
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION APPLICATIONS

2103-2119 Primate Road, 1351 & 1357 Wealthy Place, 2116 & 2112 Dixie Road

LOTS 26, 27, 28, 29, 30, and 31 and PART OF LOT 18 REGISTERED PLAN 473
and PART OF LOT 6, CONCESSION 1 SOUTH OF DUNDAS STREET (GEOGRAPHIC
TOWNSHIP OF TORONTO) CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF
PEEL.

City Park (Dixie Rd.) Inc.
February 2018
GSAI File # 956-003

**Planning Justification Report
Zoning By-law Amendment &
Draft Plan of Subdivision
2103 Primate Road, 2107 Primate Road, 2113 Primate Road, 2119 Primate
Road, 1351 Wealthy Place, 1357 Wealthy Place, 2122 Dixie Road and 2116
Dixie Road (“Wealthy Place”)
City of Mississauga**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by City Park (Dixie Rd.) Inc. to assist in obtaining the necessary planning approvals to permit the redevelopment of the properties located on the west side of Dixie Road, south of Primate Road and immediately north of the Queen Elizabeth Way (QEW) in the City of Mississauga. The overall property comprises an assembly of eight (8) existing residential lots, being, 2103 Primate Road, 2107 Primate Road, 2113 Primate Road, 2119 Primate Road, 1351 Wealthy Place, 1357 Wealthy Place, 2122 Dixie Road and 2116 Dixie Road (herein referred to as the “subject property”).

The subject property is legally described as LOTS 26, 27, 28, 29, 30, and 31 and PART OF LOT 18 REGISTERED PLAN 473 and PART OF LOT 6, CONCESSION 1 SOUTH OF DUNDAS STREET (GEOGRAPHIC TOWNSHIP OF TORONTO) CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL.

The proposed development comprises twenty-six (26) 2 ½ storey detached dwellings, eight of which are freehold and accessed from Primate Road and 18 of which are 2 ½ storey common element condominium detached dwellings with access provided from a new common element road extending from the existing Wealthy Place cul-de-sac.

The purpose of this report is to describe 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, the City of Mississauga Lakeview Local Area Plan and City of Mississauga Zoning By-law 0225-2007.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The following section describes the existing site context and immediate surrounding land uses. Transit and community services are also discussed in this section.

2.1 SITE DESCRIPTION / CONTEXT

The subject property is an assembly comprising eight (8) individual lots. The assembled lots have an irregular shape with a total gross site area of 1.2651ha (12,659.20m²). The existing lots front on to Primate Road, Wealthy Place, Dixie Road and the Dixie Road Overpass ramp. Table 1 below describes existing site conditions, area and access to each of the eight lots proposed for redevelopment.

| Address | Area | Use / Site Conditions |
|--------------------|--------------------|--|
| 2103 Primate Road | 833m ² | 1 ½ storey brick and frame dwelling with side addition, interlock driveway with concrete walkway leading to dwelling |
| 2107 Primate Road | 1110m ² | 1 ½ storey brick and frame dwelling, flat board fence surrounding property, grassed with minimal vegetation |
| 2113 Primate Road | 1113m ² | 1 ½ storey brick and frame dwelling with wood deck, pool and gazebo at rear, several trees located near rear fence line, board fence surrounds property, asphalt driveway and interlock steps leading to dwelling, wood shed at rear of lot |
| 2119 Primate Road | 1073m ² | 1 ½ storey brick and frame dwelling, generally flat board fence surrounding property, trees at rear of property, asphalt driveway, pool and metal shed at rear |
| 1351 Wealthy Place | 1031m ² | 1 ½ storey brick dwelling with interlock pad and concrete walkway, board fence surrounds lot, trees interspersed and clustered at rear, vinyl shed near east lot line |
| 1357 Wealthy Place | 1899m ² | 1 ½ storey brick dwelling accessed from asphalt drive at, canopy and landing attached to dwelling, board fence and shrubs surround lot, concrete walkway leads from asphalt drive to dwelling, trees interspersed throughout property |
| 2122 Dixie Road | 1043m ² | 1 storey brick dwelling, trees interspersed throughout rear yard, two small sheds near south side of lot, concrete pad and walkway surround dwelling |
| 2116 Dixie Road | 4581m ² | 2 storey concrete block dwelling with paved two-way drive extending from Dixie Road to dwelling, hedge and board fence surround property, 2 nd floor balcony attached to dwelling, large growth trees scattered throughout lot, brick garage accessed from asphalt drive at rear of lot |

Table 1 - Existing Property Descriptions

2.2 SURROUNDING LAND USES

The subject property is located at the intersection of Dixie Road and the Queen Elizabeth Way (QEW), adjacent and to the northwest of the Dixie Road Overpass ramp. Primarily single detached dwellings surround the property to the north, west and east. The QEW is located to the south of the subject property along with the associated service roads and on/off ramps. A summary of immediate and surrounding land uses is provided below:

- North: Primarily low density single detached dwellings. Hydro corridor. The Queensway and an employment district are located further north. Dixie Road Medical Associates commercial/medical building is located on the west side of Dixie Road at Kendall Avenue.
- South: Low density single detached dwellings to the southeast. Dixie Outlet Mall, Lakeview Golf Course and Toronto Golf Club are located south of the QEW.
- East: Primarily low density single detached dwellings. Laughton Heights Park.
- West: Low density single detached dwellings. Applewood South Park, St. Edmund Separate School, Saviour of the World Catholic Parish.

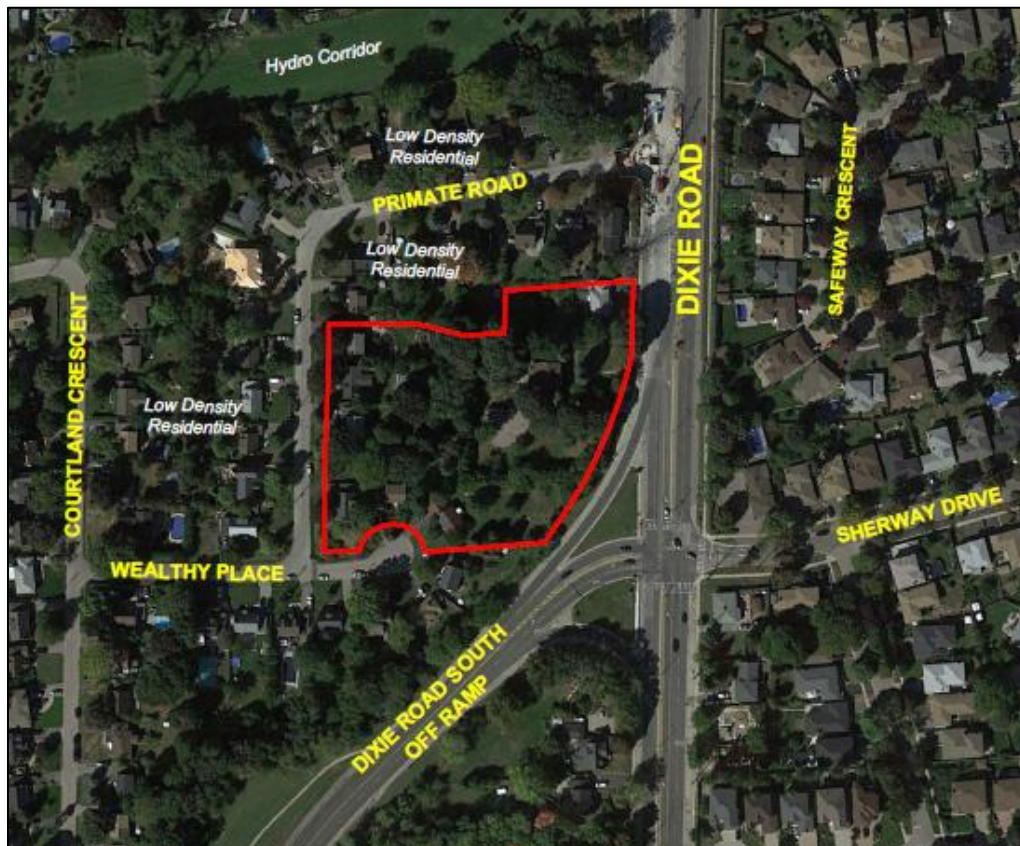


Figure 1 - Aerial Context

2.3 TRANSIT / COMMUNITY SERVICES

The subject property is well serviced by transit. The Dixie and Long Branch GO Stations are located approximately one and two kilometers, respectively, from the subject property and provide inter-regional transit service. The Dixie GO Station has a commuter parking lot and is an approximately 15-minute walk from the subject property. Dixie Road is a MiWay Mississauga transit route and provides local transit service to the Dixie GO Station and north-south transit service at peak and off hours. Multiple local bus routes including the 5-Dixie and 4-Sherway Gardens service the site and provide bus transportation connecting points in the Mississauga and Toronto transit systems.

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

The subject property is within the vicinity of several schools, parks and community services. Applewood North Park, Fred Halliday Memorial Park, St. Edmund Catholic Elementary School, and the Saviour of the World Catholic Parish are approximately 300 metres to the northwest of the subject property. Public schools Gordon Graydon Memorial Secondary, Westacres Elementary and Allan A. Martin Sr. Elementary are located approximately 1 kilometer west of the subject property. Dixie Road Medical Associates medical services building is located approximately 200 metres north of the subject property on the west side of Dixie Road.

2.4 FUTURE PLANNED ROADWAY IMPROVEMENTS / MTO DEDICATION / REGIONAL ROAD WIDENING

The existing Dixie Road (Regional Road 4) interchange is to be realigned and replaced with a Parclo (Partial Cloverleaf) configuration north of the QEW and the portion of the subject property nearest Dixie Road falls within the vicinity of the MTO's Controlled Access Highway area. Access to the subject property is not permitted from Dixie Road. To accommodate the future interchange, geometric modifications are proposed for Dixie Road, the Dixie Road Overpass and the QEW. As such, the MTO has delineated required setbacks of 14 metres and 6 metres, nearest the southeast corner of the subject property, required to accommodate to the future road works. The configuration of the proposed development in relation to the required setbacks have been confirmed by the MTO as shown in the correspondence attached as Appendix 4. A future Regional road widening has also been accommodated on the subject property. Dixie Road has a designated right-of-way width of 45 metres and an additional 5.5 metres has been allocated to accommodate future road works near the intersection. Accounting for the MTO expropriated lands, Regional road widening and 25.5 metre setback from the centerline of Dixie Road, the subject property has a **total net site area of 1.081ha (2.671 acres).**

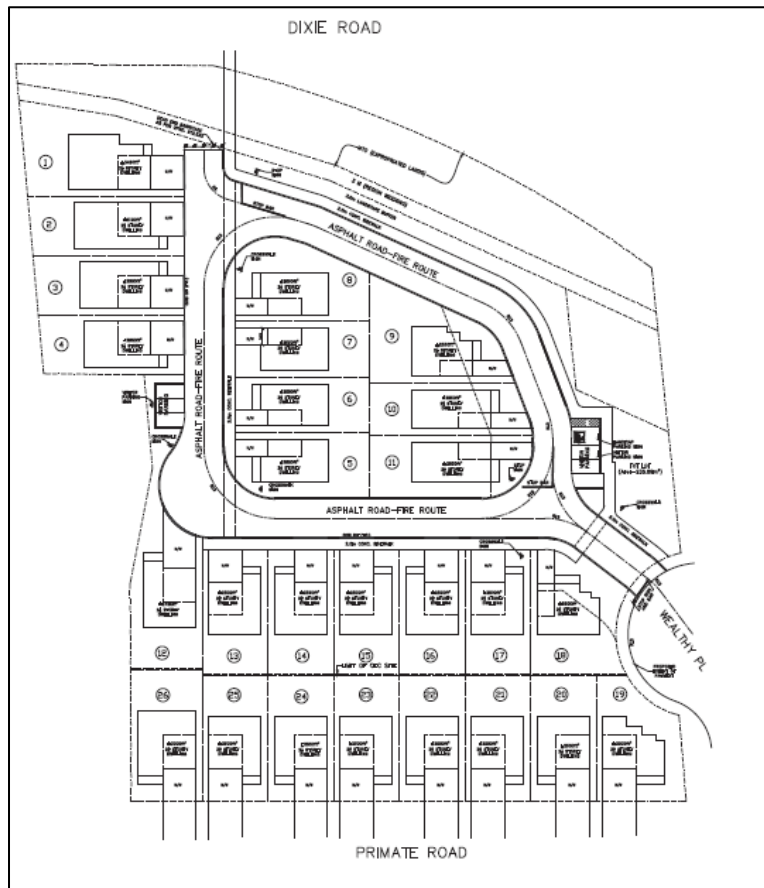
2.5 CONSERVATION AUTHORITY

The subject property is located within the Lake Ontario Shoreline East Subwatershed Area which is regulated by the Credit Valley Conservation Authority. There are no known water features within the immediate vicinity of the subject property.

3.0 DEVELOPMENT PROPOSAL

City Park (Dixie Rd.) Inc. is proposing to redevelop the subject property with twenty-six (26) residential dwellings, a common element condominium road, tot lot, parking and associated open space and landscaped areas. Eight (8) of the proposed residential dwellings are freehold dwellings with individual access from Primate Road. Eighteen (18) of the proposed dwellings are common element condominium dwellings (CEC), with access provided from the common element condominium road extending from the existing Wealthy Place cul-de-sac terminus. The existing eight (8) residential dwellings are proposed to be demolished.

The southerly portion of the subject property with frontage on Primate Road will be redeveloped with the eight (8) freehold residential dwellings. These dwellings are proposed to be 2 ½ storeys in height with an average internal GFA of approximately 238.89m² (2,571ft²). Access will be provided from Primate Road with individual two-car drives providing individual access and parking to the dwellings. Visitor parking can be accommodated in the driveway and on Primate Road. Private owner parking is provided in an enclosed two-car garage. The maximum building height proposed is 10.20 metres. A simplified version of the proposed site plan is presented as Figure 2 below:



The proposed eighteen common element condominium (CEC) dwellings are accessed from a 7.4 metre common element condominium road extending from the existing Wealthy Place cul-de-sac. The condominium road will circulate the internal portion of the subject property and will provide access to the CEC dwellings and to visitor parking areas. The condominium units are 2 ½ storeys and have individual access/driveways for one and in some cases two cars. Each condominium unit will have a separate front and rear yard. The approximate setback between units is 1.25 metres on both sides. Freehold dwellings have a proposed lot width of 9.5 metres on Primate Road and CEC dwellings have proposed lot widths of 7.75, 8.35 and 9.50 metres. The proposed total condominium unit GFA is 4,491.86m² (48,349.97ft²) and the maximum building height proposed is 10.20 metres.

The floor space index (FSI) for the proposed development, including both freehold and common element condominium dwelling units, is 0.592. The proposed total site density is 24.04uph (9.7upa).

A tot lot approximately 235.59m² is proposed at the southeast corner of the subject property. A visitor parking area with one accessible and three regular parking spaces is located adjacent to the tot lot. A second visitor parking area is located on the west site of the subject property and can accommodate three spaces. Visitor parking is provided at a rate 0.25 spaces per unit for the CEC dwellings. A total of 63 units of visitor parking (including driveway parking) is proposed.

Additional studies detailing the technical specifics of the proposed development are found in Section 8.0 of this report.

4.0 LAND USE POLICIES

4.1 PROVINCIAL POLICY STATEMENT 2014

The Provincial Policy Statement (PPS 2014) provides policy direction on matters of provincial interest as they relate to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters *shall be consistent with* policy statements issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns. Relevant policies in Sections 1.1.1 and 1.1.3 state:

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;*
- 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;*

1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted;

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

- a) densities and a mix of land uses which:*
 - 1. efficiently use land and resources;*
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. support active transportation;*
 - 5. are transit-supportive, where transit is planned, exists or may be developed; and*
 - 6. are freight-supportive; and*
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

- 1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”*

The subject property represents an appropriate opportunity for redevelopment and intensification as it is located along an existing Corridor road with existing services and is within reasonable walking distance to regional GO Train Stations and local bus stations. The proposed development is an efficient development of land in a location in which existing infrastructure and services can accommodate the proposed development. The proposed development conforms to Sections 1.1.1 and 1.1.3 as it is located within a Settlement Area and contributes to the range of land uses within the Mississauga Official Plan.

The proposed development supports the efficient use of public investment in infrastructure such as existing roads, municipal water and sewage infrastructure. The proposed residential development is compact in form yet compatible with the surrounding neighbourhood. There are no anticipated negative impacts to public health and safety and the subject property can accommodate the proposal from a technical standpoint as existing infrastructure and services can support the proposal. Transit and active transportation opportunities exist in the immediate area which further supports the suitability of intensification in this area.

Therefore, we feel that the proposal is an appropriate form of redevelopment and intensification, which is encouraged by the PPS 2014.

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

- 1.4.1 *To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) *maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and*

redevelopment and, if necessary, lands which are designated and available for residential development;

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:

- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use;*
- 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 proposed development consisting of freehold detached and CEC detached dwellings represents an appropriate form of low rise intensification within an existing neighbourhood. The proposed development is of a compact form which effectively utilizes existing infrastructure and public service facilities. The proposed development contributes to the range and mix of market housing options available to the community while maintaining compatibility with the surrounding neighbourhood. The proposed development therefore conforms to Section 1.4 of the PPS 2014.

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

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

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

The proposed development will make efficient use of existing infrastructure and transit routes as the subject property is in proximity to existing local bus public transit routes and two GO Train stations. Furthermore, the proposal conforms to Section 1.6 as the proposed development will be serviced using existing infrastructure and will also make use of an existing public road by proposing eight (8) freehold units with frontage along Primate Road.

It is our opinion that the proposed development conforms to the policies of the PPS 2014 based on the above analysis.

4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE 2017

The Growth Plan for the Greater Golden Horseshoe, 2017 (the “Growth Plan”) is a long-term plan intended to manage growth through building complete communities, curbing sprawl and protecting the natural environment.

The subject property is located within an identified Built-Up Area and is within the vicinity of an Existing Major Highway. The subject property is serviced by two higher-order GO Train stations and local bus routes. Intensification is encouraged within the Built-up Areas where infrastructure, public service facilities are available and where an appropriate scale of development and transition in built form to adjacent areas can be achieved.

Specific Growth Plan policies relevant to the proposed development include Policies 2.2.1 - Managing Growth and 2.2.6 Housing:

Section 2.2.1 (2) Managing Growth states:

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
 - b) *growth will be limited in settlement areas that:*
 - i. *are undelineated built-up areas;*
 - ii. *are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. *are in the Greenbelt Area;*
 - c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
 - d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
 - e) *development will be generally directed away from hazardous lands; and*
 - f) *the establishment of new settlement areas is prohibited.”*

The subject property is in a Settlement Area and Built-up Area and is also within one and two kilometers of two higher order GO Train stations. Local buses also service the subject property. Public service facilities including schools and community centres are also available to service the proposed development.

With respect to the establishment of complete communities, Section 2.2.1 (4) Managing Growth states:

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;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- 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*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*
- 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 development contributes to the diverse mix of land uses in the area and contributes new forms and tenures of housing stock to an already established and well-serviced neighbourhood. The subject property is serviced by local and regional transportation and active transportation options including biking and walking routes along existing streets and on dedicated pathways. The proposed development has a compact built-form and is accessible to several existing transit options which will help to reduce dependence on the automobile.

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

“2. Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:

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

The proposed development contemplates the redevelopment of an underutilized location suitable for growth and infill style redevelopment. The subject property’s proximity to nearby higher-order transit is supportive of higher densities. The mix of housing tenure proposed, which includes both freehold and common element condominium dwellings, diversifies the range and mix of uses available in the area and region. The proposed development is compatible with the surrounding neighbourhood and it contributes to the objectives of creating complete communities. Therefore, it is our opinion that the proposed development promotes and adheres to the policies of the Growth Plan as it represents residential infill redevelopment in a Built-up Area where infrastructure and public service facilities can accommodate intensification.

4.3 REGION OF PEEL OFFICIAL PLAN (Office Consolidation October 2014)

The Region of Peel Official Plan provides guidance to area municipalities in the preparation and implementation of their local Official Plans. The subject property is located within the “Urban System” designation in the Region of Peel Official Plan. General Objectives and General Policies of the “Urban System” relevant to the proposed development include:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive;*
- 5.3.2.2 *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.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) *support the Urban System objectives and policies in this Plan;*
 - b) *support pedestrian-friendly and transit-supportive urban development;*
 - c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*

The proposed development conforms to the Region of Peel Official Plan as it provides for living opportunities and contributes to the mix of land uses in the Urban System which make efficient use of land, thereby having respect for the natural environment and resources. The proposed development is pedestrian friendly and transit-supportive as it is in close proximity to existing bus

routes and two GO Stations. An amendment to the Region of Peel Official Plan is not required to permit the proposed development.

4.4 CITY OF MISSISSAUGA OFFICIAL PLAN (Office Consolidation August 2, 2017)

The City of Mississauga Official Plan was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Official Plan was subsequently appealed to the Ontario Municipal Board (OMB) but is now in partial effect as of August 2, 2017, except for specific policies that are still under appeal. The Mississauga Official Plan sets out goals, objectives and policies to guide development in the City.

4.4.1 LAND USE DESIGNATIONS

The subject property is located within the “Neighbourhood” designation on Schedule 1 – Urban System. The subject property is located within the Lakeview Character Area as shown on Schedule 9 – Character Areas and the Lakeview Neighbourhood on Map 16-1 Neighbourhoods and as such the subject property is subject to the regulations of the Lakeview Local Area Plan. Dixie Road is identified as a Corridor on Schedule 1c – Urban System and a Regional Arterial Road on Schedule 5 – Long Term Road Network. The policies applicable to the subject property are discussed in the following sections.

The subject property is designated Residential Low Density I on Schedule 10 – Land Use Designations. Detached, semi-detached and duplex dwellings are permitted. The Lakeview Local Area Plan provides specific regulation and development guidance for the subject property.

4.4.2 NEIGHBOURHOODS AND CORRIDORS

Schedule 1 - Urban System of the Official Plan identifies the subject property as “Neighbourhood” and Dixie Road as a “Corridor.”

The Official Plan’s policies on Neighbourhoods (Section 5.3.5 in Chapter 5) outline that although Neighbourhoods are intended to remain physically stable and protected, new development is permitted and does not have to mimic previous development patterns. Instead, it is noted that new development should be sensitive to the existing and planned character of Neighbourhoods. Relevant policies include:

- 5.3.5.1 *Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.*
- 5.3.5.2 *Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.*

- 5.3.5.3 *Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.*
- 5.3.5.5 *Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*
- 5.3.5.6 *Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*

The proposed development conforms to the above-noted policies as the subject property is located adjacent to the Dixie Road Corridor and existing low density residential uses. The Official Plan defines compatible as “...development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.” The proposed development is similar in-built form and scale with the existing surrounding residential development. The proposed development is not overly onerous and is suitable in scale and transition to existing uses in the immediate area. The proposed height of the development is a maximum of 2 1/2-storeys (or 10.20 metres) which is generally compatible with existing surrounding residential houses of 1 ½, 2 and in some cases 2 ½ storeys.

Dixie Road is identified as an existing Corridor. Corridors connect various elements of the city to each other. Corridors have been identified as appropriate locations for intensification and given the subject property’s location adjacency to a Corridor, the following policies apply concerning the proposed development:

- 5.4.4 *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*
- 5.4.5 *Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.*
- 5.4.7 *Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.*
- 5.4.8 *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along*

Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.

The proposed development is a compact form of low density residential development that appropriately utilizes its location adjacent to a Corridor and within an existing Neighbourhood. The proposed development is of an appropriate density, suitable to support the Corridor policies, while respecting the existing neighbourhood context through appropriate built form, density height and compatibility.

The subject property is adjacent to an existing Corridor, a future major road interchange improvement, is within 2 kilometers of two interregional transportation hubs and is well-served by local transit. The proposed density and scale is suitable in this area and transitions appropriately from major interchange area to the existing stable residential areas to the west, south and north.

4.4.3 COMPLETE COMMUNITY PRINCIPLES AND HOUSING POLICIES

One of the key principles of good planning is the principle of creating and encouraging complete communities. Complete communities are addressed in Chapter 7 of the Mississauga Official Plan and are based on the notion that communities should be self-sustaining by providing opportunities for living, working, playing, and learning. Complete communities should provide a high quality of life and provide for the day-to-day needs of residents.

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

- 7.1.3a. *encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*
- 7.1.10 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*

The proposed development meets the criteria for creating complete communities. In proposing a range of housing types including freehold and common element condominium detached dwellings, the proposal provides for aging-in-place opportunities as well as different housing types in the neighbourhood other than large detached lots which primarily cater to a particular lifestyle and have limited affordability in the present housing market. Existing community infrastructure and services are also available to service the proposed development.

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

- 7.2.1 *Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.*
- 7.2.2 *Mississauga will provide opportunities for:*
- a. the development of a range of housing choices in terms of type, tenure and price;*
 - b. the production of a variety of affordable dwelling types for both the ownership and rental markets;”*

The proposed development includes freehold detached dwellings and common element condominium detached dwellings. The proposal will gently intensify the subject property and contribute to the mix and types of residential housing available in the area. Furthermore, providing home ownership opportunities in the form of common element condominium detached dwellings increases the diversity and type of grade-related dwellings available to families and first-time homebuyers in the City. This aligns with the City’s housing policy framework to provide a variety of dwelling types for different life cycles and income levels.

4.4.4 CITY PATTERN / NON-INTENSIFICATION AREAS

The subject property is located in a Non-Intensification Area. Section 9.2.2 of the Official Plan provides policies on ‘Non-Intensification Areas’ including those within and adjacent to Neighbourhoods and Corridors. Section 9.2.2 states that “[w]here increases in density and a variety of land uses are considered in Neighbourhoods and Employment Areas, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.” Generally, this section restates the policy of Chapter 5 in that new development in Neighbourhoods need not mirror existing development but must respect the built-form context and be compatible with the surrounding area. With respect to new development in existing Neighbourhoods, the following policies apply:

- 9.2.2.3 *While new development need not mirror existing development, new development in Neighbourhoods will:*
- a. respect existing lotting patterns;*
 - b. respect the continuity of front, rear and side yard setbacks;*
 - c. respect the scale and character of the surrounding area;*
 - d. minimize overshadowing and overlook on adjacent neighbours;*
 - e. incorporate stormwater best management practices;*
 - f. preserve mature high quality trees and ensure replacement of the tree canopy; and*
 - g. be designed to respect the existing scale, massing, character and grades of the surrounding area.”*

The proposed development conforms to the policies for Non-Intensification Areas by creating an appropriate and efficient use of land that respects the existing character and scale of the surrounding neighbourhood. Several of the existing houses on the subject property are located on irregular shaped, oversized lots. The proposed development maintains the predominant land use in the area, single family detached dwellings, while facilitating an appropriate form of intensification on underutilized lots in an area well supported by transit and along an existing Corridor. Stormwater management has been addressed and maintains the before-development condition by draining away from Dixie Road and using the existing Wealthy Place subsystems. The detached built-form and scale of the proposed development is compatible with adjacent uses and represents an appropriate form of intensification in this neighbourhood.

The policies of Section 9.2.2.6 further support the proposal, given its prominent location on an existing Corridor. With respect to redevelopment along existing Corridors, the following policies apply:

9.2.2.6 *Development on Corridors will be encouraged to:*

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

The proposed development is an assembly of existing oversized lots that creates an efficient lot pattern while not disrupting existing development patterns and neighbourhood character. Garages and visitor parking spaces are not located between buildings or the Dixie Road frontage. Parking is not located between buildings and is adequately accommodated on-site. Given the subject property's location near local bus service and higher-order transit, intensification will be supportive of transit and active transportation modes and may improve service levels on already existing transit routes.

4.4.5 RESIDENTIAL POLICIES

Section 16.1.2 of the Mississauga Official Plan provides policy direction for lands designated Residential Low Density 1 and the creation of new lots within this designation. Specific to the proposed development, Section 16.1.2a states:

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;

The proposed residential lots are an appropriate form of infill development and are generally consistent with the lot pattern found in the area. The subject property is currently comprised of eight, large, oversized lots. To accommodate the proposed development, the subject property has been designed to best utilize its location along an existing Corridor and its proximity to two major transit stations. Existing infrastructure, services and transit can all support the density proposed and the lot pattern is generally reflective of an appropriate intensification in area suitable for smaller lot sizes.

In support of the proposed development, studies including a tree inventory and preservation plan, acoustical feasibility study, traffic impact assessment and functional servicing and stormwater management reports have been prepared in support of development to demonstrate conformity with the above-noted policies. These studies are discussed further in Section 8 of this report.

The subject property is adjacent to the Dixie Road Corridor, local bus services and is within two kilometers of two higher-order transit stations, Dixie GO and Lakeshore GO. Intensification is permitted and encouraged along existing Corridors. The proposed development will enhance the existing established community while coexisting with the surrounding neighbourhood. The proposed development is appropriate in scale, built form, density and design and is therefore compatible with the existing neighbourhood. Based on the above analysis, it is our opinion that the proposed development implements the objectives and policies of the City of Mississauga's Official Plan.

5.0 CITY OF MISSISSAUGA LAKEVIEW LOCAL AREA PLAN

5.1 LAKEVIEW LOCAL AREA PLAN

Chapter 16 of the Mississauga Official Plan outlines guidelines and objectives for the City's identified 'Neighbourhood' areas. The subject property is located within the Lakeview Local Area Plan (the "LLAP") neighbourhood area. The LLAP provides guidelines for lands located in southeast Mississauga. The LLAP is made up of stable residential neighbourhoods characterized by detached and semi-detached housing, employment and commercial areas. The focus of the plan is to *"strengthen and revitalize the Lakeshore corridor main street commercial development, to preserve the character of existing residential areas while allowing for modest infilling and to enhance the transportation system."* The following section outlines the proposed developments conformity with the LLAP.

The subject property is located in a Neighbourhoods area of the LLAP (Section 5.2.3) and is found within the North Residential Precinct - Applewood Acres sub-area. Infill redevelopment in Neighbourhoods is intended to be facilitated and encouraged in a manner consistent with existing land uses in the surrounding area. The Applewood Acres sub-area consists primarily of detached single-family houses. The proposed development will maintain the same single family detached dwelling land use that is predominant in the LLAP.

Dixie Road is identified as a corridor in the LLAP and Official Plan. The LLAP contains specific policies relating to the function of corridors where they traverse through Neighbourhoods and their role to facilitate intensification. The following policies apply where a property abuts a corridor:

- 6.2.1 *Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.*
- 6.2.2 *Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.*
- 6.2.3 *Intensification will be sensitive to the existing character of the residential areas and the planned context.*
- 6.2.4 *Redevelopment of employment uses along the railway tracks will be reviewed in a comprehensive manner and address among other things, transition to the residential areas and to the existing business employment.*

As noted above, modest intensification and infilling is permitted along the corridors. The proposed development will intensify an existing underutilized property along the Dixie Road corridor and will contribute to the range and mix of tenure and housing forms to meet the needs of a range of household types while being sensitive to the existing character of the immediate surrounding area.

A building height of 1 to 3 storeys is permitted in the Applewood Acres sub-area. The proposed development conforms to the height requirements by proposing twenty-six dwellings 2 ½ storeys (10.2 metres) in height.

5.2 LAKEVIEW LOCAL AREA PLAN – BUILT FORM STANDARDS

The LLAP Built Form Standards (the “Standards”) establish general requirements to achieve a high quality urban form, site development and public realm. The Standards provide further direction on the policies set out in the Official Plan.

Section 2.2.1 outlines policy for the new development of detached and semi-detached dwellings, duplexes and triplexes:

New detached, semi-detached, duplex and triplex dwellings within Lakeview will maintain the existing character of the area. The following criteria will apply:

- a. The maximum height of any dwelling should be 10.7 m. The design of the building will de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;*
- b. New development will preserve and enhance the generous front, rear and side yard setbacks;*
- c. New development will ensure that existing grades and drainage conditions are preserved;*
- d. New development will 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, location to railway tracks;*
- e. Garages will be recessed or located behind the main face of the house. Alternatively, garages will be located in the rear of the property;*
- f. New development will have minimal impact on its adjacent neighbours with respect to overshadowing and overlook;*
- g. New development will minimize the hard surface areas in the front yard;*
- h. New development will preserve existing high quality trees to maintain the existing established nature of these areas;*
- i. New house designs which fit with the scale and character of the local area, and take advantage of the particular site features are encouraged.*
- j. The use of standard, repeat designs is strongly discouraged; and,*

k. The building mass, side yards and rear yards will respect and relate to those of adjacent lots.

The proposed height of 10.2 metres for the detached dwellings on Primate Road and the proposed height of 10.2 metres of the common element condominium detached dwellings does not surpass the LLAP requirements. Generous front, rear and side yard setbacks are proposed and garages are recessed into the houses. In general, the houses proposed fit into the scale and character of the surrounding area and standard architectural elements can be incorporated into the design of the houses that will further ensure conformity through the Site Plan and detailed design processes.

Section 2.2.3.1 outlines guidelines where development is proposed on a condominium road. New dwellings are required to fit the scale and character of the surrounding development with respect to frontage, area, setback and side yards:

a. The width and massing of the proposed unit will be similar to that of the existing character of the neighbourhood;

b. The maximum height for a dwelling will be 10.7 m;

c. The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit;

d. Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit;

e. The driveway width of a dwelling unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller;

f. Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings;

g. No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;

h. Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself;

i. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling;

j. End and rear units exposed to an external or internal road will be required to have upgraded elevations;

k. Amenity spaces will be in the rear of the unit and not on public roads; and

l. All common element units must have a private amenity area.

The proposed height of 2 ½ storeys does not exceed the recommended height in the LLAP. Garages are recessed and the driveway width is minimal, not exceeding 50% of the front yard width. Visitor parking is proposed in two locations, on either side of the development, and is easily accessible by all units. The proposed common element condominium detached dwellings are accessed from an existing public road, are located internally to existing lots and the proposed detached dwellings on Primate Road. A tot lot is proposed to serve the amenity area function of the condominium and private amenity spaces in the front and rear yards exist in all dwellings proposed.

Access from Wealthy Place is a logical continuation of the existing road network. The proposed condominium road will circulate the site internally and not cause issues related to traffic of parking on any of the adjacent or nearby streets, as stipulated by the Traffic Impact and Parking Study.

It is our opinion that the proposed development conforms to the objectives and policy set forth in the LLAP. Overall, the proposal presents a suitable site arrangement and architectural design that is compatible with the existing neighbourhood. As noted above, the proposal is consistent with, and adheres to, the policies in the LLAP.

6 CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007

The subject property is zoned “R3-75” in the City of Mississauga Zoning By-Law 0225-2007. The subject property is regulated by the provisions of the R3 zone save for amendments made by the passing of By-law 0193-2016. A site-specific Zoning By-law Amendment is required to permit the redevelopment of the subject property.

The freehold detached dwellings are proposed to be zoned R5-XX and the proposed common element condominium detached dwellings are proposed to be zoned R16-XX. A draft of the Zoning By-law Amendment is appended to this report as Appendix 2.

7 PROPOSED DRAFT PLAN OF SUBDIVISION

A Draft Plan of Subdivision is being submitted concurrently with the Zoning By-law Amendment application to facilitate the creation of the proposed development. The Draft Plan of Subdivision consists of nine (9) blocks. The proposed freehold detached dwellings will be delineated by Blocks 1 to 8 and the common element condominium detached dwellings will be delineated by one block, Block 9. The proposed Draft Plan of Subdivision is included as Appendix 3.

8 SUPPORTING STUDIES AND REPORTS

The Development Application Review Committee (DARC) meeting on July 19, 2017 set out the required supporting studies to support the proposed application for Zoning By-law Amendment. These studies have been prepared and are submitted in conjunction with the Zoning By-law Amendment Application under separate cover. The findings of each report are summarized in this section.

8.1 TRAFFIC IMPACT AND PARKING STUDY

The Transportation Impact and Parking Study prepared by Cole Engineering was prepared to establish existing and future traffic conditions and area capacity constraints, as well as to forecast and estimate the traffic associated with the proposed development, undertake future total traffic analysis, and review the adequacy of the proposed parking supply. The study concludes that the proposed development will have minimal impact to the operation of area intersections and no mitigation measures will be required as a result of the traffic generated from the site. There is also adequate maneuvering space provided for garbage and fire trucks to access / egress the site.

Therefore, the proposed development will have minimal impact on the surrounding road network, the parking supply is adequate to service the proposed development and the existing road network has sufficient capacity to accommodate both the roadway growth and new traffic generated from the proposed development.

8.2 NOISE FEASIBILITY STUDY

The Noise Feasibility Study prepared by HGC Engineering, dated January 2018, includes an assessment of road traffic noise on the proposed development in accordance with MOECC guidelines. The report finds that road traffic sounds levels will exceed the MOECC guidelines at dwellings closest to Dixie Road. Acoustic barriers are required nearest the detached dwellings flanking Dixie Road and central air conditioning units is required for the residential dwellings closest to Dixie Road. Upgraded building materials and glazing are also required for the units closest to Dixie Road.

8.3 SERVICING, GRADING AND STORMWATER DESIGN

The servicing, grading, Stormwater and Functional Servicing studies find that the existing municipal services and infrastructure are sufficient to service the proposed development. The existing municipal water supply can adequately service the proposed development and the existing sanitary sewage system can sufficiently drain the proposed development while neutralizing urbanized runoff and runoff towards Dixie Road. The first 5mm of rainwater will also be retained on site, as required.

8.4 ARBORIST REPORT AND TREE PRESERVATION PLAN

The purpose of the Arborist Report / Tree Preservation Plan was to ascertain the potential impacts of the proposed development on the trees on the site and on adjacent properties. Within the proposed development there are approximately one hundred and twenty-five (125) existing trees. To allow for the proposed construction at the Dixie Road, Wealthy Place and Primate Road project, several non-exempt trees would be removed or injured as follows:

- Ninety-Three (93) privately owned trees over 15cm DBH are proposed for removal;
- Two (2) city owned trees over 15cm DBH are proposed for removal;
- Three (3) city owned trees over 50cm DBH are proposed for removal; and,
- One (1) neighbouring tree over 15cm DBH is proposed for removal.

All of the trees to be retained would be protected by barriers during the demolition and construction work on the site as per the city tree protection detail.

8.5 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

Brown Associates Limited prepared a Phase 1 Environmental Site Assessment for the eight assembled residential lots subject to the Zoning By-law Amendment and Plan of Subdivision applications. The Phase 1 Environmental Site Assessment was prepared prepared to meet the requirements of a Phase I investigation in general conformity with CSA Standard Z768-01. It also generally fulfills requirements of O.Reg. 153/04 under the Environmental Protection Act. The Phase 1 Environmental Site Assessment found that There is no evidence for any earlier structures in this area, and no deleterious conditions were noted. No potentially contaminating activities were identified on the Phase One lands or on nearby properties and no areas of potential environmental concern were identified which would require further Phase Two assessment in the form of soil borings and well construction to assess soil and groundwater quality.

9.0 CONCLUSION

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

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan;
2. The proposed development represents a compact and efficient form of development that can be supported by the existing surrounding community infrastructure;
3. The proposed development is pedestrian friendly and transit-supportive as the subject property is located adjacent to bus stops on Dixie Road and is within an approximate 15-20 minute walk (1-2 kilometres) from the Dixie GO Train Station. A public park (Applewood South Park) is within 5 minutes' walk from the subject property;
4. The proposed development contributes to the Official Plan's policies and objectives on housing and the creation of complete communities by proposing housing types that contribute towards a range and mix of housing alternatives and aligns with the City's objectives of providing a variety of dwelling types for different life cycles and income levels;
5. The proposed development conforms to the City of Mississauga Official Plan's policies on Non-Intensification Areas for Neighbourhoods and Corridors as it represents an appropriate infill development sensitive to the surrounding neighbourhoods form and character;
6. The proposed development conforms to the current Neighbourhoods and Residential Low Density I designations in the Official Plan. The proposed development is generally compatible in terms of scale, height and massing with adjacent and nearby land uses and contributes to the creation of complete communities.
7. The proposed development is consistent with the regulations set out in the Lakeview Local Area Plan. The proposed development maintains the intent of the Applewood Acres sub-area and the houses proposed are consistent with the redevelopment objectives of modest infill development along an existing Corridor.
8. The proposed height of 2 ½ storeys (10.2 metres) conforms to the built form policies of the Official Plan and the guidelines outlined in the LLAP.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner

Tables

1. Existing Property Descriptions (page 2)

Figures:

1. Aerial Context (page 3)
2. Site Plan (page 6)
3. Mississauga Official Plan – LLAP – Map 3, Height Limits (page 22)

Appendices:

1. Site Plan
2. Draft Zoning By-law Amendment and Schedules
3. Draft Plan of Subdivision
4. MTO Correspondence

Appendix 1

Site Plan

Appendix 2

Draft Zoning By-law Amendment and Schedule

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

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

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

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

| 4.2.6.XX | Exception: R5-XX | Map # 13 | By-law: |
|---|--|----------|--------------------|
| In a R5-XX zone the permitted uses and applicable regulations shall be as specified for a R5 Zone except that the following uses /regulations shall apply: | | | |
| Regulations | | | |
| 4.2.6.XX.1. | The regulations of Line 12.4 contained in Table 4.2.1 of this By-law shall not apply | | |
| 4.2.6.XX.2 | Minimum lot area, interior lot | | 276 m ² |
| 4.2.6.XX.3 | Minimum lot area, corner lot | | 314 m ² |
| 4.2.6.XX.4 | Minimum exterior side yard | | 3.0 m |
| 4.2.6.XX.5 | Minimum rear yard, corner lot | | 4.5 m |

2. By-law 0225-2007, as amended, is further amended by adding the following Exception Table:

| 4.7.2.XX | Exception: R16-XX | Map # 13 | By-law: |
|---|---|--------------------|---------|
| In a R16-XX zone the permitted uses and applicable regulations shall be as specified for a R16 Zone except that the following uses /regulations shall apply: | | | |
| Regulations | | | |
| 4.7.2.XX.1 | The regulations of Subsection 2.1.14 and Line 8.2 contained in Table 4.7.1 of this By-law shall not apply | | |
| 4.7.2.XX.2 | Minimum lot area | | |
| | a) interior lot | 249 m ² | |
| | b) CEC - corner lot | 286 m ² | |
| 4.7.2.XX.3 | Minimum lot frontage | | |
| | a) interior lot | 10 m | |
| | b) CEC – corner lot | 11 m | |
| 4.7.2.XX.4 | Maximum lot coverage | | 41 % |
| 4.7.2.XX.5 | Minimum front yard | | 4.5 m |

| 4.7.2.XX | Exception: R16-XX | Map # 13 | By-law: |
|---|---|----------------|---------|
| In a R16-XX zone the permitted uses and applicable regulations shall be as specified for a R16 Zone except that the following uses /regulations shall apply: | | | |
| 4.7.2.XX.6 | Minimum setback from a front garage face to a street , CEC – private road or CEC - sidewalk | | 6.0 m |
| 4.7.2.XX.7 | Minimum exterior side yard a) abutting a street b) abutting a CEC – private road | 3.0 m 2.8 m | |
| 4.7.2.XX.8 | Minimum interior side yard | | 1.2 m |
| 4.7.2.XX.9 | Minimum setback to a sight triangle from a porch or deck | | 1.7 m |
| 4.7.2.XX.10 | Minimum setback of a detached dwelling to a CEC – visitor parking space | | 2.8 m |
| 4.7.2.XX.11 | Maximum driveway width a) where accessing a single car garage b) where accessing a double car garage | 3.0 m 6.0 m | |

3. Map Number 13 of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “R3-75” to “R5-XX” and “R16-XX” PROVIDED HOWEVER THAT the “R5-XX” and “R16-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “R5-XX” and “R16-XX” zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2018.

Mayor

Clerk

APPENDIX “A” TO BY-LAW NO. _____

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “R3-75” to “R5-XX” and “R16-XX”.

“R3-75” permits detached dwellings on 15 m (49 foot) wide lots with a 9.5 m (31 foot) height restriction and 20 m (65 foot) dwelling unit depth restriction

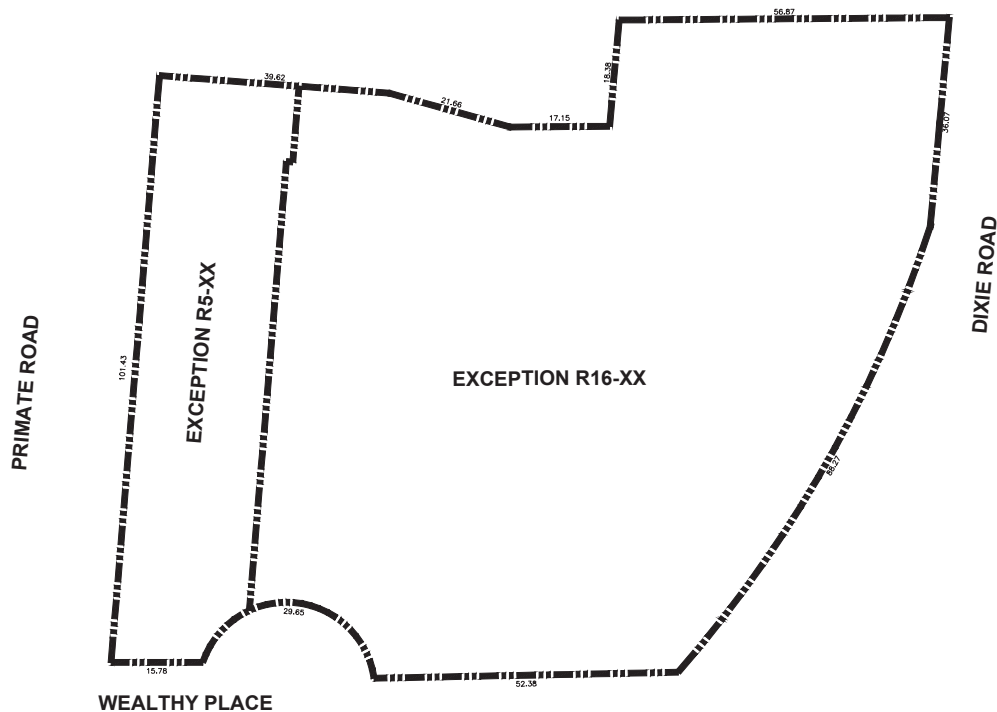
“R5-XX” permits detached dwellings on 9.75 m (32 foot) wide lots with a 10.7 m (35 foot) height restriction

“R16-XX” permits detached dwellings on a Common Element Condominium private road

Location of Lands Affected

West side of Dixie Road and east side of Primate Road, as shown on the attached Map designated as Schedule “A”.

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

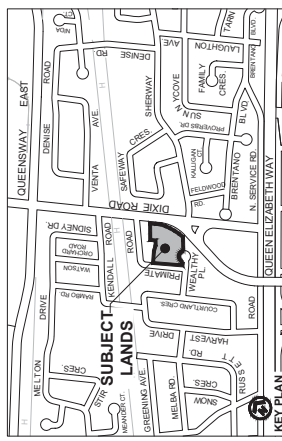


LOTS 26, 27, 28, 29, 30 AND 31 AND
PART OF LOT 18
REGISTERED PLAN 473 AND
PART OF LOT 6, CONCESSION 1, S.D.S.
(GEOGRAPHIC TOWNSHIP OF TORONTO)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL

Appendix 3

Draft Plan of Subdivision



**DRAFT PLAN OF SUBDIVISION
CITY PARK (DIXIE RD.) INC.
CITY PARK HOMES**

FILE #

LOTS 26, 27, 28, 29, 30 AND 31 AND
PART OF LOT 18
REGISTERED PLAN 473 AND
PART OF LOT 6, CONCESSION 1, S.D.3,
(GEOGRAPHIC TOWNSHIP OF TORONTO)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEELE

OWNERS CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED: _____ DATE: _____

CHRISTOPHER ZEPPE, ASO
CITY PARK (DIXIE RD.) INC.

SURVEYORS CERTIFICATE

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED: _____ DATE: _____

CHRIS WAHBA, OLS
RADY-PENTEK & EDWARD SURVEYING LTD.

ADDITIONAL INFORMATION

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY
CLAUSES A,B,C,D,E,F,G & J ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

| LAND USE | LOTS / BLOCKS | AREA (sq ft) | UNITS |
|--------------------------------------|---------------|-----------------|-------|
| STREET DETACHED HOUSES - 12.0m (39') | 1-8 | 0.23 | 8 |
| CONDOMINIUM DETACHED HOUSES | 9 | 0.86 | 18 |
| ROAD WIDENING | 10 | 0.16 | 0.40 |
| | | 0.57 | 0.57 |

Appendix 4

MTO Correspondence

From: Lawrence, Morgan (MTO)
To: [Evan Perlman](#)
Cc: [Christopher Zeppa](#); [Jim Levac](#); [Bruce McCall-Richmond](#); [Merriam, Sarah \(MTO\)](#); [Khan, Moin \(MTO\)](#); [Ma, WanChi \(MTO\)](#)
Subject: RE: 2116 Dixie rd
Date: November-30-17 8:21:29 AM
Attachments: [image001.png](#)
[16-1353_Site Plan_7 \(FOR MTO SUBMISSION ONLY\).dwg](#)
[16-1353_Site Plan_7 \(FOR.PDF\)](#)

Good Morning Evan,

MTO has reviewed the site plan submitted. Planning and Design has added the layover of MTO's new property line on the site plan along with the ministry's 14m setback from the CAH and municipal 6m setback from what would be MTO owned land but not designated, (please find attached). It appears that there is nothing within the setback and the entrance to the development is off a municipal road. A full submission can be made to the City of Mississauga for distribution and review. At this time, there is no need to have a meeting as you have addressed MTO's concerns of setback and access.

Should you have any further questions, please do not hesitate to ask.

Regards,

Morgan Lawrence, P.Eng. | Corridor Management Engineer

Corridor Management Section | Central Region | Ontario Ministry of Transportation
7th Floor, Building D | 159 William Hearst Ave | Toronto, Ontario | M3M 0B7
Telephone: 416-235-5181 | Email: morgan.lawrence@ontario.ca

From: Evan Perlman [<mailto:Evanp@gsai.ca>]
Sent: November 22, 2017 3:40 PM
To: Lawrence, Morgan (MTO)
Cc: Christopher Zeppa; Jim Levac; Bruce McCall-Richmond; Merriam, Sarah (MTO); Khan, Moin (MTO); Ma, WanChi (MTO)
Subject: RE: 2116 Dixie rd

Hi Morgan,

Please find attached a revised dwg file with the proposed development concept.

Thanks,

Evan Perlman, MCIP, RPP | Associate
700 - 10 Kingsbridge Garden Circle
Mississauga, ON L5R 3K6
T: 905-568-8888 x260 | F: 905-568-8894
www.gsai.ca