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# **PLANNING JUSTIFICATION REPORT**

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## **APPLICATION TO AMEND ZONING BY-LAW**

Dream Maker Inc.  
200 South Service Road & 201 Radley Road

February 2018  
GSAI File # 1130-001

**Planning Justification Report  
Zoning By-law Amendment  
200 South Service Road &  
and 201 Radley Road  
City of Mississauga**

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## **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. has been retained by Dream Maker Inc. to provide professional planning services to assist in obtaining the necessary planning approvals to permit the development of 5 single detached residential dwelling units on the subject lands. The lands are municipally known as 200 South Service Road and 201 Radley Road in the City of Mississauga.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Mississauga Official Plan and Zoning By-law 0225-2007.

## **2.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

As shown on *Figure 1 – Aerial Context*, the subject lands are bound by South Service Road to the north, Crestview Avenue to the west, Radley Road to the south and existing residential properties to the east. The site is located within an existing low density residential neighbourhood. The lands are legally described as Part of Lot 93, Plan 409, and Part of Lot 74, Plan 409.

The surrounding area is largely characterized by single detached residential dwellings. West of the lands is an existing commercial plaza. The lands are situated south of the Queen Elizabeth Way (QEW) beyond an existing acoustic wall.

The subject lands are currently occupied by two one-storey residential dwellings. The property located at 200 South Service Road has a frontage of approximately 36m and a depth of approximately 41m. The property at 201 Radley Road has a frontage of approximately 42m and a depth of 35m.

The subject lands are situated approximately 700m east of a fully accessible bus stop located at Hurontario Street and Pinetree Way (Route 19 Southbound) which provides service at 10-17 minute intervals, with greater frequencies at peak hours. The stop is accessed by multi-modal transportation options including active transportation such as cycling and walking. This stop provides direct access to the northerly side of the QEW where riders are able to access a variety of services, including access to the Cooksville GO station. This stop will also provide direct access to Port Credit GO Station, situated approximately 2.0 km from the bus stop at Hurontario Street and Pinetree Way, approximately 2.9 km from the subject properties. Port Credit GO Station provides efficient connection to the larger regional public transit system. Situated approximately 1.6 km

east of the subject lands is Cawthra Road. Cawthra Road offers frequent bus services both northbound and southbound (Northbound Route 8, Southbound Route 8).

Planned transit includes the Hurontario Light Rail Transit (LRT) which has proposed stops at Mineola Road, and North Service Road.

Along Hurontario Street, south of the QEW, and situated west of the subject lands are a variety of services that can be reasonably accessed by the residents in the area. These uses include a Montessori School, Queen Elizabeth Senior Public School, Port Credit Secondary School, a dental academy, a Unitarian Congregation institution, and access to Mary Fix Park among other uses.

This area offers a variety of services such as Janet I. McDougald Public School, St. Dominic Separate School, Cawthra Park Secondary School, and Queen of Heaven Elementary School, as well as access to Dellwood, Lyndwood and Cawthra Parks and Carmen Corbassen Community Centre among other uses.

Travelling northbound on Hurontario Street, beyond the QEW, is a variety of services accessible by residents, such as; Bronte College, Trillium Hospital, grocery stores, parks and a funeral home.

### **3.0 DEVELOPMENT PROPOSAL**

Dream Maker Inc. is proposing to redevelop the subject properties to accommodate 5 single detached residential dwellings. The proposed development would provide 5 detached dwellings fronting onto Crestview Ave – currently the westerly boundary of the subject lands.

Parking will be provided at a rate of 4.0 spaces per unit by a double car garage and a driveway with access from Crestview Avenue. As shown on the Site Plan, site 1 has a proposed lot size of 921.44m<sup>2</sup>, inclusive of the required 14m MTO setback, where the proposed dwelling has an approximate GFA of 320m<sup>2</sup>. Sites 2-4 have a lot size of 453m<sup>2</sup>, respectively. Each of the proposed dwellings situated on sites 2-4 will have an approximate GFA of 320m<sup>2</sup>. Site 5 has a proposed lot size of 486m<sup>2</sup>, where the proposed dwelling will have an approximate GFA of 263m<sup>2</sup>.

The proposed development is served by public roads with access from Crestview Avenue. There will be a right of way width of 20m as per the City of Mississauga Official Plan to be accommodated by a road widening to be taken along the south side of South Service Road.

To facilitate the proposed development, a Zoning By-law Amendment is required. Additionally, a special exception will be required with respect to lot coverage.

## 4.0 LAND USE POLICIES

The purpose of this report is to outline the proposed development and evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Peel Regional Official Plan, and the City of Mississauga Official Plan. The following provides a brief overview of these land use policy documents and how conformity with these documents is achieved.

### 4.1 Provincial Policy Statement (2014)

Section 3 of the *Planning Act* requires that planning authorities “be consistent” with the Provincial Policy Statement (the “PPS”) when exercising any authority that affects planning matters.

The Provincial Policy Statement (the “PPS”) provides planning direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land. The intent of the PPS is to provide for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

As set out in the PPS, Ontario’s long-term prosperity, environmental health, and social well-being depends on a coordinated approach to wisely managing change and promoting efficient development patterns that result in strong and healthy communities. This is achieved by balancing environmental protection, economic growth, public health and safety, and the need for strong, livable, healthy and compete communities (Section 1.0). The PPS must be read in its entirety, while considering all applicable policies and ways in which they work together.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by accommodating a range and mix of residential uses. It also encourages the protection and preservation of natural heritage features over the long term. The definition of intensification in the PPS includes (but is not limited to) infill development and redevelopment.

The PPS states that:

#### *1.1.1 Healthy, livable 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;*

*[...]*

- 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;*
- f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and,*

Section 1.1.1 prioritizes efficient development and land use patterns that aid in creating and sustaining healthy communities. The proposed dwellings will put to better use the subject lands through the efficient consumption of land, and the utilization of existing municipal services.

Section 1.1.3 directs development within settlement areas in a way that shall be planned based on densities that will efficiently use land and resources. Relevant policies from section 1.1.3 Settlement Areas include;

#### *1.1.3 Settlement Areas*

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

*1.1.3.2 Land use patterns within settlement areas shall be based on:*

*a) densities and a mix of land uses which:*

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation;*
- 5. are transit-supportive, where transit is planned, exists or may be developed; and*
- 6. are freight-supportive; and,*

*b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned*

*infrastructure and public service facilities required to accommodate projected needs.*

*Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*

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

Healthy, livable and safe communities are sustained, in part, by accommodating for appropriate development focused within settlement areas in ways that support the efficient use of land. The proposed infill development offers an increase in residential density by supplying for more compact development in a location where residents can be reasonably accommodated by existing services and facilities. Additionally, the available access to both existing and planned transit routes furthers the intentions of Provincial plans and minimizes environmental impacts imposed by the reliance on private automobiles. In light of this, the redevelopment of the subject lands will promote the wise consumption of land and capitalize on existing municipal infrastructure. The proposed development is offered in an appropriate location and provides opportunity to maximize the use of surrounding services and facilities as prioritized within the PPS.

Section 1.4 Housing works to provide an appropriate mix of housing in a way that efficiently uses land. The relevant policies from Section 1.4 include;

#### *1.4 Housing*

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

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and,*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

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

*b) permitting and facilitating:*

- 1. all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and*
- 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*

*c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

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

*e) establishing development standards for residential intensification redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The PPS encourages the development of new, and increased housing supply through redevelopment in locations where the new development is better able to capture the advantages of existing and planned infrastructure, including transit infrastructure by increasing residential density on otherwise underutilized parcels of land. The proposed makes better use of the existing infrastructure in the area, as well as services and facilities offered.



## 4.2 Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) builds on the policy directions contained in the PPS and in this regard, is intended to function as a policy framework for achieving healthy, strong and complete communities by managing growth in the Greater Golden Horseshoe (“GGH”) Region. Complete communities are defined by their ability to meet the daily needs of resident’s lives through the provision of a full range of housing, among other aspects.

The Growth Plan facilitates this vision by reinforcing the need to direct growth to settlement areas that have the capacity to accommodate growth, and prioritizing intensification within these areas. Promoting transit supportive densities and a mix of land uses while ensuring that there are adequate water and wastewater services to support growth are also key components of the Growth Plan (Section 2.1). The policies contained in the Growth Plan guide infrastructure, transportation and land use planning in the GGH. The policies of the Growth Plan must be read in conjunction with other provincial plans including the PPS.

Section 2.1 of the Growth Plan outlines the way growth will be directed in order to optimize existing or planned infrastructure within settlement areas. The relevant policies from section 2.2.1 include;

### *2.2.1 Managing Growth*

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a) *the vast majority of growth will be directed to settlement areas that:*
    - i. *have a delineated built boundary;*
    - ii. *have existing or planned municipal water and wastewater systems;*
  - c) *within settlement areas, growth will be focused in:*
    - i. *delineated built-up areas;*
    - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
    - iv. *areas with existing or planned public service facilities;*
  - d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

The proposed residential redevelopment is located within the delineated built up area where existing municipal services are able to accommodate the proposed development. The proposed offers convenient access to a variety existing services – such as an accessible transit system, access to a hospital and various schools, among other services. The proposed developed is situated in an area that has the potential to reduce reliance on private automobile use while promoting transit ridership, and therefore assists in the reduction of emissions harmful to the environment. The mix of uses available in the area contributes to the creation of a complete

community.

The provision of compact built form is a priority within the Growth Plan as it assists in the achievement of complete communities and optimizes infrastructure.

3. *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*

*[...]*

- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

The location of the proposed development offers opportunities to access existing services, capitalize on existing infrastructure and offer a more compact built form by utilizing the properties for 5 dwellings, rather than the existing 2. These ideas are central to the concept of complete communities and furthering the intentions of the Growth Plan.

Access to local services, social equity and high quality built form are concepts that contribute to complete communities, and as such are reinforced values within the Growth Plan.

4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*

*[...]*

- d) expand convenient access to:*
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. public service facilities, co-located and integrated in community hubs;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*

- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and,*
- g) *integrate green infrastructure and low impact development.*

The proposed will have regard for the character of the existing neighbourhood through design standards and guidelines relevant to infill design and the Mineola Character Neighbourhood. The location of the proposed provides opportunity for an increased number of residents to have convenient access to existing and planned services and facilities, including recreational opportunities which contribute to an overall increased quality of life.

The concept of land preservation and resources is a central concept in the Growth Plan as the growth targets are now significantly greater than that which previously existed. Exercising the wise consumption of land and the subsequent availability of resources, services and facilities is critical in planning to accommodate for forecasted growth.

### *2.2.2 Delineated Built-Up Areas*

1. *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.*
2. *By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
3. *Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
4. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - a) *encourage intensification generally to achieve the desired urban structure;*
  - b) *identify the appropriate type and scale of development and transition of built form to adjacent areas;*
  - [...]*
  - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*

- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and,*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed development contributes to residential density targets as outlined in the Growth Plan by increasing the number of dwellings within a delineated built up area. As per the definition of intensification offered by the PPS, and adhered to by the Growth Plan, this development will act as a method of intensification. Further, the properties are situated in close proximity to existing intensification corridors as identified in the Mississauga Official Plan (Huronario Street - to the west). The structures will be appropriate in their design so to ensure fluidity in the built form when transitioning to adjacent areas. The proposal maintains the intent of the Growth Plan with regard to the above noted.

Options related to transportation and the movement of people and goods have been an integral part in shaping policies throughout the Province, and further shaped through municipalities. The below noted are relevant policies from Section 3.2.2 Transportation – General.

### *3.2.2 Transportation - General*

- 2. *The transportation system within the GGH will be planned and managed to:*
  - b) *offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation*
  - c) *be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-be sustainable, by encouraging the most financially and making and supporting the use of zero- and low-emission vehicles*
  - d) *offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services*
  - f) *provide for the safety of system users.*

The area is well serviced by transit and active transportation as there are available bike networks, bus connections and a forthcoming LRT along Hurontario Street. Additionally, there are 2 GO transit options that run along the Lakeshore line – east and west – that are accessible by bus, and/or active transportation options. These transportation options provide connectivity to adjacent areas and offer opportunity for users to have access to work, live and recreation options. The area also offers immediate highway access to the QEW.

As previously noted, the area is accommodated by active transportation options:

4. *Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:*
  - a) *safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and*
  - d) *continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.*

Along Hurontario Street – travelling north south – there is a multi-use trail. As Hurontario Street is a frequently traveled corridor, and host to a massive amount of major trip generators, the trail is an asset to residents in terms of safely accessing goods and services via active transportation options. There are finished sidewalks, as well as bike paths in the area that provide opportunity for residents to engage with and utilize active transportation options. Additionally, Crestview Avenue and Radley Road are identified bicycle routes.

The level of connectivity between adjacent communities and proximity to the Hurontario Street corridor, provides a competitive advantage when evaluating the feasibility of the proposal. The Growth Plan prioritizes public transit and active transportation when evaluating the movement of people.

#### **4.3 Region of Peel Official Plan (Office Consolidation December 2016)**

The Region of Peel Official Plan (the “ROP”) outlines policies and strategies that reflect and conform to the policy directions of the PPS, Growth Plan and other relevant provincial plans. The ROP indicates that the Region's primary role is to provide broad policy directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services.

The policies and strategies contained in the ROP provide a holistic approach to support growth and development that takes place in a sustainable manner by integrating physical, environmental, economic, social, and cultural considerations. To achieve this framework, the Plan defines a Regional land use structure which is reflective of Peel’s position on the use of land and natural resources within its planning area and further, acts as the framework within which Local Official Plans, amendments and by-laws are prepared.

The subject lands are located within the Region’s Urban Area (*Figure 2 – Peel Official Plan*). The policies of the Urban Area designation promote complete and compact communities that support intensification within the Built Boundary where urban services exist to accommodate concentrations of existing and future development. A major opportunity as outlined in the Peel ROP is the possibility of infill development that would assist in achieving targets.

The northerly portion of the property is subject to a Greenlands overlay. The relevant Greenlands policies contained in the ROP are;

##### *2.6 Greenlands Management and Stewardship*

*2.6.2.1 Support Greenlands securement initiatives in Peel through planning policy, stewardship, monitoring and land acquisition;*

*2.6.2.2 Acknowledge and support the role of area municipalities, conservation authorities, provincial agencies and conservation organizations in carrying out stewardship programs for natural heritage*

Lands that are subject to the Greenlands overlay will not be considered for development. This to ensure no adverse impacts as per the intentions of the Peel Region Official Plan.

Development is generally to be directed within the existing urban system. The proposed development is subject to the following policies from Section 5.3:

##### *5.3 The Urban System*

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

*5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate*

*areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;*

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

*5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans; and*

*5.3.2.3 Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*

*5.3.3.2.5 Require the area municipalities to identify, where appropriate, intensification corridors, major transit station areas and other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within those areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*

The proposed will assist in establishing a healthy urban community by providing for living spaces in a location that provides opportunity for living, employment and recreation. The property is within close proximity to spaces that offer recreation, such as public parks, and community centres. The proposed development exercises the wise consumption of land in an appropriate area that supports the efficient use of existing services. The subject lands are situated in an area that is easily accessible by transit, accommodates for active transportation options and is within close proximity to major roads. The existing shared active transportation laneways, as well as existing and planned public transportation options, provides residents with access to goods and services by modes that contribute to the reduction of greenhouse gas emissions and further support Provincially defined goals and objectives. The proposed redevelopment will capitalize on an underutilized parcel of land, situated in a well serviced area which meets the general intent of the Peel Region Official Plan. The proposed dwellings will have specific regard for the character of the existing community through the consideration of design guidelines throughout the forthcoming processes. The proposed development will also contribute to the Regions objective of directing a minimum 50% of residential development to the built-up area.

Section 5.5 Growth Management outlines ways in which Growth is to be allocated throughout the Region that is supportive of the wise consumption of land and optimizing existing services.

## *5.5 Growth Management*

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

- 5.5.1.5 *To optimize the use of existing and planned infrastructure and services.*
- 5.5.1.6 *To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*
- 5.5.1.7 *To protect and promote human health*

The proposed increase in the number of residential units – from 2 to 5 – on the subject lands allows for better use of the existing land supply and existing infrastructure. The increase in residential units provides a more compact built form in an area that has access to jobs, recreation and services that assist in meeting the daily needs of residents.

Regional Council makes land preservation and the wise consumption of resources a priority in evaluating the feasibility of proposed developments. Relevant policies from Section 5.5.2 General Policies are as follows:

#### *5.5.2 General Policies*

*It is the policy of Regional Council to:*

- 5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- 5.5.2.4 *Prohibit the establishment of new settlement areas.*

The proposed development supports the intentions of Section 5.5 by supplying for increased intensification in an already established, built-up area. The location of the proposed development offers multi-modal transportation options, jobs, high quality open space and ease of access to services for people at all stages of life.

*It is the policy of Regional Council to:*

- 5.5.3.2.2 *Facilitate and promote intensification*
- 5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification*



*corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*

*[...]*

*5.5.3.2.5      Require that by 2016 and for each year thereafter, a minimum of 50 percent of the Region's residential development be within the built-up area*

The policies outlined in *Section 5.5.3 Intensification* outlines that growth should be directed to areas that support the wise consumption of land based on their location and proximity to services and facilities. The subject property is situated in close proximity to transit opportunities, and adjacent to an intensification corridor as identified in the Mississauga Official Plan (*Schedule 1, Urban System*). It therefore presents merit when considering the feasibility of the proposed development. The proposed development would further the intentions of the Region of Peel Official Plan by directing growth to areas well suited for intensification.

#### 4.4 City of Mississauga Official Plan

The City of Mississauga's Official Plan contains goals, objectives and policies that are used to guide decisions on land use, built form, transportation, the environment, and the manner in which the City should grow. The Plan incorporates the planning policies of senior levels of government such as the PPS, Growth Plan and Region of Peel Official Plan.

The subject lands are designated "Low Density Residential I" in the City of Mississauga Official Plan (*Figure 3 – Mississauga Official Plan*). This designation permits semi-detached dwellings, duplex dwellings and single detached dwellings. Additionally, the lands are located within the Mineola Neighbourhood Character Area, and is therefore subject to Section 16.18 of the City of Mississauga Official Plan.

##### *Chapter 5 Direct Growth*

*5.1.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031*

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

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

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

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

*5.1.10 The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. This includes the Mississauga Bus Rapid Transit corridor and **higher order transit** along Hurontario Street and Dundas Street. If satisfactory arrangements for the implementation of **higher order transit** currently being planned are not made, the population and employment forecasts may be reduced in accordance with the capacity of the transportation system.*

The proposed development offers a better use of land and further provides the opportunity to reserve alternate lands to accommodate the population forecasts expected through until 2031. The proposed location is ideal in terms of satisfying the provisions set out in section 5.1.3 as it utilizes existing services, minimizes environmental impacts through the protection of Greenlands

and multi-modal transportation options. The proposal works to help meet the long term needs of residents.

As expressed in the Functional Servicing and Stormwater Management Report as prepared by Crozier & Associates, dated January 2018, the development will not exceed the capacity of municipal services. The proposed development of five dwelling units is expected to be low impact and therefore will not significantly impact the capacity of the surrounding services. The capacity of transit services, particularly along Hurontario Street, are planned to accommodate large volumes of users. The quality of these services, as well as the access to these services will not be compromised by the expected population growth generated by three additional dwelling units.

Chapter 6 of the Mississauga Official Plan places particular importance on environmental stewardship and the preservation of valuable environmental lands. The following policies are applicable to the proposed development.

*Chapter 6 Value the Environment*

*6.1.1 Mississauga will:*

- b. encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System;*
- c. protect life and property from natural and human made hazards;*
- e. ensure land use compatibility;*

*6.2.2 Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.*

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

The proposed development has regard for the Greenlands overlay situated at the northerly edge of the property. Protection of this Greenlands area will be maintained throughout forthcoming processes. The development supports sustainability principles by capitalizing on the utilization of land, minimizing land consumption and positioning the intensification in an area that is well serviced by transit and other existing services and facilities. As exhibited in the SWM Report as prepared by Crozier & Associates, dated January 2018, the proposal is cognisant of the stormwater best management practices.

The concept of complete communities is used to describe areas where people have the opportunity to live, work and play. Within complete communities, these services are often captured in an area that can be reasonably accessed by people at all stages of life.

*Chapter 7 Complete Communities*

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

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

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

The proposed residential development is co-located with services and facilities which are consistent with the components of complete communities. These services and facilities are easily accessed through multi-modal transportation options and are expected to have the capacity to reasonably accommodate for the population expected from this development. The uses outlined in section 7.1.3 a) are accessible from the subject properties. Additionally, the area offers trail connections and a variety of recreational opportunities to residents.

Intensification of the subject properties will allow for an increase in housing supply in an area that is well served by a variety of services and facilities. Chapter 7.2 of the Mississauga Official Plan outlines policies relevant to Housing.

#### *Chapter 7.2 Housing*

*7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.*

*7.2.3 When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*

*7.2.4 Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.*

Through the provision of an increase in housing stock, with special attention to design preferences and requirements, the proposed housing development will accurately cater to the needs of future residents. The proposal offers an increase in housing stock in an already serviced area, within the built boundary, and therefore conforms more accurately to Provincial and Regional housing policies.

The subject lands are located within the Mineola Neighbourhood Special Character Area (*Figure 4 – Mississauga Official Plan*). In light of this designation, the following provisions are given careful consideration throughout the development process to ensure the fabric of the existing area is maintained by the proposed infill development.

## Chapter 16 Neighbourhoods

### 16.1.2 Residential

*16.1.2.1 To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots created by land division or units or parcels of tied land (POTLs) created by condominium will generally represent the greater of:*

- a. The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m of the subject property. In the case of corner development lots, units or POTLs on both streets within 120 m will be considered;*  
*or*
- b. the requirements of the Zoning By-law.*

Special consideration has been given to the general site statistics in efforts to better integrate the new development with the existing character of the area. It is our opinion that the current proposal is suitable in fitting with the existing and proposed surrounding area and will not generate adverse impacts on the surrounding community. Please find attached Site Plan (*Figure 5 – Comparative Site Analysis*) outlining the adjacent residential development for 2 blocks of townhouses fronting onto Crestview Avenue. In consideration of the location of subject property along the periphery of the Mineola Character Area (along South Service Road), and the proximity to the adjacent development (currently in Site Plan stage), it is of our opinion that the proposed lot creation, and subsequent reduction in lot sizes for the subject lands, will not compromise the character of the area, and rather provide a transition from the forthcoming construction of the townhouses which are a higher density form of housing (frontage onto Crestview Avenue). The attached Site Plan (*Figure 5 – Comparative Site Analysis*) is now in Site Plan stage.

Chapter 16.18 outlines policies relevant to the Mineola Character Area – wherein the subject properties are situated. The proposed will have regard for these area specific guidelines. The relevant policies for the Mineola Character Area are as follows:

### *16.18 Mineola Character Area*

#### *16.18.1 Urban Design Policies, Infill Housing*

*16.18.1.1 For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply:*

- a. preserve and enhance the generous front, rear and side yard setbacks;*
- b. ensure that existing grades and drainage conditions are preserved;*
- c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;*
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;*
- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;*

- f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;*
- g. reduce the hard surface areas in the front yard;*
- h. existing trees, large groupings or areas of vegetation and landscape features such as retaining walls, fences, hedgerows, etc. should be preserved and enhanced, along with the maintenance of topographic features and drainage systems;*
- i. large accessory structures will be discouraged, and any accessory structures will be located in side and rear yards only;*
- j. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and*
- k. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.*

Efforts have been made to preserve the existing character of the area and enhance where possible without sacrificing the pre-established neighbourhood fabric, and forthcoming development. In terms of the design of the proposed housing units, it has been noted and considered that the dwellings are to fit with the surrounding neighbourhood as they serve as infill housing units. Through the careful consideration of scaling and design techniques, the proposed dwellings will be consistent in size and character to the surrounding dwellings as it offers a transition from the Site Plan as seen in *Figure 5 – Comparative Site Analysis*. These items will be dealt with through applications for future site plan approval for each lot.

#### 4.5 City of Mississauga Zoning By-law

As shown on *Figure 6 – Mississauga Zoning By-law 0225-2007, Current Zoning*, the subject lands are currently zoned “Residential 1-2” (R1-2), which permits only detached dwellings and subject to the R1 Infill Exception Regulations. To facilitate the proposed development, a Zoning By-law Amendment is proposed to rezone the subject lands to “Residential 5-XX” (R5-XX) – *See Figure 7 – Mississauga Zoning By-law 0225-2007, Proposed Zoning*. The proposed Zoning By-law Amendment is provided in Appendix I of this report (*Schedule A*).

Additionally, the northerly portion of the subject lands are subject to a Greenlands Overlay. The following policies are therefore relevant:

##### *2.1.18 Greenlands Overlay*

*The greenlands overlay shall apply to lands that are designated Greenlands in Mississauga Official Plan but are not zoned G1 or G2. The greenlands overlay also applies to lands within the Regulatory Floodplain, Special Policy Areas and the Lake Ontario Waterfront as identified in Mississauga Official Plan. (0190-2014)*

##### *2.1.18.1 Identification of the Greenlands Overlay*

*The greenlands overlay is shown as grey shading on the Zoning Maps which are Schedule B of Part 13 of this By-law.*

Please see the attached Technical Memo as prepared by Crozier & Associates, dated December 20, 2017 regarding Floodspill in order to address the above noted.

#### **4.6 Overview of Proposed Developments Conformity with Provincial and Regional Land Use Plans**

The proposed development is consistent with the policies of the PPS and conforms to the policies of the Growth Plan and Region of Peel Official Plan.

The proposed Zoning By-law Amendment will facilitate growth within a settlement area without the need to expand the City's built-boundary. It also advances the objectives of wisely managing growth by providing for intensification within the City's Urban Area and built-boundary without the need for additional land. The proposed development is an efficient, compact development that contributes to the provision of housing within the surrounding area while facilitating increased densities. Necessary infrastructure is available to service the proposed development via the existing storm, sanitary and water distribution systems. An efficient development and land use pattern that minimizes land consumption and servicing costs is therefore provided.

The proposed development also conforms to the infrastructure policies of the plans. It makes efficient use of planned transit infrastructure by contributing to transit supportive densities. Transit and active transportation are also supported, and a range of existing and planned transportation options are provided for residents. This will, in turn, contribute to the reduction of greenhouse gas emissions.

### **5.0 TECHNICAL REPORTS**

In support of the proposed development, a number of technical reports were prepared in order to ensure compatibility with the existing neighbourhood and to confirm that appropriate infrastructure services, including water, wastewater and transportation services are available. These reports are summarized below.

#### **5.1 Functional Servicing and Stormwater Management Report**

In support of the proposed development, a Functional Servicing and Stormwater Management Report (FSR) dated January 2018 was prepared by Crozier & Associates to provide functional servicing design and stormwater management information. The FSR concludes that the proposed development can be adequately serviced by the City's existing water, wastewater and storm infrastructure capacity without adverse impact on surrounding infrastructure or residences. Extension of the existing infrastructure will be required to accommodate for the development of the additional proposed dwelling units. See the attached memo as prepared by Crozier & Associates, dated December 20, 2017 regarding Floodspill in order to address the above noted.

#### **5.2 Noise Feasibility Study**

In support of the proposed development, an Environmental Noise Feasibility Study dated January 18, 2018, was completed by HGC Engineers to assess sound levels on the site in the



context of applicable Region of Peel noise guidelines. The Study determined that noise mitigation measures are required for lots 1-4, and accordingly warning clauses are to be included in the property and tenancy agreements and offers of purchase and sale.

### **5.3 Archaeological Assessment**

The Archaeological Assessment, undertaken by Archaeological Assessments Ltd., dated September 25 2017, confirms there are no significant concerns on site and therefore will not require any further study.

### **5.4 Tree Inventory, Protection and Conceptual Landscape Plan**

The Plans prepared by Kuntz Forestry dated October 12, 2017, ensure that every opportunity is taken to preserve the existing trees on site. The Tree Preservation Plan notes that all existing trees identified to remain on site, shall be protected (via hoarding) prior to site clearing and stripping.

## 6.0 CONCLUSION

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

1. The proposal is consistent with, conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan;
2. The proposal directs intensification to Mississauga's *built-up area* and maintains the intent of the functional and land use policies in both the Mississauga Official Plan.
3. The proposed development contributes to the Region's intensification target for the City of Mississauga by proposing increased density on the subject lands.
4. The proposed development will be compatible with the adjacent residential uses through the consideration of the relevant design guidelines.
6. The proposed development makes efficient use of existing and planned infrastructure including water, wastewater and stormwater services, as well as transportation and community infrastructure.
7. The proposed development is transit-supportive as it is adjacent to both existing and planned transit stations/options.
8. The proposed Zoning By-law Amendment and subsequent development is supported by technical studies that confirm the proposal is feasible.
9. The proposed development acts as a suitable transition buffer from proposed adjacent development.

Respectfully submitted,

**GLEN SCHNARR & ASSOCIATES INC.**

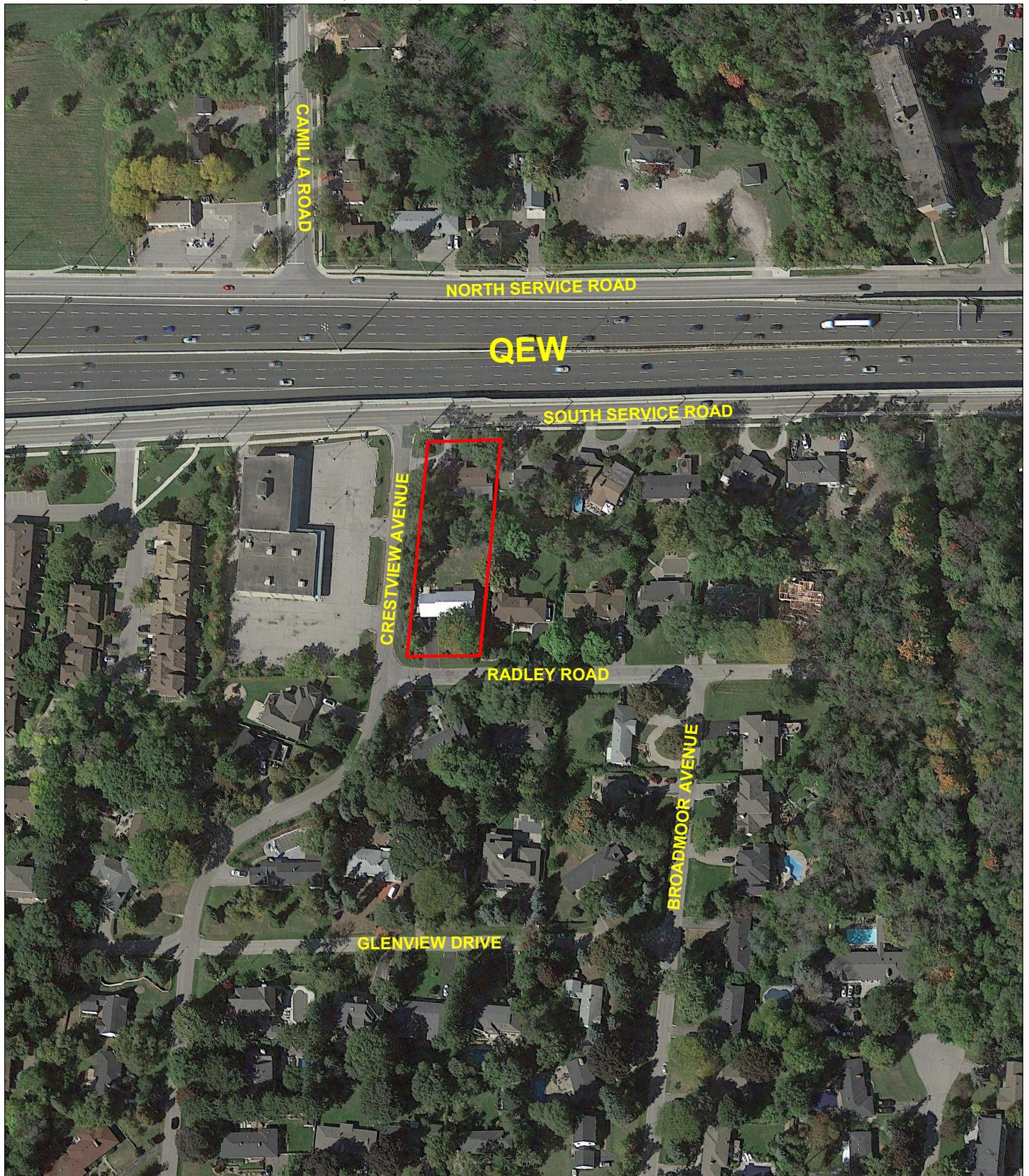


Sarah Clark  
Planner



Glen Broll  
Partner





**FIGURE 1**  
**AERIAL CONTEXT**

200 SOUTH SERVICE ROAD AND 201 RADLEY ROAD,  
MISSISSAUGA, ON

 SUBJECT PROPERTY

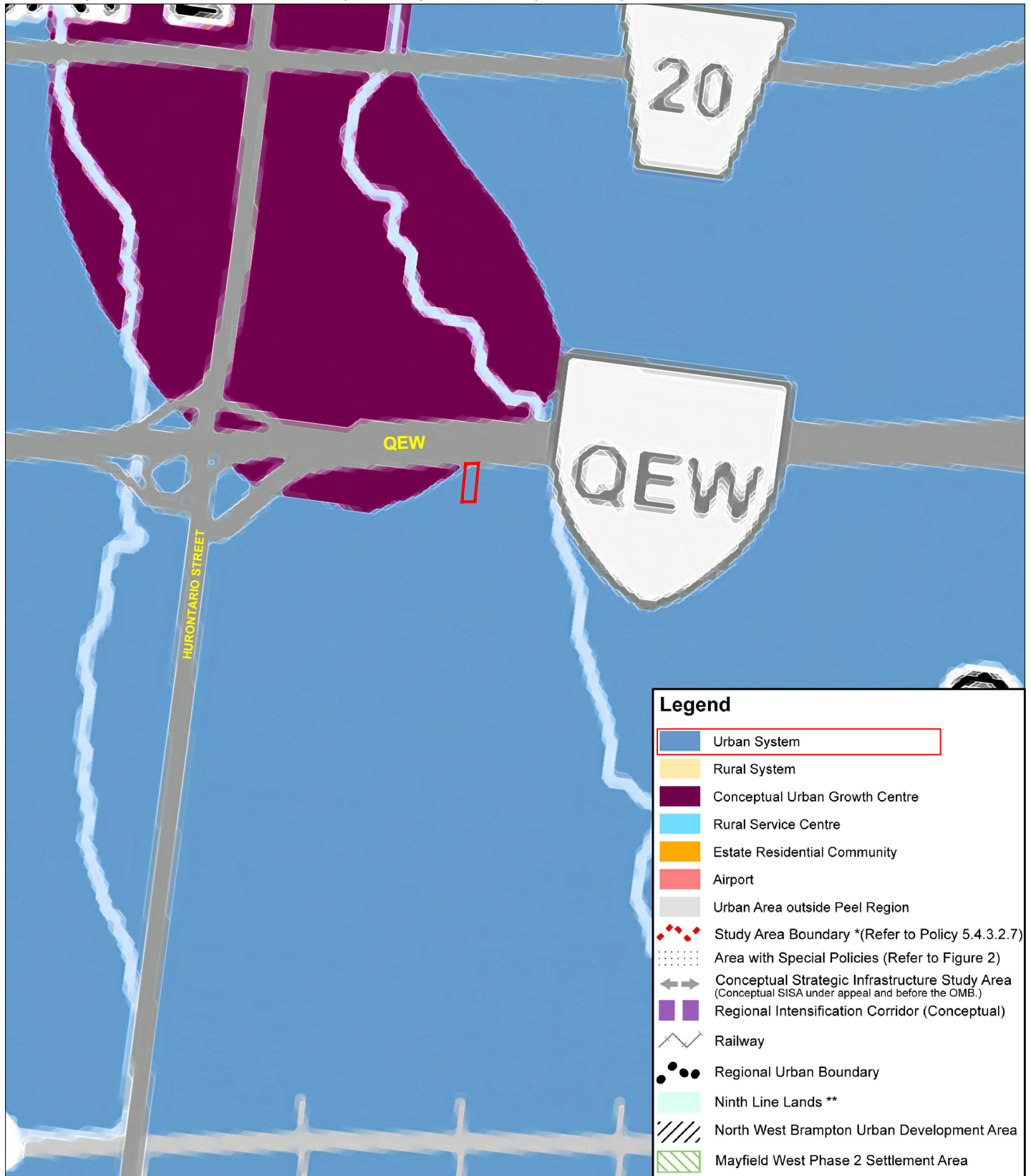


Scale NTS  
February 9, 2018



**GLEN SCHNARR & ASSOCIATES INC.**  
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**FIGURE 2**  
**PEEL OFFICIAL PLAN**  
**SCHEDULE D -**  
**REGIONAL STRUCTURE**

200 SOUTH SERVICE ROAD AND 201 RADLEY ROAD,  
 MISSISSAUGA, ON

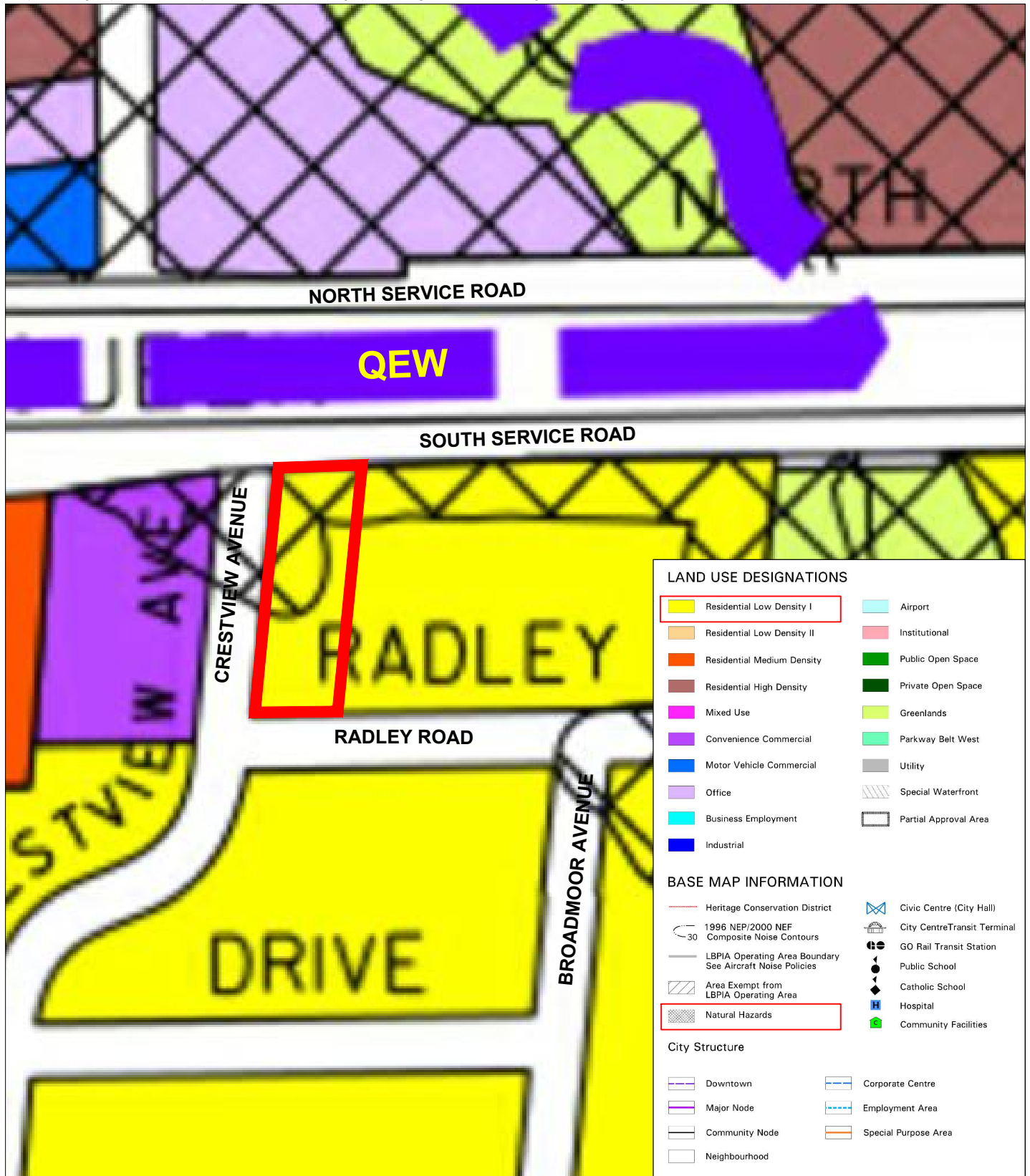
 SUBJECT PROPERTY



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**FIGURE 3**  
**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 10 -**  
**LAND USE DESIGNATIONS**

200 SOUTH SERVICE ROAD AND 201 RADLEY ROAD,  
 MISSISSAUGA, ON

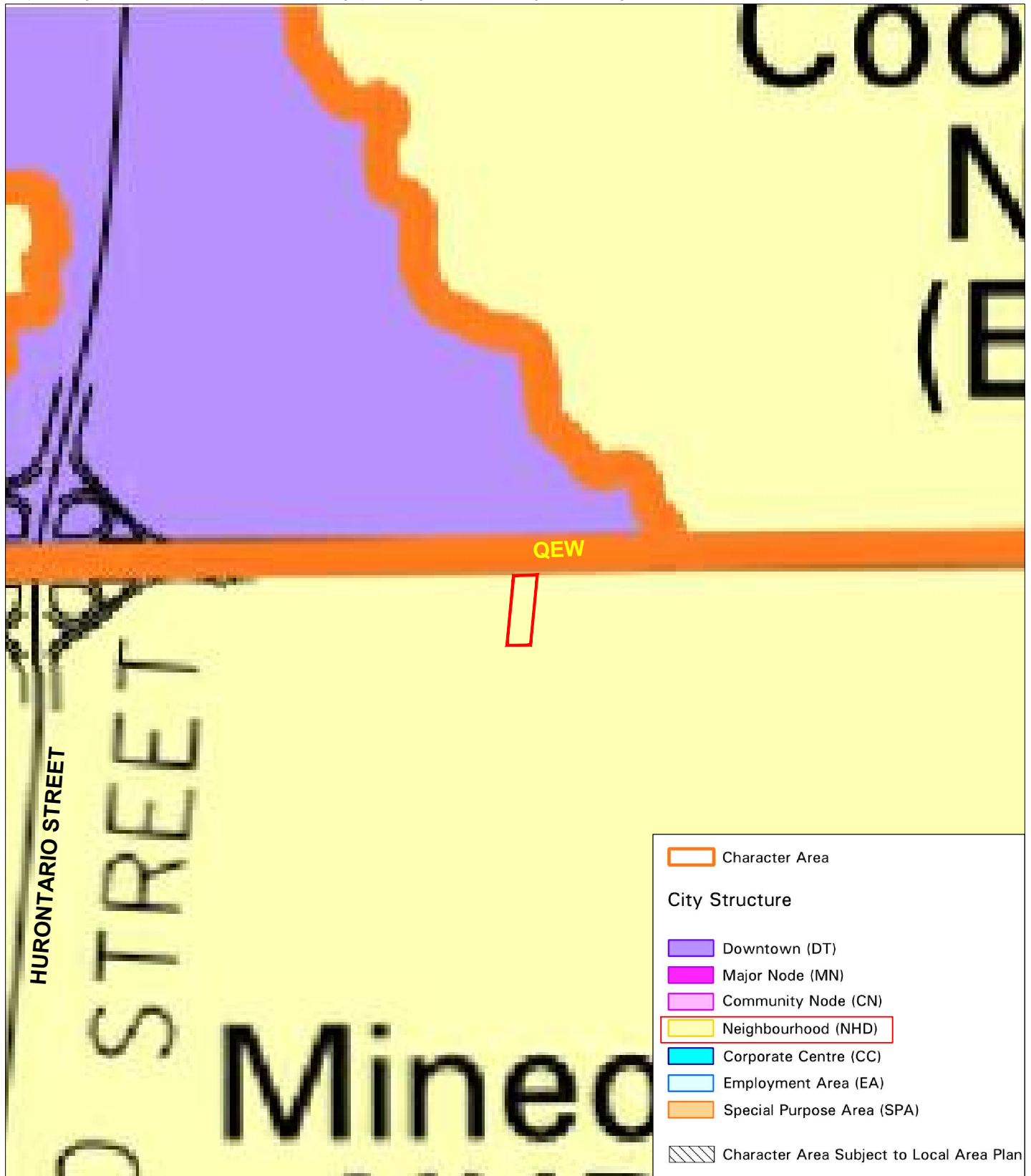
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**FIGURE 4**  
**MISSISSAUGA OFFICIAL PLAN**  
**SCHEDULE 9 -**  
**CHARACTER AREAS**

200 SOUTH SERVICE ROAD AND 201 RADLEY ROAD,  
 MISSISSAUGA, ON

 SUBJECT PROPERTY

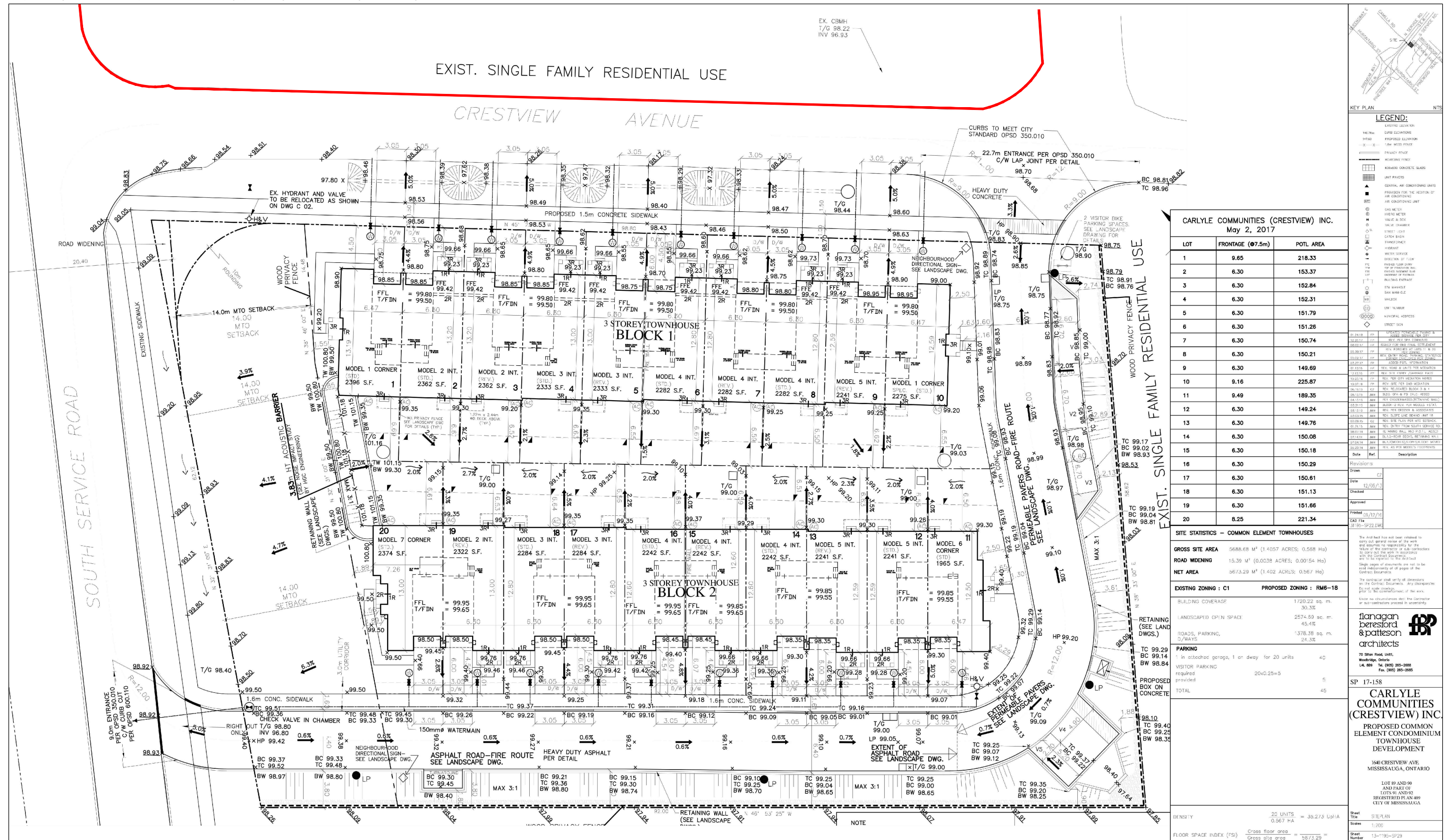


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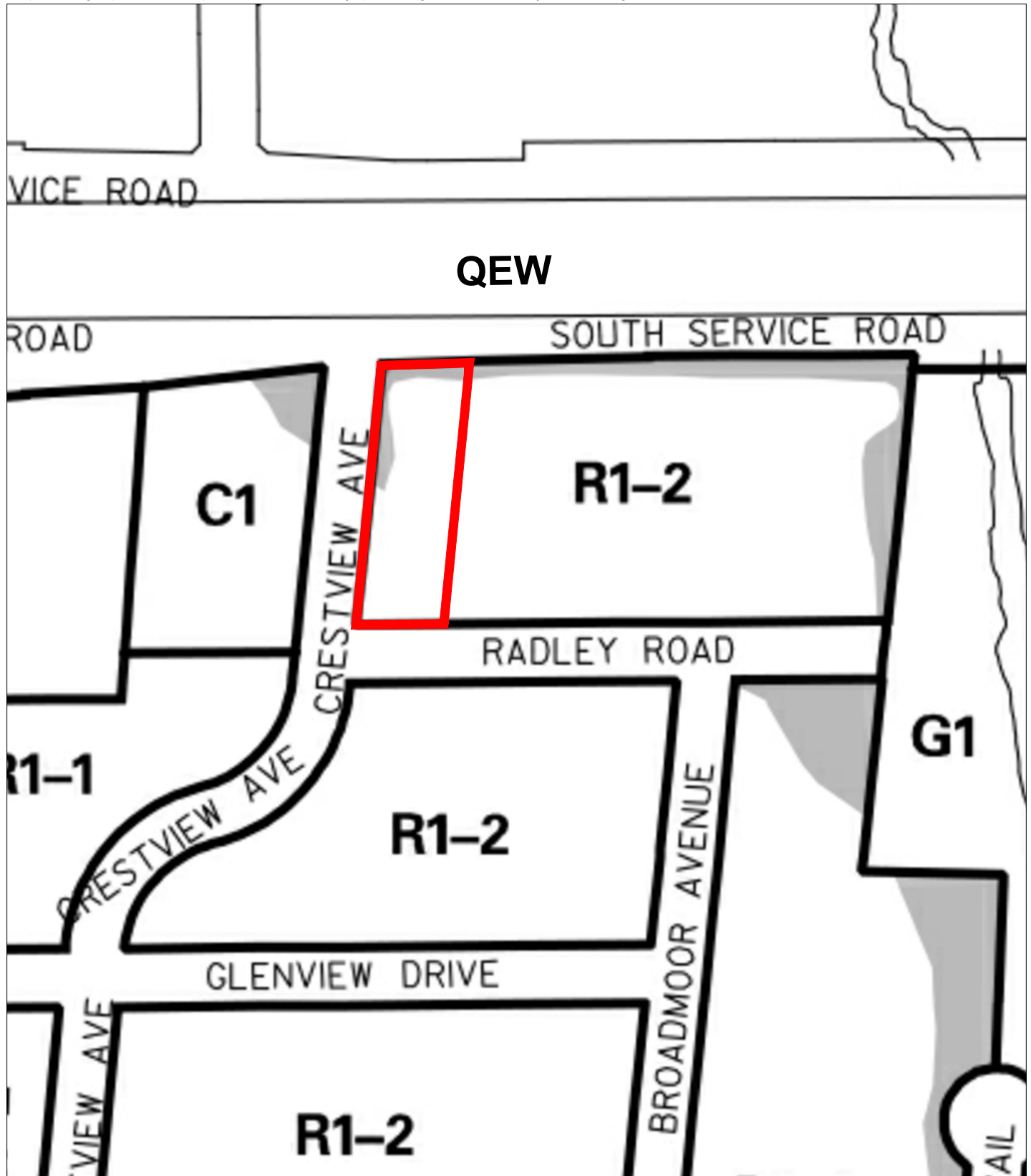
**FIGURE 5**  
**COMPARATIVE SITE ANALYSIS**  
**200-250 SOUTH SERVICE ROAD, MISSISSAUGA, ON**

 SUBJECT PROPERTY

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**FIGURE 6**  
**MISSISSAUGA ZONING BY-LAW**  
**No. 0225-2007**  
**CURRENT ZONING**

200 SOUTH SERVICE ROAD AND 201 RADLEY ROAD,  
MISSISSAUGA, ON

-  SUBJECT PROPERTY
-  GREENLANDS OVERLAY

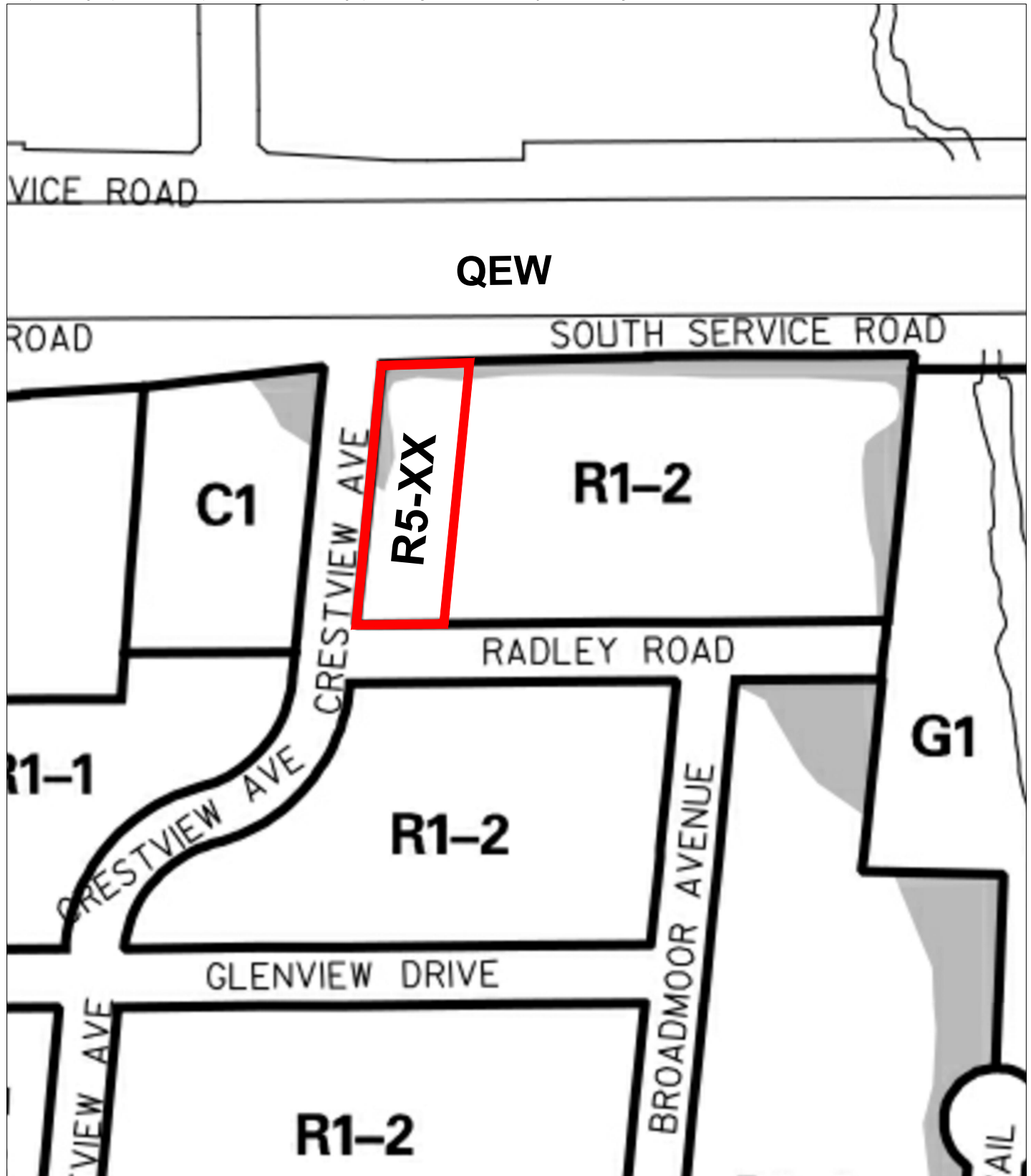


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**FIGURE 7**  
**MISSISSAUGA ZONING BY-LAW**  
**No. 0225-2007**  
**PROPOSED ZONING**

200 SOUTH SERVICE ROAD AND 201 RADLEY ROAD,  
MISSISSAUGA, ON

 SUBJECT PROPERTY  
 GREENLANDS OVERLAY



Scale NTS  
February 9, 2018



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

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

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

4.15.6.48	Exception: R5-XX	Map # 07	By-law:
In a R5-XX zone the permitted <b>uses</b> and applicable regulations shall be as specified for a R5 zone except that the following <b>uses/regulations</b> shall apply:			
<b>Regulations</b>			
4.2.1.5.0.	Maximum Lot Coverage		45%.

2. Map Number 307 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "R1-2" to "R5-XXX", the zoning of 200 South Service Road and 201 Radley Road, in the City of Mississauga, PROVIDED HOWEVER THAT the " R5-XXX" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the " R5-XXX" zoning indicated thereon.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2018.

---

MAYOR

---

CLERK

SOUTH SERVICE ROAD

CRESTVIEW AVENUE

R5-XX

30.65

90.25

90.82

30.98

RADLEY ROAD



PART OF LOT 93 REGISTERED PLAN 409 AND  
PART OF LOT 74 REGISTERED PLAN 409  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

## **APPENDIX "A" TO BY-LAW NUMBER \_\_\_\_\_**

### Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit the development of 5 single detached, two-storey residential dwellings.

"R5-XXX" permits single detached dwellings with a maximum lot coverage of 45%.

### Location of Lands Affected

South Service Road to the north, Crestview Avenue to the west, Radley Road to the south and existing residential to the east, in the City of Mississauga, as shown on the attached Map designated as Schedule "A"

Further information regarding this By-law may be obtained from \_\_\_\_\_ of the City Planning and Building Department at 905-615-3200 ext. \_\_\_\_\_.