

**PLANNING JUSTIFICATION REPORT**

**DRAFT PLAN OF SUBDIVISION,  
ZONING BY-LAW AMENDMENT AND  
SITE PLAN APPROVAL**

**ELM CORMACK (2017) INC.**

CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

JUNE 2019

PREPARED BY:

KLM PLANNING PARTNERS INC.

FILE No: P-2838

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## **INTRODUCTION**

KLM Planning Partners Inc. has been retained by Elm Cormack (2017) Inc., owner of lands legally described as Part of Lot 5, Concession 2 – South of Dundas Street, and known municipally as 1583 Cormack Crescent in the City of Mississauga, Regional Municipality of Peel (the “subject lands”). The subject lands consist of one (1) parcel of land which is approximately 0.86 hectares (2.13 ac.) in size and currently supports an institutional building.

A pre-consultation meeting was held on September 5, 2018 for the complete submission of a Draft Plan of Subdivision, Zoning By-law Amendment and Site Plan approval regarding the initial proposed development which consisted of a total of twenty-nine (29) residential dwellings, including (20) semi-detached units and nine (9) single detached units. On March 7, 2019 an Open House was held to incorporate community feedback on the proposed plans. Based on the community response, the proposed development was revised to now consist of twenty-two (22) single detached dwellings. The following planning justification report has been prepared in conjunction with the aforementioned applications to facilitate the proposed development of the subject lands.

### **Surrounding Land Uses**

- North: A mix of commercial and residential uses currently exist, with the QEW beyond. The Dixie/QEW realignment will result in these uses being replaced with a highway access ramp in the future.
- South: Low density residential uses exist to the south, with Toronto Golf Club being situated beyond the residential uses.
- East: Low density residential uses are located to the east of the proposed development. Ron Searle Park and Orchard Heights Park are situated within the residential area.
- West: Dixie Outlet Mall is immediately to the west of the proposed development. The lands also support a No-Frills Grocery Store as well as multiple fast food restaurants. Lakeview Golf Course is also located southwest of the subject lands.

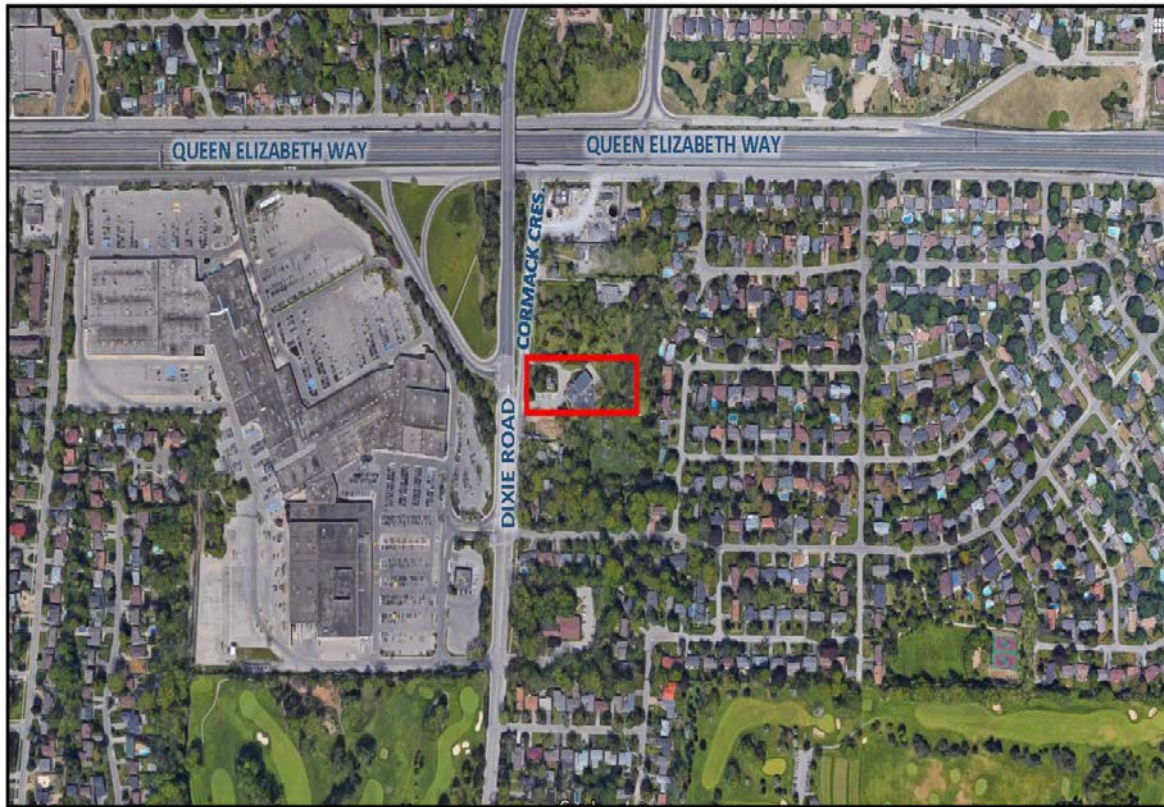


Figure 1 – Location and Context Map

## **DEVELOPMENT PROPOSAL**

Applications for Zoning By-law Amendment, Draft Plan of Subdivision and Site Plan Approval are being submitted at this time to facilitate the development of the subject lands for low density residential uses.

Specifically, the proposed development consists of twenty-two (22), 3-storey, single detached dwelling residential units on a common element condo road with a proposed gross density of 25 units/ha. The subject site has a gross area of 8,679 square metres which includes the road widening and buffer area. Conversely, the net area of the site (which excludes the road widening and buffer area) is approximately 8,016 metres squared. The proposed interior lots within the plan of subdivision have an approximate lot area of 250 metres square with a 10.0 m frontage. The proposed corner lots have an approximate area of 300 square metres with a 13 m frontage and a total lot coverage of forty-five percent.

Two (2) Parking Spaces are proposed per dwelling, resulting in a total of 44 residential parking spaces, with seven (7) on-street parking spaces (including one accessible parking spot) proposed and located to the south west corner of the property. The proposed development is to be accessed through an existing condominium development immediately south of the subject lands.

A statistical summary of the development is as follows (please also refer to Figures 2,3, and 4 for greater detail):

<b>Feature</b>	<b>Proposed Development</b>
<b>Site Area</b>	8,016 m <sup>2</sup> /0.80 ha (NET AREA) 8,679 m <sup>2</sup> /0.87 ha (GROSS AREA)
<b>Residential GFA</b>	273 metres sq x 22 LOTS = 5215 metres sq
<b>Floor Space Index (FSI)</b>	0.651 (NET AREA), 0.60 (GROSS AREA)
<b>No. of Residential Units</b>	22
<b>Density</b>	27.5 Units/ha (NET SITE AREA) 25.3 Units/ha (GROSS SITE AREA)
<b>Residential Parking Spaces (required)</b>	2.0 resident spaces per unit (44 total spaces)
<b>Residential Parking Spaces (proposed)</b>	44
<b>Visitor Parking Spaces (required)</b>	0.25 visitor spaces per unit (5.5 Spaces)
<b>Visitor Parking Spaces (proposed)</b>	7

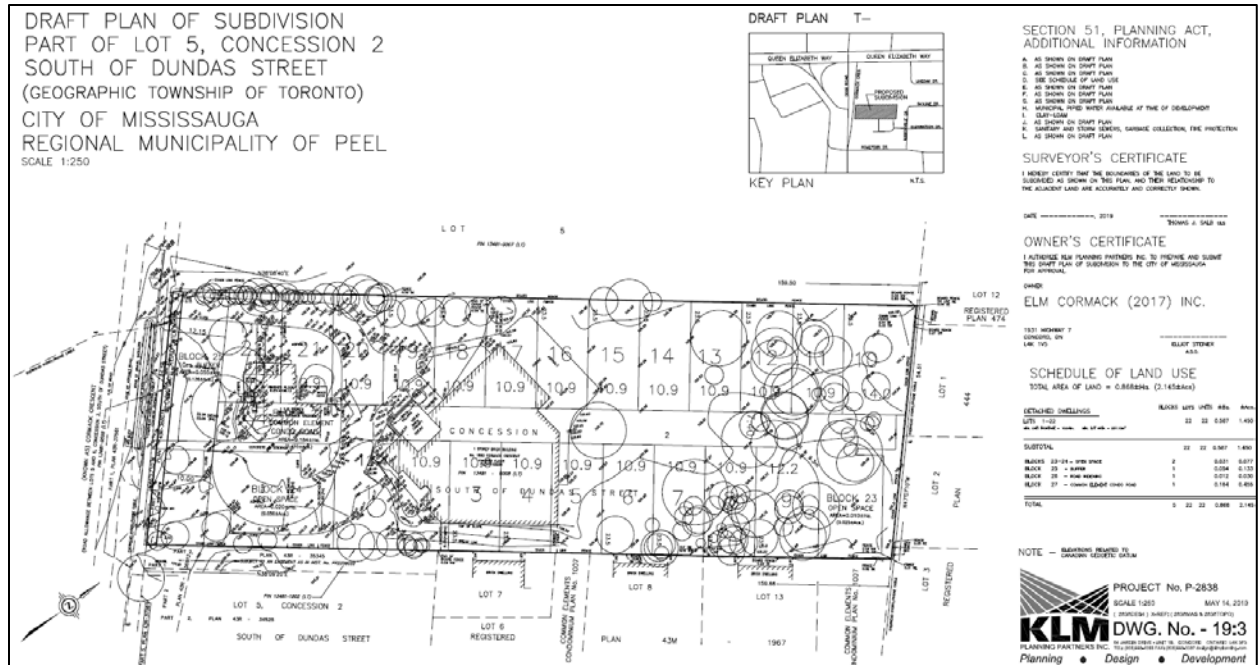


Figure 2 – Draft Plan of Subdivision









Figure 4 – Proposed Elevations

## **PLANNING APPLICATIONS**

The following applications are being made in support of and in order to implement the proposed development:

### **Draft Plan of Subdivision**

A Draft Plan of Subdivision application is required in order to subdivide the subject lands to facilitate the creation of road widening block (1), single-detached residential lots (22), open space blocks (2), common element condo road block (1), and buffer block (1). (Refer to *Figure 2 – Draft Plan of Subdivision*).

### **Zoning By-law Amendment**

An amendment to City of Mississauga Zoning By-law 0225-2007, as amended. The proposed amendment seeks to rezone the lands R16 exception zone with site-specific performance standard in order to permit the proposed lot sizes, frontages, the proposed height and other minor design standards. A Draft Zoning By-law outlining the required site-specific amendments is submitted alongside the aforementioned zoning amendment.

### **Site Plan Approval**

An application for Site Plan Approval is being submitted in conjunction with the aforementioned Draft Plan of Subdivision and Zoning By-law Amendment applications in order to facilitate the development of the subject lands. More specifically, the proposal consists of twenty-two single detached dwellings on a common element condominium road. Architectural drawings have been prepared and submitted by RN Design as well as supporting materials including landscape and engineering drawings as well as noise and transportation evaluations.

## **PLANNING FRAMEWORK**

On April 3<sup>rd</sup>, 2018, the Building Better Communities and Conserving Watersheds Act, 2017 (Bill 139) was proclaimed in effect and made a number of changes to the Ontario Planning Act. Among many changes, Bill 139 introduced a new standard form of review in the form of “tests” to ensure that applications for official plan amendments and zoning by-law amendments are consistent with and conform to the hierarchy of planning policy in Ontario, specifically policy statements issued under Section 3(1) of the Planning Act. These changes now also require that planning applications for privately initiated official plan and zoning by-law amendments must pass the “tests” in order to have an appeal heard by the Local Planning Appeal Tribunal (LPAT). The tests for Zoning By-law amendments are set out below:

- a) The existing parts of the by-law that would be affected by the amendment are inconsistent with a policy statement issued under subsection 3(1), fail to conform with or conflict with a provincial plan or fail to conform with an applicable official plan; and,*

- b) The amendment is consistent with policy statements issued under subsection 3(1), conforms with or does not conflict with provincial plans and conforms with applicable official plans.*

There is now increased emphasis on detailed and comprehensive planning justification and policy review based on the tests listed above. The below policy analyses have been conducted through the lens of the above tests, and clearly outline how each test is met in each respective subsection.

### **The Planning Act (Amended to 2018)**

The purposes of the Planning Act is to promote economically, environmentally, and socially sustainable development through a land use planning system guided by provincial policy. The Act additionally aims to integrate matters of provincial interest in planning decisions and encourages cooperation and coordination of interests. The Act recognizes the decision-making authority and accountability of municipal councils, and endeavors to provide for a fair, open, accessible, timely and efficient planning process.

Subsection 51(24) of the Ontario Planning Act sets out criteria for considering a draft plan of subdivision. The criteria are set out and analyzed below:

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

The submitted Draft Plan of Subdivision contemplates development which accounts for matters of provincial interest and the requisite criteria, as discussed in this report.

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

The subject lands are situated in a location that is appropriate for mild levels of redevelopment intensification. The lands to the immediate south have been redeveloped with single detached dwellings on a condominium road that will be utilized to access the proposed development. To the north, the Ministry of Transportation Ontario (the MTO) will be reconstructing the access ramp to the Queen Elizabeth Way (QEW), which will cut through a significant portion of the property adjacent to the subject lands. The plan of subdivision is not premature as it will provide for an appropriate transition from single detached dwellings in the surrounding area towards the proposed access ramp being contemplated to the north.

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

The plan conforms to and implements the policies of the City of Mississauga Official Plan. Further, the proposal conforms with adjacent plans of subdivision through the creation of housing that not only reinforces the existing character of the surrounding area, but also provides a sensitive transition towards the proposed QEW access ramp to the north.

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

The studies conducted in support of the subject applications have identified the lands as suitable for residential development. Furthermore, the lands are to be used for residential purposes,

located in close proximity to schools, parks and commercial uses. The subdivision of the subject lands will contribute to the creation of a complete community.

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

Although no affordable housing units are being proposed, the provision of additional housing will contribute to the community.

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

The Draft Plan of Subdivision shows a common element condominium (CEC) road with direct connection to the CEC road immediately to the south. A grading plan and transportation study have been submitted in support of the applications and will be reviewed by City staff or their peer reviewers.

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

The lots within the proposed plan of subdivision adequately accommodate their intended dwelling type and create a consistent lot pattern across the draft plan area. Single detached dwellings have been proposed adjacent to the single detached dwellings on the lands to the south and the north side of the CEC road, adjacent to the future QEW access ramp.

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

The subject lands abut existing residential communities, and propose residential uses and structures as permitted by local and Regional policy documents. The proposed community is to have appropriate performance standards applied through the Zoning By-law Amendment processes.

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

No natural resources have been identified in proximity to the subject lands that will negatively impact the natural features through the proposed development.

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

A Functional Servicing Report and Stormwater Management Report has been prepared in conjunction with the application to ensure efficient and adequate infrastructure will be provided for delivery of sewage and water services, and management of stormwater.

- j) the adequacy of school sites;*

Residents within the proposed subdivision will have access to various schools nearby including: Peel Alternative School South, Glen Forest Secondary School South, and Allan A. Martin Middle School.

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

There are no conveyances anticipated for the proposed development.

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

Development of the land in a high-quality built form will provide residential uses at the density prescribed by applicable land use designation of the Regional and Local Official Plans and will contribute to achieving a complete community in a location deemed appropriate for such growth.

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

The proposal is subject to the site plan control process. The proposed development will demonstrate through the site plan, the appropriate land uses as it pertains to the site and in relation to the surrounding area.

In our opinion, the proposed Draft Plan of Subdivision has met the applicable criteria of Section 51(24) of the Planning Act.

#### **PROVINCIAL POLICY STATEMENT (2014)**

Decisions affecting planning matters are required to be consistent with the Provincial Policy Statement (PPS). As a key part of Ontario's policy led planning system, the PPS sets the policy foundation for regulating the development and use of land. The Provincial Policy Statement provides direction on matters of provincial interest related to land use planning and development.

The PPS promotes the efficient use of land that supports sustainability and promotes strong, livable and healthy communities that facilitate economic growth. Section 1.1.1 specifically states the following:

*"Healthy, liveable and safe communities are sustained by:*

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

The proposed development will enhance an underutilized parcel of land within the City of Mississauga. The parcel of land is uniquely positioned in close proximity to Queen Elizabeth Way

and Dixie Road, and surrounded by residential uses to the north, commercial uses to the west and institutional uses to the south.

The proposed development will promote efficient growth that will help sustain the financial well-being of the City of Mississauga by providing a future long-term increased tax base and development charge payment to fund local infrastructure and facility improvements.

- “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;”*

The proposed development and plan of subdivision will provide an additional supply of housing that is compatible with the character of the existing neighbourhood, and will assist in meeting long-term housing needs.

- “c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;”*
- d) avoid development and land use patterns that would prevent the efficient expansion of settlement areas;*
- e) promoting cost-effective development standards to minimize lands consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and the elderly by removing and/or preventing land use barriers which restrict their full participation in society; and*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.”*

The proposed development assists in the efficient development of the existing settlement area, is municipally serviced, and will also contribute to public transit ridership in the area. Situated in a well transit serviced area, the proposed development is within an eight-minute (600 m) walking distance to the Dixie Mall Bus Terminal that is well accessed by bus routes 4 and 5. These routes are connected to additional routes throughout the City, including the nearby Dixie Go Station (accessed through bus route 4), which provides additional inter-regional connectivity opportunities. Therefore, the proposed development makes good use of existing infrastructure and permits for sustainable and efficient development within the City, thus conforming with the above policies.

The subject lands also fall within a settlement area of which the PPS contains policies to guide their growth and development. The policies include the following:

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

The proposed development provides additional development and growth for the area and through creating additional housing, similarly brings forth additional vitality for the neighbourhood.

*“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.*

As mentioned, the proposed development provides an opportunity for appropriate intensification and efficient use of land in an area that is well accessed by existing transit, and in close proximity to a variety of existing residential, commercial and institutional uses. The proposed development will provide additional ridership to the existing transit system, thus supporting active transit without placing unjustifiable pressure on the existing infrastructure.

Section 1.4 of the PPS provides additional direction to municipalities on accommodating a suitable range and mix of housing types and densities that meet the anticipated requirements for existing and future residents. Section 1.4.1 states:

*“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;*
- 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 lands.*

The subject lands are designated for urban and residential uses in both the upper and lower tier Official Plan documents. Approval of the proposed development will aid the City of Mississauga and Region of Peel in meeting long-term growth targets while pursuing intended outcomes of in-



effect land use designation. The approval of the Draft Plan of Subdivision will contribute positively to the supply of serviceable residential lots within the City.

In this regard and based on the aforementioned review of the relevant provisions of the PPS, the proposed development represents appropriate intensification of the subject lands in a settlement area, consistent with policies of the PPS.

### **A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)**

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan), prepared under A Place to Grow Act, 2019 is a framework document that seeks to implement the Provincial vision for the establishment of strong, prosperous communities to the year 2041. The Growth Plan seeks to guide decisions on a number of matters including: transportation, infrastructure, planning, land-use planning, urban form, housing, natural heritage and resource protection. Included in the document are population and employment projections for the entire Golden Horseshoe area that are to be implemented by regional and local municipalities.

Section 2.2.1 of the Growth Plan, Managing Growth identifies ways in which growth is to be accommodated. Policies 2.2.1.2 state:

*“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 rural settlements;*
  - 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 development of the subject lands conforms to Section 2.2.1.2. The lands are within the Region of Peel's Urban System designation - a generally contiguous growth area which has largely been built-up and has existing or planned water and wastewater infrastructure available to support the achievement of complete communities.

The subject lands are also located within the built-up area of the Growth Plan and are subject to the policies within Section 2.2.2 The following policies apply:

*"2.2.2 Delineated Built-up Areas*

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

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

*2. 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."*

Although not within an area designated for intensification within the City of Mississauga Official Plan (OP), the OP contemplates a modest amount of intensification in non-intensification areas so long as it is appropriate and compatible with surrounding uses. The proposed development assists in creating modest intensification and in meeting the residential development targets established above, through providing additional housing and infill.

The Growth Plan also provides policies on achieving complete communities in Section 2.2.1.4 which 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) provide for a more compact built form and a vibrant public realm, including public open spaces;*

*f) mitigate and adapt to climate change impacts, improve resilience, and reduce greenhouse gas emissions, and environmental sustainability; and*

*g) integrate green infrastructure and low impact development.”*

The proposed development will contribute to the variety of mixed commercial, residential, institutional and open space uses already existing within the community. The commercial uses located directly west of the subject lands provide great opportunity for access to local stores and services. The institutional uses to the south and the parks and open spaces to the east similarly provide adequate opportunities for usage of public facilities.

Furthermore, as previously discussed, there are existing and expansive bus stops routes in close proximity to the subject lands which provide convenient access to transit and create opportunities for connectivity to additional regional routes, through for example the Dixie Go Bus Station which is regularly accessed by bus route 4, which has a stop in close proximity to the subject lands.

The City of Mississauga also has plans for an LRT system that once constructed will provide additional opportunities for travel for residents, particularly through accessibility with the existing bus systems. Enabling active forms of transportation through these planned infrastructure improvements will help mitigate the impacts of climate change, greenhouse gas emissions, and will contribute toward achieving a low-carbon community by reducing the need for private automobile trips. The built form of the proposed development is also compatible with the character of the existing community, as the surrounding housing consists mainly of single detached dwellings.

The proposed development and supporting applications represent a built form which conforms to, and does not conflict with, the policies of the Growth Plan.

## **REGION OF PEEL OFFICIAL PLAN**

The Region of Peel Official Plan sets the regional context for directing growth and development and providing services for the entirety of the region. The subject lands are designated as “Urban System” by the in-force Region of Peel Official Plan (please refer to Figure 5).

The Urban System designation permits a wide range of residential, commercial, industrial and institutional uses, in a compact urban form. The main objectives of the Regional Official Plan include the development of compact, vibrant and complete communities where growth is targeted to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The proposed applications will

facilitate a mixed-use development with residential and commercial/office uses on underutilized lands which are planned over the long term to accommodate a mix of uses as contemplated by the Official Plan.

The “Urban System” designation sets out general objectives pertaining to the development of a variety of communities in the Region. The policies that are of particular interest to the proposed development pertain to the general objectives for the urban system and growth management and are found below:

*“5.3 General Objectives [Urban System]:*

*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 living environment, resources and the characteristics of existing communities.*

*5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*

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

*5.3.1.6 To promote crime prevention and improvement in the quality of life.*

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

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

*5.5 General Objectives [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 the 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 lands 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 service to meet daily needs.*

The proposed development represents an appropriate infill project on a site that is currently underutilized. The development will help the region meet its objectives respecting sustainability, establishing a healthy community and achieving intensified and compact form within the existing urban area by redeveloping lands for a use that is appropriate and compatible with the existing neighbourhood and, further, will better utilize existing infrastructure including roads, transit, services, parks, and local amenities. The development represents a compact form of development which is compatible with surrounding uses including existing residential, commercial and open space uses.

The increased residential uses created by the proposed development, and the subject lands close proximity to transit routes and of a mix of existing uses including residential, commercial, institutional, and parks and open spaces and community facilities provides greater opportunity for transportation choices other than privately owned automobiles, and further contributes to creating sustainable, well-designed and transit-oriented communities, in-line with regional policy.

The proposed residential development conforms with Region of Peel Official Plan policies as it economizes the use of existing services and planned infrastructure, establishes a built form that is compatible with the existing neighbourhood, transit-supportive, encourages intensification within the built-up area and will positively contribute to the provision of housing in the broader community.

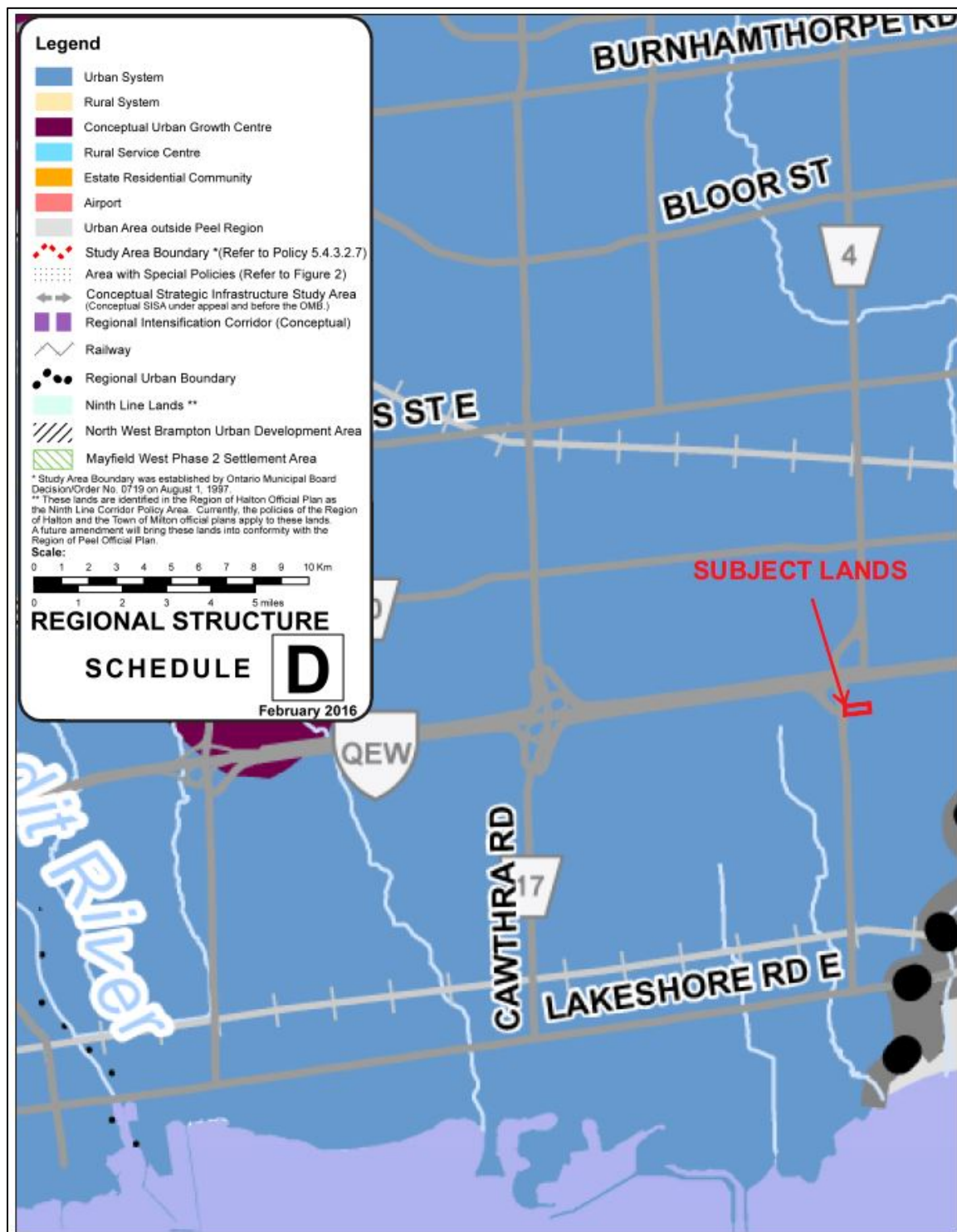


Figure 5 – Region of Peel Official Plan, Schedule D – Regional Structure



## CITY OF MISSISSAUGA OFFICIAL PLAN

The Mississauga Official Plan seeks to provide a new policy framework to protect, enhance, restore and expand the Natural Areas System, to direct growth where it will benefit the urban form, support a strong public transportation system and address the long-term sustainability of the City.

The policies within the Official Plan have been established to ensure consistency with the Provincial Policy Statement, and conformity to the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Region of Peel Official Plan.

The subject lands are designated as “Neighbourhood” by Schedule 1 – “Urban System” and “Neighbourhood – Lakeview NHD” on Schedule 9 – “Character Areas”. Furthermore, the lands are specifically designated as “Residential Low Density I” by Schedule 10 – “Land Use Designations”. Dixie road located to the west of the property is identified as a “Regional Arterial” road, and the QEW to the north of the subject lands is identified as a major collector on Schedule 5 – “Long Term Road Network”. Please refer to the following pages for the location of the subject lands within the aforementioned OP Map Schedules.

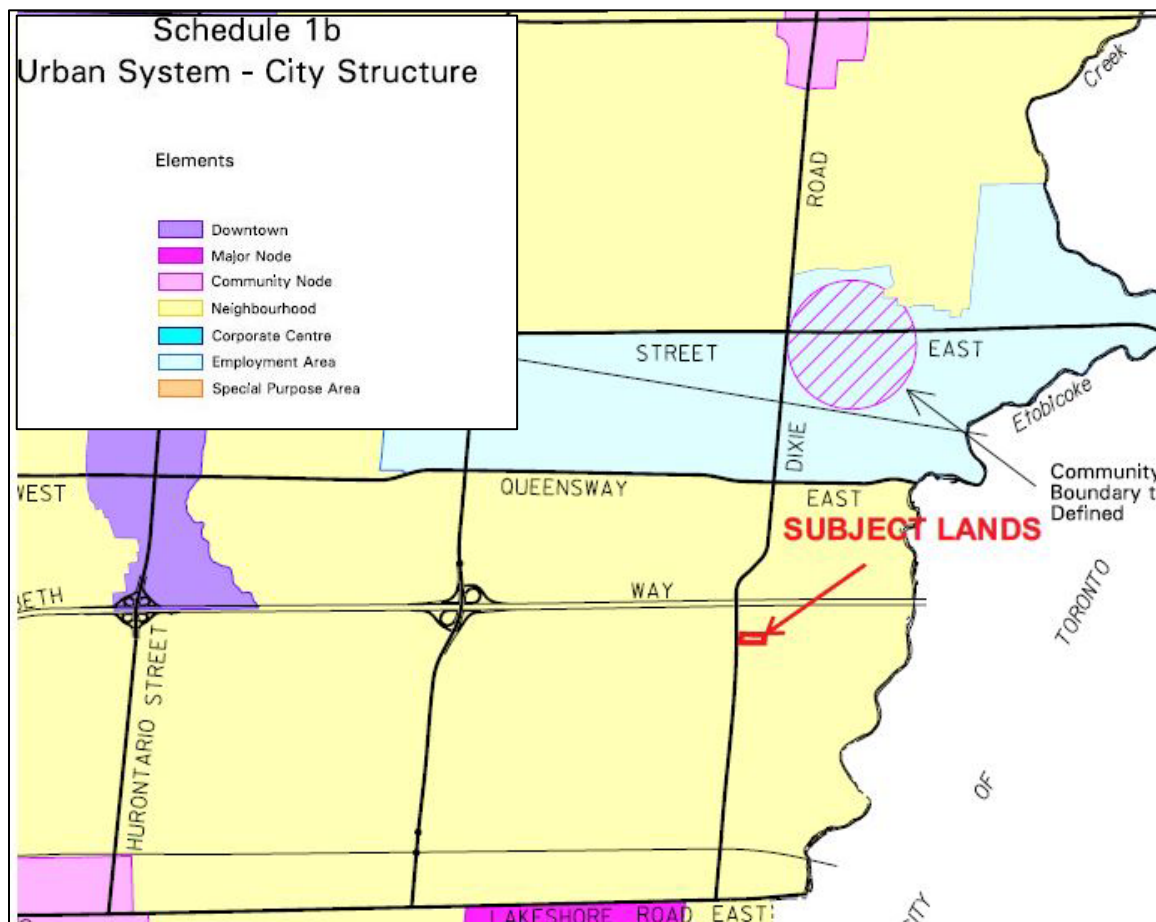


Figure 6 – City of Mississauga Official Plan, Schedule 1b – Urban System



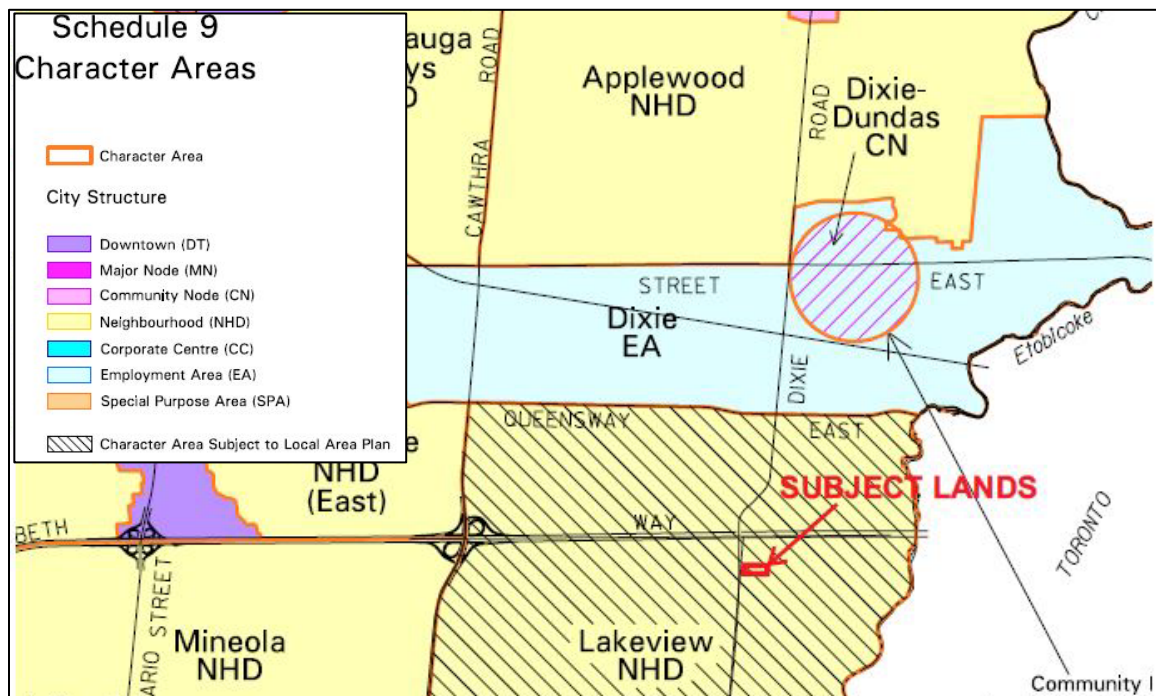


Figure 7 – City of Mississauga Official Plan, Schedule 9 – Character Areas

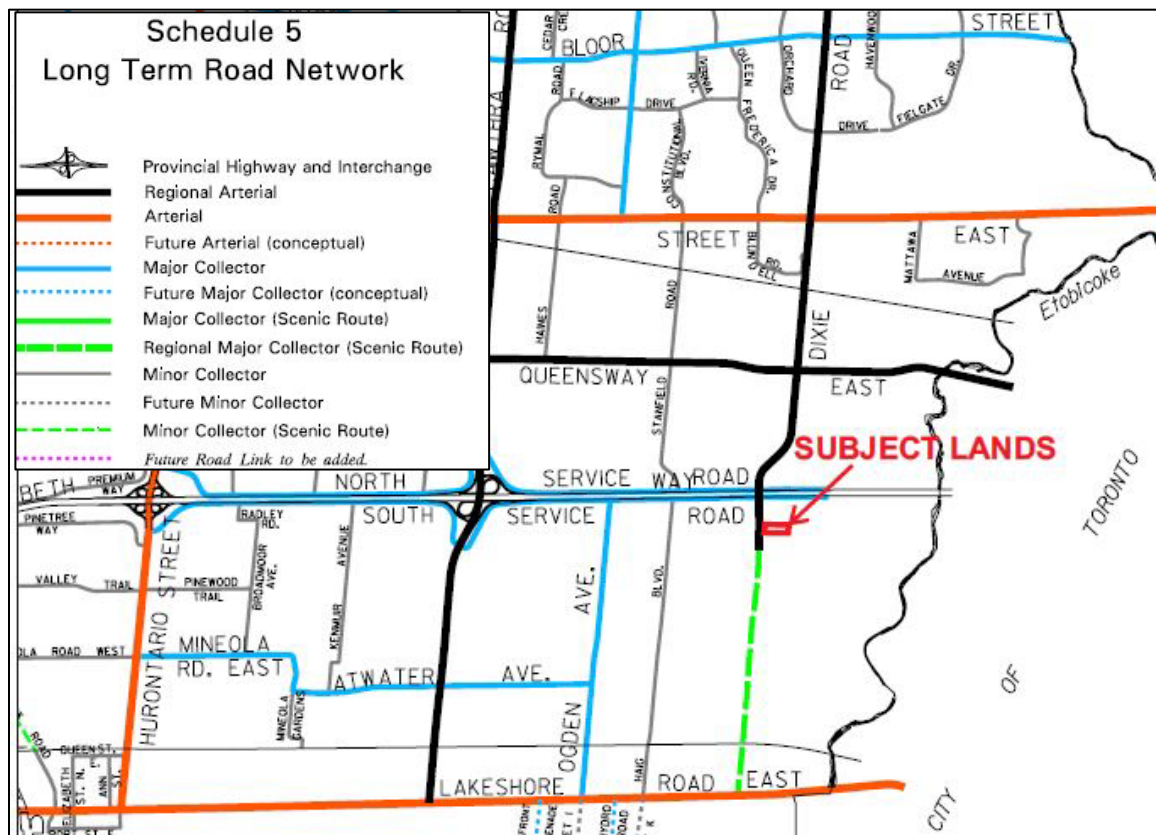


Figure 8 – City of Mississauga Official Plan, Schedule 5 – Long Term Road Network

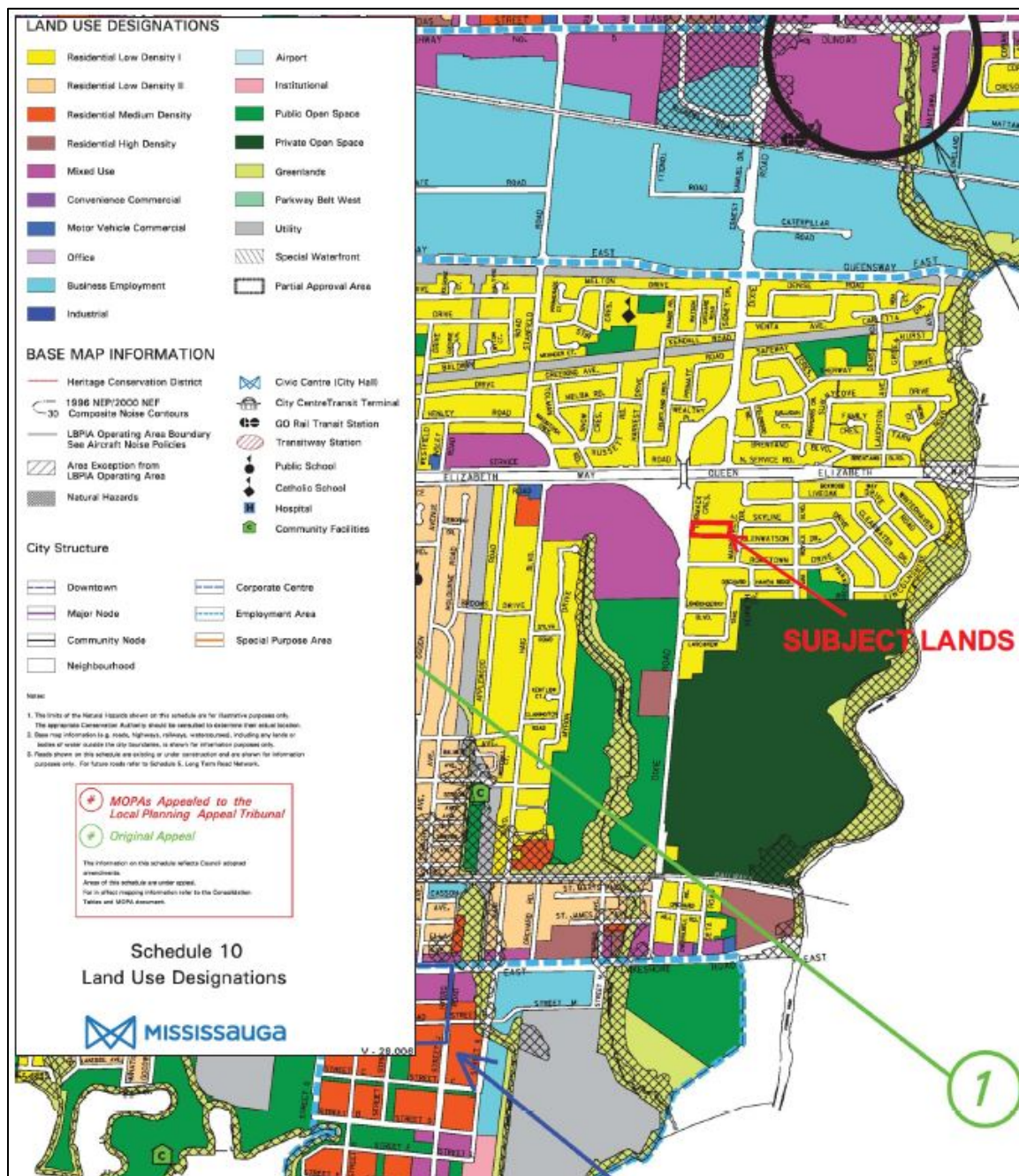


Figure 8 – City of Mississauga Official Plan, Schedule 10 – Land Use Designations

## POLICY REVIEW

This section will provide a detailed analysis of the applicable policies within the City of Mississauga Official Plan. Conformity with the Official Plan is addressed as follows:

### Section 5.3 - Direct Growth – Neighbourhoods

The subject lands are designated within the “Neighbourhoods” area of Schedule 1 – Urban System. Chapter 5 – Direct Growth, stipulates how population and employment growth for the City should occur over the upcoming twenty-five years. Population growth is encouraged in areas that have available service and infrastructure capacity. The preservation of existing stable neighborhoods is also encouraged, while development in appropriate locations to present more opportunities to live and work in the City and reduce the need for extensive travel are also advocated. Furthermore, directing growth to locations that have existing or planned transit will increase the potential for alternative modes of transportation, including walking and cycling. In addition to reducing traffic, this also minimizes environmental impacts and promotes public health.

Policy 5.1.4 states that “most of Mississauga’s growth will be directed to intensification areas.” This implies however that a degree of growth is expected to be accommodated outside of intensification areas. As previously mentioned, the subject lands are not located within an area designated as intensification within the OP. With that said however, intensification is permitted outside those areas by the Official Plan provided it is appropriate and compatible with the surrounding community.

Section 5.3.5 of the Official Plan provides additional policies for areas designated as “Neighbourhoods”. These areas are characterized as physically stable, with a character that is to be protected. New development within “Neighbourhoods” should be sensitive to both the existing and planned character. The following specific policies are applicable to the proposed development within the “Neighbourhoods” designation:

- 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 plan, along Corridors or in conjunction with existing apartment sites or commercial areas.*
- 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 planning context and will include appropriate transitions in use, built form, density and scale.*

As previously mentioned, while the OP does not recognize “Neighbourhoods” as areas intended to be the focus of intensification, Policies 5.3.5.2, 5.3.5.3 and 5.3.5.5 all recognize that intensification and redevelopment within these areas can occur. The proposed development consists of single detached dwellings in a neighbourhood that also consists primarily of single detached dwellings. Thus, in compliance with the above policies, particularly, policy 5.3.5.5. Furthermore, in compliance with policy 5.3.5.6, the compatibility of the proposed development with the surrounding residential built form, limits the impact of the development on the existing character of the area, characterized as mentioned primarily by low-density residential land uses.

### Section 16.0 - Neighbourhoods

In addition to the direct growth provisions for “Neighbourhood” areas in Section 5.3.5, Schedule 9 – Character Areas of the Official Plan further classifies the land as the “Lakeview Neighbourhood” which are subject to the neighbourhood specific policies of Section 16. Section 16.1 outlines the various character neighbourhoods in the City of Mississauga, and provides general development policies for lands within these areas.

With respect to the proposed development, Section 16.1 identifies the subject lands as being located within the “Lakeview Neighbourhood”. Section 16.13 provides further direction regarding policies for lands within this neighbourhood referencing the Lakeview Local Area Plan, to be covered below.

### Lakeview Local Area Plan

The Lakeview Local Area Plan, contains policies for lands within the southeast side of Mississauga. The plan contains lands identified in the OP as Neighbourhood Character areas. The following include the guiding policies of the Lakeview local Plan:

- “5.1.2      *Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.*
- 5.1.3      *Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.*
- 5.1.4      *Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities*

- 5.1.6 *Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.”*

The proposed development abides by the above-mentioned guiding principles by preserving the established character of the existing neighbourhood through its provision of a similar type of housing. Furthermore, the proposed development will contribute to the use of public transit as it is in close proximity to several transit routes discussed previously. Lastly, the proposed development also supports the creation of a complete community by providing additional opportunities for use. In addition to the aforementioned policies, below includes applicable policies regarding neighbourhood character areas:

- “6.1.2 *Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types*
- 6.1.3 *Intensification will be sensitive to the existing character of the residential areas and the planned context.*
- 10.1.1 *Development should reflect one to two storey residential building heights and will not exceed three storeys”*

As previously discussed, the proposed development will provide additional housing supply while simultaneously being compatible with the character of the existing community. Furthermore, the proposed single detached dwellings are three storeys in height thus complying with the height limitations of the Lakeview Local Plan. The proposed development is in conformity to the policies outlined above from the Lakeview Local Plan.

The Lakeview Local Area also contains Appendices which entails specific built form requirements. However, the planning document specifies that the appendices are “included for information purposes” and to “demonstrates how the urban form policies can be achieved.” The plan further states that “the Built Form Standards document is not considered part of this Area Plan.” Therefore, while the proposed development has regard to elements of standards for single detached dwellings discussed in the built form appendices, they will not be covered for the purposes of this report as they do not constitute policy.

## Section 11.0 General Land Use Designations

As per Schedule 10 – Land Use Designations of the Mississauga Official Plan, the subject lands are designated “Residential Low Density I”. The general land use policies and permitted uses for the City of Mississauga are outlined in Chapter 11, based on the land uses established by Schedule 10. The uses permitted in all designations with the City of Mississauga are as follows:

- “11.2.1 *Uses Permitted in All Designations*
- 11.2.1.1 *The following uses will be permitted in all land use designations, except Greenbelt unless specifically allowed:*

- a. community infrastructure;
- b. community gardening;
- c. electricity transmission and distribution facility;
- d. natural gas and oil pipeline;
- e. parkland;
- f. piped services and related facilities for water, wastewater and stormwater; and,
- g. telecommunication facility.

11.2.1.2 *Publicly funded schools and community facilities are identified by symbols on Schedule 10: Land Use Designations, for information purposes only. These symbols may be deleted, moved or added to without amendment to this Plan. “*

The Residential policies in Section 11.2.5 which are applicable to the development of the subject lands, are as follows:

*“11.2.5.1 Residential consists of four designations:*

- a. Residential Low Density I;*
- b. Residential Low Density II;*
- c. Residential Medium Density; and*
- d. Residential High Density.*

11.2.5.2 *In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:*

- a. residential dwelling;*
- b. accessory office for physicians, dentists, health professionals and drugless practitioners;*
- c. home occupation;*
- d. special needs housing; and*
- e. urban gardening”*

As mentioned, the subject area is designated as “Residential Low Density I”; the following policies also apply to this designation:

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

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

It is evident from the above policies that the City of Mississauga intends for lands in the residential low density to be developed in a way that maintains the stability and existing character of these residential neighbourhoods. The proposed development consists of 22 single detached dwellings which are permitted within the Residential Low Density I area and therefore conforms to the policies within the Official Plan.

### Section 6.4.2 - Stormwater and Drainage

Under the policies of Section 6.4.2, the City of Mississauga requires that development applications be supported by stormwater best management practices. Surface drainage and stormwater management facilities are to be installed for the safety of residents and to protect infrastructure and property and will be designed to conform to the City's standards, policies and guidelines.

Matters related to stormwater management on the subject lands are addressed in the attached Functional Servicing and Stormwater Management Report, prepared by Schaeffers Consulting Engineers and summarized later in this report.

### Section 9.1 – Building a Desirable Urban Form

The policies in this Section set out the importance of the relationship between people and places based on the arrangement, appearance and function of cities. The policies establish a high quality of urban design and strong sense of place that is attractive, functional and livable. The urban form policies which are relevant to the proposed development are as follows:

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

As previously discussed, the proposed development respects and is compatible with the existing neighbourhood which also contains mainly single detached dwellings. Further within this section of the OP, the plan sets out specific policies regarding built form in non-intensification areas. These areas consist of neighbourhoods, employment areas, special purpose areas and corridors. As established through previous discussion, the subject lands fall within a neighbourhood area. The following built form policies apply to the proposed development:

#### *“9.2.2 Non-Intensification Areas*

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

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

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

The proposed development is three stories in height making the demonstration of appropriate height transition unnecessary through policy 9.2.2.1. With regards to policy 9.2.2.3, the proposed development is respectful to and compatible with scale and character of the existing lotting



patterns within the neighbourhood. As previously discussed, stormwater management practices are applied and the provision of trees and greenery is maintained (please refer to landscape plan for greater detail).

### **CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007**

The subject lands are currently zoned “Detached Dwellings – Typical Lot” Site Specific (R3-75) Zone, under the provisions of By-law No. 0225-2007, as amended. The R3 zone permits single detached dwellings. The application for Zoning By-law Amendment proposes to rezone the lands to a residential “R16 – XX” Detached Dwellings on A CEC/Private Road Zone, which permits a single detached dwelling on a common element condominium or private road. The amendment will facilitate the proposed development, consistent with the policy direction of the City of Mississauga Official Plan. Zone standards for the R16 Zone are as follows:

Line 1.0	ZONES	R16	Proposed EXCEPTION R16-*
PERMITTED USES			
2.0	RESIDENTIAL		
2.1	Detached dwelling on a CEC - private road	✓(1)	✓
ZONE REGULATIONS•			
3.0	MINIMUM LOT AREA		
3.1	Interior lot	550 m <sup>2</sup>	250 m <sup>2</sup>
3.2	CEC - Corner lot (0144-2016)	720 m <sup>2</sup>	300 m <sup>2</sup>
4.0	MINIMUM LOT FRONTAGE		
4.1	Interior lot	15.0 m	10.0 m
4.2	CEC - Corner lot (0144-2016)	19.5 m	13.0 m
5.0	MAXIMUM LOT COVERAGE	35%	45%
6.0	MINIMUM FRONT YARD		
6.1	Interior lot/CEC - corner lot (0144-2016)	7.5 m <sup>(2)</sup>	4.0 m
6.2	Minimum setback from a front garage face to a street, CEC - private road or CEC - sidewalk (0379-2009)	7.5 m	6.0 m
7.0	MINIMUM EXTERIOR SIDE YARD		
7.1	Lot with an exterior side lot line abutting a street	6.0 m <sup>(2)</sup>	N/A
7.2	Lot with an exterior side lot line abutting a CEC - private road	6.0 m <sup>(2)</sup>	2.0 m
7.3	Lot with an exterior side lot line abutting a CEC - sidewalk	3.3 m <sup>(2)</sup>	N/A
7.4	Minimum setback from a front garage face to a street, CEC - private road or CEC - sidewalk (0379-2009)	6.0 m	6.0 m
8.0	MINIMUM INTERIOR SIDE YARD		

8.1	Interior lot/corner lot	1.2 m plus 0.61 m for each additional storey or portion thereof above one (1) storey <sup>(2)</sup>	1.2 m
SA8.2	Where interior side lot line is the rear lot line of abutting parcel	2.5 m <sup>(2)</sup>	N/A
9.0	MINIMUM REAR YARD		
9.1	Interior lot/CEC - corner lot (0144-2016)	7.5 m <sup>(2)</sup>	7.5 m
10.0	MAXIMUM HEIGHT	10.7 m	11.5 m
11.0	ENCROACHMENTS, PROJECTIONS AND SETBACKS		
11.1	Maximum encroachment of a porch or deck <del>inclusive of stairs</del> located at and accessible from the first storey, <b>SECOND STOREY</b> or below the first storey into the required front and exterior side yards (0325-2008)  <b>STAIRS ASSOCIATED WITH PORCH MAY ENCROACH A FURTHER 2 m INTO FRONT YARD</b>	1.5 m <sup>(2)</sup>	1.6 m
11.2	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of <del>three (3)</del> <b>SIX</b> risers, into the required front and exterior side yards (0325-2008)	0.6 m <sup>(2)</sup>	0.6 m
11.3	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey, <b>SECOND STOREY</b> or awning into the required rear yard (0325-2008)	5.0 m <sup>(2)</sup>	5.0 m
11.4	Maximum encroachment of a balcony, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three (3) risers, into the required rear yard (0325-2008), (0379-2009)	1.0 m <sup>(2)</sup>	1.0 m <sup>(2)</sup>
11.5	Minimum setback of a detached dwelling to a CEC - visitor parking space (0325-2008)	3.3 m	N/A
11.6	Minimum setback of a detached dwelling to a CEC - amenity area	1.5 m	N/A
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY		
12.1	Attached garage	Permitted <sup>(3)</sup>	
12.2	deleted by 0379-2009		
12.3	Minimum parking spaces	✓ (4)	2 SPACES/LOT
12.4	Minimum visitor parking spaces	✓ (4)(5)	7 SPACES
12.5	Maximum driveway width	Lesser of 8.5 m or 50% of the lot frontage <sup>(6)</sup>	6.0 m
13.0	CEC - PRIVATE ROAD, AISLES AND SIDEWALKS (0190-2014)		
13.1	Minimum width of a CEC - private road	7.0 m <sup>(7)</sup>	7.0 m
13.2	Minimum width of a CEC - private road with an abutting parallel common visitor parking space	6.0 m <sup>(7)</sup>	7.0 m
13.3	CEC - private roads and aisles are permitted to be shared with abutting lands with the same R16 Base Zone and/or R16 Exception Zone	✓	✓

13.4	Minimum width of a sidewalk (0190-2014)	2.0 m	N/A
14.0	ACCESSORY BUILDINGS AND STRUCTURES	✓ (8)	N/A

1. That for the purpose of the land subject to "R16-X" Zone, a balcony may encroach a maximum of 2.0 m into a required front, exterior side or rear yard.
2. That for the purpose of the land subject to "R16-X" Zone, a balcony of 10 square metres shall be permitted above an attached garage and may project 2.0 metres beyond the garage face.
3. That Map 05 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, be further amended by changing thereon the zoning of the lands shown on the attached Schedule "A", which is deemed to be an integral part of this by-law, from "R3-75" to "R16-X".

As previously mentioned, to facilitate the construction of the proposed development, an amendment to the zoning by-law is required. The proposed amendment seeks to establish a number of site-specific exceptions for the R16 zone as demonstrated in the above chart. In this regard, given the form of the subject lands, the exceptions above are required to permit the proposed lot sizes, frontage, front yard setback, yard setbacks, and building height, for the proposed single detached dwellings as a permitted use.

### **SUPPORTING REPORTS**

#### **Functional Servicing and Stormwater Management Report (Schaeffers Consulting Engineers)**

The Functional Servicing Report provides an overview of the proposed servicing plan for the residential development located at 1583 Cormack Crescent, within the City of Mississauga. This report demonstrates that adequate stormwater, sanitary, and water supply servicing will be available for the proposed development. The functional servicing analysis established that there are no servicing constraints expected for water supply and downstream sanitary sewers.

#### **Preliminary Environmental Noise Report (Jade Acoustics Inc.)**

The environmental noise guidelines of the City of Mississauga, the Region of Peel and the Ministry of the Environment, Conservation and Parks (MOE) set out sound level limits for both indoor and outdoor space. This report analyzed the sound levels for various location for the residential development. The study found that with alongside appropriate mitigative measures, all lots in the development will meet the noise guidelines. Based on the review the study concluded that the proposed development is not exposed to acoustically significant stationary noise sources and that future residents will be notified through a warning clause regarding the proximity of the development to the nearby commercial buildings whose activities at times may be audible.

#### **Geotechnical Investigation Report**

Toronto Inspection Ltd undertook a geotechnical investigation and analysis of the borehole profiles for the proposed development. The report recommends that the existing fill be removed completely from the footprints of the residential houses to a firm ground within the proposed development, that highly organic content that will not be suitable for reuse be disposed off-site or reused in landscaped areas, removal of the topsoil and any deleterious fill from the building envelope etc. be done, and other standards to adhere to.

### Phase 1 Environmental Site Assessment

The Phase One ESA identifies potential environmental impacts due to historical activities within and around the proposed site to support filing a Record of Site Condition (RSC). The record review of site reconnaissance of the Site and Study Area within the Phase One ESA identified Areas of Potential Environmental Concern (APEC) and recommended that a Phase Two Environmental Site Assessment be required before an RSC is submitted.

### Traffic Impact Study & Transportation Demand Management Strategy

The transportation impacts associated with the proposed development were analyzed under existing (2019) and future (2024) horizon periods. The results of the operational analyses indicated that the study area intersection will provide acceptable overall conditions through the 2024 horizon under both background and future total conditions and that all road sections are expected to operate below capacity through the 2024 horizon. As such the study recommends no improvements to the road network are required to accommodate future traffic volumes. The transportation demand management initiatives for the site were reviewed as well and it was recommended that the TDM plan focus on marketing and educating the residents about the various travel options available to them.

### Archaeological Assessment

The Stage 1 Archaeological Assessment reviewed documents pertaining to the property, including historic maps, aerial photographs and local histories. A property inspection was not performed for the assessment. A series of archaeological recommendations were made including that stage 2 test put survey at 5 m intervals occur in some study areas and that areas assumed to be disturbed by interpretation of aerial imagery have further documentation and confirmation.

### **CONCLUSION**

Based on the above review, the proposed amendments and development are consistent with and conform to the relevant policy framework outlined in the Planning Act, Provincial Policy Statement and the Growth Plan. The proposal also meets the general intent and purpose of the policies of the Region of Peel Official Plan, City of Mississauga Official Plan, and Lakeview Local Plan Area.

The proposed amendment will appropriately reconcile and implement the Residential Low Density I Area designation permissions in the City of Mississauga Official Plan as well as conform to the development visions and policies set out by the Lakeview Local Plan.

The design and layout of the development has been undertaken in a manner to ensure compatibility with the surrounding land uses through proposing appropriate dwelling types, frontages, and lot sizes. The lands are suitable for the development of the proposed three-storey single detached dwellings as they are located within a residential neighbourhood in close proximity to a variety commercial, institutional and open space uses. The proposed development not only will provide additional housing supply but will assist in increasing transit ridership and usage particularly through the nearby bus routes.

As discussed throughout this report, it is our opinion that the proposal will facilitate development that has appropriate regard to the relevant policies of the Planning Act, is consistent with the PPS, conforms to the Growth Plan, City of Mississauga Official Plan, Lakeview Local Plan, represents good land use planning and is appropriate for the subject lands.