public transit and the efficient use of existing public infrastructure. Thus, the proposed development conforms to the ROP.

4.4 CITY OF MISSISSAUGA OFFICIAL PLAN

The City of Mississauga Official Plan (MOP) was adopted by City Council on September 29th, 2010 and partially approved by the Region of Peel on September 22nd, 2011. Subsequent approvals, with some modifications where granted by the Ontario Municipal Board on November 14th, 2012. The current Office Consolidation (January 10, 2018) of the Official Plan was relied on in preparing this Report includes Region of Peel and Ontario Municipal Board decisions and City Council approved Official Plan Amendments.



VISIONING AND GUIDING PRINCIPLES

Chapter 1 of the MOP outlines the City's vision and objectives for growth, developing complete communities and achieving a desirable urban form. These principles guide planning policy, development and implementation of the City's Official Plan. The following policies are applicable to the proposed development:

Growth Management

Mississauga will direct growth by:

- *focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities.*

Complete Communities

Mississauga will complete communities by:

- *promoting an urban form and development that supports public health and active living; and*
- *ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education.*

Desirable Urban Form

Mississauga will build a desirable urban form by:

- *ensuring that the urban form of the city (e.g., buildings, streets, streetscapes, landscapes, public spaces such as parks and squares, infrastructure) contributes positively to everyday living in Mississauga;*
- *promoting an urban form that will address the live, learn, work and play needs of present and future generations;*
- *creating vibrant mixed-use communities; and*
- *using placemaking initiatives to support active living and improved public health, comfort and social interaction in the city.*

The City's guiding principles promote development that is supported by higher order transit, developments that have access to uses and services that support active living through all stages of a resident's life, as well those that utilize existing infrastructure in an effective and efficient manner.

In keeping with the City's vision and objectives for development, the proposed development proposes an alternative housing form that is compatible with the surrounding neighbourhood. Furthermore, the subject property abuts the municipal boundary of the Malton Community Node.



The Node is supported by the Westwood Mall which is serviced by the Westwood Mall Transit Terminal. Proximity to these services encourage an active and healthy lifestyle, while building on the principles of developing complete communities that support residential growth and development. Thus, the proposed development conforms to the guiding principles of the MOP as it proposes infill development along a designated *Corridor* that will contribute to growth in an urban area, utilize existing infrastructure and services, and promote connectivity within the neighbourhood.

GROWTH MANAGEMENT

Chapter 5 of the MOP outlines the City's policies with regards to growth management.

As noted above in Section 4.3 of this Report, the City of Mississauga is anticipated to accommodate approximately 805,000 people by the year 2031. It is important to note, that the Region's Official Plan and the MOP take into consideration population and employment growth forecasts from the Growth Plan (2006). The 2017 Growth Plan increases densities and projections in urban areas cross the Greater Golden Horseshoe. It is our understanding that the Region of Peel has initiated a Growth Management Review to study and allocate the 2041 provincial projections to the area municipalities.

In 2013 the City of Mississauga retained Hemson Consulting Ltd., to update the City's growth forecasts to provide input into the Region of Peel's growth allocation exercise for Amendment 2 of the Growth Plan (2006). The Growth Plan was amended in 2013; Amendment 2; the amendment updated the Growth Plan's vision, policies and population and employment forecasts to 2041. It is recognized a subsequent study will be required for the 2041 growth allocation exercise. The Long-range Forecast Report (2011 – 2051) prepared by Hemson Consulting Ltd., found that the City of Mississauga is now in a post-greenfield phase; a transition from suburban community development to a mature urban community, where population growth will be accommodated through intensification and redevelopment within the existing built up area.

Additionally, Chapter 5 describes the *Urban System* structure and policies that guide population and employment growth. The City's Urban Structure is comprised of the green system, city structure (e.g., *Community Nodes*) and *Corridors*. The subject property abuts the Malton Community Node and is located within the *Neighbourhood* Urban System. It is also located along Goreway Drive which is identified as a *Corridor*, per Schedule 1 – Urban Systems (Figure 8)

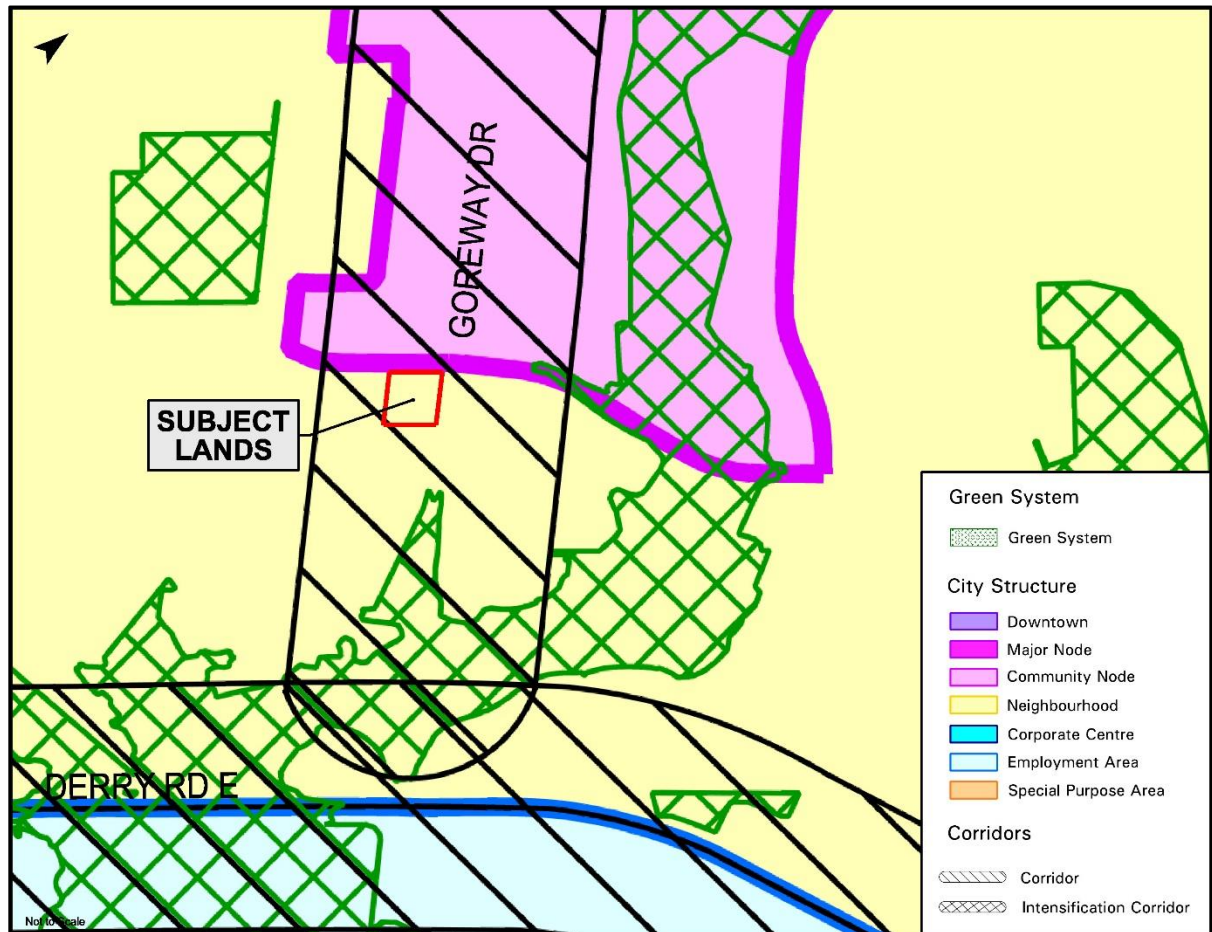


FIGURE 8 - SCHEDULE 1 - URBAN SYSTEM

Neighbourhood

The City of Mississauga characterizes *Neighbourhoods* as stable areas with character (Section 5.3.5). Through Policy 5.3.5.2, “*residential intensification within Neighbourhoods will generally occur through infilling...*”. The City encourages high density uses along Corridors or in conjunction with existing apartment sites or commercial centres (Policy 5.3.5.3). Additionally, through Policy 5.3.5.5, the City may consider intensification within *Neighbourhoods* “*where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development...*”.

The proposed development meets the intent of the City’s *Neighbourhood* urban structure policies. It is located within a Neighbourhood along a designated *Corridor* where higher density uses are encouraged. Furthermore, through architecture and urban design measures, the proposed 3 storey townhouse development is appropriate for the surrounding context as it provides for an adequate transition in height and built form as well as providing a density that supports transit and is compatible with the surrounding neighbourhood.



Corridor

Per Section 5.4, *Corridors* are defined as important elements that connect communities throughout the City of Mississauga. Policy 5.4.4 and 5.4.5, state that new development along *Corridors* should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood, while providing for an appropriate transition in height, built form and density.

Through appropriate architectural and urban design measures, the proposed redevelopment is appropriate for the surrounding context as it provides for an adequate transition in height and built form and provides a density that is appropriate for the surrounding area. Recognizing the intent of this policy is to ensure new development is sensitive to surrounding Neighbourhoods, the City of Mississauga has Urban Design Guidelines for Low-Rise Multiple Dwellings. The intent of the guidelines is to ensure that new developments are designed to be compatible and sensitive to the established context and neighbourhood. An overview of the proposed developments conformity to the surrounding context and Urban Design Guidelines is provided in Section 5.6 of this Report.

Corridors are 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*” (Policy 5.4.8). The *Neighbourhood City Structure* does not specify minimum or maximum building heights; however, the proposed 3 storey townhouse development is compatible in scale and built form with the surrounding 1 to 2 storey single detached dwellings.

Community Node

Per Section 5.3.3 of the MOP, *Community Nodes* are defined as important components to the City’s Urban Structure, as they are instrumental for delivering uses such as, “*local shops and restaurants, community facilitates, cultural heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock that meets housing needs of the adjacent population as they move through their lifecycle*”. Policy 5.3.3.3, defines *Community Nodes* as *Intensification Areas*. The subject property is not located within a *Community Node*; however, it abuts the municipal boundary of the Malton Community Node.

Malton Community Node

The Malton Community Node is bounded by Morning Star Drive to the north, Darcel Avenue to the east, Etude Drive to the south and Hermitage Road to the west. It is focused around the Westwood Mall. *Community Nodes* identity site specific policies. None of the properties abutting or adjacent to the subject property are identified as a Special Site policy area (Figure 9).

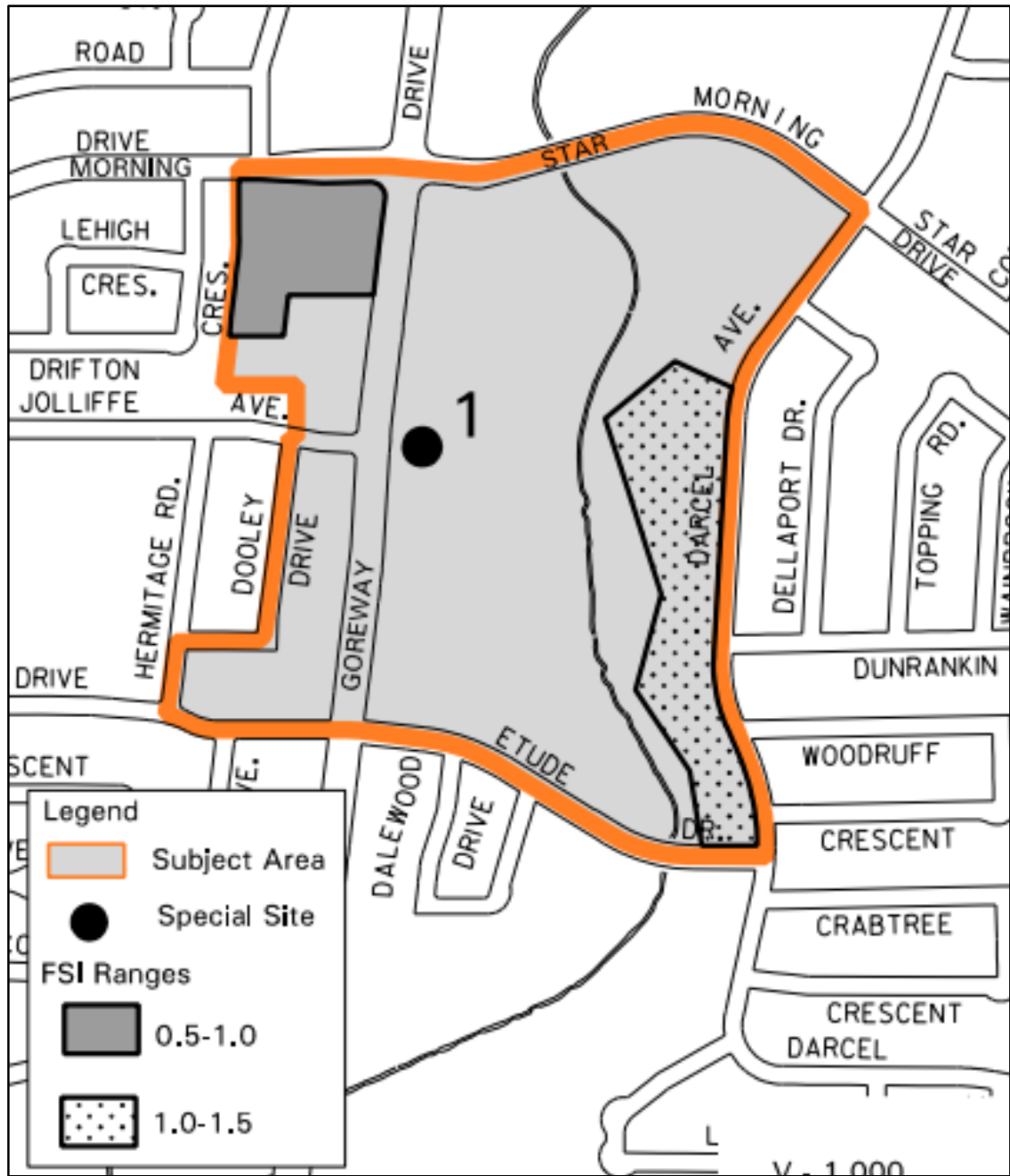


FIGURE 9 - MALTON COMMUNITY NODE

COMPLETE COMMUNITIES

Chapter 7 of the MOP outlines the City's policies for developing *Complete Communities*.

Complete Communities are defined in the MOP as having a "wide assortment of housing choices, employment opportunities and numerous commercial, social and institutional venues (Section



7.1).” Policy 7.1.3 states that, “*in order to create a complete community and develop a built environment supportive of public health, the City will a) encourage compact, mixed development that reduces travel needs by integrating residential, commercial, employment, community and recreation land uses.*”

In keeping with the above, the proposed development abuts the boundary of the Malton Community Node. The Node is focused around the Westwood Mall which is serviced by the Westwood Mall Transit Terminal. As noted above, proximity to these services encourage an active and healthy lifestyle, while building on the principles of developing complete communities that support residential growth and development.

Section 7.2 of the Official Plan outlines the City’s objectives with regards to housing. Policies 7.2.2 and 7.2.9 state that it is the policy of Council to promote development that encourages a range of housing choices that meet the needs of young adults, older adults and families and that a variety of housing choices should be encouraged in Downtown, Major Nodes and Community Nodes.

The subject property is within close proximity to the Westwood mall, Malton Community Centre and Library and the Malton Greenway and associated greenspace. The proposed development is compatible with existing residential uses and would utilize existing community infrastructure, such as libraries, schools and parks. The proposed development will contribute to a greater range of housing product that will help accommodate those seeking a ground-related house form, at a potentially lower price point, than the surrounding single detached dwellings.

URBAN FORM

Section 9 of the Official Plan outlines the City’s objectives with regards to urban form and urban design. It is the direction of Council, through Policy 9.1.5, that development on *Corridors* be consistent with existing or planned character as well as seeking opportunities to enhance the corridor and provide appropriate transitions to neighbouring uses.

Community Nodes are also considered *Intensification Areas*. Per Section 9.2.1, *Intensification Areas* are the principle location for future growth. Policy 9.2.1.4 provides that Council will encourage high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian connectivity, complement adjacent uses, and distinguish the significance of the Intensification area from surrounding areas. The proposed development abuts the Malton Community Node. The proposed development achieves an appropriate transition from higher density development permitted elsewhere in the community node and the existing low-density residential to the west of the proposed development.

Furthermore, per Section 9.2.2, *Neighbourhoods* are considered *Non-Intensification Areas*. These areas will have “*lower densities, lower building heights that are more homogeneous land uses than Intensification Areas*”. Additionally, *Neighbourhoods* are considered, “*stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development*”. The proposed development maintains the intent and direction of both policy regimes as it provides for an



adequate transition between the existing neighbourhood and is supported by transportation and community infrastructure in the Malton Community Node.

Policy 9.2.2.3 outlines criteria for new development within *Neighbourhoods*. These criteria and how the proposed development meets their intent is provided in Table 3.

TABLE 2 – NEW DEVELOPMENT CRITERIA WITHIN NEIGHBOURHOODS

Policy 9.2.2.3	Proposed Development
a) <i>respect existing lotting patterns;</i>	The proposal contemplates a townhouse development on a condominium road. The proposed Parcels of Tied Land (POTLs) have been prepared with the consideration of the Low-Rise Urban Design Guidelines.
b) <i>respect the continuity of front, rear and side yard setbacks;</i>	Adequate front, rear and side yard setbacks have been provided to allow for a gradual transition between existing built forms.
c) <i>respect the scale and character of the surrounding area;</i>	The proposed development achieves an appropriate transition from higher density development permitted elsewhere in the community node and the low-density residential existing to the west of the <i>Community Node</i> .
d) <i>minimize overshadowing and overlook on adjacent neighbours;</i>	The proposed development is a three storey townhouse product. The proposed configuration provides adequate setbacks from the existing single detached dwellings abutting the property to the west.
e) <i>incorporate stormwater best management practices;</i>	CF Crozier and Associates have prepared a Function Servicing and Stormwater Management report in support of the proposed development.
f) <i>preserve mature high-quality trees and ensure replacement of the tree canopy; and</i>	MSLA have prepared a tree preservation plan and landscape plan in support of the proposed development.
g) <i>be designed to respect the existing scale, massing, character and grades of the surrounding area.</i>	The proposal is compatible with the surrounding context and provides a suitable separation and transition to the adjacent low rise neighbourhood to the west and south of the subject property.

Section 9.5 of the MOP provides site development and urban design policies and relates to focusing on the relationship between buildings and the spaces that surround them, including establishing proper transition between different communities and areas of different development densities and scale. The policies indicate that “*consideration should be given to the existing site conditions, surrounding context, the public realm and proposed uses. Good urban form results in a pedestrian friendly, safe, inviting and aesthetically appealing urban environment. Matters such as landscaping, parking, servicing and signage need to be appropriately addressed*”.



Table 3 outlines applicable policies and responses on how the proposed development meets the intent of Section 9.5 of the Official Plan

TABLE 3 – SECTION 9.5 POLICY CONFORMITY

Policy	Proposed Development
<p>9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> 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. 	<p>The proposed development is compatible with its surrounding context and transition to the adjacent low rise neighbourhood to the west.</p>
<p>9.5.1.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p>	<p>The proposed design provides a sense of enclosure along Goreway Drive, as the proposed development has been sited along both the Goreway and Etude street frontages, framing the street.</p>
<p>9.5.1.4 Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.</p>	<p>The proposed development provides for a gradual transition from the adjacent low rise neighbourhood to the west. Landscaping and open space have been provided at the intersection of Goreway Drive and Etude to create visual and function relationships</p>



	between the proposed development and subsequent street frontage.
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.	The proposed development is compatible with its surrounding context and transition to the adjacent low rise neighbourhood to the west.
9.5.2.4 Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.	Vehicular and service entrance is proposed off of Etude Drive.
9.5.2.7 Site development should respect and maintain the existing grades on-site.	Site design details and detailed grading plans will be provided at the Site Plan application stage.
9.5.2.11 Site development will be required to: <ul style="list-style-type: none">a. incorporate stormwater best management practices;b. provide enhanced streetscape;c. provide landscaping that complements the public realm;d. include the use of native non-invasive plant material;e. protect and enhance habitat;f. preserve significant trees on public and private lands;g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; andh. provide landscaping that beautifies the site and complements the building form.	Site design details will be provided at the Site Plan application stage.
9.5.2.12 Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view	Site Design details will be provided at the Site Plan application stage.



LAND USE

The subject property is designated *Residential Low Density I* per Schedule 10 – Land Uses (Figure 10). This designation permits detached dwellings, semi-detached dwellings and duplex dwellings (11.2.5.3). An Official Plan Amendment is required to re-designate the lands from *Residential Low Density I* to *Residential Medium Density*. Permitted uses for the *Residential Medium Density* designation includes townhouse dwelling and all forms of horizontal multiple dwellings (Section 11.2.5.5).

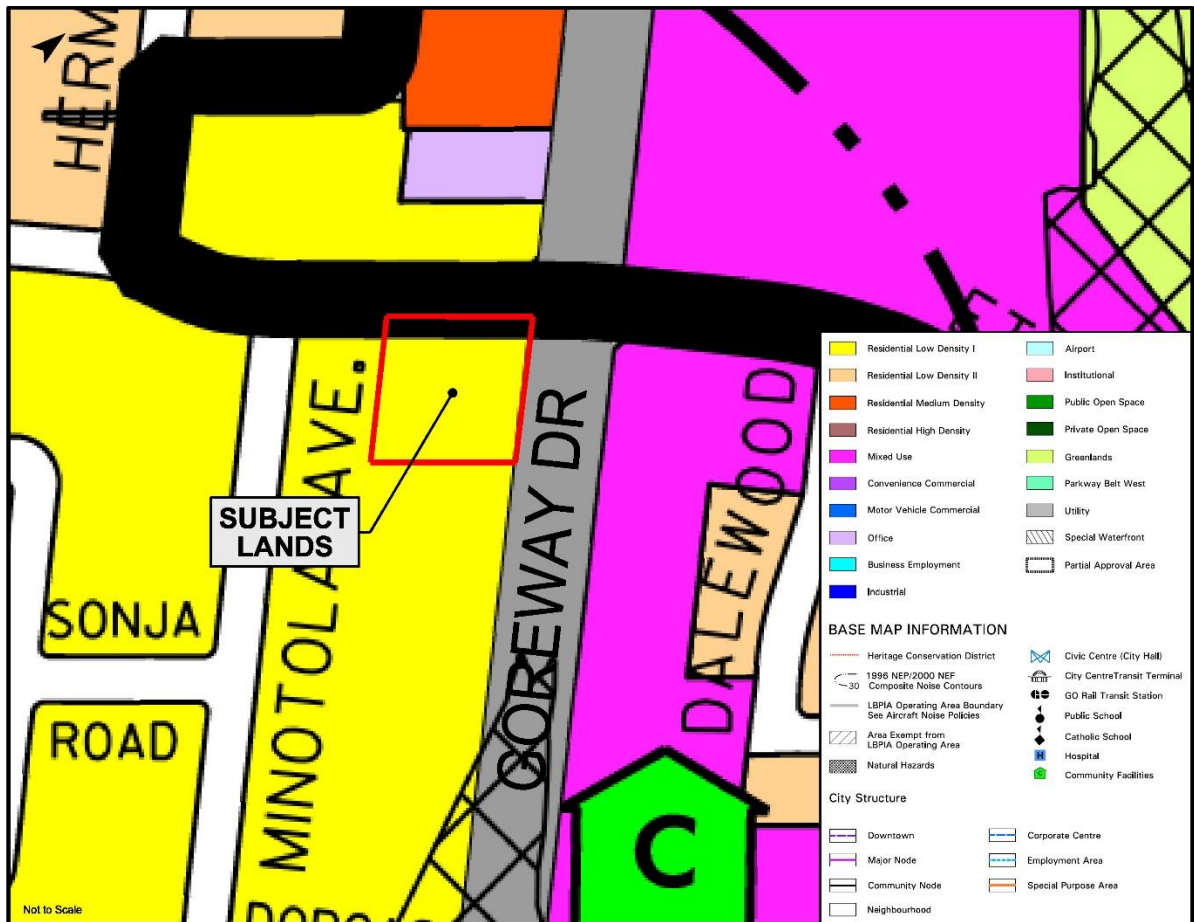


FIGURE 10 - SCHEDULE 10 - LAND USES

Lands north of the subject property at the southwest corner of Goreway Drive and Jolliffe Avenue are designated as *Residential Medium Density* and are currently occupied by a townhouse development. Additionally, further lands north along Goreway Drive between Brandon Gate Drive and Morning Star Drive are designated *Residential Medium Density*. These lands are located outside of the Malton Community Node.



4.5 CITY OF MISSISSAUGA ZONING BY-LAW

The City of Mississauga Zoning By-law 0225-2007 zones the subject property as Residential 3, with a site-specific exemption, 69 (R3-69). The R3 zone permits detached dwellings and the site-specific exemption outlines regulations for detached dwellings such as lot coverage, gross floor area, height, garage projections and unit depth.

A Zoning By-law Amendment is required in order to facilitate the proposed development. The draft Zoning By-law Amendment seeks to amend the subject property from R3-69 to *Townhouse Dwellings on a CEC – Private Road* (RM6) with site-specific exemptions. The proposed draft Zoning By-law Amendment implements the proposed Draft Official Plan Amendment and, in our opinion, conforms to the policies of the Regional Official Plan.

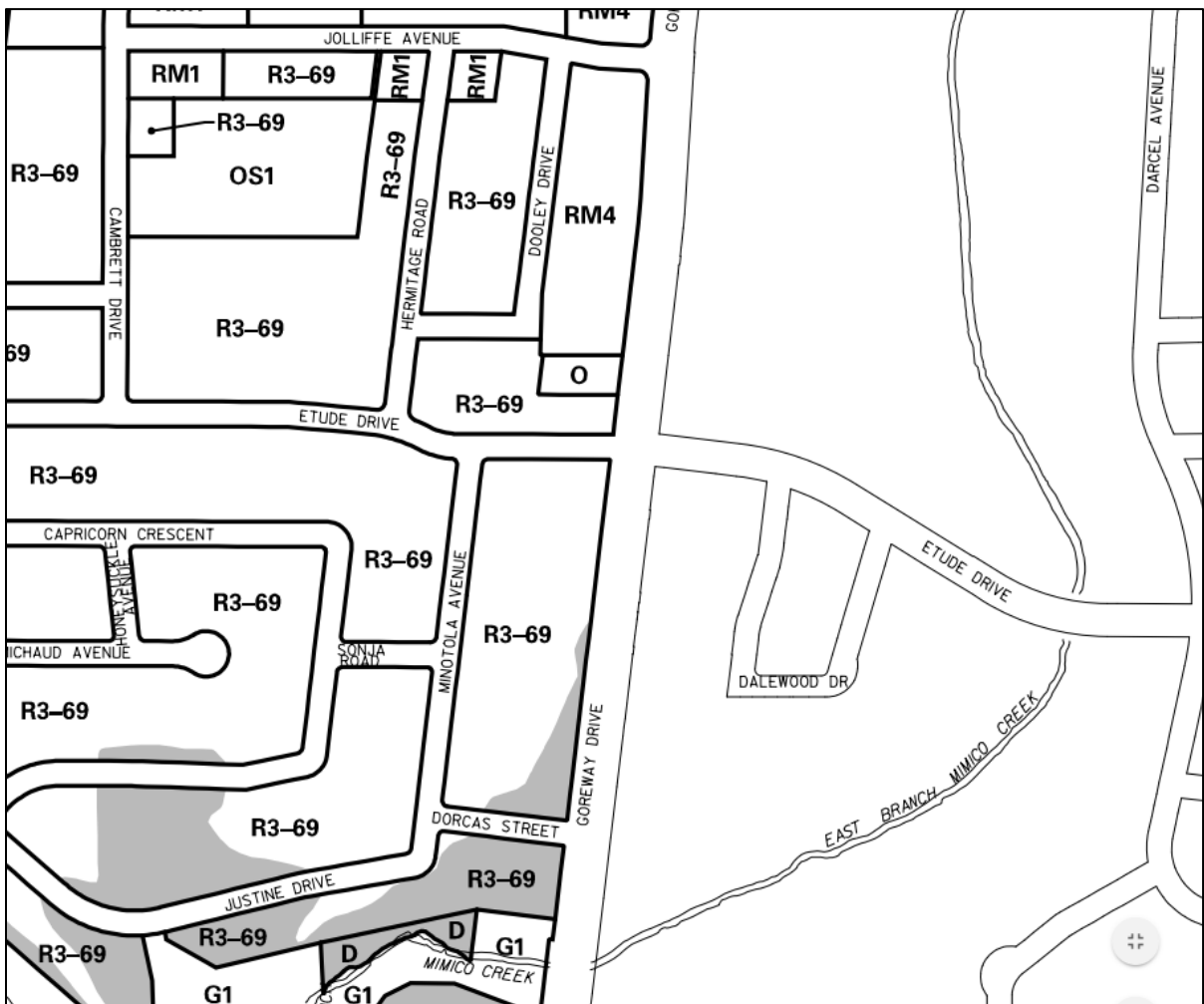


FIGURE 11 – ZONING BY-LAW 0225-2007

The table below provides a comparison of the RM6 Zoning requirements and the site statistics of the proposed development. Site specific relief from the deficiencies identified in Table 5 are being sought in the proposed Zoning-By-law amendment.



TABLE 4 – RM6 ZONE REQUIREMENTS VS. PROPOSED DEVELOPMENT

Line 1.0	Zone	RM6	Proposed Development dated, November 27 th , 2017
PERMITTED USES			
2.0	RESIDENTIAL		
2.1	Townhouse dwelling on a CEC – private Road	Permitted	Permitted
ZONE REGULATIONS			
3.0	MINIMUM LOT AREA		
3.1	Interior Lot	115 m ²	121 m ²
3.2	CEC - Corner Lot	190 m ²	150 m ²
4.0	MINIMUM LOT FRONTAGE		
4.1	Interior Lot	5.0 m	5.0m
4.2	CEC – Corner Lot	8.3 m	7.5m
5.0	MAXIMUM DWELLING UNIT WIDTH		
		5.0 m (2)	5.0m
6.0	MINIMUM FRONT YARD		
6.1	Interior Lot/ CEC – Corner Lot	4.5 m (3)	3.5m
6.2	Minimum setback from a Front garage face to a street, CEC – private road or CEC – sidewalk	6.0 m	6.0 m
7.0	MINIMUM EXTERIOR SIDE YARD		
7.1	Lot with an exterior side lot line that is a street line of a designated right-of way 20.0 m or greater identified in Subsection 2.1.14 of this By-law	7.5 m (3)	/
7.2	Lot with an exterior side lot line abutting a street	4.5 m (3)	/
7.3	Lot with an exterior side lot line abutting a CEC - private road	4.5 m	1.6 m
7.4	Lot with an exterior side lot line abutting a CEC - sidewalk	3.3 m	1.5 m
7.5	Minimum setback from a front garage face to a street, CEC - private road or CEC - sidewalk	6.0 m	6.0 m



8.0	MINIMUM INTERIOR SIDE YARD		
8.1	Attached side	0.0 m	/
8.2	Unattached side	1.5 m (3)	/
8.3	Where interior side lot line is the rear lot line of an abutting parcel 2.5 m	2.5 m	/
9.0	MINIMUM REAR YARD		
9.1	Interior lot/CEC - corner lot	7.5 m (3)	6.0m
9.2	2 Wing walls	3.0 m	/
10.0	MAXIMUM HEIGHT		
		10.7 m	13.0m to top of roof top terrace stairwell
11.0	MINIMUM LANDSCAPED AREA		
		25% of the lot area	32.7 %
12.0	ENCROACHMENTS, PRIJECTIONS AND SETBACKS		
12.1	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards	1.5 m (3)	1.5m
12.2	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three (3) risers, into the required front and exterior side yards	0.6 m (3)	0.6m
12.3	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the	5.0 m (3)	5.0m



	first storey or below the first storey, or awning into the required rear yard		
12.4	For a lot with a townhouse dwelling requiring a 0.0 m interior side yard, the setback to the interior side yard lot line from a porch or deck inclusive of stairs permitted in the rear yard, shall also be 0.0 m	X	/
12.5	Maximum encroachment of a balcony, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three (3) risers, into the required rear yard	1.0 m (3)	1.5m
12.6	Minimum setback of a townhouse dwelling to a CEC - visitor parking space	3.3 m	/
12.7	Minimum setback of a townhouse dwelling to a CEC - amenity area	1.5 m	/
13.0	ATTACHED GARAGE, PARKING AND DRIVEWAY		
13.1	Attached garage	Required (4)	/
13.3	Minimum parking spaces	X (5)	28
13.4	Minimum visitor parking spaces	X (5) (6)	4 (plus 1 accessibility spot)
13.5	Maximum driveway width	3.0 m (7)	3.0 m
14.0	CEC – PRIVATE ROAD, AISLIES AND SIDEWALKS		
14.1	Minimum width of a CEC - private road	7.0 m (8)	7.0 m
14.2	Minimum width of a CEC - private road with an abutting parallel visitor parking space	6.0 m (8)	/
14.3	CEC - private roads and aisles are permitted to be shared with abutting lands with the same Base Zone and/or Exception Zone	X	/



14.4	Minimum width of a sidewalk	2.0 m	2.0 m
15.0	ACCESSORY BUILDINGS AND STRUCTURES		
		X (9)	/

Note:

- (1) Common elements are permitted within a common element condominium corporation. (0297-2013)
- (2) Measured from the exterior of outside walls and the mid-point of interior walls.
- (3) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (4) See also Subsection 4.1.12 of this By-law.
- (5) See also Part 3 of this By-law.
- (6) See also Article 4.1.14.1 of this By-law.
- (7) See also Article 4.1.9.1 of this By-law.
- (8) See also Article 4.1.14.2 of this By-law.
- (9) See Subsection 4.1.2 of this By-law.

5.6 URBAN DESIGN GUIDELINES

The City of Mississauga Low-Rise Multiple Dwellings Design Guidelines provide a framework for the organization, function and quality of low-rise multiple dwellings on development lands in Mississauga. The Urban Design Guidelines include direction regarding successfully achieving compatibility and connectivity.

Compatibility

Compatibility refers to how well a new building ‘fits in’ with neighbouring buildings. The massing and height of new development should be considered in order to ensure compatibility with the existing or planned pattern of development in a community. The guidelines emphasize the importance of achieving compatibility in existing neighbourhoods with a consistent and desirable character.

Compatibility is determined through the following design components:

- Building mass and height

While the proposed development has greater height and massing, the development achieves a significant separation from the adjacent single family residential development. The proposed development achieves an appropriate transition of height and built form.

- Building Siting

Per the design guidelines for siting building, the guidelines encourage establishing desirable streetscapes and character. The guidelines encourage new developments to improve the character and establish new design standards for the community. Siting buildings to define the street edges with front doors facing the street is encouraged to create an animated and pedestrian friendly streetscape. The proposed townhouse development provides a defined street edge along the Goreway Drive and Etude Drive frontages in keeping with the design guidelines.



- Light, Views and Privacy

The design guidelines provide direction for preserving light, views and privacy on adjacent properties. This is achieved through adequate building separation, creating a transition space/ landscape element between the street and building, minimizing side yard windows to avoid direct alignment with adjacent building windows and deck and balconing positioning.

The proposed townhouse development provides for adequate building setbacks from the existing single detached dwellings along Etude Drive and Goreway Drive. Privacy and light enhancement has been incorporated into the design of the proposed development, to minimize concerns regarding privacy to abutting neighbouring properties.

It is our opinion that the proposed townhouses are compatible with the buildings in the subject neighbourhood.

Connectivity

Connectivity is determined by how features, such as buildings, pathways, open spaces and natural areas found in a new development integrate with each other and existing networks in the broader community. As such, guidelines for connectivity deal with developing a positive relationship between new development and the existing context and focus on improving the linkages within and between built areas.

Connectivity is determined through the following design components:

- Street and Laneways

The guidelines state that, “*streets and laneways provide pedestrian, vehicular and servicing connections, in addition to contributing to the shape and identity of a neighbourhood. Laneways provide a primary function of vehicular access and parking at the rear of a site, thereby freeing-up building frontages along streets to develop attractive landscaping and safe pedestrian movement.*” The guidelines encourage new developments to line all streets with front doors, windows and porches to encourage, “*attractive design on principle elevations, street activity and eyes on the street*”.

The proposed townhouse development provides for a private laneway. The laneways provided for vehicular and pedestrian access to the dwelling units allows for building frontages facing the pedestrian pathways, connecting the dwellings to the pedestrian network and facilitating safe pedestrian movement. The pedestrian connections throughout the site also connect to open space and amenity areas of the proposed development.

- Streetscape

Streetscape is defined as “*buildings, pathways, lighting, street trees, landscaping and other street elements define the street edge and help create distinctive character in the community. Buildings, front yards, sidewalks and boulevards are the elements which form the streetscape.*”



The proposed townhouse development meetings the City’s guidelines by enhancing the existing streetscape character through setbacks landscaping and building scale that is consistent with the surrounding neighbourhood. Additionally, the front façade of the proposed building face the street to create an active street frontage consistent with the direction of the guidelines.

- Pedestrian Pathway Connections

The guidelines state that, *“buildings should frame and overlook pedestrian pathways to provide enclosure and opportunities for natural surveillance.”*

The proposed townhouse development meetings the City’s guidelines through siting buildings to enclose the proposed pedestrian pathway. The proposed pathway connects the development to the intersection of Etude Drive and Goreway Drive which is a gateway into the Malton Community Node, which provides for public destinations such as parks, open space, local retail and community facilities. Additionally, the proposed development provides for a convenient and direct pedestrians access to existing public transit infrastructure at the intersection of Etude Drive and Goreway Drive.

- Open Space/ Amenity Areas

The guidelines encourage that, *“open spaces found in and around a new development should be focal points in communities. The quality of open space is influenced significantly by the layout of streets and pedestrian pathways, including the placement of surrounding buildings.”*

The proposed development provides for an amenity space at the north-east corner of the property. The amenity space functions as a gateway into the proposed development while enchainning the streetscape of the intersection of Etude Drive and Gorway Drive. The amenity space will function as passive space, allowing for seating and aesthetic plantings to enhancing the existing streetscape.

- Natural Features and the Environment

The guidelines encourage new developments to *“participate in the City-wide goal to become more environmentally sustainable. Site-specific actions, such as the management of storm-water runoff, the inclusion of green roofs and the use of sustainable, energy efficient building materials and practices.”*

The proposed develop does not abut any designated natural features, however, it is in close proximity to the Matlon Greenway. Future residents would have access to this community feature. Through the site plan process, sustainable and energy-efficient designs, building materials and construction practices will be explored in detail. Cf Crozier and Associates have prepared a Function Servicing Report that assess how the proposed development will function from a storm-water management criterion.

Characteristics



The characteristics of a new development are defined through its design details. A well-designed building can contribute to the special identity of the community. Not every building is prominent or unique in character, but the design of its details should always aspire to contribute to the overall neighbourhood character and improve the quality of the streetscape and pedestrian environment. The proposed development incorporates design elements that make the development unique in character and contributes to the quality and appearance of the streets, buildings and open spaces.

Characteristics is determined through the following design components:

- Building Facades

Building façades contribute to defining street edges, pedestrian walkways and open spaces.

The proposed development employs architectural façade treatments and details on the flanking street that display a similar and comparable level of quality and composition to the main façade. Windows, doors, porches and balconies have been positioned to animate street frontage and promote natural surveillance.

- Entrances

The guidelines encourage developments to provide doors and windows and sidelights to give permeability to the building wall and promote natural surveillance with eyes on the street. Building entrances and features such as porches and stoops are to provide opportunities for social interactions, as well as establish a unique character and rhythm for the streetscape.

The proposed development introduces design elements such as front doors with windows to encourage eyes on the street. In keeping with the guidelines, the modern design elements being proposed provide a prominent entrance to the townhouse unit that defines differentiated rooflines, façade treatments, porch features, awning as well as decorative paving and landscaping.

- Roofscapes

The guidelines provide that roofscapes should be designed for rooftop amenities, mechanical equipment and environmental initiatives, such as stormwater management.

The proposed development includes a flat roof design, that incorporates roof-top terraces.

- Parking and Driveways

The guidelines state that, “parking can influence the appearance of a new development and the quality of the pedestrian environment”.

Parking for the proposed development will be employed at the rear of the units, accessed from the condominium laneway. Visitor parking has been provided for the proposed development, offset from the public right-of-way.



- Private Amenity Spaces

The guidelines outline the need for high quality, private outdoor amenity areas for each dwelling unit. Private amenity areas include a balcony, decks and / or rooftop gardens.

The proposed development includes a flat roof design, that incorporates roof-top terraces. In addition to the roof-top terrace, each unit will have access to a front and rear balcony. The balconies have been positioned to minimize overlook onto other neighbouring properties.

- Landscaping

The guidelines outline criteria for landscaping techniques, whereas, *“a variety of plants and trees add colour and texture to the streetscape and offer great environmental benefit. Tree canopies, vegetation and permeable surfaces assist in habitat formation, the management of stormwater run-off and a reduction in the urban heat island effect. Landscaping can also be used strategically to increase privacy, improve air quality, reduce noise, screen less desirable views and, most importantly, create aesthetically pleasing environments.”*

MSLA has been retained to prepare detailed landscape plans and undertake a tree preservation study. Where appropriate, vegetation and permeable surfaces will be employed to assist in the management of stormwater. Additional, where appropriate, the proposed development will preserve and incorporate existing trees, vegetation and natural landscape features.

- Lighting, Utilities and Servicing

Functional lighting, utilities and servicing elements are components of considering good design. The guidelines encourage strategic location and design elements to minimize aesthetic impact of utility metres, transformers, mechanical equipment and garbage storage.

The proposed development will provide for adequate lighting for safe evening use of sidewalks, pedestrian pathways and parking areas. In keeping with the guidelines, the proposed development will include consolidated utility metres within a service wall.

5.0 PUBLIC CONSULTATION STRATEGY

The City of Mississauga requires, as part of a Public Consultation Strategy, an applicant to host a Community Meeting with respect to the application. The Ward Councillor can determine if a Community Meeting is required prior to the statutory public meeting under the *Planning Act*. Through discussion with the Ward Councilors office, it is being determined if a Community Meeting is required, confirmation of this requirement will be provided at a later date. If it is determined that a meeting is required, residents within 120 metres of the property will be notified of the Community Meeting. The notice will include time and location as well as a brief description of the proposed development.



In accordance with the requirements of the *Planning Act*, a Public Consultation Strategy is required for applications undertaken as part of a public process. As such, the following strategy is provided in support of the proposed Official Plan and Zoning By-law amendment applications.

In addition to the statutory to the *Planning Act*, once an application has been deemed complete, it will be assigned to a Public Hearing so that the public may provide comments and input on the application. Once a date is determined, a notice sign will be posted on the subject property as prescribed by the *Planning Act*. The notice sign will articulate the date, time and location of the public meeting, the applications submitted, a description and/ or artistic rendering of the proposed development, as well as contact information for residents wishing to submit written comments. It is anticipated that the applicant or their agent will provide a brief presentation to the public regarding the proposed development.

In addition, City Staff will circulate meeting notices to all property owners within 120 metres (394 feet) of the subject property. The Notice will also be posted by the City on <http://www.mississauga.ca/portal/cityhall/publicnotices> and made available through local media postings.

All interested persons will be given the opportunity to express concerns and opinions by way of a deputation at the Public Hearing. All deputation will be made a matter of the public record. The applicant will consider input received during the Public Hearing and respond to it as appropriate.

Following the review period, the application will be heard at a meeting of the Planning and Development Committee in which a recommendation report will be presented to Committee from Planning Staff. This meeting will provide further opportunity for citizens to make a deputation regarding the proposed development.

6.0 PLANNING ANALYSIS – DRAFT PLAN OF SUBDIVISION

The following discusses how the proposed development conforms to the criteria found in Section 51 (24) of the *Planning Act*.

- a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

The proposed Draft Plan of Subdivision is consistent with matters of provincial interest, as identified through the Provincial Policy Statement (PPS), 2014 and Growth Plan for the Greater Golden Horseshoe, 2017. The proposed Draft Plan of Subdivision maintains the goals and objectives of the PPS and Growth Plan by facilitating development within a *Settlement Area* and provides a mix and range of housing and intensification opportunities where full municipal services are available.

- b) *whether the proposed subdivision is premature or in the public interest;*

The Draft Plan of Subdivision is in the public interest as it promotes intensification within an existing built-up urban area that is well serviced by transit and infrastructure. The proposed development



represents an orderly succession of infill development within the Malton Neighbourhood and surrounding neighbourhood.

- c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

The proposed development represents the orderly succession of infill development within the Malton Neighbourhood and contributes to the intensification of the community. It conforms to the policies within the City of Mississauga Official Plan concerning growth management, housing, transportation and intensification.

- d) *the suitability of the land for the purposes for which it is to be subdivided;*

The proposed Draft Plan of Subdivisions is suitable for the land in that it is consistent with the applicable land use designation on the subject property. Block 1 will be developed for 14 townhouse units on a condominium road. Block 2 and 3 will be conveyed to the Municipality through the planning process.

- (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*

No affordable housing units are being proposed.

- e) *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*

The proposed condominium road has been designed to meet applicable municipal and Regional standards. The number, width, location and proposed grades and elevations of roads are linked to the existing road network and are designed based on Municipal standards to achieve safe access. In addition, the proposed local road network is adequate to support the proposed development as outlined in the Transportation Opinion Letter prepared by CF Crozier and Associates dated December 2017;

- f) *the dimensions and shapes of the proposed lots;*

The proposed Draft Plan of Subdivision consist of three blocks. Block 1 is intended for a residential condominium development, Block 2 and 3 will be conveyed to the Municipality for a sight triangle and a 0.3 metre reserve. For the proposed residential block, parcels of tied land (POTLs) will be created through a future draft plan of condominium application. The proposed shape and dimension of the individual lots are consistent with townhouse developments within the City of Mississauga and the corresponding Zoning By-law amendment.

- g) *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*



Any known restriction will be addressed through the Zoning By-law and site plan design processes. Appropriate easements, if required, will be established through the Draft Plan of Subdivision and condominium processes to ensure proper maintenance of the common elements.

h) *conservation of natural resources and flood control;*

No natural resources are located on the subject property.

i) *the adequacy of utilities and municipal services;*

CF Crozier and Associates have prepared a Functional Servicing and Stormwater Management report, dated September 2017, which demonstrates that full municipal water, sanitary and stormwater drainage services are available to service the proposed development. Existing municipal infrastructure is available on adjacent streets.

j) *the adequacy of school sites;*

There are six school located within the vicinity of the subject property, Ridgewood Public School, Morning Star Middle School, Lancaster Public School, Marvin Heights Public School, Ascension of Our Lord Secondary School and Lincoln M Alexander Secondary School

k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*

for a daylight triangle will be conveyed as part of the proposed Draft Plan of Subdivision.

l) *the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*

The proposed Draft Plan of Subdivision represents a sustainable and responsible use of land and resources. The proposed subdivision design provides for a walkable community within an existing neighbourhood context at a transit supportive density.

m) *the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

A Site Plan application will be submitted in the future to address appropriate relationships and it will implement the subdivision configuration.



7.0 CONCLUSION

This Report has been prepared to support the proposed development of the lands municipally addressed as 7170 Goreway Drive, in the City of Mississauga. The proposed development is consistent with the goals and intent of Provincial, Regional and City land use policy. The proposed development contains 14 townhouse dwelling units, accessed from the rear, that will efficiently utilize existing infrastructure and provide support for the transit system. An appropriate transition to the adjacent single family residential development ensure compatibility with the surrounding area.

The proposed development is consistent with the policies of the Provincial Policy Statement (2014), conforms to the policies of the Growth Plan for the Greater Golden Horseshoe and Peel Region Official Plan. An Official Plan Amendment and Zoning By-law Amendment are required er to achieve the proposed development of the subject property. In accordance with the rationale provided herein, the proposed development represents good planning and supports the City's vision for intensification while ensuring compatibility with the surrounding neighbourhood.

