
Planning and Development Committee

Date

2019/11/11

Time

6:00 PM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10

Contact

Angie Melo, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5423
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Find it Online

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

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and archived at Mississauga.ca/videos

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

Send written submissions or request notification of future meetings to:

Mississauga City Council Attn: Development Assistant
c/o Planning and Building Department – 6th Floor
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING
Approval of Draft Minutes of October 28, 2019 meeting
4. MATTERS TO BE CONSIDERED
 - 4.1. PUBLIC MEETING INFORMATION REPORT (WARDS 1, 2, 3, 4, 6, 7, 8)
Dundas Street Right-of-Way Mississauga Official Plan Amendment - Implementing Dundas Connects Master Plan
 - 4.2. PERMISSION TO APPLY TO COMMITTEE OF ADJUSTMENT (WARD 2)
To permit the property owner to apply for minor variances in accordance with section 45.1.4 of the Planning Act
1101 - 1125 Clarkson Road North
Owner: 1101 - 1125 Clarkson Road Developments Inc.
File: OZ 15/003 W2
 - 4.3. RECOMMENDATION REPORT (WARD 1)
Rezoning and draft plan of subdivision applications to permit 8 freehold detached homes and 18 common element condominium detached homes
2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road, west side of Dixie Road, north of the Queen Elizabeth Way
Owner: City Park (Dixie Rd.) Inc.
Files: OZ 18/003 W1 and T-M 18002 W1
5. ADJOURNMENT

City of Mississauga
Corporate Report



Date: 10/18/2019

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:
CD.04-DUN

Meeting date:
11/11/2019

Subject

PUBLIC MEETING INFORMATION REPORT (WARDS 1, 2, 3, 4, 6, 7, 8)

Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan

Recommendation

1. That the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan,” dated October 18, 2019 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held on November 11, 2019 to consider the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan” dated October 18, 2019, from the Commissioner of Planning and Building, be received.

Report Highlights

- The City is moving forward with the implementation of the Dundas Connects Master Plan that was endorsed by Council in 2018. The Plan is a combined land use and transportation study intended to guide the evolution of the Dundas Street corridor over the next 35 to 40 years.
- Changes are proposed to the Mississauga Official Plan (MOP) to widen the Dundas Street right-of-way (ROW) across the City from approximately 35 m to 40-42 m through most of the corridor. The wider ROW will protect for dedicated bus lanes, four general vehicular lanes, and safe and attractive pedestrian and cycling amenities.
- With the adoption of the Official Plan amendment, the City can request landowners convey lands through the development approvals process to meet the new designated ROW.

Background

The Dundas Connects Master Plan, herein referred to as “the Plan”, is a combined land use and transportation study for the City’s Dundas Street corridor. The Plan envisions a Dundas Street corridor with a mix of housing options and retail and employment uses within a walkable, transit-supportive built form. City Council endorsed the final Dundas Connects Master Plan in 2018.

In support of Provincial, Regional and City policies, the Plan makes three high-level recommendations:

1. Mixed-use, transit-supportive intensification across the Dundas Street corridor
2. Implement Bus Rapid Transit (BRT) along Dundas Street as the preferred transit option
3. Create a complete street that is safe and attractive for all users, including pedestrians and cyclists

In order to achieve the preferred BRT transit option along with the other complete street objectives for the corridor, the Plan recommends widening the Dundas Street ROW¹ across the City from generally 35 m to 40-42 m through most of the corridor. In the absence of an Official Plan amendment to implement the new ROW, staff cannot prevent new development from encroaching on the planned corridor.

Implementation of Dundas Connects Recommendations

Implementation of land use policy recommendations, including potential use conversions, will proceed once the Region has finalized its growth allocation targets and employment land needs assessment for the three local municipalities. This will occur through the Region’s ongoing Municipal Comprehensive Review (MCR) process. In the meantime, the following projects will implement in part the recommendations from the Plan:

- Transit Project Assessment Process (TPAP)² to consult on and finalize the design of the Dundas Street corridor
- Downtown Cooksville Official Plan review which includes lands within the Dundas Street corridor
- Special Policy Areas Review to re-examine existing floodplain boundaries and associated land use policies in the Dixie/Dundas area
- Region-led Major Transit Station Area study and boundary delineation
- Official Plan amendment to widen the designated ROW along Dundas Street – the subject of this report

¹ The ROW is the basic road width along roadway sections to accommodate planned and existing transportation and general public realm infrastructure.

² A Transit Project Assessment Process (TPAP) is an expedited Environmental Assessment (EA) process for transit projects.

Comments

The MOP amendment for the revised ROW will ensure the protection of the corridor as properties redevelop and will enable staff to secure the required land through the development approvals process. Land requirements that are not acquired through the development approvals process will be identified following the completion of the TPAP. The TPAP was funded in the 2019 budget and will be undertaken by the Transportation and Works Department.

Existing Mississauga Official Plan Right-of-Way Policies

To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network ROW along its public streets. The designated ROW is considered the basic land requirement along roadway sections to achieve the MOP goal of a safe and efficient multi-modal transportation network.

On the basis of these policies, the City may require the conveyance of land within the designated ROW as a condition of subdivision, severance, minor variance, condominium or site plan approvals when abutting properties redevelop.

Proposed Mississauga Official Plan Changes

The amendment proposes changes to Table 8:1 in Road Classification – Arterials in Chapter 8 and Schedule 8 of the Official Plan to achieve the Plan's recommended ROW. The changes proposed to the ROW along Dundas Street in the amendment are shown below in Table 1.

Table 1: Proposed Changes to ROW along Dundas Street

Note No.	Area of Amendment along Dundas Street West and East	Existing MOP Designated ROW	Proposed MOP Designated ROW	Increase in MOP Designated ROW*
1	Ninth Line to Highway 403	42 m	42 m	n/a
2	Highway 403 to Mississauga Road	35 m	40 m	5 m
3	Mississauga Road to Mindemoya Road	35 m	35 m	n/a
4	Mindemoya Road to Proudfoot Street	30 m	35 m	5 m
5	Proudfoot Street to Credit Woodlands Court	35 m	35 m	n/a
6	Credit Woodlands Court to Etobicoke Creek	35 m	42 m	7 m

* Since the City owns 40 m in some areas, land required from private landowners may be less

The new, wider ROW will accommodate the BRT while maintaining four general traffic lanes along Dundas Street and adequate space for pedestrians and cyclists.

Appendix 1 is an illustration from the Dundas Connects Master Plan that shows existing and proposed MOP designated ROW widths along the entire stretch of Dundas Street in Mississauga. Currently, the Official Plan designated ROW is generally 35 m – except for two portions of the corridor from Ninth Line to Highway 403 (42 m) and from Mindemoya Road to Proudfoot Street (30 m). As shown in Appendix 1, the width of current City-owned property already exceeds the designated MOP width in some areas.

Appendix 2 shows the future space allocation of the various street elements such as street trees, sidewalks, bus lanes and vehicular lanes within and adjacent to the public ROW.

Provincial and Regional Policy Conformity

The proposed amendments to the MOP are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and *Region of Peel Official Plan* (ROP). The *Greenbelt Plan* and the *Parkway Belt Plan* policies do not apply. Appendix 3 provides a detailed analysis of consistency and conformity with Provincial and Regional policies.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

Amendments are proposed to the MOP to implement the Dundas Connects Master Plan recommended ROW widths along the Dundas Street corridor. The widened ROW will assist the City in achieving the Plan's transportation and corridor design recommendations.

Attachments

Appendix 1: Dundas Street Corridor Recommended Official Plan ROW

Appendix 2: Dundas Street Corridor Cross-Section

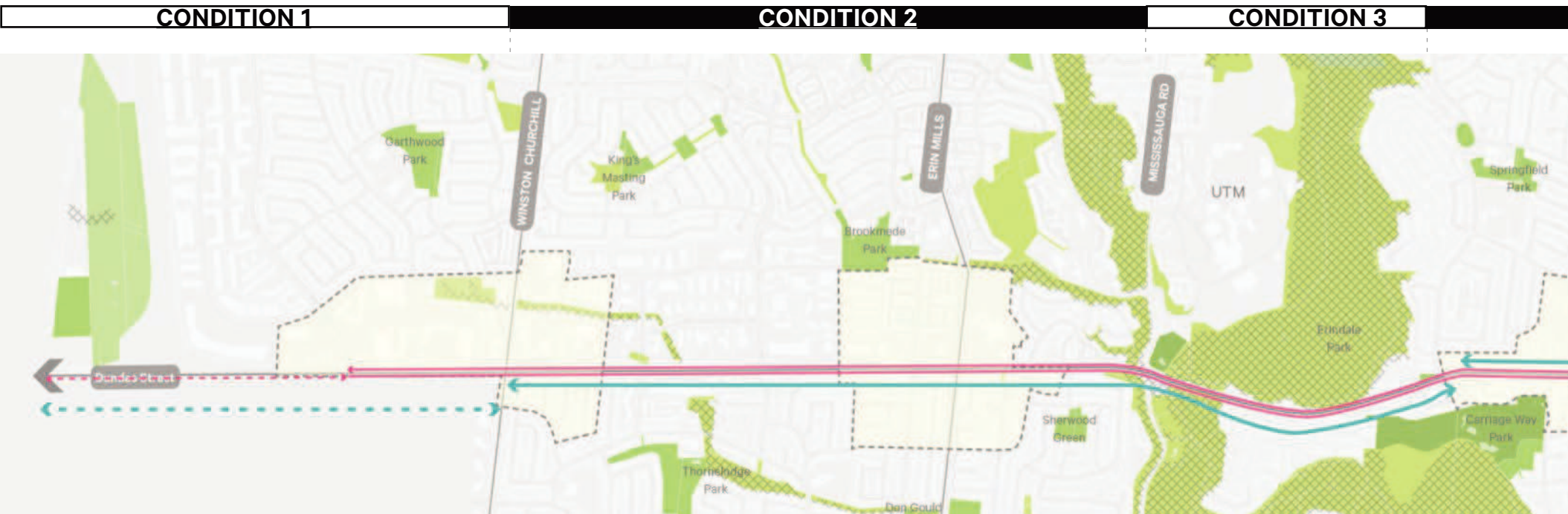
Appendix 3: Summary of Applicable Policies



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

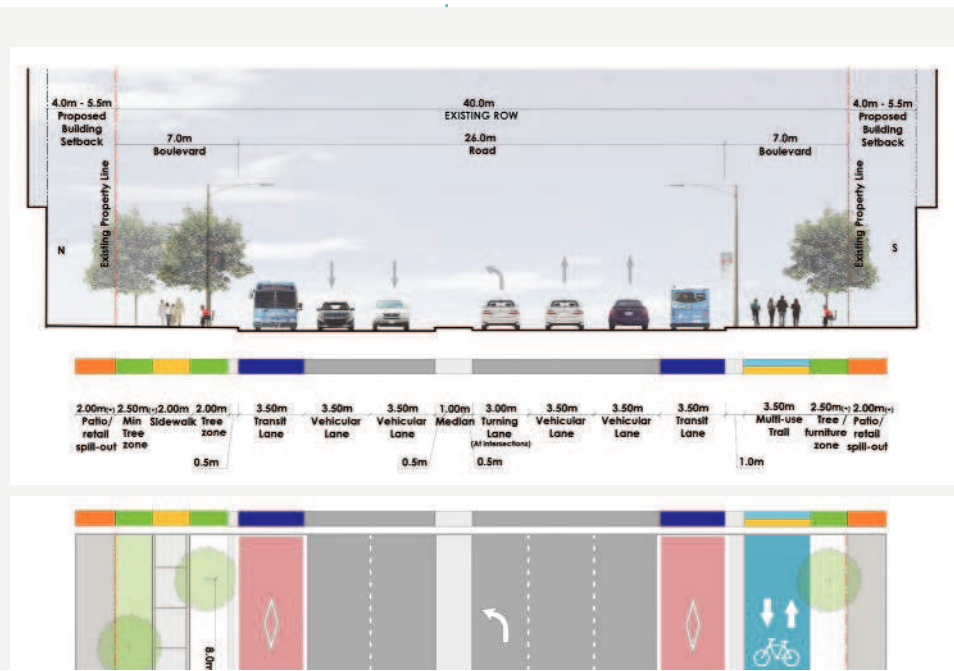
Prepared by: Christian Binette, Planner, City Planning Strategies

CORRIDOR WIDE PROPOSED CONDITIONS



CONDITION 1
West of Winston Churchill
Boulevard:

- These cross sections represent
a general condition of the
corridor.



CONDITION 2
From Winston Churchill
Boulevard to Mississauga
Road:

-

CONDITION 4



Figure 5-56.Recommended Corridor Design

Generally 40m

35m

42m

BRT MEDIAN

CONDITION 3

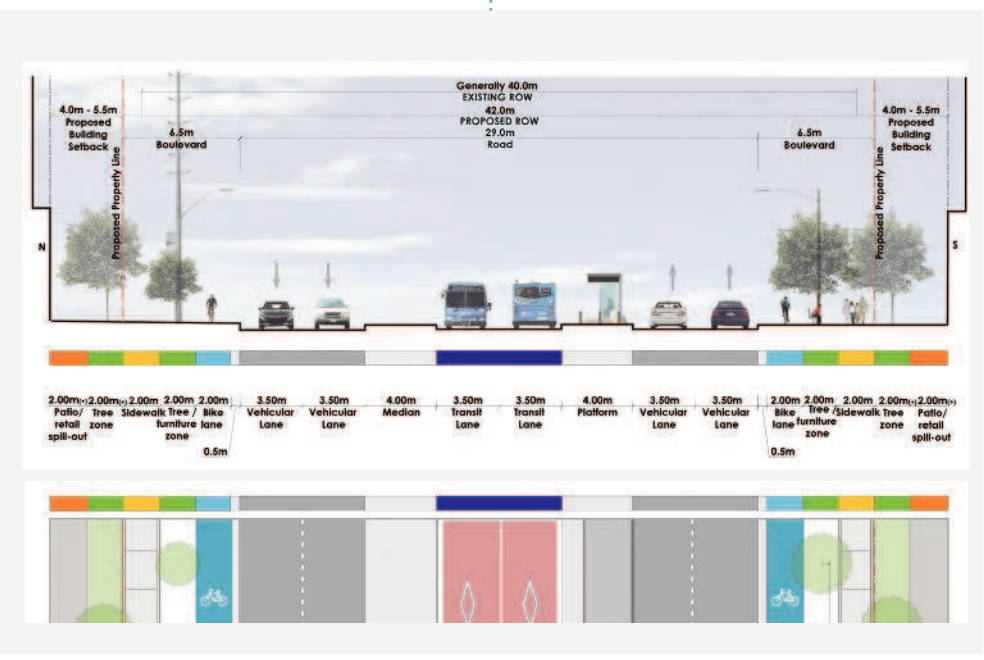
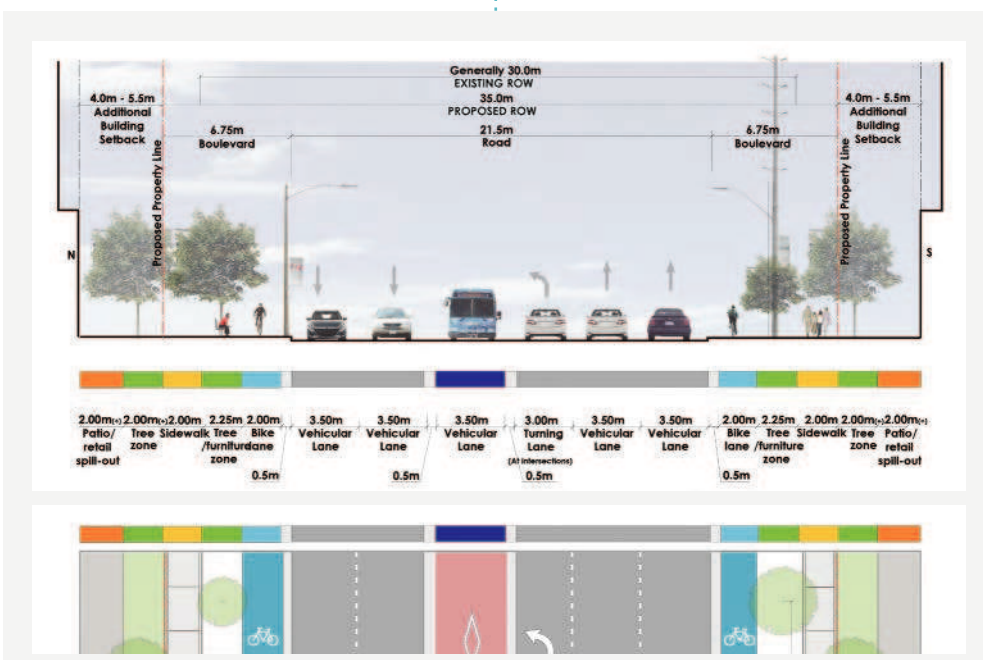
From Mississauga Road to The Credit Woodlands:

- Existing Right-of-Way generally 30m
- Proposed Right-of-Way 35m
- Roadway 21.5m
- Four vehicular lanes
- One reversible transit lane

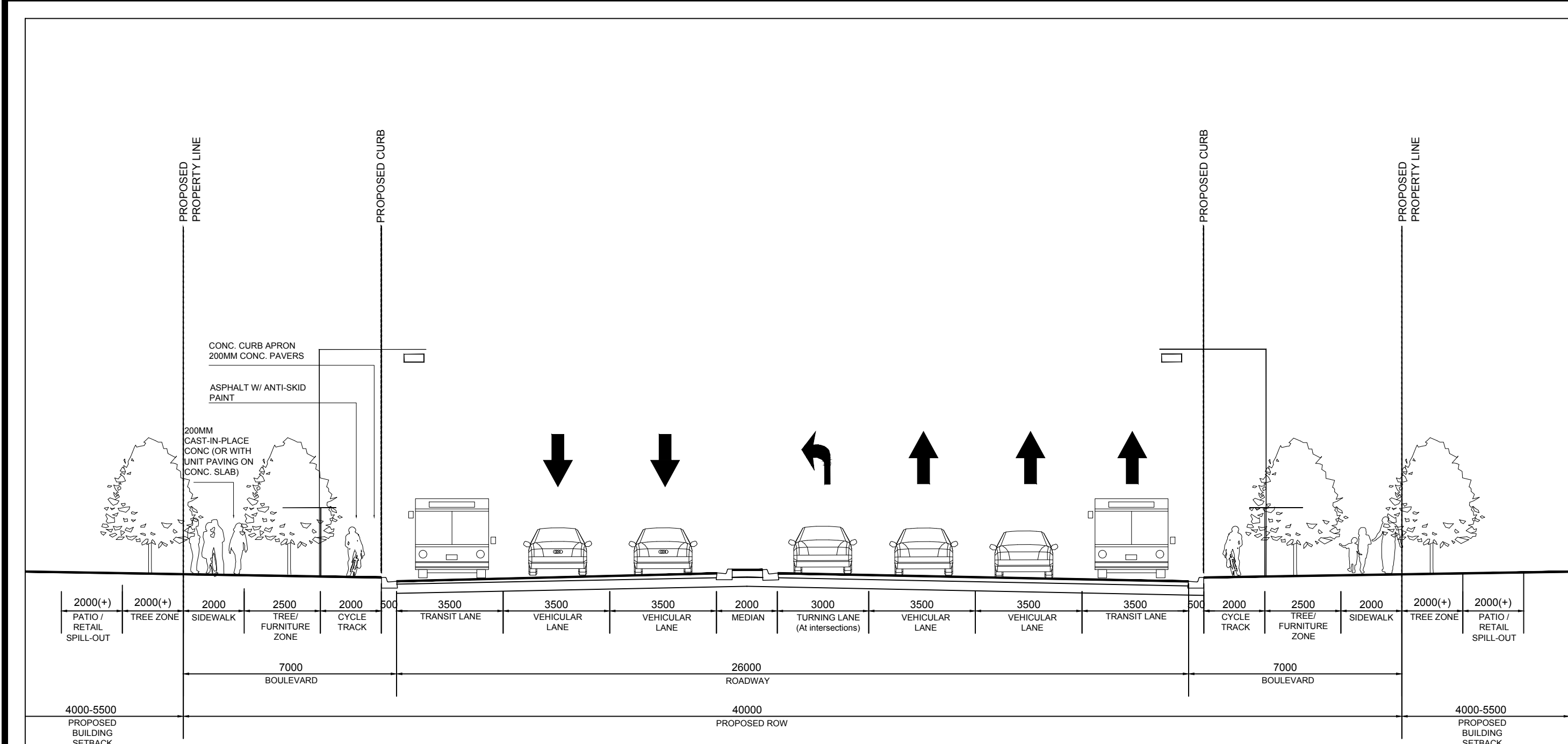
CONDITION 4

East of The Credit Woodlands:

- Existing Right-of-Way generally 40m
- Proposed Right-of-Way 42m
- Roadway 29m
- Four vehicular lanes
- Two median transit lanes



CAD FILE NAME: Dundas Connects - Streetscape sections and details.dwg

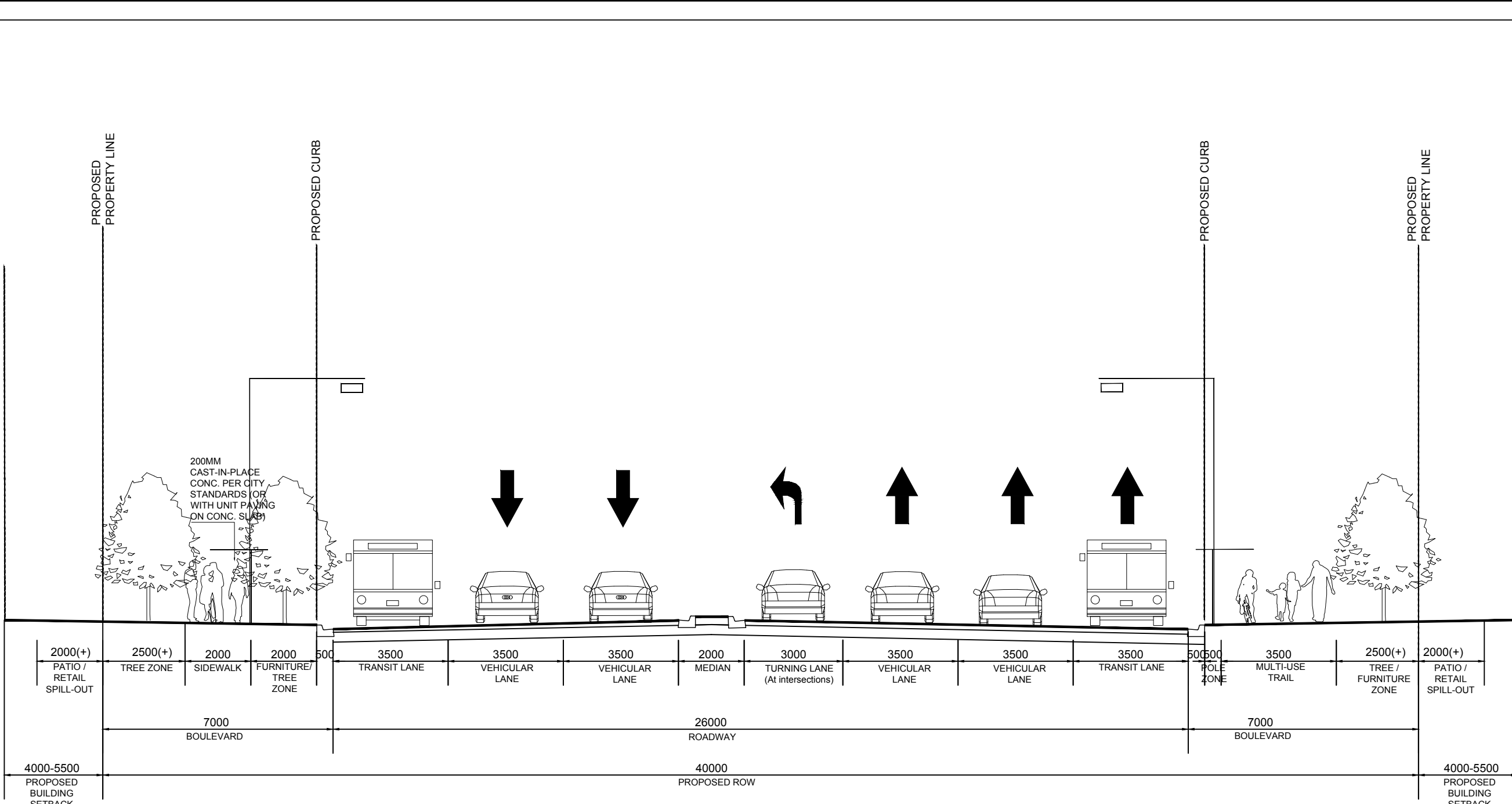


SECTION

OPTION 1: BRT CURBSIDE

1

UD 26



SECTION

OPTION 2: BRT CURBSIDE WITH MULTI USE TRAIL

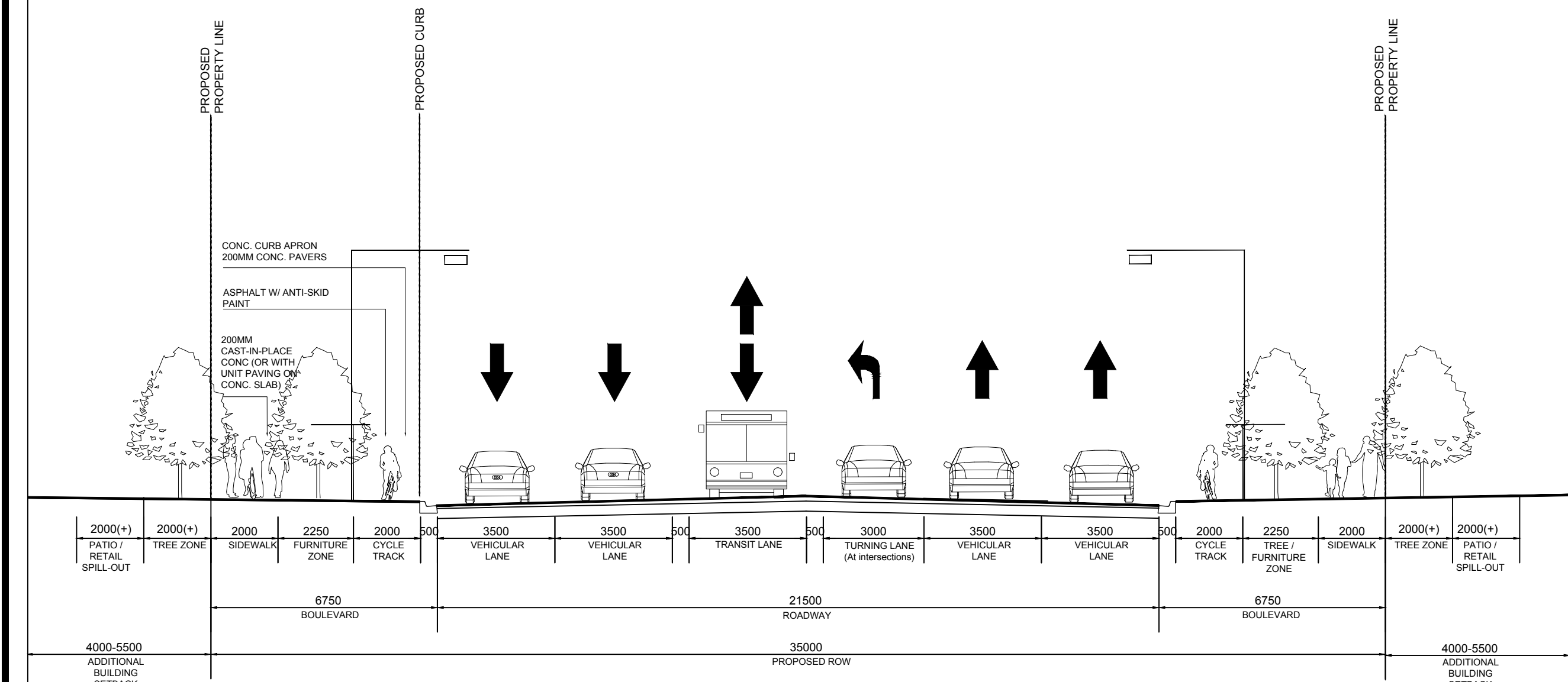
2

UD 26

BLDG. REF. No.

FILE:

SHEET No.

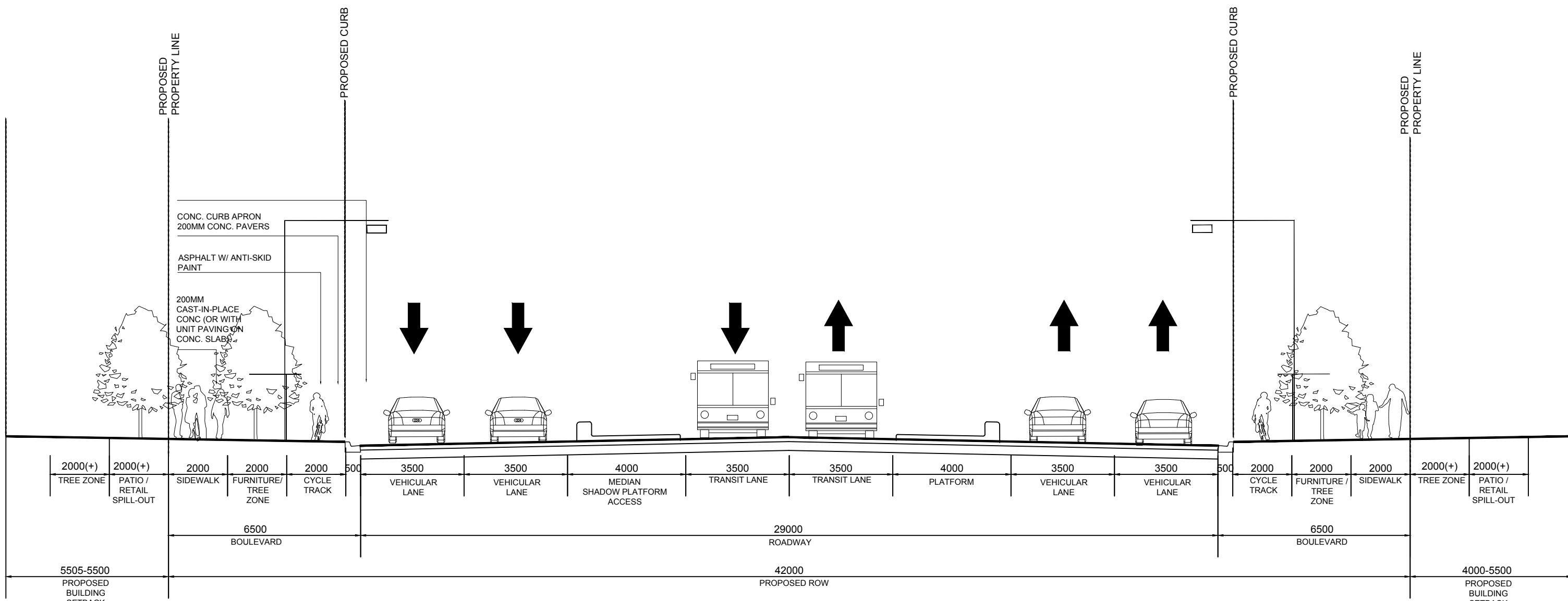


SECTION

OPTION 3: BRT REVERSIBLE

3

UD 26



SECTION

OPTION 4: BRT MEDIAN

4

UD 26

REVISIONS		REVISIONS		DRAWING		DESIGNED - A. ESPINOSA 2017-/-/-		DUNDAS CONNECTS		Plot Date: 2018/09/06	
1	2017-AUGUST-04					DRAWN - A. ESPINOSA/M. SABZEY 2017-/-/-		TITLE			
2	2018-SEPTEMBER-06										
	FINAL SUBMISSION			SCALE		CHECKED - S. WANG 2017-/-/-		DUNDAS ST		Sheet No.	
				N.T.S		APPROVED - S. WANG 2017-/-/-		STREETSCAPE DESIGN		UD 26	

FINAL

Summary of Applicable Policies and Regulatory Documents

The proposed Official Plan amendment has been evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan (MOP).

The following table summarizes the policy documents that affect these amendments. The following table is a preliminary assessment of MOP policies against provincial and regional planning tools and the proposed amendment.

Policy Document	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
Provincial Policy Statement (PPS), 2014	The existing policies of MOP are consistent with the PPS.	The proposed amendments are consistent with the PPS.
A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan)	Mississauga Official Plan is in general conformity with the <i>Growth Plan</i> ; however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i> .	The proposed amendments are in conformity with the <i>Growth Plan</i> .
Greenbelt Plan, 2017	n/a	n/a
Parkway Belt Plan, 1978	n/a	n/a
Region of Peel Official Plan, 1996	The existing policies of MOP conform to the ROP.	The proposed amendments are exempt from Regional approval.
Mississauga Official Plan, 2011	<p>The Dundas Street corridor is a key planned transit and active transportation corridor in the MOP (Schedules 6 and 7). Dundas Street is also classified as an arterial road on Schedule 5 of the Official Plan.</p> <p>To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network rights-of-way along its public streets. The designated ROW is considered the basic required road width along roadway sections to achieve the MOP goal of a safe and efficient multi-modal transportation network.</p> <p>Policies in the MOP are also intended to create an attractive, comfortable and functional public realm within and adjacent to the public realm and other types of public spaces.</p>	<p>The proposed amendment to MOP will ensure a sufficiently wide ROW to accommodate the necessary transportation infrastructure to support the City's multi-modal transportation objectives.</p> <p>The proposed amendment will also implement the recommendation for a wider right-of-way identified in the Dundas Connects Master Plan which is a combined land use and transportation study. The Plan completed Phases 1 and 2 of the Environmental Assessment process.</p> <p>The wider of right-of-way of generally 40-42 m will accommodate the planned BRT, dedicated cycling lanes, and a wide, attractive urban boulevard with sidewalks, street trees, street furniture and landscaping.</p>

Consistency with Provincial Policy Statement

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act*. All decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies. In addition, the table provides an assessment as to how the

proposed amendment is consistent with PPS and MOP policies (i.e. "City Initiated Proposal" column). Only key policies relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency with the PPS Analysis

Section No.	Provincial Policy Statement (PPS) 2014	Mississauga Official Plan (MOP) Policies 2011	City Initiated Proposal
	1.0 Building Strong Healthy Communities		
1	General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy and resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides policies for efficient land use patterns by directing growth to key strategic locations, including along Intensification Corridors such as Dundas Street (Chapter 5 – Direct Growth). MOP emphasizes policies that support completing communities through diverse housing options, mixed use developments, public health and safety, and community infrastructure (Chapter 7 – Complete Communities). A multi-modal transportation system will promote sustainable, active modes of transportation (Chapter 8 – Create a Multi-Modal City). To encourage economic development and competitiveness, Mississauga will ensure necessary infrastructure is provided to support current and projected employment needs (Chapter 10 – Foster a Strong Economy).	The wider right-of-way will provide sufficient space for bus rapid transit (BRT) along Dundas Street, and a walkable, transit-supportive streetscape with ample sidewalks and protected cycling facilities. This will support the planned role of Dundas Street as an Intensification Corridor with a compact, walkable built form; promote public health and safety by facilitating active modes of travel; and, assist the City in meeting projected travel demand from population and economic growth.
	1.1 Managing and directing land use to achieve efficient and resilient development and land use patterns		
2	1.1.1 Healthy, liveable and safe communities are sustained by:	Mississauga will ensure that transportation corridors are identified and protected to meet current and	The revised right-of-way will protect for dedicated BRT lanes, maintain four general vehicle lanes, and

Section No.	Provincial Policy Statement (PPS) 2014	Mississauga Official Plan (MOP) Policies 2011	City Initiated Proposal
	g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs	projected needs for various travel modes (policy 8.1.9). Dundas Street is a key planned transit and active transportation corridor in the MOP (Schedules 6 and 7). Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (8.1.1).	integrate dedicated, continuous pedestrian and cycling facilities. The proposed amendment is an important step to achieving the City's multi-modal transportation objectives and meeting current and projected travel needs in the area.
	1.3 Employment		
3	1.3.1 Planning authorities shall promote economic development and competitiveness by: d) ensuring the necessary infrastructure is provided to support current and projected needs.	See comments in Section 2.	In addition to comments in Section 2, improvements to transit and active transportation connectivity will enhance the attractiveness and competitiveness of employment lands along the Dundas Street corridor.
	1.5 Public Spaces, Recreation, Parks, Trails and Open Space		
4	1.5.1 Healthy, active communities should be promoted by: a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.	Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1). In Intensification Areas, the public realm will be held to the highest standards (policy 9.2.1.19) and will include the coordination of well-designed streetscaping elements (policy 9.2.1.36). Dundas Street is identified as Intensification Area in Schedule 6 of the MOP. The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active	The increase in the right-of-way will protect for streetscaping elements that are intended to achieve an attractive, comfortable and functional public realm. These elements are planned to promote healthy, active communities by facilitating active modes of travel and include: ample sidewalks, dedicated and protected cycling facilities, street trees and street furniture.

Section No.	Provincial Policy Statement (PPS) 2014	Mississauga Official Plan (MOP) Policies 2011	City Initiated Proposal
		transportation (policy 9.3.5.9).	
	<i>1.6 Infrastructure and Public Service Facilities</i>		
5	1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.	Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods (8.1.6). Mississauga will promote the integration of transportation facilities to maximize opportunities for multi-modal travel (policy 8.2.1.6).	In addition to comments in Section 2, the BRT and cycling facilities along Dundas Street are planned to connect to a broader network of rapid transit and cycling routes identified in Schedules 2 and 6 of the MOP.
6	1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.	The MOP identifies Dundas Street as a Higher-Order Transit Corridor and Intensification Corridor (Schedules 2 and 6). Parts of the Dundas Street corridor are also identified as a Primary On-Road Cycling Route in Schedule 7 of the Official Plan. Mississauga will create a well-connected, multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (policy 8.1.7).	The amendment will ensure that the City is able to build the necessary infrastructure within its right-of-way. This will enable the City to meet its broader intensification and complete community planning objectives as development applications are received.
7	1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs	Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes (policy 8.1.9). Dundas Street West and Dundas Street East are identified as a Higher Order Transit Corridor in Schedule 6 of the Official Plan. To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network rights-of-way along its public streets. The designated rights-of-way are considered the basic required rights-of-way along roadway sections to achieve the City's Official Plan goal of a safe and efficient multi-modal transportation network (section 8.2.1). The City may require the conveyance of land within the designated right-of-way for abutting properties as	The wider right-of-way will protect for the necessary transportation infrastructure to meet current and projected needs. These needs were identified in the Dundas Connects Master Plan which recommends a right-of-way that is generally 40-42 m. This includes four general vehicular lanes, protected BRT lanes, dedicated cycling facilities, and a wide, attractive urban boulevard with sidewalks, street trees and street furniture. The Dundas Connects Master Plan completed Phases 1 and 2 of the Environmental Assessment process.

Section No.	Provincial Policy Statement (PPS) 2014	Mississauga Official Plan (MOP) Policies 2011	City Initiated Proposal
		a condition of subdivision, severance, minor variance, condominium or site plan approvals (policy 8.2.1.e). Right-of-way widths are intended to accommodate transit, vehicles and active transportation facilities (policy 8.2.1.4). Where necessary, the City may acquire lands for a public transit right-of-way along higher order transit corridors (policy 8.2.1.5).	
	1.7 Long-Term Economic Prosperity		
9	1.7.1 Long-term economic prosperity should be supported by: f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people.	See comments in Section 2.	In addition to comments in Sections 2 and 3, the new right-of-way will protect for a future BRT line that will provide fast, convenient connections to neighboring cities and regions – including to the subway in the City of Toronto.
	4.0 Implementation and Interpretation		
10	General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted. 4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement. 4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement.	As outlined in the table, relevant MOP policies are consistent with the PPS.	The policies of MOP and the proposed amendments are consistent with relevant policies of the <i>Provincial Policy Statement</i> as outlined in this table.

Conformity with Growth Plan 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) (2019) was issued under Section 7 of the *Places to Grow Act*. All decisions affecting lands within this area will conform to this Plan.

The following table has been prepared to demonstrate how MOP policies conform to the relevant *Growth Plan* policies. In addition the table provides an assessment as to how the proposed amendments conform to *Growth Plan* and MOP policies (i.e. “City Initiated Proposal” column). Only key policies

relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the *Growth Plan* 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new *Growth Plan* 2019. The proposed policies have been reviewed against *Growth Plan* 2019 policy direction to ensure conformity.

Conformity with the Growth Plan Analysis

Section No.	<i>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019</i>	Mississauga Official Plan (MOP) Policies, 2011	City Initiated Proposal
	1. Introduction		
	1.1 The Greater Golden Horseshoe		
1	General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, employment, healthy communities, aging, and climate change.	MOP recognizes that Mississauga’s sustained population and employment growth will continue to present both challenges and opportunities that need to be addressed through an appropriate growth management strategy (section 4.3). The Official Plan focuses on the strategic management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure (section 4.4). Mississauga will also provide a range of mobility options for all ages and abilities (section 4.4). Growth is also to be directed to locations that will be supported by higher order transit (section 4.5). Mississauga will support the creation of complete, healthy communities and build a multi-modal city (section 4.5).	The wider right-of-way will provide sufficient space for bus rapid transit (BRT) along Dundas Street, and a walkable, transit-supportive streetscape with ample sidewalks and protected cycling facilities. This will support the planned role of Dundas Street as an Intensification Corridor with a compact, walkable built form; promote public health and safety by facilitating active modes of travel; and, assist the City in meeting projected travel demand from population and economic growth.

Section No.	<i>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019</i>	Mississauga Official Plan (MOP) Policies, 2011	City Initiated Proposal
	1.2 The Growth Plan for the Greater Golden Horseshoe		
2	The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (Chapter 4 - Vision).	The protection for BRT lanes and pedestrian and cycling facilities will assist the City in building a multi-modal, sustainable transportation network.
	1.2.1 Guiding Principles		
3	The policies of this Plan are based on the following principles: a) Complete communities; b) Prioritize intensification; c) Provide flexibility to capitalize on new economic and employment opportunities; d) Support a range and mix of housing options; e) Integrate land use planning and investment in infrastructure; f) Provide different approaches to manage growth that recognize diversity of communities; g) Protect natural heritage, hydrologic, landforms; h) Conserve and promote cultural heritage; i) Integrate climate change considerations.	The guiding principles of the <i>Growth Plan</i> are incorporated into MOP and include the following: Chapter 5 – Direct Growth - prioritize intensification; provide different approaches to manage growth that recognize diversity of communities; integrate land use planning and investment in infrastructure. Chapter 7 – Complete Communities - complete communities; support a range and mix of housing options; conserve and promote cultural heritage. Chapter 8 – Multi-modal City – Build an interconnected, convenient and fast network of rapid transit routes and pedestrian/cycling infrastructure	See comments in Section 1.
	1.2.2 Legislative Authority		
4	All decisions made on or after May 16, 2019 will conform with this Plan.	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	As the decision on the amendments will occur after May 16, 2019, it must conform to the <i>Growth Plan</i> 2019.
	1.2.3 How to Read this Plan		
5	General Statement of Intent: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan.	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable provincial planning documents.	The proposed amendments have been reviewed accordingly.
	2. Where and How to Grow		
	2.1 Context		

6	<p>This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.</p>	<p>Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1).</p> <p>In Intensification Areas, the public realm will be held to the highest standards (policy 9.2.1.19) and will include the coordination of well-designed streetscaping elements (policy 9.2.1.36). Dundas Street is identified as Intensification Area in Schedule 6 of the MOP.</p> <p>The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation (policy 9.3.5.9).</p> <p>Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (8.1.1).</p>	<p>The increase in the right-of-way will protect for streetscaping elements that are intended to achieve an attractive, comfortable and functional public realm. These elements are planned to promote healthy, active communities by facilitating active modes of travel and include: ample sidewalks, dedicated and protected cycling facilities, street trees and street furniture.</p> <p>The protection for BRT lanes and pedestrian and cycling facilities will assist the City in building a multi-modal, sustainable transportation network.</p>
3. Infrastructure to Support Growth			
3.1 Context			
7	<p>This Plan provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth to the horizon of this Plan and beyond.</p> <p>The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan.</p>	<p>The City will create a multi-modal transportation system that integrates infrastructure investment with land use planning. This includes consideration of the environment and broader provincial planning goals related to directing growth to strategic growth areas and building complete communities.</p>	<p>The wider right-of-way is a recommendation that stems from the Dundas Connects Master Plan. The Plan is a combined land use and transportation master plan/environmental assessment that will guide land use and transportation planning along the Dundas Street corridor as a key Intensification Area in the City of Mississauga.</p>
3.2 Policies for Infrastructure to Support Growth			
3.2.1 Integrated Planning			
8	3.2.1.2 Planning for new or	Mississauga will strive to create a transportation	The proposed wider right-of-way is a key

	<p>expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments, and other relevant studies where appropriate, and should involve:</p> <ul style="list-style-type: none"> a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan; b) providing sufficient infrastructure capacity in strategic growth areas; c) identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and d) considering the impacts of a changing climate. 	<p>system that reduces dependence on non-renewable resources (8.1.4).</p> <p>Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions (8.1.5).</p> <p>Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (8.1.7).</p> <p>MOP identifies Dundas Street is identified as an Intensification Corridor in Schedule 6 of the Official Plan and as such, is an strategic growth area in the City.</p>	<p>recommendation of the Dundas Connects Master Plan. The Plan is a combined long-range master plan and EA study that considered Provincial, Regional and City policies.</p> <p>The wider right-of-way will protect for BRT and active transportation infrastructure that will increase transit capacity and facilitate a shift in travel mode from single-occupancy vehicles to transit and active transportation, and contribute to a city-wide reduction in greenhouse gas emissions from the transportation sector.</p> <p>The building of transit and active transportation will also support the role of the Dundas Street corridor as an Intensification Corridor in the City. As an Intensification Corridor, the lands located within 200 to 300 metres of the centre line of the corridor have the potential for higher-density, mixed-use development that is consistent with the planned transit service levels.</p>
9	3.2.1.3 Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas.	See comments in Section 8.	See comments in Section 8.
	<i>3.2.2 Transportation – General</i>		

11	<p>3.2.2 The transportation system within the GGH will be planned and managed to:</p> <ul style="list-style-type: none"> a) provide connectivity among transportation modes for moving people and for moving goods; b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; c) be sustainable and reduce greenhouse gas emissions; d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services; f) provide for the safety of system users. 	<p>MOP contains policies that encourage a multi-modal transportation system that includes all modes of travel (Chapter 8 – Create a Multi-Modal City). Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (8.1.1). Transit will be a priority for transportation infrastructure planning and major transportation initiatives (8.1.11). Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources (8.1.4). Mississauga will plan and manage the transportation system to provide for the safety of all users (8.1.2)</p>	<p>The wider right-of-way will protect for future BRT and active transportation infrastructure. The Dundas BRT is a key component to a city-wide rapid transit network that will deliver fast, convenient transit across the City. This will increase transit capacity and facilitate a shift in travel mode from single-occupancy vehicles to transit and active transportation, and contribute to a city-wide reduction in greenhouse gas emissions from the transportation sector. Dedicated cycling facilities will also provide for the safety of cyclists along the corridor.</p>
12	<p>3.2.3 In the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.</p>	<p>The city will design its roads in a manner that:</p> <ul style="list-style-type: none"> a) has regard for the safe movement of all road users, including transit, cyclists, pedestrians and motorists (8.3.1.1). 	<p>The wider right-of-way will safely and efficiently accommodate all users through dedicated cycling facilities, wide, ample sidewalks, BRT lanes and four general vehicular lanes.</p>
<i>3.2.3 Moving People</i>			
13	<p>3.2.3.1 Public transit will be the first priority for transportation infrastructure planning and major transportation investments.</p>	<p>Transit will be a priority for transportation infrastructure planning and major transportation initiatives (8.1.11).</p>	<p>See comments in Section 11.</p>
14	<p>3.2.3.2 All decisions on transit planning and investment will be made according to the following criteria:</p> <ul style="list-style-type: none"> a) aligning with, and supporting, the priorities identified in Schedule 5; b) prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels; c) increasing the capacity of existing transit systems to support strategic growth areas; 	<p>In addition to comments in Section 11, Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions (8.1.5). Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (8.1.7). MOP identifies Dundas Street as a Higher-Order Transit Corridor and Intensification Corridor (Schedules 2 and 6). Parts of the Dundas Street corridor are also identified as a Primary On-Road</p>	<p>In addition to comments in Sections 8 and 11, the transit and active transportation infrastructure are one piece of a broader transportation network that will provide continuous linkages to neighbourhoods throughout the city and to the neighbouring municipalities.</p>

	<ul style="list-style-type: none"> d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible; e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas; f) increasing the modal share of transit; and g) contributing towards the provincial greenhouse gas emissions reduction targets. 	<p>Cycling Route in Schedule 7 of the Official Plan. Decisions on transit planning and investment will be made according to the following criteria (8.2.3.8):</p> <ul style="list-style-type: none"> a) using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels; b) placing priority on increasing the capacity of existing transit systems to support Intensification Areas; c) expanding transit service to areas that have achieved, or will be planned to achieve, transit supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development, wherever possible; d) providing priority access to the Downtown, other Intensification Areas and the Airport; and e) increasing the modal share of transit. 	
15	<p>3.2.3.4 Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:</p> <ul style="list-style-type: none"> a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations 	<p>The city will design its roads in a manner that:</p> <ul style="list-style-type: none"> b) has regard for the safe movement of all road users, including transit, cyclists, pedestrians and motorists (8.3.1.1). <p>Within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:</p> <ul style="list-style-type: none"> a) reducing lane width, where appropriate; b) providing streetscaping to reduce the apparent width of the right-of-ways; c) locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized; and d) creating safe road crossings for pedestrians and cyclists. <p>Pedestrian convenience and safety will be a priority in determining location and design of transit facilities within Intensification Areas (8.3.3.4).</p>	<p>The wider right-of-way will facilitate safe and comfortable pedestrian and cycling movement throughout the Dundas Street corridor. This is achieved by protecting for wide, attractive sidewalks and dedicated cycling facilities.</p> <p>The increase in the right-of-way will also protect for streetscaping elements, including street trees and street furniture that are intended to achieve an attractive, comfortable and functional public realm.</p>
3.2.5 Infrastructure Corridors			

16	<p>3.2.5.1 In planning for the development, optimization or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will:</p> <ul style="list-style-type: none"> a) encourage the co-location of linear infrastructure where appropriate; b) ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS. e) transportation: <ul style="list-style-type: none"> i. consider increased opportunities for moving people and goods by rail; ii. consider separation of modes within corridors; and iii. provide opportunities for inter-modal linkages. 	<p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes (policy 8.1.9). Dundas Street West and Dundas Street East are identified as a Higher Order Transit Corridor in Schedule 6 of the Official Plan.</p> <p>To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network rights-of-way along its public streets. The designated rights-of-way are considered the basic required rights-of-way along roadway sections to achieve the City's Official Plan goal of a safe and efficient multi-modal transportation network (section 8.2.1).</p> <p>The City may require the conveyance of land within the designated right-of-way for abutting properties as a condition of subdivision, severance, minor variance, condominium or site plan approvals (policy 8.2.1.e).</p>	<p>The wider right-of-way will protect for the necessary transportation infrastructure to meet current and projected needs. These needs were identified in the Dundas Connects Master Plan which recommends a right-of-way that is generally 40-42 m. This includes four general vehicular lanes, protected BRT lanes, dedicated, separated cycling facilities, and a wide, attractive urban boulevard with sidewalks, street trees and street furniture.</p>
17	<p>3.2.5.2 The planning, location and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas.</p>	<p>MOP policies conform to the <i>Growth Plan</i> and direct growth to key intensification areas to accommodate provincial growth plan targets. Intensification Corridors, including Dundas Street, are a key element of the City's urban hierarchy and are intended to accommodate compact, transit-supportive development.</p>	<p>The wider right-of-way will protect for dedicated cycling facilities, BRT lanes, dedicated cycling facilities and ample, wide sidewalks. The building of transit and active transportation infrastructure are essential to achieving the vision of walkable, compact and transit-supportive development within Intensification Corridors.</p>
5. Implementation and Interpretation			
18	<p>Statement of Intent:</p> <p>Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider the impact of the decision as it relates to the policy of the <i>Growth Plan</i>.</p> <p>The policies of this section address implementation matters such as: how to</p>	<p>MOP must conform to the hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (Section 2.0)</p>	<p>Not directly applicable to the proposed amendments. A comprehensive review of MOP will address the changing and evolving legislative and policy framework set out by the Province and the Region. The amendments, as proposed, are in conformity with the <i>Growth Plan</i>.</p>

	interpret the plan, supplementary direction on how the Province will implement the plan, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.		
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Region of Peel Official Plan

The City Initiated Proposal does not require an amendment to the Region of Peel Official Plan. The proposed amendments were circulated to the Region.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form

and 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, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011, is the primary municipal instrument used to evaluate these amendments.

City of Mississauga

Corporate Report



Date: 2019-10-18

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
OZ 15/003 W2

Meeting date:
2019-11-11

Subject

PERMISSION TO APPLY TO COMMITTEE OF ADJUSTMENT (WARD 2)

To permit the property owner to apply for minor variances in accordance with section 45.1.4 of the *Planning Act*

1101 – 1125 Clarkson Road North

Owner: 1101 - 1125 Clarkson Road Developments Inc.

File: OZ 15/003 W2

Recommendation

That in accordance with Section 45.1.4 of the *Planning Act*, City Council permits 1101 - 1125 Clarkson Developments Inc. to apply to the Committee of Adjustment for minor variance applications for the property located at 1101 – 1125 Clarkson Road North.

Background

Bill 73 came into effect on July 1, 2016, introducing a prohibition on the granting of minor variances following the passing of an applicant-initiated Zoning By-law Amendment for a period of two years from the date of passing unless City Council declares by resolution that such an application is permitted.

1101 – 1125 Clarkson Developments Inc. submitted a Zoning By-law Amendment application (OZ 15/003 W2) on June 5, 2015. The application was to permit 136, four storey back to back townhouses and 2, three storey commercial building. The applicant appealed the application to the Local Planning Appeal Tribunal (LPAT) for non-decision on November 21, 2016.

On March 20, 2017, Planning and Development Committee recommended refusal of the proposal and directed staff to oppose the proposal at the LPAT. The recommendation also allowed staff to engage in settlement discussions and bring back a settlement concept should an agreement be reached.

The Recommendation Report can be viewed from the following link:

https://www7.mississauga.ca/documents/committees/pdc/2017/2017_03_20_PDC_Agenda_Evening.pdf

On January 24, 2018, Council resolved to endorse a proposed settlement. On March 18, 2018, the proposed settlement was presented to the LPAT for approval, which included a site specific Zoning By-law amendment to implement an agreed upon concept plan for the site. The LPAT did not include a provision to allow the applicant to apply for variances.

Subsequent to the LPAT approving the settlement, the applicant has submitted an application for Site Plan (SP 19-18 W2) approval to implement the concept plan. Minor variances to the Zoning By-law are needed to proceed as proposed. While a resubmission of the Site Plan application is necessary to fully capture all the potential variances, those identified to date include setbacks related to building features (such as the proposed porches and overhangs) and the location of the underground garage. The proposal is consistent with that presented and approved at the LPAT.

Comments on the variances will be provided through the applications. The surrounding community will be notified of the Committee of Adjustment hearing in accordance with their procedures.

Financial Impact

Not applicable.

Conclusion

Given the above, in accordance with Section 45.1.4 of the *Planning Act*, staff recommend that City Council resolve to permit 1101 – 1125 Clarkson Road Developments Inc. to seek minor variances required to implement the concept plan approved by LPAT.

Attachments

Appendix 1: Site Plan



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: David Ferro, MCIP RPP, Development Planner

SP 19-18 W2

1101 Clarkson Developments Inc.

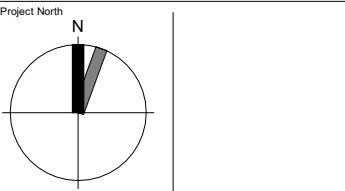
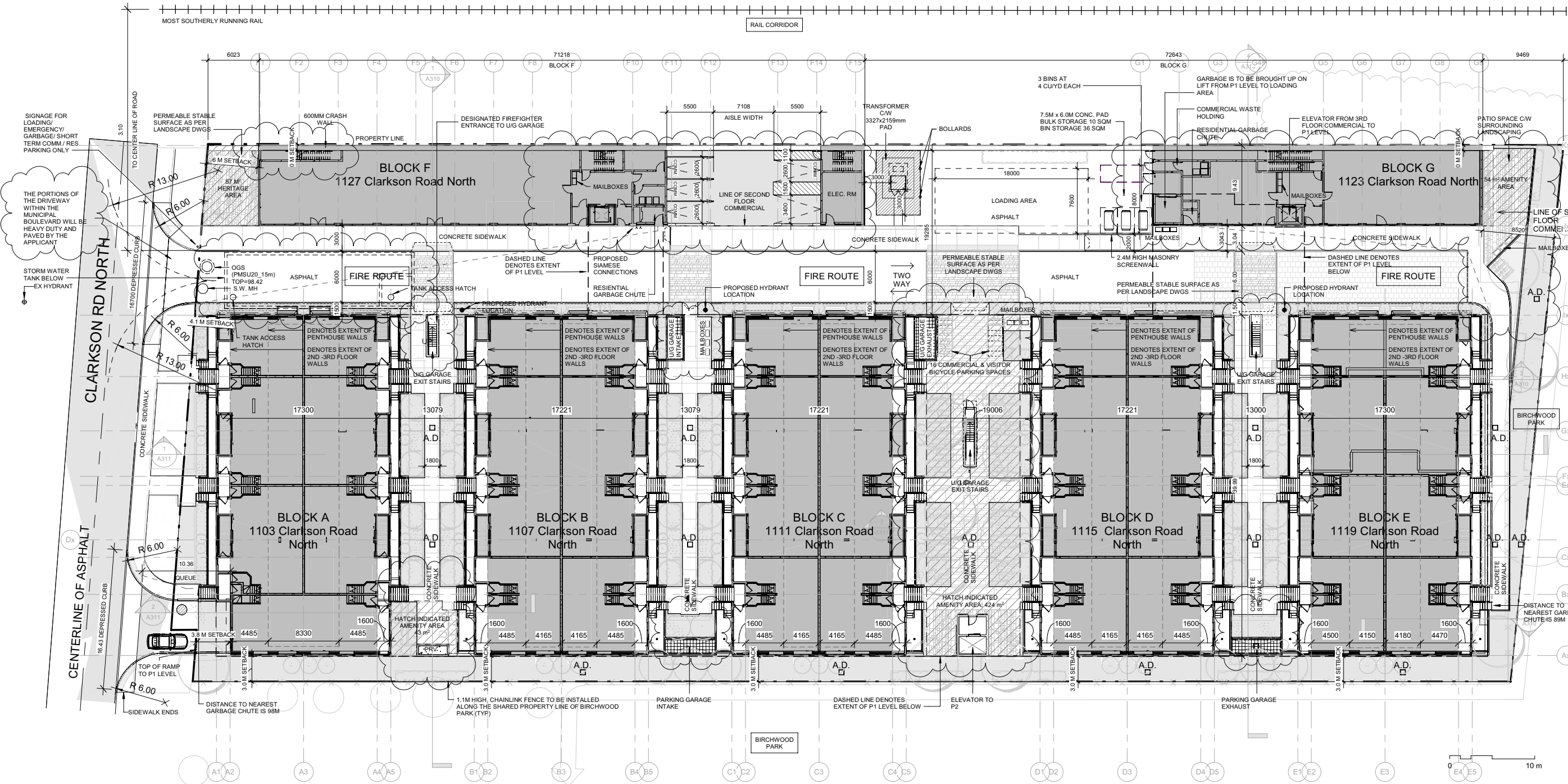
101, 1105, 1109, 1117 and 1119 Clarkson Road North Lot 28,
Concession 2, South of Dundas Street, City of Mississauga
13447-0001(LT); 13447-0002(LT); 13447-0003(LT) and PIN:
13447-0004(LT)

CLARKSON ROAD HOLDINGS INC.

1101 Clarkson Road North, Mississauga ON, L5J 2W1
(416) 804-8384

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scaled, and any discrepancies are to be reported to the Architect
before proceeding with the work.

9	Issued to Planning	2017/12/04
10	Issue For PAC	2018/01/03
13	Issued for SPA	2018.12.12
H	Coordination SPA	2019.05.08
14	Reissued for SPA	2019.06.14



Project No:	12058
Scale:	1 : 250
Date:	2019/05/08
Drawn by:	R.V.V.
Drawing Title	

NOTE:
FOR FIRE ROUTE & LIFE SAFETY
DETAILS SEE SHEET A007

Site Plan

Drawing
Number

A101

City of Mississauga
Corporate Report



Date: 2019/10/18

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:
 OZ 18/003 W1 &
 T-M 18002 W1

Meeting date:
 2019/11/11

Subject

RECOMMENDATION REPORT (WARD 1)

Rezoning and draft plan of subdivision applications to permit 8 freehold detached homes and 18 common element condominium detached homes

2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road, west side of Dixie Road, north of the Queen Elizabeth Way

Owner: City Park (Dixie Rd.) Inc.

Files: OZ 18/003 W1 and T-M 18002 W1

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ18/003 W1, City Park (Dixie Rd.) Inc., 2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road, to change the zoning to **R4-Exception** (Detached Dwellings) and **R16-Exception** (Detached Dwellings on a CEC-Road) and the draft plan of subdivision under File T-M 18002 W1, be approved subject to the provisions referenced in the staff report dated October 18, 2019 from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and number of dwelling units shall not increase.

Report Highlights

- The applications are to change the zoning by-law and permit a plan of subdivision to allow 8 freehold detached homes and 18 common element condominium detached homes
- The applicant has made minor revisions to the proposal to address the issues raised at the Public Meeting and by staff, including increasing by 2.0 m (6.6 ft.) the front yards and the distance of the garage face from the front lot line for homes on Primate Road
- The overall building heights have increased by 0.8 m (2.6 ft.) to deal with the high ground water levels
- The proposed development is supportable from a planning perspective

Background

A public meeting was held by the Planning and Development Committee on February 19, 2019, at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-0012-2019 was then adopted by Council on March 6, 2019.

1. That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by City Park (Dixie Rd.) Inc. to permit 8 freehold detached homes and 18 common element condominium detached homes, under Files OZ 18/003 W1 and T-M 18002 W1, 2103, 2107, 2113 and 2119 Primate Road, 1351 and 1357 Wealthy Place and 2116, 2122 Dixie Road, be received for information.
2. That ten oral submissions made to the Planning and Development Committee at its meeting dated February 19, 2019, be received.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

Originator's files: OZ 18/003 W1 and T-M 18002 W1

- the front yards of the homes on Primate Road have been increased from 4.5 m (15 ft.) to 6.5 m (21 ft.) and the distance from the garage face to the front lot line was increased from 6.0 m (20 ft.) to 8.0 m (26 ft.). These changes better reflect the setbacks of existing homes in the area;
- the average lot size for homes on Primate Road has been increased from 285 m² (3,068 ft²) to 307 m² (3,305 ft²);
- the height (as measured to the top of the highest ridge sloped roof) for all the homes has been increased from 10.4 m (34 ft.) to 11.2 m (37 ft.) as a result of high ground water levels which have reduced excavation depths. In order to maintain modern basement floor to ceiling heights the overall building height has been increased;
- a block of land adjacent to Dixie Road is no longer required by the Ministry of Transportation. These lands are part of the Common Element Condo zone and their use will be addressed during the site plan approval process. They could be used for additional parking or other purposes, but not for additional residential dwellings.



Applicant's rendering of elevation
(one of three models)

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed zoning change. All property owners within 120 m (393 ft.) were notified of the applications on April 5, 2019. A community meeting was held on June 4, 2019. Approximately 150 people attended the meeting. Approximately 100 written submissions (e-mails and letters) have been received. Supporting studies were posted on the City's website at

<http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on February 19, 2019. At this meeting there were 10 members of the public that made deputations regarding the applications. Staff attended two Applewood Ratepayers Steering Committee meetings on January 23, 2019 and April 1, 2019. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site.

The Province provides direction on matters of provincial interest related to land use planning through the *Provincial Policy Statement* and *Growth Plan for the Greater Golden Horseshoe*. A

key direction is the development of efficient land use patterns and sustainability in urban areas that already exist. In addition, the Province has recently placed greater emphasis on increasing the housing supply. For example, recent changes to the *Growth Plan* require municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification generally to achieve the desired urban form.

The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is not required; however, a rezoning and plan of subdivision are necessary in order to develop the site. The development application must be assessed to ensure the level of intensification and built form are appropriate for the site. A detailed Planning Analysis is found in Appendix 2. The evaluation of the proposal came down to addressing the following issues and questions:

- Directing Growth: Is intensification appropriate for this site?
- Compatibility with Neighbourhood Character: Is the proposed built form appropriate?
- Compatibility with road network and parking: Should access be provided from Wealthy Place and is there sufficient parking?
- Services and Infrastructure: Is there adequate infrastructure to support the proposal?

The proposed rezoning and plan of subdivision applications to permit 8 freehold detached homes and 18 common element condominium detached homes have been found acceptable, given:

- The proposal represents sensitive intensification that is compatible with the area and is partially located along the Dixie Road corridor;
- The proposal is consistent with the existing land uses and character of the surrounding area (i.e. residential low density ground related land uses);
- The lotting fabric is compatible with the neighbourhood character (detached lots zoned for wide frontages (15 m / 50 ft.) are being replaced with lots that are still considered wide (approximately 12 m / 40 ft.);
- The proposed development provides a range of residential built forms while continuing to respect the character of the area;
- The proposed development is compatible with the road network and provides parking as required by the zoning by-law; and
- The existing infrastructure is adequate to support the proposed development.

Concern has been raised as to the precedent setting nature of the proposal. Development applications are judged on their own merits. In addition, the proposal represents a land assembly of eight large properties that are partially within the Dixie Road corridor, along the edge of a neighbourhood. These characteristics are not typical of individual lots throughout the majority of the Applewood neighbourhood.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

In summary, the proposed development is replacing detached homes on relatively very large lots with larger homes on somewhat smaller lots. Recognizing that intensification does not have to mirror existing development, it is considered sensitive to the existing and planned character of the neighbourhood, and while it brings change, it will not result in significant adverse impacts to the community. The proposed rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved, subject to conditions identified in this report.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Revised Site Plan and Elevations
- Appendix 4: City Conditions of Approval
- Appendix 5: Draft Plan of Subdivision



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Paul Stewart, Development Planner

Date: January 25, 2019 To: Chair and Members of Planning and Development Committee	Originator's files: OZ 18/003 W1 T-M 18002 W1
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building	Meeting date: 2019/02/19

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Applications to permit 8 freehold detached homes and 18 common element condominium detached homes

2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road, west side of Dixie Road, north of the Queen Elizabeth Way

Owner: City Park (Dixie Rd.) Inc.

Files: OZ 18/003 W1 and T-M 18002 W1

Bill 139

Recommendation

That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by City Park (Dixie Rd.) Inc. to permit 8 freehold detached homes and 18 common element condominium detached homes, under Files OZ 18/003 W1 and T-M 18002 W1, 2103, 2107, 2113 and 2119 Primate Road, 1351 and 1357 Wealthy Place and 2116, 2122 Dixie Road, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the application and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

Proposals to redevelop some portion of the subject lands date back approximately 10 years and have included townhomes, semi-detached homes, and detached homes. Most recently, in March 2018 rezoning and draft plan of subdivision applications were submitted to permit 8 freehold detached homes and 18 common element condominium (CEC) detached homes on a private road. The applicant is proposing to amend the zoning by-law from **R3-75** (Detached Dwellings – Typical Lots – Exception), to **R5-Exception** (Detached Dwellings – Typical Lots)

and **R16-Exception** (Detached Dwellings on a CEC-Private Road) to implement this development proposal. A plan of subdivision is also required in order to create the new detached lots.

Comments

The property is located on the west side of Dixie Road, north of the Queen Elizabeth Way (QEW), in the predominately residential Lakeview Neighbourhood Character Area. Single detached homes on mature tree lined streets situated on relatively wide lots (e.g. 19 m/62 ft.) are predominate characteristics of the immediate area. The subdivision in the immediate area was developed in the early 1950s and has remained a relatively stable neighbourhood consisting primarily of two storey detached homes.

Some of the houses in this neighbourhood have changed over time as a result of renovations, additions and new construction. The surrounding area is also changing with increased traffic on Dixie Road and plans for a new interchange at the QEW, which means new driveways onto Dixie Road are no longer being permitted. The subject site is a land assembly comprised of eight (8) single detached lots with frontage onto Primate Road, Wealthy Place and Dixie Road. Many of the assembled lots not only have wide frontages but are also deeper (e.g. 60 m/197 ft.) than those typically found in surrounding subdivisions.

Aerial image subject property



Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The proposed development is generally consistent with the PPS and conforms to the Growth Plan and the ROP. The applicant has requested a change to the zoning that regulates development on the site. The conformity of this proposal with the policies of the Mississauga Official Plan, including appropriateness of the built form is under review.

Additional information and details are found in Appendix 1, Section 6.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 9.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received and reflect issues of a technical nature; however, a key issue to be addressed pertains to compatibility of the proposed development with the character of the area and Mississauga Official Plan policies. Once the comments and issues have been resolved and any concerns raised by the public have been reviewed and addressed, the Planning and Building Department will make a recommendation on these applications.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Paul Stewart, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: City Park (Dixie Road) Inc.****Table of Contents**

1. Site History.....	2
2. Site Context	2
3. Neighbourhood Context	4
Demographics.....	5
Other Development Applications	5
Community Facilities & Services	5
4. Project Details	6
Concept Plan and Elevations	7
Draft Plan of Subdivision	7
5. Community Comments.....	9
6. Land Use Policies and Regulations	10
Excerpt of Lakeview Neighbourhood Character Area Land Use	10
Existing Zoning and General Context.....	11
Proposed Zoning.....	11
Summary of Applicable Policies	12
Existing and Proposed Mississauga Official Plan Designation for the Subject Site.....	13
Existing Designation	13
Proposed Designation	13
<i>Provincial Policy Statement (PPS) and Growth Plan Analysis</i>	13
Consistency with <i>Provincial Policy Statement 2014</i>	13
Conformity with <i>Growth Plan 2017</i>	18
Region of Peel Official Plan.....	25
Relevant Mississauga Official Plan Policies	25
Existing and Proposed Zoning.....	35
7. Section 37 Community Benefits (Bonus Zoning)	37
8. School Accommodation.....	38
9. Development Issues.....	39
Development Requirements	42
Other Information	42

1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **R3** (Detached Dwellings – Typical Lots) which permits detached dwellings
- August 2009 to November 2014 – application submitted for 2116 Dixie Road and 1357 Wealthy Place (OZ/OPA 09/14, T-M 11003). Initial proposal was to permit three detached, six semi-detached, and thirteen townhouse dwellings under condominium tenure with access from Wealthy Place. There were a number of revisions made over the years, with the last version proposing 11 detached dwellings on a CEC-Private Road with access through Wealthy Place. The file was closed November 20, 2014
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential Low Density I** in the Lakeview Neighbourhood Character Area
- June 24, 2015 – Council approves city initiated zoning amendments which rezoned the lands to **R3-75** (Detached Dwelling – Exception Zone) and established a maximum height for a flat roof of 7.5 m (24.6 ft.)
- September 28, 2016 – Council approves city initiated zoning amendments which added further regulations to the **R3-75** zoning that established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.), maximum height of eaves from average grade to lower edge of eaves of 6.4 m (21 ft.) and maximum dwelling unit depth 20.0 m (65.6 ft.)

2. Site Context

The property is located on the west side of Dixie Road, north of the Queen Elizabeth Way (QEW) in the predominately residential Lakeview Neighbourhood Character Area. Single detached homes on mature, tree lined streets situated on relatively wide lots (e.g. 19 m / 62 ft.) are predominate characteristics for the immediate area.

The subject site is a land assembly of eight (8) 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. The lots are developed with one to two storey detached homes. The subject property is irregularly shaped with frontage onto Dixie Road and the Dixie Road Overpass which are Regional Arterial Roads, as well as frontages onto Primate Road and Wealthy Place, which are local roads. Many of the assembled lots not only have wide frontages but are also deeper than those typically found in nearby subdivisions (e.g. 60 m / 197 ft. or greater).

The Ministry of Transportation (MTO) is currently planning for a new Dixie Road interchange, including modifications to Dixie Road, the Dixie Road Overpass and the QEW. MTO have advised vehicular access to the subject property is not permitted from Dixie Road.

Aerial image of the subject property

2103, 2107, 2113, 2119 Primate Road, 1351 & 1357 Wealthy Place, 2116 and 2122 Dixie Road



Property Size and Use	
Frontages:	
Dixie Road	91.8 m (301.2 ft.)
Dixie Road Overpass Ramp	34.7 m (113.8 ft.)
Primate Road	101.4 m (332.7 ft.)
Wealthy Place	66.6 m (218.5 ft.)
Depth:	Irregular shaped
Gross Lot Area:	1.26 ha (3.1 ac.)
Existing Uses:	Detached homes

The surrounding land uses in the immediate area, are:

North: Detached homes, Hydro corridor (north of Primate Road)
 East: Detached homes
 South: Detached homes, Dixie Road overpass
 West: Detached homes

Subject property existing conditions, facing northeast from the corner of Primate Road and Wealthy Place



Subject property existing conditions, facing east side of Primate Road.



3. Neighbourhood Context

Lands surrounding the subject property were developed with subdivisions mostly in the 1950s and are not expected to grow substantially. Although detached homes are predominate in the immediate area, higher density residential uses tend to concentrate along the periphery of the Lakeview Neighbourhood to the south along Lakeshore Road East.

Shopping opportunities can be found at the Dixie Outlet Mall which is an enclosed shopping centre focusing on merchandise at discount prices and Applewood Shopping Plaza which is a neighbourhood plaza providing a range of goods and services including a supermarket, drug store, liquor store and bank. These shopping centres are some 500 m (1,640 ft.) and 700 m (2,297 ft.) to the southwest of the site.

Moderate growth is forecast for the broader community, with much of this growth anticipated to occur in the southern portion of the Lakeview Neighbourhood along the Lakeshore Road East corridor.

Demographics

The subject site is located within the larger Lakeview Neighbourhood Character Area. Based on the 2011 Census this area has an existing population of 21,615 persons and a density of 22 people per hectare. Seventy percent of the area's population is of working age (15 to 64 years of age), with 14% children (0-14 years) and 16% seniors (65 years and older). On average, there are 3 persons living in a typical household, with 52% of the population living in detached homes.

Other Development Applications

There are no active development applications in the vicinity of the subject property; however, there have been some recent renovations across from the subject land including:

- 2100 Primate Drive – two storey addition, permit issued in 2016
- 2126 Primate Drive – two storey addition, permit issued in 2017
- 2130 Primate Drive – demolition and new two storey home, permit issued in 2016



Photos of recently renovated homes:
2126 Primate Drive and 2130 Primate Drive

Community Facilities & Services

Although the immediate area is predominately residential, there are a range of facilities and services available in the broader area. Community infrastructure includes Fred Halliday Memorial Park which contains a softball diamond and playground as well as St. Edmund Separate School. Both of these facilities are some 300 m (984 ft.) and 350 m (1,148 ft.) to the northwest of the site.

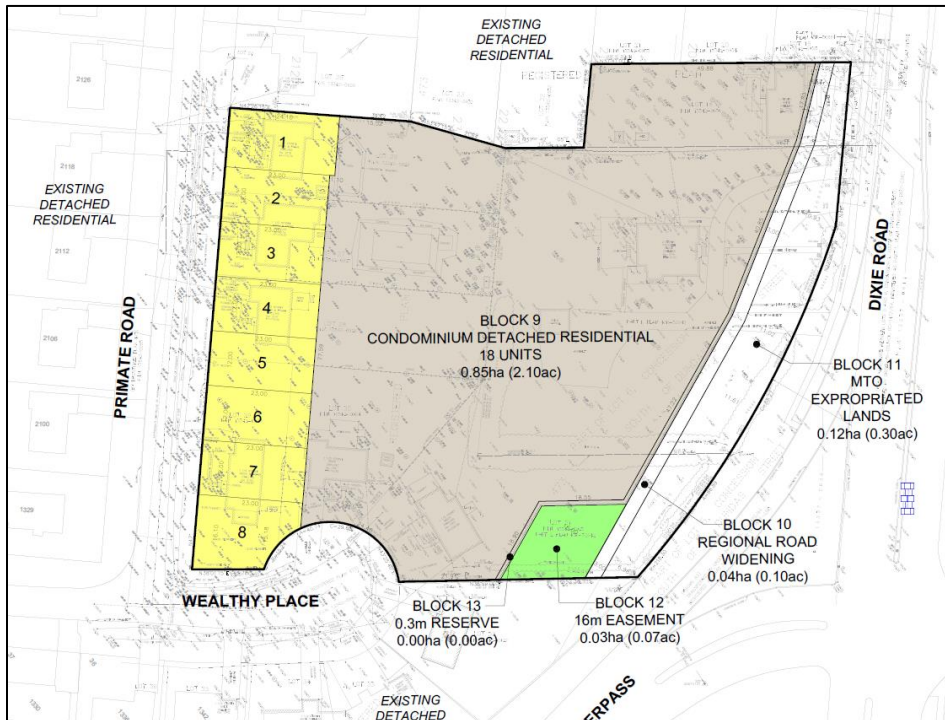
There is bus service via Miway route 8 along Dixie Road, which provides access to the Dixie Outlet Mall transit station, the Long Branch Go Station, and the Dixie Go Station. Portions of Dixie Road to the north of the site include a multi-use trail and Dixie Road is also identified as a primary on-road regional cycling route in the Official Plan. Existing transit and trails help provide support for alternate modes of transportation.

4. Project Details

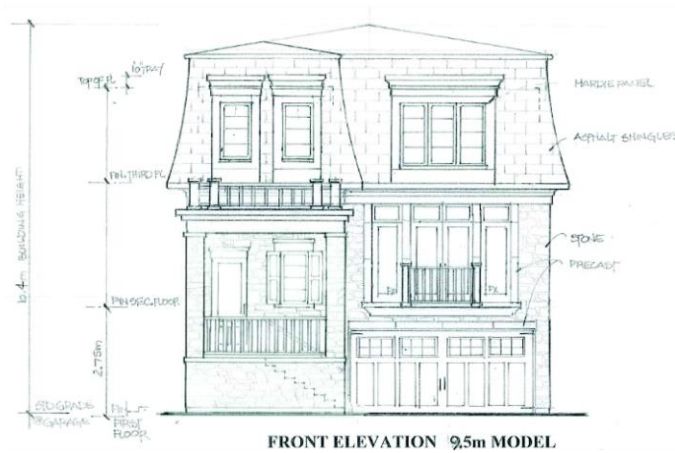
The applications are to revise the zoning by-law and approve a plan of subdivision to permit twenty-six detached dwellings. Eight of the proposed dwellings are freehold ownership with individual driveways onto Primate Road. Eighteen of the proposed dwellings are common element condominium (CEC) ownership with individual driveways onto a new private road extending from the existing Wealthy Place cul-de-sac.

The dwellings are proposed to have a height of 10.4 m (34.1 ft.). The design includes the top storey within the roofline of the building so as to help deemphasize height and create the appearance of a 2 ½ storey dwelling. There are three different building designs which generally correspond to variations in the lot frontages.

Development Proposal		
Applications submitted:	Received: February 23, 2018 Deemed complete: March 23, 2018	
Developer/ Owner:	City Park (Dixie Rd.) Inc.	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	8 detached homes 18 detached homes (common element condominium) 26 total	
Height:	10.4 m (34.1 ft.)	
Lot Coverage:	<ul style="list-style-type: none"> • 36% (homes on Primate Road) • 40% (homes on Private CEC Road) 	
Landscaped Area:	<ul style="list-style-type: none"> • 51% (homes on Primate Road) • 25% (homes on Private CEC Road) 	
Road Type:	<ul style="list-style-type: none"> • 8 lots on a public road (Primate Road) • 18 lots on a Common element condominium private road (CEC) accessed from Wealthy Place 	
Anticipated Population:	92* *Average household sizes for all units (by type) based on the 2016 Census	
Parking For Homes on Primate Road:	Required 16	Proposed 16
Parking For Homes On a CEC Road:	Required	Proposed
<ul style="list-style-type: none"> • resident spaces • visitor spaces • Total 	36 <u>5</u> 41	56 <u>7</u> 63
Green Initiatives:	A variety of green initiatives have been proposed including: <ul style="list-style-type: none"> • Landscaping (e.g. over 50 percent native plant species) • Storm Water Management (e.g. permeable pavers) • Site Lighting (e.g. LED street lights) • Building Features (e.g. built to Energy Star standards) 	

Concept Plan and Elevations**Site Plan****Draft Plan of Subdivision**

Elevations



5. Community Comments

A community meeting was held by Ward 1 Councillor Cook on June 4, 2018, and the following comments were made by the community.

- Concern that the amount of parking is insufficient, including whether on-street parking can be accommodated on both sides of Primate Road
- Will there be sidewalks installed to increase pedestrian safety
- The Lakeview neighbourhood is not supposed to support intensification
- How is stormwater management going to be handled
- Concern with increased traffic and speed of cars driving through the area
- It is difficult to get access to the area from Dixie Road – the intersection needs a light
- The proposal does not fit the character of the area, the homes are a lot closer to the street than existing ones, and will result in more changes to the area
- New development should be in accordance with the existing R3-75 zoning
- Will new development result in increases in taxes
- Proposed playground should go in the middle of the site to make it more safe
- Concern with construction - will a construction management plan be submitted, can heavy equipment access the site from Dixie Road
- Concern whether emergency vehicles can safely access the proposed development

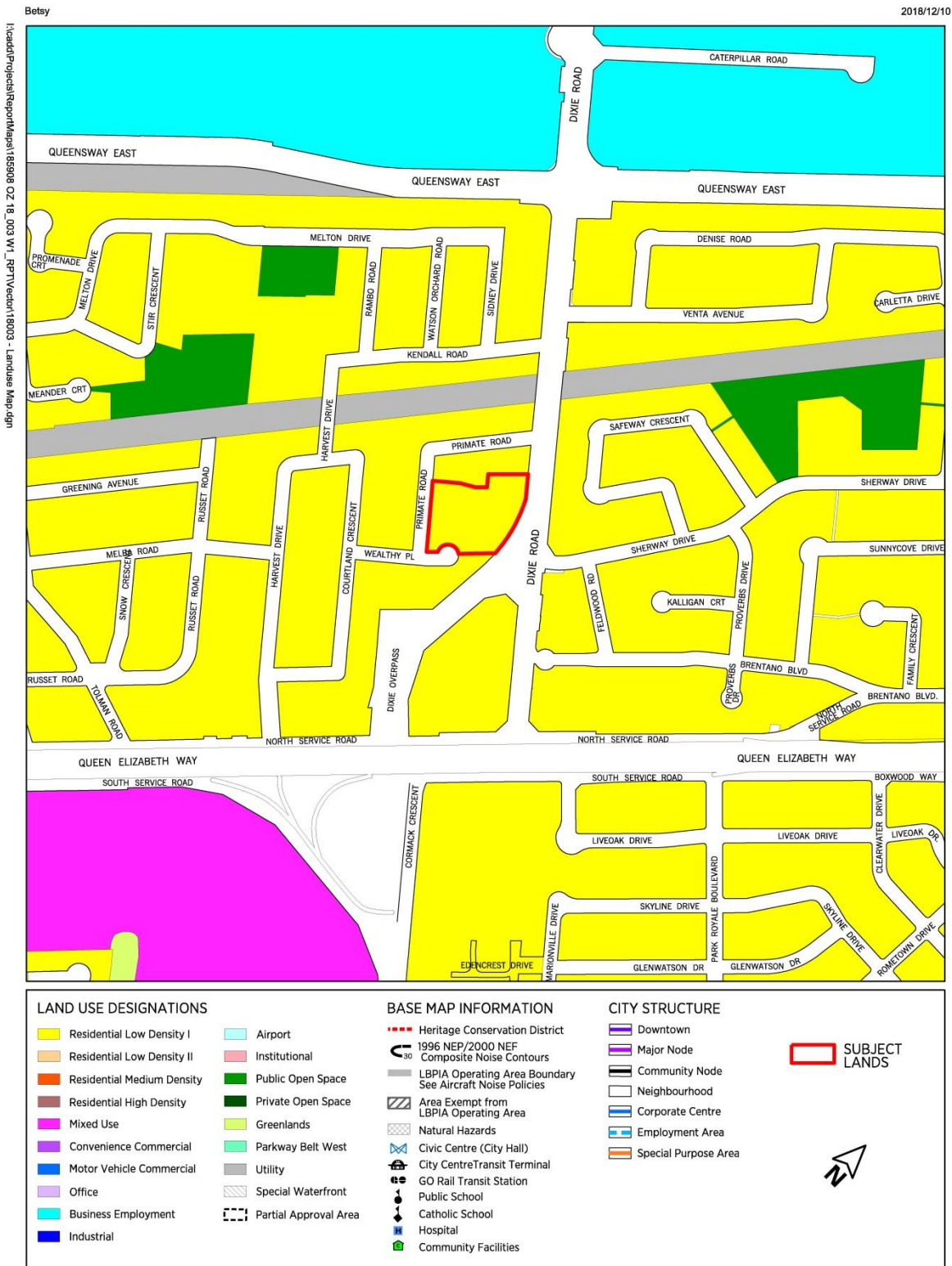
In addition, staff attended a meeting on January 23, 2019, with representatives of the Applewood Ratepayers Association, the Ward 1 Councillor Stephen Dasko, the land use planners and architect for the proposed development. The following issues of concern were identified and discussed.

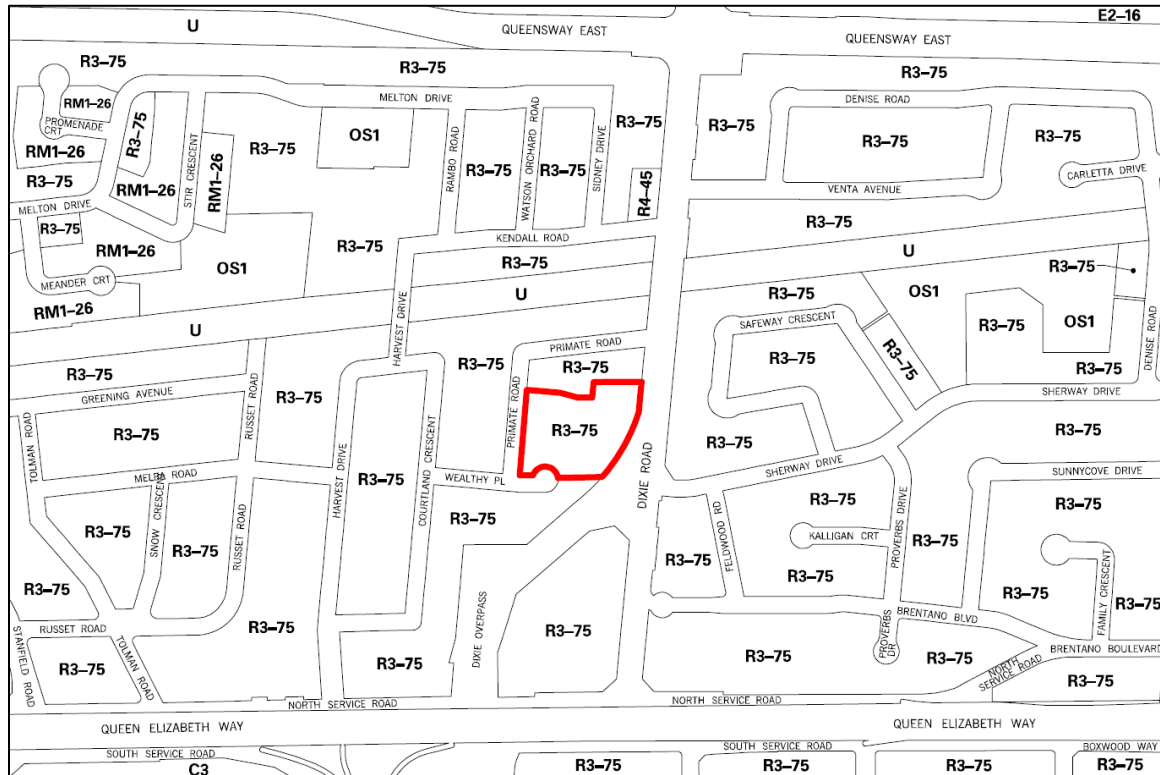
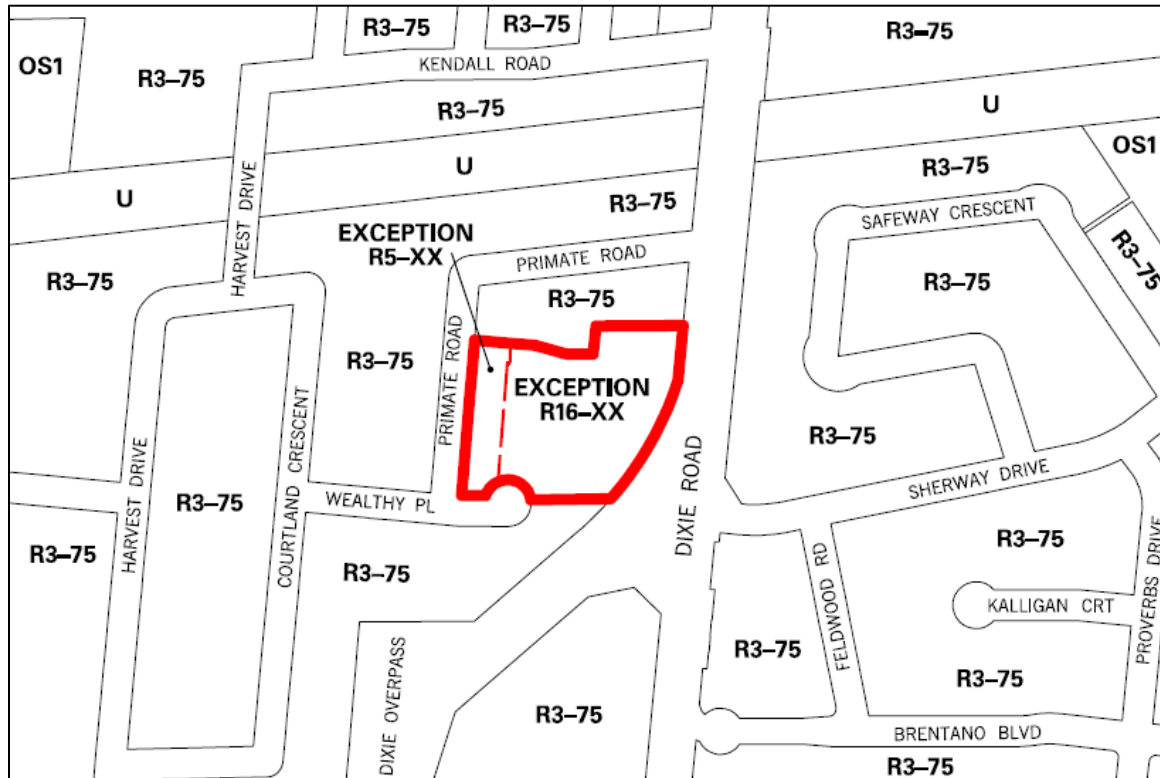
- Height of the proposed homes on Primate Road as compared to existing buildings and current zoning
- Parking demand, from the lots on the private road, spilling onto Primate Road and surrounding roads
- Location of the private road entrance onto Wealthy Place and need to ensure all options for alternate locations have been reviewed
- Loss of trees resulting from development
- Stormwater run-off impacts from the proposal onto the surrounding neighbourhood
- Firetruck access into the site
- Overall density of development

The issues raised at these meetings, as well as any others raised at the public meeting or after, will be addressed in the Recommendation Report, which will come at a later date

6. Land Use Policies and Regulations

Excerpt of Lakeview Neighbourhood Character Area Land Use



Existing Zoning and General Context**Proposed Zoning**

Summary of Applicable Policies

The following table summarizes the applicable policy and regulation documents that affect these applications:

Policy	Mississauga Official Plan (MOP) Policies	Proposal
<i>Provincial Policy Statement (PPS)</i>	The existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	The relevant existing policies of MOP are in conformity with the <i>Growth Plan</i>	The proposed development is generally in conformity with the <i>Growth Plan</i>
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are generally consistent with the ROP	The proposed development is generally consistent with the Regional Official Plan. There is no requirement for an Official Plan Amendment and associated Regional approval.
Mississauga Official Plan	<p>The lands are located within the Lakeview Neighbourhood Character Area and are designated Residential Low Density I which permits detached dwelling; semi-detached dwelling; and duplex dwelling.</p> <p>Neighbourhoods are intended to focus on residential uses and associated services and facilities.</p> <p>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.</p>	<p><i>The applicant is proposing to retain the existing Residential Low Density I designation to permit the proposed subdivision of detached homes.</i></p> <p>This designation is consistent with the intent of the official plan but the applicant will need to address, amongst other things, the built form policies as outlined in the Development Issues section below.</p>
Zoning By-law 225-2007	<p>The lands are currently zoned R3-75 (Detached Dwellings – Typical Lots) – Exception which permits detached dwellings and provides additional regulations pertaining to maximum height and dwelling unit depth</p>	<p>A rezoning is proposed to the following:</p> <ul style="list-style-type: none"> • R5-Exception (Detached Dwellings – Typical Lots) for lands fronting Primate Road to permit 8 detached homes • R16-Exception (Detached Dwelling on a CEC-Private Road) for remainder of the site to permit 18 detached homes

Existing and Proposed Mississauga Official Plan Designation for the Subject Site**Existing Designation**

Residential Low Density I which permits detached dwellings; semi-detached dwellings; and duplex dwellings

Proposed Designation

The existing **Residential Low Density I** designation will be retained, as the proposed detached dwellings are a permitted use.

Provincial Policy Statement (PPS) and Growth Plan Analysis**Consistency with Provincial Policy Statement 2014**

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 18/003 W1 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency Analysis

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides for efficient land use patterns by recognizing that development and intensification will occur; however, the magnitude will vary in accordance with the City's urban hierarchy. (5.3 City Structure). Neighbourhood Character Areas may accommodate intensification that is sensitive to the existing and planned character and will include	The proposed redevelopment represents intensification that promotes an efficient land use pattern. As part of the next staff report, the applications will be assessed with regard to whether the proposed built form represents sensitive infill.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
	appropriate transition in use, built form, density and scale. (5.3.5 Neighbourhoods).	
<p>1.1.1 Healthy, livable and safe communities are sustained by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons),</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;</p>	<p>MOP recognizes the importance of directing forecast growth to appropriate locations to ensure that resources and assets are managed in a sustainable manner including the protection of ecological functions, public health and safety. (5.1.3 Direct Growth)</p> <p>MOP recognizes the importance of providing suitable housing and a range of choices (7.2 Housing)</p> <p>MOP encourages compact development (5.1.6 Direct Growth)</p>	<p>Intensification on the subject lands will help achieve an efficient land use pattern.</p> <p>The lots are smaller than the surrounding area, and could provide for a greater mix of dwellings in the neighbourhood.</p> <p>The proposed development is within a residential urban area and avoids environmental health or public safety concerns.</p> <p>However, the extent to which growth should be accommodated on the subject site, and the built form of the development is subject to further review and will be included in the next staff report.</p>
<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <p>a) Densities and a mix of land uses which:</p> <ol style="list-style-type: none"> efficiently use land and resources are appropriate for and efficiently use infrastructure and public service facilities minimize negative impacts to air quality and 	<p>MOP policies recognize that Mississauga is at the end of its greenfield growth phase and new growth will be accommodated through redevelopment and intensification (5.0 Direct Growth).</p> <p>MOP policies recognize the City's urban system is comprised of a Green System, City Structure and Corridors.</p> <p>These policies provide for appropriate densities and mix</p>	<p>The proposed development represents intensification.</p> <p>The appropriateness of the built form in achieving PPS and MOP policies will be assessed in the next staff report.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
<p>climate change and promote energy efficiency</p> <p>4. support active transportation</p> <p>5. are transit supportive</p> <p>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</p>	<p>of land uses and range of opportunities for intensification and redevelopment (5.0 Direct Growth).</p> <p>The subject lands are located within the Lakeview Neighbourhood, an element in the City's urban structure.</p> <p>Neighbourhoods are to be stable but not static (5.3.5 Direct Growth).</p> <p>Lands adjacent to Dixie Road are located within the Corridor component of Mississauga's Urban System. Corridors are important elements of the public realm, as they link communities together and are locations where people experience the city on a day-to-day basis (5.4 Corridors)</p>	
<p>1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.</p>	<p>MOP policies, including the Urban Hierarchy, address appropriate locations for intensification and redevelopment.</p> <p>Although Neighbourhood Character Areas are not the focus for intensification, MOP policies recognize that this does not mean that they will remain static or that new development must imitate previous development patterns but be sensitive to existing and planned character (5.3.5 Neighbourhoods).</p> <p>Dixie Road is identified as a corridor where development should be compact, and appropriate to the context of</p>	<p>The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transitions to adjacent land uses. These issues will be discussed in the next staff report.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
	the surrounding area (5.4.4 Direct Growth)	
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	<p>MOP contains policies that provide direction on appropriate standards to facilities intensification with respect to issues such as transition, sun/shadow impacts, compact urban realm and public realm (9.0 Desirable Urban Form).</p> <p>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 transition in height, built form and density to the surrounding lands. (5.4.5).</p>	The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transitions to adjacent land uses. These issues will be discussed in the next staff report.
1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas	<p>As the City of Mississauga is fully urbanized (with the exception of a small amount of land along the western border) all development represent intensification.</p> <p>MOP notes that new growth will be accommodated through redevelopment and intensification within developed areas (Section 5.1).</p>	<p>Mississauga has sufficient underutilized sites to accommodate allocated growth, with the subject lands representing a potential opportunity to accommodate intensification.</p> <p>The proposed development will help achieve growth targets, should it be determined to represent good planning with an appropriate built form.</p>
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing types and densities that can accommodate residential growth for a minimum of ten years through intensification,	MOP states that the city will ensure there is adequate land capacity to accommodate population and employment growth to 2031 (5.1.2 Direct Growth) and that forecast growth will be directed to appropriate locations to ensure that	The proposed development with its smaller lot sizes will help improve the range and variety of housing in the neighbourhood, should it be determined to represent good planning with an appropriate built form.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
<p>redevelopment, and lands that are designated and available.</p> <p>1.4.3 Planning Authorities shall provide for an appropriate range and mix of housing types and densities that implement targets for affordable housing, permitting all forms of residential intensification, in accordance with 1.1.3.3, directing new housing towards locations where appropriate levels of infrastructure are available, promoting densities for new housing which efficiently use land and infrastructure, establish development standards for residential intensification, which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>	<p>resources and assets are managed in a sustainable manner (5.1.3 Direct Growth).</p> <p>MOP policy 7.2.2 Complete Communities notes that Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> 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 	
<p>1.6.7 Transportation System</p> <p>1.6.7.2 Efficient use shall be made of existing and planned infrastructure</p> <p>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.</p>	<p>Intensification Areas will be planned to maximize the use of existing and planned infrastructure (5.5.9 Direct Growth)</p> <p>Mississauga will create a well connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas. (8.1.7 Multi-Modal City)</p>	<p>Although the proposed development is not located within an intensification area (where the city is focusing growth), its proximity to Dixie Road and MiWay service is transit supportive.</p>
4.0 Implementation and Interpretation		
<p>General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be</p>	<p>As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial</p>	<p>The applications to permit the development of 26 detached lots are supportive of a number of PPS and MOP policies.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Consistency
<p>implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>	Policy Statement.	<p>However, the applications require further analysis with respect to density and built form. The applications will be evaluated based on all MOP policies and reported on in a subsequent staff report.</p>

Conformity with Growth Plan 2017

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies (i.e. "OZ 18/003 W1 Conformity" column). Only key policies relevant to the applications have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

Conformity Analysis

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
1.1 The Greater Golden Horseshoe		
<p>General Statement of Intent:</p> <p>The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy</p>	<p>The policies of MOP will accommodate growth within the existing urban boundary, helping to reduce sprawl. The policies provide a planning framework to address the challenges of accommodating growth.</p> <p>Section 4 of MOP outlines the City's Vision, and Guiding</p>	<p>The development applications represent growth within the existing urban boundary.</p> <p>Any potential issues associated with accommodating additional growth on the subject site will be further evaluated based on relevant policies and guidelines.</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
communities, climate change and healthy environment	Principles which will help shape change that the Growth Plan anticipates.	
1.2 The Growth Plan for the Greater Golden Horseshoe		
General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga as outlined in Section 4 of MOP, is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods. The City will plan for a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities.	Any potential issues associated with negative impacts on the established stable neighbourhood and the quality of the urban area will be further evaluated and discussed in the subsequent staff report.
1.2.1 Guiding Principles		
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: <ol style="list-style-type: none"> Complete communities Prioritize intensification Provide flexibility to capitalize on new employment opportunities Support a range and mix of housing options Integrate land use planning and investment in infrastructure Provide different approaches to manage growth that recognize diversity of communities Protect natural heritage, hydrologic, landforms 	The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following: Section 5 – Direct Growth (addresses prioritizing intensification) Section 6 – Value the Environment (addresses protecting natural heritage and responding to climate change) Section 7 – Complete Communities (addresses housing, cultural heritage and complete communities) Section 8 – Creating a multi-modal City (addresses transportation infrastructure and creating a multi-modal transportation system) Section 9 – Building a Desirable Built Form (provides direction on how to accommodate growth within intensification and non-intensification areas)	The development applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
<ul style="list-style-type: none"> h. Conserve and promote cultural heritage i. Integrate climate change considerations 		
1.2.2 Legislative Authority		
General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the Growth Plan, as it pertains to the proposed development.	As the decision on the applications will occur after July 1, 2017, it must conform to the Growth Plan 2017.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	Relevant MOP policies have been reviewed in respect of the Growth Plan and other planning documents.	The applications have been reviewed accordingly.
2. Where and How to Grow		
2.1 Context		
General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document (Section 4).	<p>The applications are located within a built-up area of the City and will allow for better utilization of existing infrastructure. The applications focus intensification partially within a Corridor and help optimize the use of existing infrastructure and reduce the need for expansion of municipal services.</p> <p>It is important, however, to ensure the manner in which this intensification occurs are planned and designed appropriately. The applications are subject to further analysis.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
<p>General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.</p>	<p>MOP includes policies, as approved by the Region, that direct growth and intensification to appropriate locations. The location is within a Corridor while also being located within a Neighbourhood Character (not intended to be the focus of intensification) (Section 5 - Direct Growth).</p> <p>MOP includes policies that speak to appropriateness of locations for intensification including:</p> <ul style="list-style-type: none"> • Intensification Areas will be planned to reflect their role in the City Structure hierarchy (5.5.4) • 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 policies of the plan (5.3.5.5); and • Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhood and provide appropriate transitions in height, built form and density to the surrounding lands (5.4.5). <p>To ensure development is appropriate for the proposed</p>	<p>The subject site is located within a Neighbourhood Character Area, which is not intended to be a major focus of intensification. The site, however, is also partially located within a Corridor where higher density uses may be directed.</p> <p>The next step in the planning process will determine whether the development applications are accommodating growth in a built form that appropriately responds to the existing and planned character for the area.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
	location, MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).	
<p>Relevant Policies:</p> <p>2.2.1.2</p> <p>a. Growth should be primarily directed to settlement areas that:</p> <p>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</p> <p>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv),</p> <p>iii. that is generally away from hazardous lands (2.2.1.2. e)</p> <p>2.2.1.3</p> <p>Integrated planning to manage forecasted growth will:</p> <p>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</p> <p>ii. Provide direction for</p>	<p>The Lakeview Neighbourhood is located within the existing built-up area that has access to municipal infrastructure to accommodate the proposed development.</p> <p>Dixie Road is identified as a Corridor on Schedule 1C, where development should be compact and appropriate to the context of the surrounding Neighbourhood (5.4.4)</p> <p>Schedule 7 (Long Term Cycling Routes) identifies Dixie Road as a Primary On-Road / Boulevard Routes (Regional)</p> <p>MOP includes policies that speak to appropriately utilizing infrastructure, including:</p> <ul style="list-style-type: none"> 10.6.8 which states that Mississauga will maintain and establish programs for renewal of infrastructure and utilities. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized. Opportunities for reusing pre-existing infrastructure and utilities for new purposes will be 	<p>The proposed development represents intensification along the Dixie Corridor that will contribute to the diversity of land uses and housing (smaller lots, condominium tenure) in an area where existing infrastructure can be utilized to support development (e.g. transit, active transportation, water systems are available). The applicant has identified green initiatives for the proposed development.</p> <p>The manner, however, in which the proposed development contributes to the built form will be subject to further evaluation.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
<p>an urban form that will optimize infrastructure (2.2.1.3.c)</p> <p>iii. Support the environment (2.2.1.3.d)</p> <p>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</p> <p>2.2.1.4 The <i>Growth Plan</i> will support the achievement of complete communities that</p> <p>a) Features a diverse mix of land uses</p> <p>b) Improves social equity</p> <p>c) Provides mix of housing options</p> <p>d) Expands convenient access to transportation, public service facilities, open space, healthy food options</p> <p>e) Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</p> <p>f) Mitigates climate change</p> <p>g) Integrates green infrastructure</p>	<p>encouraged</p> <ul style="list-style-type: none"> 10.1.11 which states infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs. <p>MOP includes policies that address complete communities, including:</p> <p>7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health.</p>	
2.2.2 Delineated Built-up Areas		
<p>Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the</p>	<p>With the exception of a small portion of land along the western boundary of Mississauga, the City is within the delineated built-up area.</p>	<p>The development applications are supportive of the Growth Plan intent to direct development within the built-up area. However, the manner in which growth is accommodated on the site is</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
Minister of Municipal Affairs and Housing).		subject to further review.
2.2.6 Housing		
General Statement of Intent: A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	The proposed development includes 8 detached freehold homes and 18 detached CEC homes on a private road.
Relevant Policies: <ol style="list-style-type: none"> The Region is responsible for preparing a housing strategy (2.2.6.1) Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2) 	MOP policies provide opportunities for a range of housing choices in terms of type, tenure and price.	The proposed development includes a variety of lot frontages ranging from 9.6 m (31.5 ft.) to 15.85 m (52ft). The average lot size is approximately 12 m (39 ft.) whereas lots in the area tend to range between 15 m (49 ft.) to 19 m (62 ft.)
5 Implementation		
Statement of Intent: Comprehensive municipal implementation is required to implement the <i>Growth Plan</i> . Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan. The policies of this section address implementation matters such as: how to	MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional, and municipal level. In particular provincial policy initiatives provide strong direction for the growth management and development strategies found in MOP.	Not directly applicable, as these policies speak to broader planning matters including: interpretation, implementation and how to read the plan. Part 1.0 of the Mississauga Official Plan addresses many of these issues.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/003 W1 Conformity
interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.		

Region of Peel Official Plan

The proposed development does not require an amendment to MOP or the Region of Peel Official Plan. The applications have been circulated to the Region and Section 9 of the report provides a summary of their comments.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outline in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieve intensified and compact form and 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, and to achieve an urban form and densities which are pedestrian-friendly and transit supportive.

MOP which was approved by the Region of Peel on September 22, 2011 is the primary instrument used to evaluate development applications.

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of these applications, some of which are found below.

	Specific Policies	General Intent
Section 4 Vision	Section 4.4.3 Section 4.4.6 Section 4.4.7 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.

	Specific Policies	General Intent
Section 5 Direct Growth	Section 5.1.2 Section 5.1.3 Section 5.1.4 Section 5.1.7 Section 5.1.9	<p>Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth.</p> <p>Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner</p> <p>Most of Mississauga's future growth will be directed to Intensification Areas.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure.</p>
Section 5.3.3 Neighbourhoods	5.3.5.1 5.3.5.2 5.3.5.3 5.3.5.5 5.3.5.6 Schedule 1b	<p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.</p> <p>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.</p> <p>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.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p> <p>Subject lands are within the Neighbourhood Element of the Urban System – City Structure</p>

	Specific Policies	General Intent
Section 5.4.4 Corridors	5.4 5.4.1 5.4.4 5.4.5 5.4.7 5.4.8	<p>Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.</p> <p>A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System - Corridors.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>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.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element.</p>
Section 7 Complete Communities	7.1.1 7.1.10 7.2.1 7.2.2	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.</p> <p>When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.</p> <p>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.</p> <p>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price; and the production of a variety of affordable dwelling types for both the ownership and rental markets;</p>

	Specific Policies	General Intent
Section 8 Multi-Model City	8.2.2.1a 8.2.2.7 8.2.4.6 8.4.6	<p>Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and pedestrian/cycling routes and to achieve operational objectives.</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.</p> <p>Sidewalks or multi-use trails in the vicinity of all transit stops will be provided.</p> <p>Street designs will consider opportunities to maximize on-street parking. The provision of on- street parking will be balanced with the needs of other modes of transportation sharing the right-of-way.</p>
Section 9 Desirable Urban Form	9.1 9.1.1 9.1.3 9.1.5 9.1.10 9.1.15	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The city vision will be supported by site development that: respects the urban hierarchy; utilizes best sustainable practices; demonstrates context sensitivity, including the public realm; promotes universal accessibility and public safety; and employs design excellence.</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.</p>

	Specific Policies	General Intent
Section 9.2.2 Desirable Urban Form Non- Intensification Areas (includes Neighbourhoods)	9.2.2.3 9.2.2.6	<p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> respect existing lotting patterns; respect the continuity of front, rear and side yard setbacks; respect the scale and character of the surrounding area; minimize overshadowing and overlook on adjacent neighbours; incorporate stormwater best management practices; preserve mature high quality trees and ensure replacement of the tree canopy; and be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> assemble small land parcels to create efficient development parcels; face the street, except where predominate development patterns dictate otherwise; not locate parking between the building and the street; site buildings to frame the street; support transit and active transportation modes; consolidate access points and encourage shared parking, service areas and driveway entrances; and provide concept plans that show how the site can be developed with surrounding lands.
Section 9 Desirable Urban Form Various Policies That Address - Public Realm - Movement - Site Development - Buildings	9.3.1.8 9.3.1.5 9.3.1.6 9.3.1.1 9.4.1.1 9.5.1.1 9.5.1.2 9.5.1.9 9.5.2 9.5.3 9.5.4 9.5.6	<p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character area. Appropriate transition should be provided and have regard for various elements including sunlight, wind, privacy, overlook, skyviews.</p> <p>The improvement of existing streets and the design of new streets should enhance connectivity by developing a fine-grain system of roads, using short blocks to encourage pedestrian movement, minimize cul-de-sacs and dead end streets. Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created where possible.</p> <p>New development should contribute to creating a comfortable, safe environment for pedestrians with attractive streetscapes, respecting existing grades, and incorporating sustainable measures such as stormwater best management practices.</p> <p>Reverse frontage lots will not be permitted, except for infill development where a street pattern has already been established. The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.</p>

	Specific Policies	General Intent
Section 11 Land Use	11.2.5.3 Schedule 10	<p>Lands designated Residential Low Density I will permit the following uses:</p> <ul style="list-style-type: none"> a. detached dwelling; b. semi-detached dwelling; and c. duplex dwelling. <p>The subject lands are identified as being designated Residential Low Density I</p>
Section 16 Neighbourhoods	16.1.1.1 16.1.2.1	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements</p> <p>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:</p> <ul style="list-style-type: none"> a. The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m of the subject property. In the case of corner development lots, units or POTLs on both streets within 120 m will be considered; or b. the requirements of the Zoning By-law.
Lakeview Local Area Plan General	1.0	<p>Official Plan policies for the Lakeview Neighbourhood Character area are contained in the Lakeview Local Area Plan. There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.</p>

	Specific Policies	General Intent
Lakeview Local Area Plan – Vision Neighbourhoods Complete Communities Desirable Urban Form	5.0 6.0 6.2 6.2.1 6.2.2 6.2.3 8 10 10.1 10.1.2 10.5.1	<p>Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features.</p> <p>Neighbourhoods are stable areas, primarily residential in nature, and not expected to experience significant change. Where corridors traverse through Neighbourhoods, intensification may occur along corridors where appropriate.</p> <p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context.</p> <p>Lakeview contains many of the attributes associated with complete communities, including recreation, schools, housing options, cultural resources, significant waterfront.</p> <p>Neighbourhood policies are intended to reflect a number of objectives, including among other things ensuring development is sensitive to the existing low rise context and reinforce the planned character of the area;</p> <p>This residential area (i.e. Applewood Acres, Sherway West) will be maintained while allowing for infill which enhances and is compatible with the character of the area</p> <p>For the development of detached, semidetached, duplex and triplex dwellings, the following will be addressed, among other things:</p> <ul style="list-style-type: none"> a. new housing within Lakeview should maintain the existing character of the area; and b. development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation. <p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this plan. Map 3 indicates the maximum height for buildings is 3 storeys.</p>

	Specific Policies	General Intent
Lakeview Built Form Standards September 2015 How To Read Purpose Expectations Built Form Detached Dwellings	1.1 1.2 1.3 2.2 2.2.1	<p>It should be noted that the Built Form Standards predate the most recent amendment to the Zoning By-law that reduced Building Heights.</p> <p>The Standards may be amended, modified or updated on an as need basis to provide clarity on the intent of the Lakeview Local Area Plan, provisions of the Zoning By-law including the outcome of other studies or initiatives that impact the Lakeview area</p> <p>Building a desirable urban form is a key principle of the Mississauga Official Plan. The Standards is intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.</p> <p>New developments will be compatible with and enhance the character of the neighbourhood by integrating with the surrounding area. This can be done by maintaining the existing lotting fabric layout and using consistent and transitional heights.</p> <p>New detached, semi-detached, duplex and triplex dwellings within Lakeview will maintain the existing character of the area. The following criteria will apply:</p> <ul style="list-style-type: none"> 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;

	Specific Policies	General Intent
		<p>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;</p> <p>f. New development will have minimal impact on its adjacent neighbours with respect to overshadowing and overlook;</p> <p>g. New development will minimize the hard surface areas in the front yard;</p> <p>h. New development will preserve existing high quality trees to maintain the existing established nature of these areas;</p> <p>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.</p> <p>j. The use of standard, repeat designs is strongly discouraged; and</p> <p>k. The building mass, side yards and rear yards will respect and relate to those of adjacent lots.</p>

	Specific Policies	General Intent
Lakeview Built Form Standards September 2015 Standard and Common Element Condominium	2.2.3 2.2.3.1	<p>For Single Detached Standard and Common Element Condominiums:</p> <ul style="list-style-type: none"> 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 dwellings 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

Existing and Proposed Zoning

Existing Zone – R3-75 (Detached Dwellings – Typical Lots) - Exception which permits detached dwellings

Proposed Zoning Regulations:

- **R5-Exception** (Detached Dwellings – Typical Lots) – Exception and
- **R16-Exception** (Detached Dwellings On A CEC – Private Road) – Exception

Selected Zone Regulations	R3-75 Zone Regulations	R5 Zone Regulations	Proposed R5 Exception Zone Regulations⁽¹⁾
Max. Height – highest ridge sloped roof	9.5 m (31 ft.)	10.7 m (35 ft.)	Same as R5
Min. Lot Area <ul style="list-style-type: none"> - Interior Lot - Corner Lot 	550 m ² (5,920 ft ²) 720 m ² (2,362 ft ²)	295 m ² (3,175 ft ²) 415 m ² (4,467 ft ²)	276 m ² (2,971 ft ²) 314 m ² (3,380 ft ²)
Min. Lot Frontage <ul style="list-style-type: none"> - Interior Lot - Corner Lot 	15.0 m (49 ft.) 19.5 m (64 ft.)	9.75 m (32 ft.) 13.5 m (44 ft.)	Same as R5
Max. Lot Coverage	35%	40%	Same as R5
Min. Front Yard <ul style="list-style-type: none"> - Interior Lot - Corner Lot 	7.5 m (25 ft.) 6.0 m (20 ft.)	4.5 m (15 ft.) 4.5 m (15 ft.)	Same as R5
Min. Exterior Side Yard	6.0 m (20 ft.)	4.5 m (15 ft.)	3.0 m (10 ft.)
Min. Interior Side Yard <ul style="list-style-type: none"> - Interior Lot 	1.2 m (4 ft.) + 0.61m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.) on one side of the lot and 0.61 m (2 ft.) on the other side	Same as R5
Min. Interior Side Yard <ul style="list-style-type: none"> - Corner Lot 	1.2 m (4 ft.) + 0.61m (2 ft.) for each additional storey above one (1) storey	1.2 m (4 ft.)	Same as R5
Min. Rear Yard <ul style="list-style-type: none"> - Interior Lot - Corner Lot 	7.5 m (25 ft.) 3.0 m (10 ft.)	7.5 m (25 ft.) 7.5 m (25 ft.)	Same as R5 4.5 m (15 ft.)
⁽¹⁾ In some cases dimensions of proposed development are less than regulations (e.g. proposed maximum height of 10.4 m (34 ft.) as opposed to proposed R5 zoning height of 10.7 m (35 ft.)) Note: The provisions listed are based on information provided by the applicant, which are subject to revisions as the applications are further refined.			

Selected Zone Regulations	R3-75 Zone Regulations	R16 Zone Regulations⁽¹⁾	Proposed R16 Exception Zone Regulations⁽²⁾
Max. Height – highest ridge sloped roof	9.5 m (31 ft.)	10.7 m (35 ft.)	Same as R16
Min. Lot Area - Interior Lot - Corner Lot	550 m ² (5,920 ft ²) 720 m ² (2,362 ft ²)	550 m ² (5,920 ft ²) 720 m ² (2,362 ft ²)	249 m ² (2,680 ft ²) 286 m ² (3,079 ft ²)
Min. Lot Frontage - Interior Lot - Corner Lot	15.0 m (49 ft.) 19.5 m (64 ft.)	15.0 m (49 ft.) 19.5 m (64 ft.)	10 m (33 ft.) 11 m (36 ft.)
Max. Lot Coverage	35%	35%	41%
Min. Front Yard - Interior Lot - Corner Lot	7.5 m (25 ft.) 6.0 m (20 ft.)	7.5 m (25 ft.) 7.5 m (25 ft.)	4.5 m (15 ft.) 4.5 m (15 ft.)
Min. Exterior Side Yard - Abutting a street - Abutting a CEC – private road - Abutting CEC sidewalk	6.0 m (20 ft.) n/a n/a	6.0 m (20 ft.) 6.0 m (20 ft.) 3.3 m (11 ft.)	3.0 m (10 ft.) 2.8 m (9 ft.)
Min. Interior Side Yard - Interior Lot	1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.) + 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (4 ft.)
Min. Interior Side Yard - Corner Lot	1.2 m (4 ft.) + 0.61m (2 ft.) for each additional storey above one (1) storey	1.2 m (4 ft.) + 0.61 m for each additional storey or portion thereof above one storey	1.2 m (4 ft.)
Min. Rear - Interior Lot - Corner Lot	7.5 m (25 ft.) 3.0 m (10 ft.)	7.5 m (25 ft.) 7.5 m (25 ft.)	Same as R16
Minimum setback from a front garage face to a street, CEC-private road or CEC – sidewalk	n/a	6.0 m (20 ft.)	Same as R16
Minimum setback of a detached dwelling to a CEC-visitor parking space	n/a	3.3 m (12 ft.)	2.8 m (9 ft.)
Maximum driveway width a) Where accessing a single car garage b) Where accessing a double car garage	Width of garage door opening(s) plus 2.0 m (7 ft.) up to a maximum of 6.0 m (20 ft.); if no garage door maximum width of 6.0 m (20 ft.)	Lesser of 8.5 m (28 ft.) or 50 percent of the lot frontage (for a typical interior lot this would be 7.5 m (25 ft.))	3.0 m (10 ft.) 6.0 m (20 ft.)
⁽¹⁾ Regulations for corner lots are for CEC Corner lots			

Selected Zone Regulations	R3-75 Zone Regulations	R16 Zone Regulations⁽¹⁾	Proposed R16 Exception Zone Regulations⁽²⁾
<p>⁽²⁾ In some cases dimensions of proposed development are less than regulations (e.g. proposed maximum height of 10.4 m (34 ft.) as opposed to proposed R5 zoning height of 10.7 m (35 ft.))</p> <p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.</p>			

7. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

8. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 3 Kindergarten to Grade 5 1 Grade 6 to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Westacres PS <ul style="list-style-type: none"> Enrolment: 286 Capacity: 248 Portables: 2 Allan A. Martin Sr.PS <ul style="list-style-type: none"> Enrolment: 478 Capacity: 538 Portables: 0 Cawthra Park S.S. <ul style="list-style-type: none"> Enrolment: 1,295 Capacity: 1,044 Portables: 5 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 2 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Edmund <ul style="list-style-type: none"> Enrolment: 334 Capacity: 237 Portables: 3 St. Paul S.S. <ul style="list-style-type: none"> Enrolment: 424 Capacity: 807 Portables: 0

9. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comment
Ministry of Transportation (April 11, 2018)	<p>No objection in principle. All development must be setback 14 m (46 ft.) from ministry property limits, no encroachment into highway right-of-way is permitted, and noise attenuation features must be setback a minimum of 0.3 m (1.0 ft.) from property limits.</p> <p>No direct access to Dixie Road and no encroachment onto a highway right of way, will be permitted.</p> <p>Prior to final approval, traffic impact study, stormwater management report, detailed grading servicing, and road construction plans are to be submitted for approval.</p> <p>Conditions of approval and permits are required.</p>
Region of Peel (November 21, 2018)	<p>No lots or blocks shall have direct access to Dixie Road, no encroachment into easements and no changes in grade within the Dixie right of way is permitted. A road widening, reserves and buffer blocks are required along Dixie Road.</p> <p>Municipal sanitary sewer facilities consist of 250 mm (9.8 in.) diameter sewers on Primate Road, Wealthy Place and Dixie Road. Existing water facilities consist of a 400 mm (15.7 in.) diameter watermain on Dixie Road, 150 mm (5.9 in.) diameter watermain on Wealthy Place, and 150 mm (5.9 in.) diameter watermain on Primate Road. Costs associated with serving the site shall be the responsibility of the developer.</p> <p>Revisions to the Functional Servicing Report must be made. External easements, construction fees, conditions, approvals permits letters of credit, development charges and agreements will be required.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (April 20, 2018)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>

Agency / Comment Date	Comment
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (December 3, 2018)</p>	<p>Community Services indicated that future residents of the proposed development will be served by Fred Halliday Memorial Park (P-035), which contains an unlit softball diamond and playground that is located less than 965 m (3,166 ft.) from the subject lands. Laughton Heights (P-047), contains basketball nets, lit tennis courts, outdoor fitness equipment and a multi pad that is located 925 m (3,035 ft.) from the subject lands.</p> <p>Arrangements shall be made for the preservation of as many of the existing trees on the public boulevard as possible. A tree preservation plan for the public boulevard shall be approved prior to Site Plan Approval. Street tree contributions to cover the cost of planting street trees, up to 60 mm (2.4 in.) caliper, will be required for every 10 m (33 ft.) of frontage on Primate Road and Wealthy Place in accordance with current City standards.</p> <p>Prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws.</p>
<p>City Community Services Department – Culture Division (November 1, 2018)</p>	<p>An archaeological assessment has been submitted. No grading or other soil disturbance shall take place on the subject property prior to the approval of the Ministry of Tourism, Culture and Sport confirming that all archaeological resource concerns have met their requirements.</p>
<p>City Community Services Department – Fire and Emergency Services Division (April 10, 2018)</p>	<p>Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.</p>
<p>City Transportation and Works Department (December 6, 2018)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions in support of the application, as follows:</p> <p>Storm Drainage: The Functional Servicing and Storm Water Management report is to be updated to provide additional details and address concerns regarding external flows, the capacity of the municipal storm system and the onsite stormwater management techniques being proposed.</p> <p>Grading/Servicing Plans: The engineering drawings are to demonstrate that the necessary services can be provided for the proposed</p>

Agency / Comment Date	Comment
	<p>development, in particular, they are to address the onsite drainage requirements.</p> <p>Municipal Infrastructure Works: Municipal Works (installation/reconstruction of public roads, boulevards and services) will be required and these works shall form part of the Subdivision Agreement. The extent of the works will be determined prior to the Recommendation Report.</p> <p>Note: All aspects relating to Dixie Road will be addressed by the Region of Peel as this road is under their jurisdiction.</p> <p>Environmental: The owner is to submit a Dewatering Plan. Additional information is required to confirm how potential environmental constraints identified in the Phase 1 ESA and Geotechnical reports will be managed.</p> <p>The above aspects are to be addressed prior to the Recommendation Meeting.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Canada Post Enbridge Rogers Cable Greater Toronto Airport Authority Hydro One Network Enersource</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Trillium Health Partners Conseil Solaire Viamonde Conseil Scolaire de District Catholique Centre-Sud Alectra Utilities Peel Regional Police</p>

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks, building configuration and road pattern?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic and parking impacts?
- Provision of a satisfactory Servicing Report to determine if there is capacity and resolution of all servicing and utility issues

Development Requirements

There are engineering matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

Other Information

The applicant has submitted the following information in support of the applications:

- | | |
|---|---|
| • Plan of Survey | • Traffic Impact Assessment and Parking Utilization Study |
| • Aerial Context Map | • Noise Feasibility Study |
| • Draft Plan of Subdivision | • Phase 1 Environmental Site Assessment |
| • Site Plan | • Arborist Report |
| • Sample Elevations | • Tree Preservation Plan |
| • Master Landscape Plan | • Planning Justification Report |
| • Engineering Plans | • Parcel Register Documents |
| • Functional Servicing & Stormwater Management Report | • Low Impact Design Features |
| | • Archaeological Assessment (Stage 1&2) |

Recommendation Report Detailed Planning Analysis

Owner: City Park (Dixie Rd.) Inc.

**2103, 2107, 2113, 2119 Primate Road
1351, 1357 Wealthy Place and 2116, 2122 Dixie Road**

Table of Contents

1.	Community Comments.....	2
2.	Updated Agency and City Department Comments	10
3.	Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019.....	11
4.	Consistency with PPS	11
5.	Conformity with Growth Plan	12
6.	Region of Peel Official Plan.....	12
7.	Mississauga Official Plan (MOP)	13
8.	Revised Site Plan and Elevations.....	26
9.	Zoning.....	26
10.	Bonus Zoning.....	28
11.	Site Plan	29
12.	Draft Plan of Subdivision	29
13.	Conclusions	29

1. Community Comments

The proposed development has generated considerable comments from the community, the vast majority of which identified issues of concern and/or opposition to the application.

The proposed development has attracted comments from both the immediate residents but also those living in the broader community whose concerns focus on the proposal creating a precedent that can be used to justify similar development elsewhere in the community.

Staff have taken into consideration the concerns raised by the public. The following represents an overview of the issues identified by the community summarized along key themes. A general response has been provided for each issue, with subsequent sections of this report addressing issues in more detail.

Comment

The community expressed concern that this neighbourhood is to remain the same and that intensification is to occur in other parts of the City. Only in extenuating circumstances should change be considered.

Response

Neighbourhoods can be expected to experience some change over time, as children grow-up, residents move out and new people move in, boarders or aging parents are taken in and homes are renovated.

The surrounding urban environment also changes over time. When the homes on Primate Road were initially constructed in the 1950s this neighbourhood was on the fringe of the urban area, where apple orchards were redeveloped with homes. Today, this neighbourhood is now part of a large, evolving and highly developed urban system offering an extensive range of goods, services, and transportation options to residents.

Provincial policies have also changed over time and now place greater emphasis on accommodating growth within existing urban areas in order to reduce sprawl.

It is the role of the planning department to help manage this change and ensure development is appropriate. Planning legislation including Mississauga Official Plan (MOP) recognizes that some change will happen (i.e. neighbourhoods are stable but not static) and where appropriate, allows for it to occur.

Comment

Concerns were raised that the proposed development was not appropriate for a Neighbourhood identified in MOP as a "Non-intensification" area. The subject site should not be considered part of the Dixie Corridor as intensification is not to be located within neighbourhoods.

Response

The Provincial Policy Statement requires municipalities to accommodate an appropriate range of intensification opportunities, which in Mississauga can include high-rise buildings in the Downtown, mid-rise buildings along Corridors,

and low rise buildings in Neighbourhoods. Recent changes to the Growth Plan direct municipalities to accommodate housing throughout the urban area and not only in intensification areas.

Although MOP states that neighbourhoods will not be the focus for intensification this does not mean they will remain static. MOP policies allow for some intensification to occur in neighbourhoods where it is considered to have a compatible built form, and is sensitive to the existing and planned context.

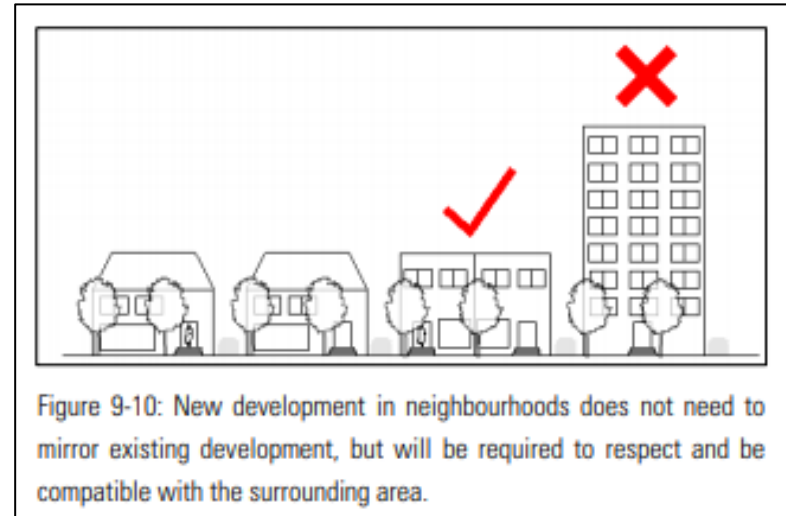
MOP policies also indicate that corridors, such as Dixie Road, represent one of the locations within Neighbourhoods where higher density uses should be located. Further, the Local Area Plan (LAP) states intensification may occur along corridors where appropriate. Overall the proposed detached homes within a neighbourhood of detached homes are considered a relatively modest form of intensification.

Comment

Concern was raised that the proposed development does not respect the character of the area. The area is comprised predominately of bungalows and 1 ½ storey houses, whereas the proposed houses are 2 ½ storeys. The existing lots are zoned for a minimum frontage of 15 m (49 ft.) while the proposed lots have generally 12 m (39 ft.) frontages.

Response

MOP states that new development need not mirror existing development. As illustrated in the following figure (taken from MOP) dwellings that have reduced frontages, that are closer together and have different roof types than the adjacent detached homes are acceptable.



The Lakeview Local Area Plan permits buildings up to three storeys and Zoning By-law 225-2007 permits buildings of approximately two storeys in height for lands zoned R3-75. City planning documents recognize that buildings taller than the existing bungalows and 1½ storey houses are appropriate.

Although the proposed detached houses are somewhat taller and are on somewhat narrower and shallower lots, the site is suitable to accommodate some growth and the proposed homes fit within the vision for the larger area as a neighbourhood of ground related residential homes. The new homes can look different from existing homes while still respecting the character.

Comment

Concern has been raised regarding traffic, emergency vehicle access, parking impacts and the proposed access from Wealthy Place. The Lakeview Built Form Standards note that entrances to new development will not be through established or existing lots, which is contrary to the proposed development.

Response

MTO will not grant access on to Dixie Road given the proximity of the subject site to the QEW interchange. A road is required into the land assembly in order to provide safe access to the development.

Based on a traffic impact study prepared by Cole Engineering and reviewed by the Transportation and Works Department, it was determined that the proposed access from Wealthy Place represents a suitable location for entry/exist means.

Wealthy Place and the surrounding road network will also be able to handle the trips generated by the proposed development. According to the Transportation Association of Canada, the design of local roads like Primate Road or Wealthy Place can accommodate up to 1,000 vehicles a day. Based on the traffic impact study, local roads will see very little traffic (e.g. peak demand of 16 trips between 8 a.m. and 9 a.m.).

The proposed development meets the parking requirements in the zoning by-law, and the applicant has identified opportunities to accommodate additional visitor parking which will be addressed through the site plan approval process.

Comment

Concern was raised that the proposed frontages and areas for the new lots do not respect the existing lotting pattern and do not reflect the averages for lots within 120 m (394 ft.) of the subject property, as per policy 16.1.2.1 of the Official Plan. The proposed lotting pattern should be similar to the surrounding area.

Response

Mississauga recently modified policy 16.1.2.1 to read as follows:

"To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots will be evaluated in the context of the existing lot pattern in the surrounding area"

The subject lots on Primate Road have frontages of 18 m (60 ft.), and are currently zoned for a frontage of 15 m (50 ft.) while the proposed lots typically have frontages of 12 m (40 ft.). Although the proposed frontages are smaller than what is permitted in the current zoning they still represent relatively large residential lots.

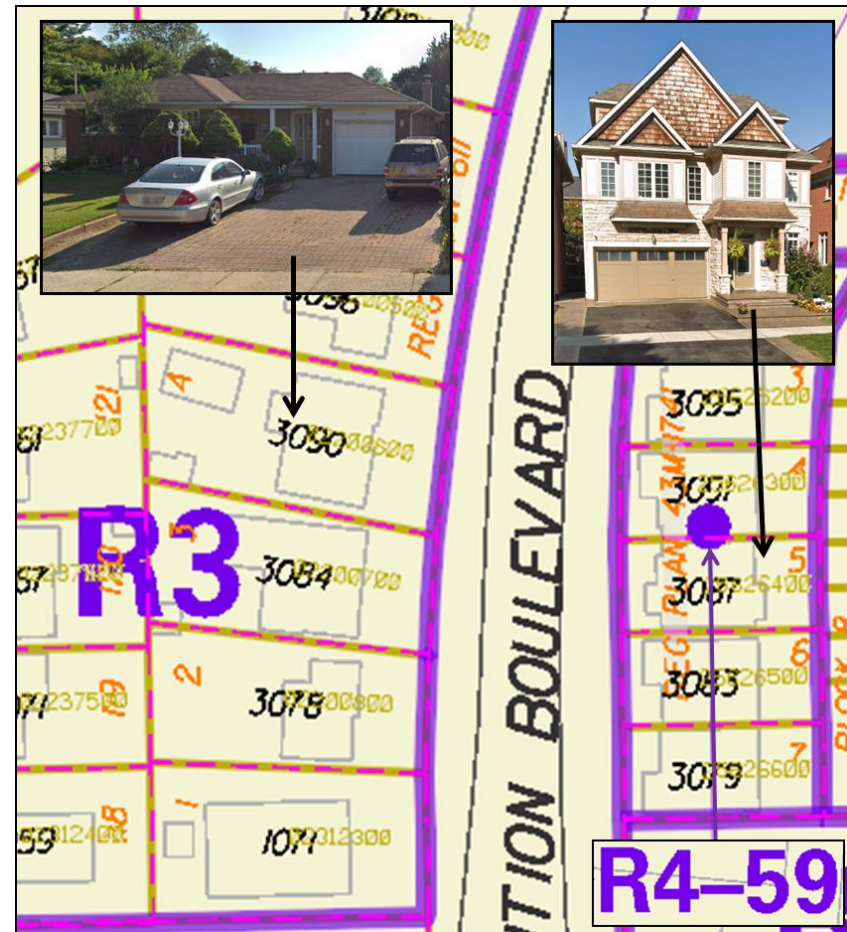
In addition, the Residential Low Density I land use designation, within the Lakeview Local Area Plan and Applewood Acres Neighbourhood, permits both detached and semi-detached homes, which indicates that some variation in the built form and lotting pattern may be considered within these areas.

Differences between existing zoning and proposed lot size are considered acceptable as the majority of the lots will not be

situated adjacent to existing dwellings thereby mitigating potential overlook, shadowing or inappropriate massing that could result from reduced front, and side yard setbacks. Much of the reduced lot size is the result of smaller rear yards; however, rear yards meet the requirement of the zoning by-law. As well, reduced rear yards are not readily visible from the street which lessens their importance in supporting the character of the area. In addition, the smaller CEC lot sizes are buffered from the existing homes by proposed detached dwellings and are located along the Dixie Corridor.

An example of a similar condition can be found on Constitution Boulevard, where lands were originally zoned R3 and were subsequently rezoned to R4-58 and R4-59 in order to develop lots with frontages of some 12 m (39 ft.) and lot areas of 318 m² (3,422 ft²). The new homes are located across from older homes zoned R3 which have lot frontages of 19 m (62 ft.) and lot areas of some 782 m² (8,416 ft²).

As illustrated in the following figures, different, lots and homes associated with R4 zoning can coexist with lots and homes associated with R3 zoning. In addition, subsequent to the construction of homes zoned R4 in approximately 2007, there have been no further applications to rezone from R3 to R4 along this stretch of Constitution Boulevard. Further comments regarding lot frontages are found in subsequent sections of the report.



Different sized lots and built form can coexist on the same street (e.g. Constitution Blvd.) while protecting residential low density character of the area .



The width of the road right-of-way can help reduce any impacts associated with changes in height between older and newer buildings.

Comment

Concern was raised as to the precedent setting nature of the proposal. Primate Road is no different than any other street within the neighbourhood and proposed development could be transferred to other lots and be used as justification for variances.

Response

Development applications are judged on their own merits and in accordance with the specific attributes of the site and applicable Official Plan policies.

The proposal represents a land assembly of eight large properties that are partially within the Dixie Road corridor and are located along the edge of the neighbourhood. MOP policies and the size of the site provide additional flexibility in accommodating height and density. These characteristics are not readily available on individual lots throughout the neighbourhood.

It is reasonable to consider some change, recognizing the attributes of the site (i.e. periphery of neighbourhood and land assembly), if the proposal is compatible with the surrounding neighbourhood. The subject lands will be rezoned to permit

proposed development, however, the surrounding area will retain the R3-75 zoning. Should surrounding property owners wish to alter the zoning regulations a separate process would be required to determine the appropriateness of any modifications.

The subject lands are different than most lots given the size of the land assembly and its location. Areas where there may be potential for lot consolidation and greater intensification are limited to sites typically found along corridors or redevelopment of underutilized sites such as convenience plazas. The merit of additional development rights on other sites would be determined through a separate planning process.

Comment

Concern was raised that it is not appropriate to change the zoning on the subject lands as the City recently underwent a zoning review in 2016 that included the subject site, and implemented new regulations that limited new development (e.g. reduced height limits).



The R3-75 zoning was a response to the redevelopment of individual lots and their impact on adjacent homes and streetscape. The above photo illustrates the significant difference in setbacks from the street of houses (built prior to the R3-75 zoning), whereas the above excerpt from the proposed site plan demonstrates a consistent setback that is similar to the existing homes.

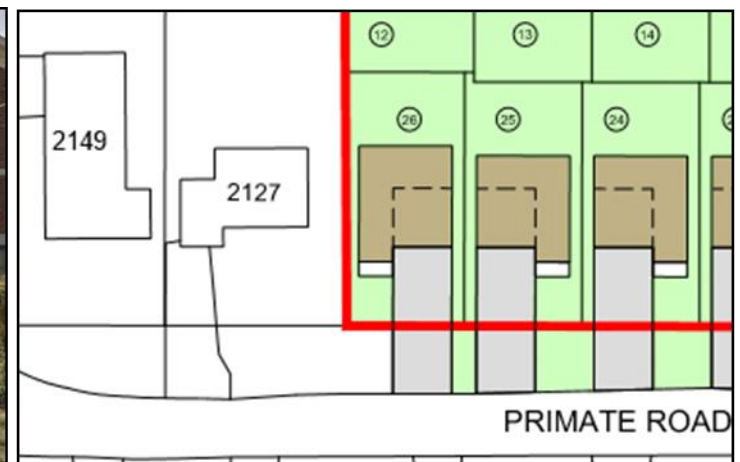
Response

Zoning is not necessarily an absolute "one size fits all" planning approach. Property owners have the ability to make the case through the Committee of Adjustment or a rezoning application to demonstrate that specific attributes of a site can support development that does not conform to current planning document.

The zoning review in 2016 was the result of a proliferation of new homes on individual lots being constructed to the maximum allowable height and with excessive depths (see following image). As a result the City implemented the R3-75 zoning for large portions of Ward 1, which reduced permitted heights especially for flat roofed dwellings and building depths.

Unlike the 2016 zoning review, which was responding to overdevelopment on individual lots, the proposed rezoning is for a land assembly which given the larger site area, allows for more flexibility in designing homes.

The application has gone through a detailed review to



determine appropriateness of the site for intensification, compatibility of proposed homes with the surrounding area, and impacts on the local road network. Impacts on height, overlook, shadow and massing on existing homes are reduced given the majority of new homes are adjacent to each other.

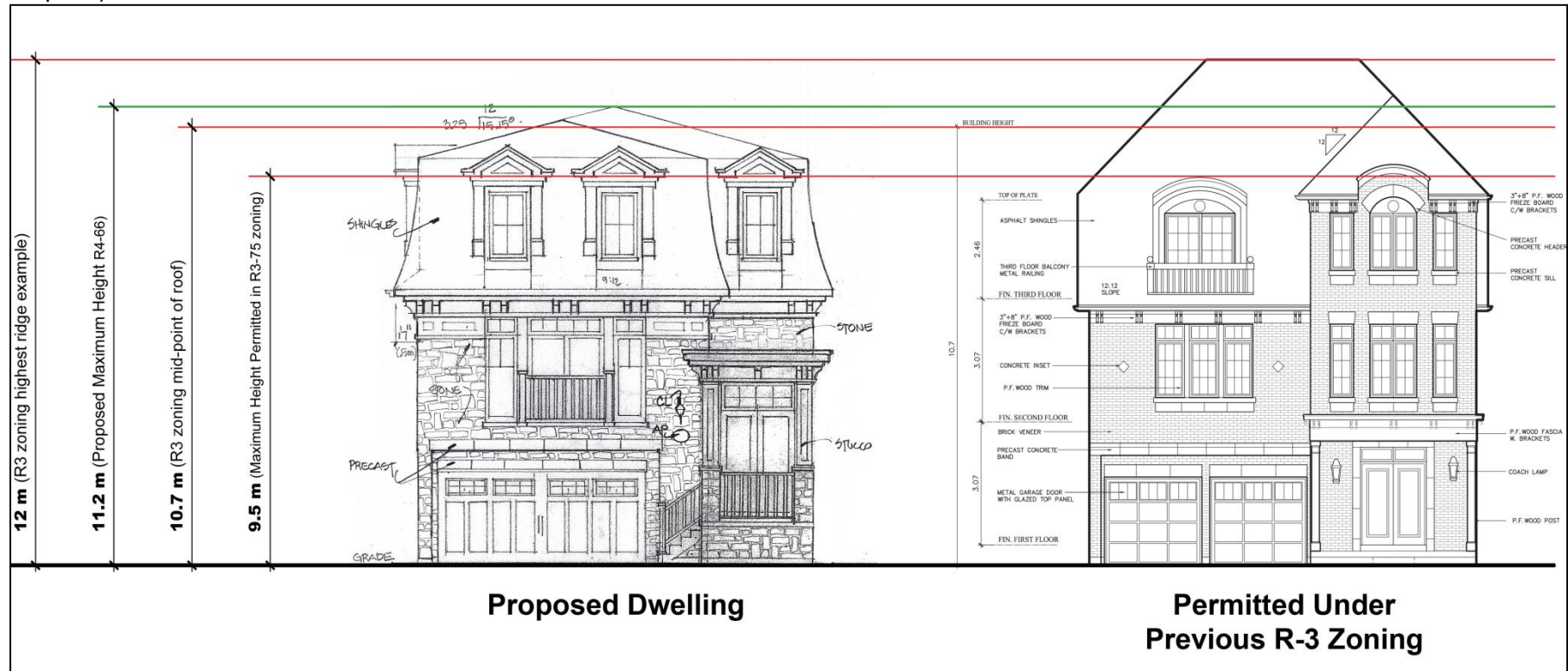
Although the proposed homes are taller (11.2 m / 36.7 ft.) than the new zoning (i.e. 9.5 m / 31 ft.), they are still lower than what would have been permitted under the previous R3 zoning (i.e. 10.7 m / 35 ft. to the midpoint of the roof which could result in a building that is over 12 m / 40 ft. depending on the pitch).

Comment

The Applewood Homeowners Steering Committee would not have a problem if the City Park Homes proposed in Streetsville were built in this community.

Response

The proposed detached homes (Model B) in Streetsville are zoned R4-Exception which is similar or less restrictive than the proposed zoning on Primate Road. The proposed front yards are deeper on the subject site, the proposed rear lots are deeper and the minimum interior side yards are the same.



Proposed dwelling height is greater than current zoning but remains less than what could have been built under previous zoning.

Comment

Concern was raised regarding a number of technical issues associated with studies submitted in support of the development (e.g. Traffic Impact Study, Stormwater Management, Acoustical Barrier).

Response

The development application and associated studies were circulated and reviewed by technical experts. Technical issues have been addressed and any relevant comments have been incorporated into the appropriate planning process including conditions of approval, or site plan approval process, or will be reviewed in accordance with our standard procedures.

Comment

How will the City ensure that the developer will implement required mitigation measures such as warning notices and acoustical barriers.

Response

The City has a variety of methods that are used to ensure compliance with approved plans, including development agreements, registering items on title, and taking securities. Should the proposed development be approved, the city will ensure mitigation measures are implemented as per our standard policies and procedures.

Comment

Concern was raised regarding the loss of existing mature trees.

Response

Based on the Tree Preservation Plan and Arborist's report there is little opportunity to retain existing trees; however, 61 replacement trees have been proposed. Further comments regarding trees are found in subsequent sections of the report.

Comment

Concern was raised regarding negative impacts associated with repetitive design, significant massing, height of eaves and roof, depth of buildings, lack of recessed garages, mansard roofs, reduced front yards, and setbacks.

Response

The planning analysis determined that the proposed development is compatible with the neighbourhood and that any potential impacts are acceptable. Further comments are found in subsequent sections of the report.

Comment

Concern was raised regarding impacts from construction on the local community, and upkeep of the property.

Response

While some disturbances associated with the construction of the proposed homes can be expected the impacts will be temporary. In addition, should the applications be approved, a Construction Management Plan (CMP) will be required prior to any development which will help ensure proper site management to prevent excessive dust, dirt and mud tracking within the area. The CMP will also identify appropriate access points to the site for heavy machinery. Construction will be

subject to the City's Noise Control by-law which regulates the periods of time when construction equipment can be in operation within residential areas.

The site is subject to the City's Property Standards By-law, which prescribes standards of maintenance and occupancy.

Comment:

What are the property tax impacts of the new development?

Response:

The proposed development will increase the city's assessment base that is used to generate municipal taxes. Increases in home size generally result in increases in the assessed value and pay more in taxes than smaller homes.

Comment

Concern was raised about the impact of the proposed development on the high ground water table and whether there would be increased demands on existing sump pumps in the surrounding community.

Response

Based on additional hydrogeological research it was confirmed that this specific area does have a high ground water table.

The original basement of the proposed homes was close to the ground water table at approximately 3.0 m (9.8 ft.). In order to provide a modern basement depth and minimize the risk of future ground water problems, the depth of excavation has been reduced by 0.80 m (2.6 ft.), however, that has

resulted in an increase in the overall height from 10.4 m (34.1 ft.) to 11.2 m (36.7 ft.).

The engineering consultant has concluded that there will not be any change to the hydraulic regime which would result in increased demands on existing sump pumps in the immediately contiguous residential community as a result of the proposed development.

2. Updated Agency and City Department Comments

The original applications were circulated to all City departments and commenting agencies on March 26, 2018. Revised submission that responded to comments and changes to the plans were circulated on October 29, 2018, March 19, 2019, and August 27, 2019.

A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

The Transportation & Works Department will require engineering matters to be addressed prior to registration of the subdivision plan. Should the application be approved in principle by Council, outstanding matters such as noise, traffic, storm drainage and environmental issues will be further addressed in detail as part of the Subdivision Agreement in support of T-M18002 as conditions of draft Plan approval.

Municipal works will be required to support this development which shall form part of the Subdivision Agreement and detailed engineering submission review and approval process. These works include but are not limited to:

- Construction of an appropriate storm sewer outlet to service these lands;
- Reconstruction of Primate Road and Wealthy Place, including boulevard works;
- Noise attenuation and mitigation measures;
- Site grading and drainage plans; and,
- Land Dedication & Easements
- Detailed engineering design, securities and insurance.

All aspects relating to Dixie Road, including construction access from Dixie Road, will be addressed by the Region of Peel as this road is under their jurisdiction.

Region Of Peel

The Region of Peel is satisfied with the Functional Servicing and Stormwater Management reports and has no objections to the application.

3. Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019

The *Provincial Policy Statement (PPS)* and the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* provide policy direction on matters of provincial interest related to land

use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans". Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

As summarized in the Public Meeting Report dated January 25, 2019 (Appendix 1), both the relevant MOP policies as well as the proposal are consistent with the direction provided in the PPS.

The PPS includes policies that allow for a range of intensification and appropriate development standards, including:

- Land use patterns shall accommodate a range of opportunities for intensification (1.1.3.2b)
- Planning authorities shall identify appropriate locations and promote opportunities for intensification (1.1.3.3)
- Appropriate development standards should be promoted which facilitate intensification (1.1.3.4)

In general, the subject site and proposal represent an opportunity to intensify and increase the range of housing in

the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns.

As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

As summarized in the Public Meeting Report dated January 25, 2019 (Appendix 1), both the relevant MOP policies as well as the proposal conform to the Growth Plan.

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification generally to achieve the desired urban form.

The proposed development represents growth within the existing urban boundary and built up area allowing for the

better utilization of existing infrastructure and increasing the diversity of housing, as well as responding to the market demand for detached housing.

Although the proposal represents growth within the urban boundary, it is still important to assess its appropriateness using existing municipal documents such as MOP and Local Area Plans.

6. Region of Peel Official Plan

As summarized in the Public Meeting Report dated January 25, 2019 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan

The Region of Peel identifies the lands as being located within Peel's Urban System. General objectives and policies in Section 5 direct development to the Urban System in order to achieve complete communities that represent a more efficient use of land that is compact in built form and contributes to a mix of uses.

The proposed development satisfies the general direction in the Regional Official Plan; however, issues of character are addressed through MOP. MOP which was approved by the Region of Peel on September 22, 2011 is the primary instrument used to evaluate development applications. The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

7. Mississauga Official Plan (MOP)

The proposal does not require an Official Plan Amendment as the Residential Low Density I designation permits the proposed detached homes. MOP also contains policies that are to be used when reviewing development applications in order to ascertain appropriateness of the proposal. The applicable MOP policies, including those in the Lakeview Local Area Plan have been identified in the Pubic Meeting Report dated January 25, 2019.

A planning analysis based on relevant MOP policies is summarized in this section, and have been grouped together to address the following issues/questions:

- Directing Growth: Is intensification appropriate for the subject lands?
- Compatibility with Neighbourhood Character: What is the appropriate built form for any intensification?
- Compatibility with the road network: How should access and parking be provided to the subject lands?
- Services and Infrastructure: Is there adequate infrastructure to support the proposed development?

Directing Growth: Is intensification appropriate?

Yes, sensitive intensification is appropriate.

The subject site is located in the Neighbourhood element of the city's urban structure and is also subject to the Lakeview

Local Area Plan (LAP) policies. In general, MOP and LAP policies support sensitive intensification on the site, as outlined in the following discussion.

Stable But Not Static

Although Neighbourhoods are identified in MOP as non-intensification areas, this does not mean they will remain static or that new development must imitate previous development patterns, but rather when development does occur it should be sensitive to the Neighbourhood's existing and planned character (MOP 5.3.5).

The LAP Vision and Guiding Principles recognize that some change will occur (LAP 5.0) and that infill and redevelopment will be facilitated and encouraged in a manner consistent to existing land uses (LAP 5.2.2).

The land uses permitted under the existing MOP designation (i.e. Residential Low Density I) in the Lakeview Neighbourhood Character Area and Local Area Plan of MOP permits (MOP 11.2.5.3):

- Detached homes;
- Semi-detached homes; and
- Duplex homes

As the OP designation also permits semi-detached homes and duplexes, some variation in the level of intensity in the built form (e.g. side yard setbacks, frontage, and density) can be considered in appropriate locations when reviewing development proposals.

The proposed single detached homes represent a ground related, low density residential use which, while not mirroring adjacent homes, is sufficiently similar to be considered consistent with existing land uses. The appropriateness of the subject lands for the proposed infill and the sensitivity of the built form to the surrounding area are discussed in subsequent sections of this report.

Direct Intensification To Corridors

MOP indicates that within Neighbourhoods, where higher density uses are proposed they should be directed to certain types of locations, including along Corridors (MOP 5.3.5.3). As well, development on Corridors will be encouraged to assemble small land parcels to create efficient development parcels (MOP 9.2.2.6). The subject lands are located within or adjacent to the Dixie Road Corridor and the addition of lots on Primate Road make for an efficient development parcel. The subject lands represent an appropriate opportunity to accommodate intensification.

Lots on Primate Road while not directly part of the Dixie Corridor are able to accommodate a similar built form as they are part of the land assembly and do not have any adverse impacts on adjacent properties.

The LAP takes a similar approach, stating that intensification will be through modest infilling and redevelopment along the corridors (LAP 6.1.1). The proposed development is considered modest intensification in that an official plan amendment is not required and it is considered compatible in built form, scale and enhances the area.

Within the LAP, Dixie Road is also identified as the boundary between the Applewood Acres and the Sherway West sub-areas. The subject lands are located along the edge of a neighbourhood and represents an appropriate location for some redevelopment as the character is already partially different from the core area of the neighbourhood. For example, the eastern portion of the subject lands are adjacent to an arterial road which is wider and busier with a greater range of land uses than a local road that is internal to the Applewood Acres neighbourhood.

Provide Variety of Housing Forms

MOP indicates that the city will provide opportunities for the development of a range of housing choices in terms of type, tenure and price (MOP 7.2.2). The LAP also states that Neighbourhoods are to provide a variety of housing forms to meet the needs of a range of household types (LAP 6.1.2).

The proposed homes which average some 240 m² (2,583 ft²) gross floor area are larger than the original homes of 125 m² (1,345 ft²); however, they are smaller than many of the recently constructed new homes built on the original lots which can average 355 m² (3,820 ft²). The proposed detached homes on smaller lots represents an opportunity to increase the variety of built housing forms within the neighbourhood.

Sensitive Infill

MOP indicates that within neighbourhoods, development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale (MOP 5.3.5.6).

Although the proposed development is different from the existing development (i.e. 8 existing lots vs 26 proposed lots), it is considered sensitive to the existing and planned context for reasons including:

- The proposed detached lots are permitted in the Official Plan and represent the same land use (i.e. low density ground related residential uses) as the surrounding context;
- Appropriate transition and buffers are provided as a result of Primate Road, and building setbacks;
- The built form is similar as proposed buildings are detached residential homes on relatively wide lots. Differences in building heights and setbacks are reasonable deviation from zoning given size and characteristics of the site.

Compatibility with the Neighbourhood Character – Is the proposed built form appropriate?

Yes, the built form of the proposed development is compatible with the neighbourhood character.

Although the proposed detached homes are somewhat taller and are on somewhat smaller lots, they are compatible with existing ground related residential homes. Essentially the proposal is replacing smaller detached homes on lots that have very wide frontages (existing of 18 m / 60 ft.) and zoned for 15 m / 49 ft. with larger detached homes that have reduced but still significantly wide frontages (12 m / 40 ft.). Given in-part

the characteristics of the site (land assembly adjacent to a Corridor) the differences are considered appropriate.

Mississauga planning documents (MOP, LAP, Zoning), provide some flexibility and permit some variation in development, as outlined in the following section:

MOP / LAP / Zoning Land Use Character

The subject lands are located within the Applewood Acres sub-area of the LAP which states that policies are intended to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area. The proposed detached homes are considered low rise and fit the planned character (e.g. low density residential, with maximum height of 3 storeys).

The predominant residential zoning for these lands is R3-75 (detached lots with minimum frontage of 15 m / 49 ft.) However within the Applewood Acres neighbourhood there are also pockets of land zoned:

- R4 which permits detached lots with minimum 12 m (39 ft.) lot frontages along Hedge Drive, and
- RM1-26 which permits semi-detached lots with minimum 9.0 m (30 ft.) lot frontages on Promenade Court. The lands on smaller lots are part of the community and can coexist with the larger residential development. In addition, the smaller backyards are not readily visible to the community.



Although Applewood Acres neighbourhood is predominately zoned R3-75, there are pockets of land zoned for smaller frontages (R4) and reduced setbacks (RM1-26 permits semi-detached homes). Different zoning can coexist within the same neighbourhood

Neighbourhood Is Changing

Although the subdivision was initially developed in the 1950s it continues to evolve over time. A number of homes have been renovated or rebuilt on Primate Road, including 2130 Primate Road (photo below) which was built prior to the new infill zoning by-law.



Primate Road is undergoing change with new construction replacing original housing (e.g. 2126 & 2130 Primate Road)

The zoning was amended in 2016 to modify some of the zoning regulations; however, it still permits homes that are significantly larger than those built as part of the original subdivision (see following photos).

A review of building plans in the surrounding area indicated that a new home gross floor area can achieve upwards of 494 m² (5,318 ft²), which is more than double the gross floor area of the proposed new homes of 240 m² (2,583 ft²). Although the proposed residential homes are somewhat higher than the permitted zoning, the proposed homes are not as deep. For example, the permitted depth in the zoning is 20 m (66 ft.) whereas proposed zoning restricts building depth to 12 m (39 ft.) along Primate Road and 16 m (52 ft.) which helps reduce the overall massing on the site. The proposed development represents a reasonable variation on new infill homes considering the attributes of the site.



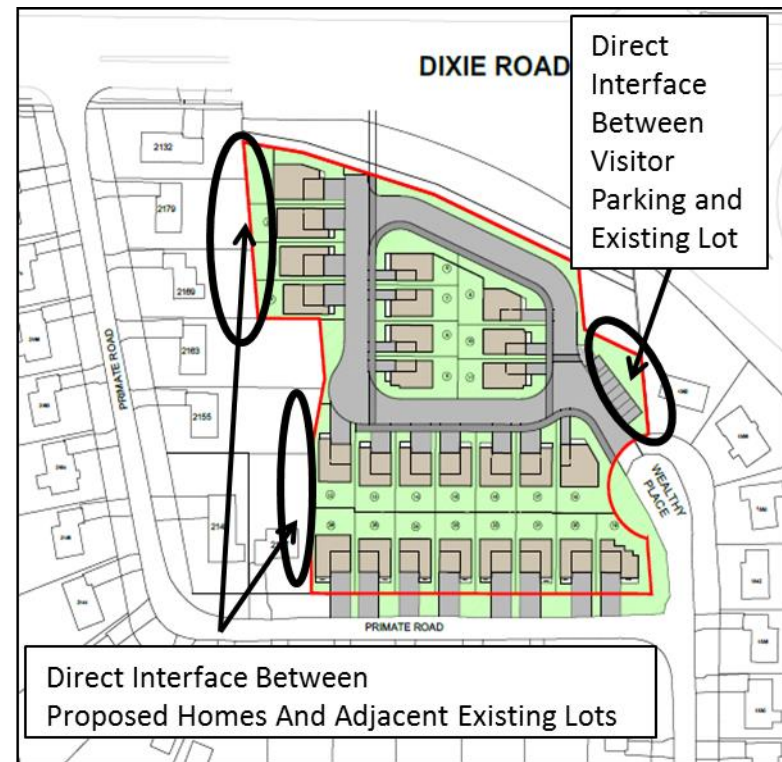
New infill housing within the broader area, although meeting R3-75 zoning regulations, is still substantial in size.

Land Assembly and Layout Assists In Compatibility

The proposal constitutes a land assembly of eight lots, representing 1.26 ha (3.1 ac), which provides sufficient land area to design an infill development that is compatible and sensitive to surrounding lands.

A total of 20 out of the 26 proposed homes are located immediately adjacent to other proposed homes which will help minimize any impacts on the existing surrounding area. Of the six proposed homes that are immediately adjacent to existing lots, four of them (i.e. closest to Dixie Road) are the result of rear yards backing onto each other. The proposed lots which back onto existing backyards all meet the zoning regulations (i.e. minimum rear yard of 7.5 m / 25 ft.). The other two proposed lots are adjacent to the side yard and/or rear yard of 2127 Primate Road and are not anticipated to have significant adverse impacts. In addition, the visitor parking is located adjacent to an existing home. Landscaping, tree planting and fencing will mitigate any impacts associated with the parking.

The eight proposed homes along Primate Road, from the corner of Wealthy Place to almost the bend in the road will provide consistent frontages as they will all have front yards of 6.5 m (21 ft.) and recessed garages of 8.0 m (26 ft.) from the street. These regulations are similar to the existing R3-75 zoning which requires a front yard of 7.5 m (25 ft.) and a garage face setback of 7.5 m (25 ft.).



Direct impact tend to be greatest on adjacent properties

New Development Need Not Mirror But Must Be Compatible

The general direction provided in MOP and the LAP policies is that 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 (MOP 5.3.5.5).

MOP states that compatibility "means 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". MOP and LAP address the issue of compatibility and respecting character in a number of policies.

MOP policy 9.2.2.3 provides a summary of criteria that can be used to assess impact. The following discussion identifies evaluation criteria along with an assessment of the proposed development:

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

- Respect existing lotting pattern: The proposed lots will accommodate detached homes which reflect typical suburban design (front yards with attached garages).

Although proposed lot frontages are smaller (average 12.6 m / 41.3 ft. for lots on Primate Road and 11.6 m / 38 ft. for lots on the CEC Road) than surrounding lots on Primate Road (19 m / 62 ft.) or zoning of 15 m / 49 ft. they still represent large detached residential lots and are considered respectful of the existing and planned character of the area, given intensification is to be accommodated along Dixie Road.

- Respect continuity of front, rear and side yard setbacks: The proposed lots have smaller front, rear and side yard setbacks than existing homes; however, they still provide acceptable standards, specifically:
 - Side yard setbacks are sufficient to allow for easy maintenance and access to rear yards.
 - The rear yard setback meet required zoning regulations.
 - The front yards for homes on Primate Road have been increased from the originally proposed 4.55 m (15 ft.) to 6.5 m (21 ft.), which is similar (15 percent difference) to the existing R3-75 zoning of 7.5 m (25 ft.). The garages on Primate Road will be recessed 8 m (26 ft.) from the lot line which will help provide the appearance of a consistent street frontage.
 - The lots on Primate Road will have drainage swales along the front of the property the same as other lots on this road which helps contribute to the amount of landscape area for the proposed lots.



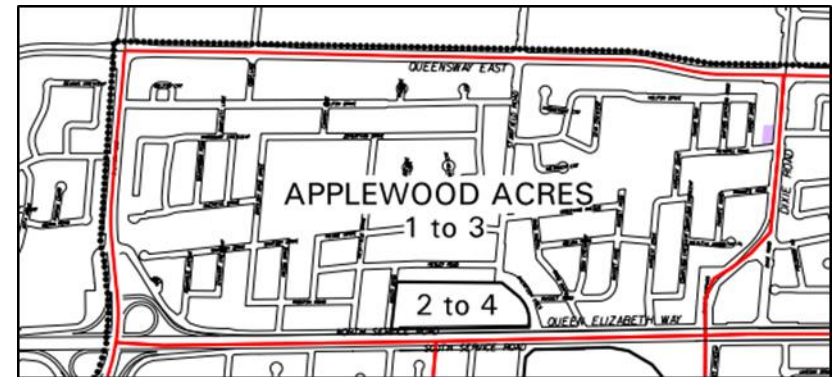
Lands with different zoning can coexist side by side. Homes on the right side of the image are zoned R4 (12 m frontage) and lands on the left side of the image are zoned R3-75 (15 m frontage) Photo taken of homes on Hedge Drive

- Respect the scale and character of the surrounding area: The proposed development of detached residential homes reflects the character of the area. The proposed homes meet current zoning regulations pertaining to building depth, driveway width, depth of rear yard.

The LAP speaks to ensuring development is sensitive to the existing low rise context and that development should reflect one to two storey residential building heights and will not exceed three storeys (see excerpt from LAP below). In addition the LAP states that the maximum building height should be 10.7 m (35.1 ft.). The proposed buildings can be described as 2 ½ storeys which is within the permitted 3 storey building heights in the LAP.

A key deviation from current zoning is the proposed

height of the buildings which are 11.2 m (36.4 ft.) as compared to 9.5 m (31.2 ft.) for sloped roofs in the zoning by-law.



The Local Area Plan recognizes that heights of one to three storeys are permitted, subject to appropriate zoning.

These differences are considered acceptable given layout of development (limited properties adjacent to buildings). In addition the proposed homes are less than what could have been built under the previous zoning and will not have any adverse impacts on surrounding dwellings.

- Minimize overshadowing and overlook on adjacent neighbours: The assembly of lots creates a development block that helps mitigate impacts as:
 - The development block allows a layout which helps internalize the proposed changes (i.e. there are limited areas where new homes are side by side with existing homes).
 - The proposed backyard depths meeting zoning

regulations which will mitigate impacts associated with height on homes that back onto the subject site.

- The width of Primate Road and Wealthy Place will mitigate impacts (shadow and overlook) to existing homes.
- Incorporate stormwater best management practices: Low impact Development practices will be incorporated into the development, including stormwater infiltration trenches / soak-away pits. The first 5 mm (0.2 in.) will be retained on site.
- Preserve high quality trees and ensure replacement of tree canopy: A total of 90 non-exempt trees are to be removed, 7 trees are to be preserved, and 61 trees are proposed to be planted. In addition, Community Services has indicated that street tree contributions to cover the cost of planting trees up to 60 mm (2.4 in.) caliper will be required for every 10 m (33 ft.) of frontage on Primate Road and Wealthy Place. The landscape plans identified acceptable tree planting locations. Through the site plan approval process, staff will require replacement trees.
- Respect the existing scale, massing, character and grades of the surrounding area: The subject lands are a relatively flat parcel of land, located at the edge of the larger Applewood Acres neighbourhood and are partially within the Dixie Road Corridor.

The proposed intensification is predominately focused

internally around the proposed CEC road which allows a different built form to be accommodated while respecting character. The width of Primate Road and Wealthy Place help mitigate any impacts associated with proposed scale and massing.

Built Form Standards

Built Form Standards were prepared for the Lakeview LAP, and are found in the Appendix to the document. These standards are intended to demonstrate one manner in which the LAP policies can be achieved, and represent general guidelines that can be used to assist in the evaluation of development applications. The Built Form Standards do not have the same weight as policy.

In general the proposed development supports the built form standards, including those found in section 2.2.1 (Detached and Semi-Detached Dwellings, Duplexes and Triplexes)

- Although the proposed lots do not have the same frontages as parcels within 120 m of the site, they still are large and appropriate for the neighbourhood;
- The proposed height of 11.2 m (36.7 ft.) is 18 percent greater than the current zoning (9.5 m / 31 ft.) and 5 percent greater than the direction in the Built Form Guide (10.7 m / 35 ft.). The proposed height does not result in adverse impacts to the community. In addition, proposed building elevations incorporate architectural elements (e.g. windows are within the roofline of the buildings) which can help deemphasize height;
- While not the same as the immediate vicinity, the proposed development incorporates appropriate front,

rear, and side yard setbacks, many of which reflect typical zoning regulations;

- Existing grade and drainage conditions are appropriate, as supported by accepted technical studies;
- Proposed development, while not mirroring existing homes, are sufficiently similar to fit the scale and low density residential planned character of the area, considering its location on the Dixie Road Corridor and benefits of land assembly;
- There will be minimal impact from overshadowing and overlook given the height of the building, the proposed setbacks, width of Primate Road, and general design of the development where impacts are largely directed internally to the development;
- Garages are recessed;
- Hard surfaces in the front yard are reasonable and allow for appropriate soft landscaping in the front yard;
- While most existing trees will be removed, as part of the site plan and landscape plan approval process appropriate replacement trees will be provided;
- Proposed designs of the detached homes help the development fit the scale and character of the area;
- There are three different dwelling designs which will reduce repetitiveness; and
- Building mass, side yards and rear yards are respectful of the surrounding area and will not result in unacceptable impacts.

In general the proposed development supports the built form standards, including those found in section 2.2.3.1 (Single Detached Standard and Common Element Condominium), including :

- The width and massing are similar to the character of area in that they represent relatively large lots with detached homes;
- The proposed heights are modestly greater than 10.7 m (35 ft.), and have been increased on account of the high water table and do not result in significant adverse impacts;
- Although some model homes appear to require more than three risers, the homes are still considered ground related;
- Garages do not project beyond the main face of the dwelling;
- Driveway widths are generally not more than 50% of the front yard or 1.0 m (3.3 ft.) wider than the width of the garage;
- Visitor parking is reasonably located (although not centrally located it is within easy walking distance) and landscaping provides sufficient area to plant trees than can help screen the parking;
- Mailboxes are not proposed along a public road;
- Recognizing the constraints of the site (e.g. no access to Dixie Road) the private road has been located through an established lot, and the Traffic Impact Study confirmed that it is a suitable location;
- Fencing requirements are minimized as the built form generally acts as the predominant feature for most lots (with exception of some corner lots);
- Upgraded elevations for end units exposed to an external road will be confirmed through site plan review;
- Amenity spaces will be in the rear of the unit; and
- All common element units have private amenity space.

Compatibility with road network and parking: Should access be provided to the subject lands from Wealthy Place and is there sufficient parking?

Yes, access to the proposed development from Wealthy Place is acceptable and sufficient parking has been provided. The proposed CEC road layout allows for an efficient development of the site.

Dixie Road is also an arterial roadway which has experienced increased traffic volumes since the neighbourhood was originally developed. As confirmed by the Ministry of Transportation, it is no longer appropriate to have driveways directly onto Dixie Road. In order to allow for proper redevelopment of the site for residential uses access from Wealthy Place has been assessed and determined to be acceptable, as discussed below:

Traffic Impact Study – Acceptable Impacts

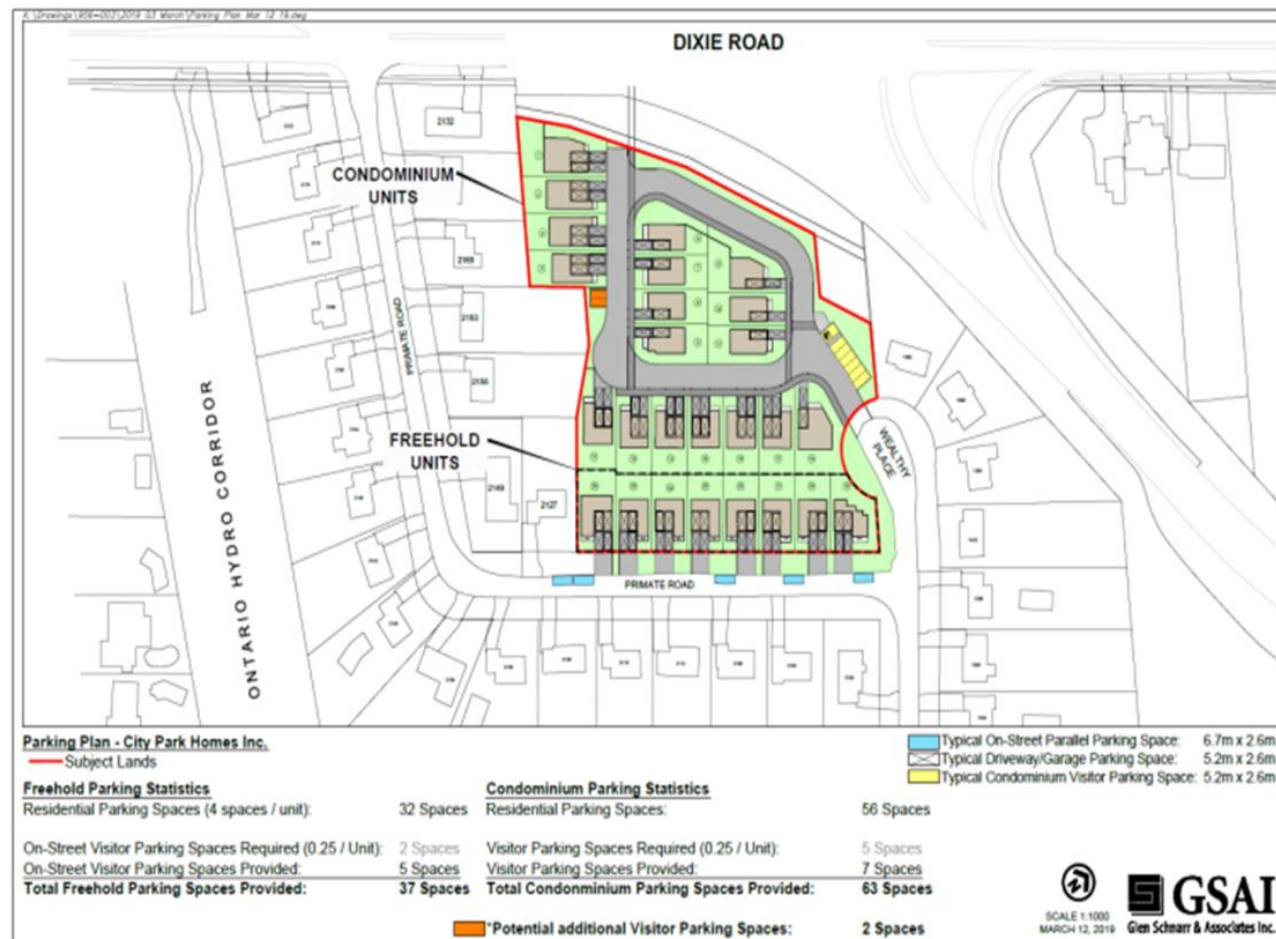
Based on a traffic impact study prepared by Cole Engineering and reviewed by the Transportation and Works Department, it was determined that:

- The proposed development would generate 16 trips at the AM peak (8:00 a.m. to 9:00 a.m.);
- The proposed development would generate 14 trips at the PM peak (5:00 p.m. to 6:00 p.m.);
- The proposed access will function from traffic circulation, fire and garbage access perspective and represents a suitable location for entry/exit means; and
- Wealthy Place and the surrounding road network will be able to handle the trips generated by the proposed development.

Parking Impact – Proposed spaces meets zoning by-law requirement

As summarized in the Public Meeting Report dated January 25, 2019 (Appendix 1) the proposed development is providing the required parking for homes on Primate Road (i.e. 16 spaces) and exceeds the required parking for the homes on the CEC Road (i.e. 63 spaces proposed whereas 41 spaces are required).

A resubmission included a parking plan which identified opportunity to accommodate two additional spaces on the CEC road and confirmed that the Primate Road frontage could accommodate 4 spaces. In addition, a block of land originally identified for future MTO use along Dixie Road is no longer required and could potentially be used for additional parking.



Parking will be available in garages, driveways, separate visitor parking for homes on the private road as well as on Primate Road

Proposed access avoids arterial roads and improves connectivity

The proposed CEC road from Wealthy Place will allow development to occur without requiring vehicular access from the Dixie Road Corridor and will improve connectivity. Specifically MOP notes that:

- new additional direct vehicle access to an arterial will be discouraged (8.2.2.1 a.)
- development on Corridors will be encouraged to consolidate access points and encourage shared parking, service areas and driveway entrances (9.2.2.6).
- where cul-de-sacs and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created where possible (9.3.1.6).

The site plan for the proposed development includes a pedestrian connection between the CEC road and Dixie Road which enhances the connectivity of the neighbourhood.

Although the Lakeview Built Form Standards indicate that entrances to new development will not be through existing lots (2.2.3.1h), it is reasonable to do so for this site, given constraints associated with accessing Dixie Road.

Where appropriate, a cul-de-sac can be reconfigured to accommodate additional development as illustrated in the following pictures of Glory Court in Mississauga.



Glory Court in Mississauga is an example of a cul-de-sac that was retrofitted to accommodate additional development

Services and Infrastructure: Is there adequate infrastructure to support the proposed development?

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Number 5 on Dixie Road, which provides access to the Dixie Outlet Mall transit station, the Long Branch GO Station, and the Dixie Go Station.
- Number 4 on Dixie Road which provides access to Sherway Gardens and Trillium Health buildings.

Bus stops are located on Dixie Road approximately 300 m / 984 ft. away near Kendal Road (north bound buses) and near Primate Road which is roughly adjacent to the subject site (southbound buses). As Mississauga continues to grow and intensify, transit service will increase accordingly.

Although the immediate area is predominately residential, there are a range of facilities and services in the broader area. Shopping opportunities can be found at the Dixie Outlet Mall and Applewood Shopping Plaza. Community infrastructure includes Fred Haliday Memorial Park and St. Edmund Separate School.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations. Notable changes include increased front yard depths along Primate Road from 4.5 m (15 ft.) to 6.5 m (21.3ft), which better reflect setbacks under the existing R3-75 zoning. As a result lots fronting Primate Road have increased in size.

The proposed building heights have been increased from 10.4 m (34.1 ft.) to 11.2 m (36.7 ft.) The increase in height

reflects additional hydrogeological research which confirmed this area has a high water table. In order to accommodate suitable basement heights, while preventing ground water issues, the basement foundation had to be raised approximately 0.80 m (2.6 ft.) which resulted in the increased building height.

A block of land of 0.03 ha (0.07 ac) originally reserved for future Ministry of Transportation use is no longer required. The use of these lands will be determined at site plan approval and could include amenity space. The proposed zoning limits the number of residential lots on the site and therefore this block of land cannot be developed for additional residential uses without going through another public approval process.

Appendix 3 of this report includes the drawings.

9. Zoning

The current zoning of the property is **R3-75** (Detached Dwellings – Typical Lots Exception), which permits detached homes, subject to a number of regulations, including, but not limited to the following:

- Minimum lot area, interior lot of 550 m² (5,920 ft²)
- Minimum lot frontage interior lot of 15.0 m (49.2 ft.)
- Maximum height – highest ridge of 9.5 m (31.2 ft.)
- Maximum height – height of eaves of 6.4 m (21 ft.)
- Maximum dwelling depth of 20.0 m (65.6 ft.)

The property is proposed to have the following zoning:

- **R4-Exception** (Detached Dwellings – Typical Lots Exception) for lands fronting Primate Road and
- **R16-Exception** (Detached Dwellings On A CEC – Road Exception) for lots that require access from a Common Element Condominium Road (private road)

Below is an updated summary of the proposed site specific zoning provisions which identifies the specific regulations that the proposed exception zones are being varied from the base **R4** and **R16** zones:

Proposed R4-66 Zoning Regulations

Zone Regulations	R4 Zone Regulations	Proposed R4-Exception Zone Regulations
Maximum number of dwelling units	none	8 dwelling units
Minimum lot area- Interior lot	365 m ² (3,929 ft ²)	295 m ² (3,175 ft ²)
Minimum lot area- Corner lot	500 m ² (5382 ft ²)	345 m ² (3,714 ft ²)
Minimum front yard – interior/exterior lot	6.0 m (19.7 ft.)	6.5 m (21.3 ft.)
Garage face – interior/exterior lot	None	8 m (26.2 ft.)
Minimum exterior side yard	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)

Zone Regulations	R4 Zone Regulations	Proposed R4-Exception Zone Regulations
Maximum height – highest ridge	10.7 m (35.1 ft.) (mid-point)	11.2 m (36.7 ft.) (highest ridge)
Maximum dwelling unit depth	None	12.0 m (39.3 ft.)
Maximum encroachment of a porch, inclusive of stairs into the required front yard	1.6 m (5.2 ft.)	1.5 m (4.9 ft.)
NOTE: The provisions listed are based on information provided by the applicant, which is subject to further revision as the applications are refined		

Proposed R16-6 Zoning Regulations

Zone Regulations	R16 Zone Regulations	Proposed R16-Exception Zone Regulations
Minimum distance from centreline of the Dixie Road designated right-of-way	22.5 m (73.8 ft.)	Not Required (MTO and Region have taken required road allowances)
Maximum number of dwelling units	none	18 units
Minimum lot area- Interior lot	550 m ² (5,920 ft ²)	245 m ² (2,637 ft ²)
Minimum lot area – CEC–Corner Lot	720 m ² (7,750 ft ²)	285 m ² (3,069 ft ²)

Zone Regulations	R16 Zone Regulations	Proposed R16-Exception Zone Regulations
Minimum lot frontage – Interior lot	15 m (49.2 ft.)	9.0 m (29.5 ft.)
Minimum lot frontage – CEC-Corner lot	19.5 m (64.0 ft.)	11 m (36.1 ft.)
Maximum lot coverage	35% of lot area	41% of lot area
Minimum front yard	7.5 m (24.6 ft.)	4.5 m (14.8 ft.)
Minimum front yard setback from a garage face to a street, CEC-private road or CEC-sidewalk	7.5 m (24.6 ft.)	6.0 m (19.9 ft.)
Minimum interior side yard interior/corner lot	1.2 m (3.9 ft.), plus 0.61 m (2.0 ft.) for each additional storey or portion thereof above one storey	1.2 m (3.9 ft.)
Maximum height – highest ridge	10.7 m (35.1 ft.) (mid-point)	11.2 m (36.7 ft.) (highest ridge)
Maximum dwelling unit depth	none	16 m (52.5 ft.)
Maximum driveway width accessing a single car garage	Lesser of 8.5 m (27.9 ft.) or 50% of the lot frontage	3.0 m (9.8 ft.)

Zone Regulations	R16 Zone Regulations	Proposed R16-Exception Zone Regulations
Maximum driveway width where accessing a double car garage	Lesser of 8.5 m (27.9 ft.) or 50% of the lot frontage	6.0 m (19.9 ft.)
Maximum projection of a porch outside buildable area	1.6 m (5.2 ft.)	1.5 m (4.9 ft.)
Minimum front yard for lot 18	15 m (49.2 ft.)	3.1 m (10.2 ft.)
Minimum interior side yard where interior side lot line is the rear lot line of abutting parcel	2.5 m (8.2 ft.)	1.2 m (3.9 ft.)
Minimum exterior side yard abutting a street	6.0 m (19.7 ft.)	3.0 m (9.8 ft.)
Minimum exterior side yard abutting a CEC road	6.0 m (19.7 ft.)	3.0 m (9.8 ft.)
NOTE: The provisions listed are based on information provided by the applicant, which is subject to further revision as the applications are refined		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the

Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

The Section 37 Corporate Policy and Procedure is not intended to apply to smaller development projects, although there may be circumstances where it is appropriate to do so. In this instance, community benefits are not being sought as:

- The proposed gross floor area is considered small relative to what could have been developed under the existing zoning (i.e. additional gross floor area does not exceed 1 500 m² / 16,000 ft²);
- The proposed increase from 9.5 m (31 ft.) to 11.2 m (36.7 ft.) represents a small increase in height (i.e. 1.7 m / 5.6 ft.) which is not sufficient to accommodate a typical residential storey;
- The proposed 26 units would be one of the smallest projects where Section 37 benefits have been collected (projects on average have 323 units) and the City has never collected Section 37 benefits on a development that is exclusively detached homes;
- The proposed single detached homes are on lands already zoned for single detached homes. The development is considered sensitive infilling, especially considering previous plans considered townhomes for the site.

11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval for the lands zoned R16-6 (proposed lots on a CEC). No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as landscaping, use of the block of land previously held in reserve for MTO.

12. Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 4. The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.

13. Conclusions

In conclusion, City staff has evaluated the application to permit 26 residential detached lots against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Mississauga Official Plan and the Lakeview Local Area Plan policies are consistent with the Provincial Policy Statement and Growth Plan and it is appropriate to use the policies to evaluate the proposed development.

The applications to redevelop 8 oversized lots to 8 freehold detached homes and 18 common element condominium detached homes is appropriate given:

- the proposed development is consistent with the direction in Mississauga Official Plan and the Lakeview Local Area Plan which permits sensitive intensification that is compatible with the area and directs higher density uses along corridors (e.g. Dixie Road);
- the proposed development of single detached homes is consistent with the existing land uses and character in the surrounding area (i.e. residential low density ground related land use);
- the lotting fabric is compatible with the planned neighbourhood character (i.e. the proposal is replacing detached lots zoned for very wide frontage (15 m / 50 ft.) with lots that are still considered wide (12 m / 40 ft.);
- the built form is compatible with the neighbourhood character (i.e. although new development does not mirror existing homes there are no unacceptable adverse impacts);

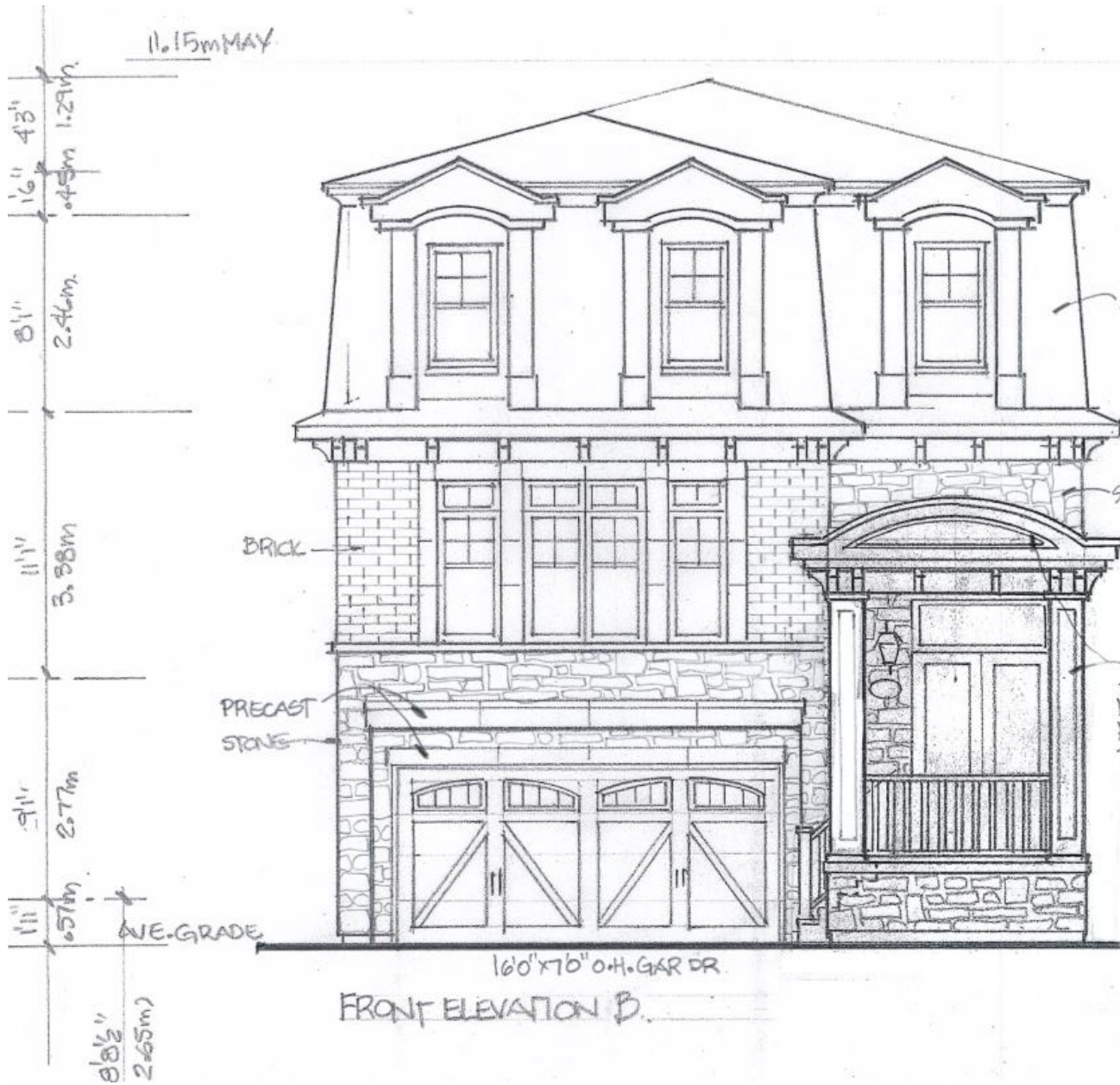
- the proposed development will help provide a range of residential built forms (as directed by MOP) while continuing to respect the character of the area.
- the proposed development is compatible with the road network and provides parking as required by the zoning by-law.

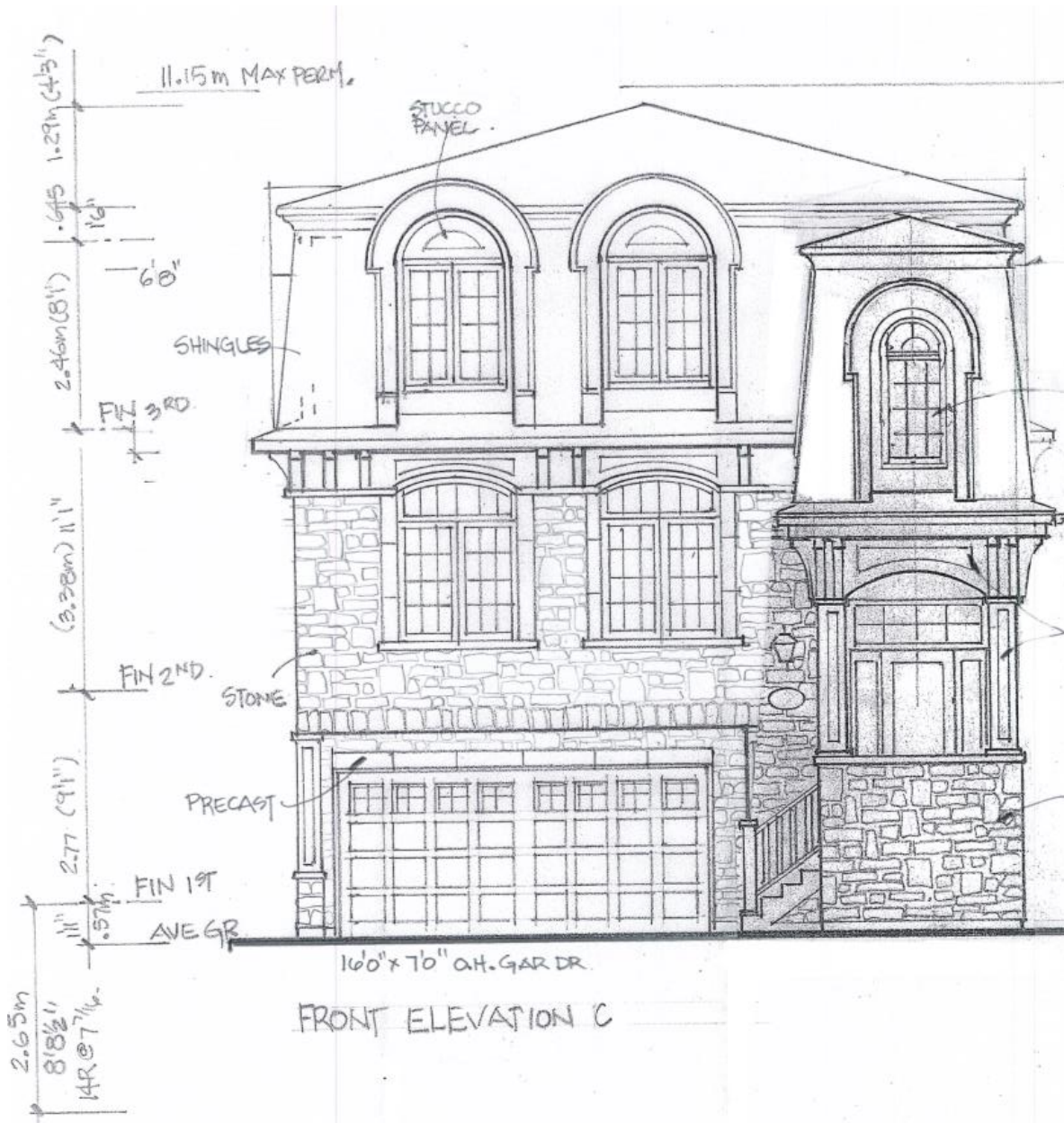
As the applicant has addressed the relevant provincial and city policies and the technical requirements of the City, staff recommends approval of the application subject to the conditions contained in the staff report.

Site Plan and Elevations











**SCHEDULE A
CONDITIONS OF APPROVAL**

FILE: T-M18002 W1

SUBJECT: Draft Plan of Subdivision
2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road
West side of Dixie Road, north of Queen Elizabeth Way
City of Mississauga
City Park (Dixie Rd.) Inc.

In accordance with By-law 1-97, as amended, the Commissioner, Planning and Building Department has made a decision to approve the above noted draft plan of subdivision subject to the lapsing provisions and conditions listed below.

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated February 20, 2108, (revised on September 26, 2019).
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into Servicing, Development and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS

OF THE CITY AND REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR HIS CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 10.0 Prior to final approval or preservicing, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 11.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Development Agreement and all offers of purchase and sale for all residential lots, the following warning clauses until the permanent school for the area has been completed:
 - 11.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.
 - 11.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
- 12.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Development Agreement and on all offers of purchase and sale for a period of five years after registration of the plan:

-
- 12.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.
- 12.2 The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board.
- 13.0 That the owner/applicant agree to provide a temporary location at which Canada Post Corporation may locate community mailboxes during construction, until curbing and sidewalks are in place at the prescribed permanent mailbox locations.
- 14.0 Prior to final approval, confirmation be received from Canada Post Corporation that the applicant has made satisfactory arrangements for the installation of any central mail facilities required in this development.
- 15.0 Prior to preservicing and/or execution of the Servicing Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 16.0 Prior to execution of the Servicing Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 17.0 Prior to final approval, a clearance letter be received from the Ministry of Transportation indicating that the traffic impact study, stormwater management report, detailed grading, servicing and internal road construction plans, have been approved.
- 18.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

2: Drawing (504-02) 2019 03 September 2019 10:49

DRAFT PLAN OF SUBDIVISION
CITY PARK (DIXIE RD.) INC.
CITY PARK HOMES
FILE # 217-M18002 & 02183
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

OWNERS CERTIFICATE
 I, THE UNDERSIGNED, AND/OR THE INCORPORATED ENTITY, HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS DRAFT PLAN OF SUBDIVISION ARE CORRECTLY AND ACCURATELY SHOWN.
 SIGNED: [Signature] DATE: FEB. 20, 2018
 CHAIRMAN, CITY PARK (DIXIE RD.) INC.

SURVEYORS CERTIFICATE
 I, THE UNDERSIGNED, HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS DRAFT PLAN OF SUBDIVISION ARE CORRECTLY AND ACCURATELY SHOWN.
 SIGNED: [Signature] DATE: FEB. 20, 2018
 CHAIRMAN, CITY PARK (DIXIE RD.) INC.

ADDITIONAL INFORMATION
 (UNDER SECTION 21(7) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AND 1-10 OF THE SCHEDULE TO THE PLANNING ACT.
 H) MUNICIPAL AND PAVED WATER TO BE PROVIDED
 I) SANDY LOAM AND CLAY LOAM
 K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	AREA (M ²)	AREA (AC)	AREA (M ²)	AREA (AC)
LOT 18	1,111.11	0.25	1,111.11	0.25
LOT 19	1,111.11	0.25	1,111.11	0.25
LOT 20	1,111.11	0.25	1,111.11	0.25
LOT 21	1,111.11	0.25	1,111.11	0.25
LOT 22	1,111.11	0.25	1,111.11	0.25
LOT 23	1,111.11	0.25	1,111.11	0.25
LOT 24	1,111.11	0.25	1,111.11	0.25
LOT 25	1,111.11	0.25	1,111.11	0.25
LOT 26	1,111.11	0.25	1,111.11	0.25
LOT 27	1,111.11	0.25	1,111.11	0.25
LOT 28	1,111.11	0.25	1,111.11	0.25
LOT 29	1,111.11	0.25	1,111.11	0.25
LOT 30	1,111.11	0.25	1,111.11	0.25
LOT 31	1,111.11	0.25	1,111.11	0.25
LOT 32	1,111.11	0.25	1,111.11	0.25
LOT 33	1,111.11	0.25	1,111.11	0.25
LOT 34	1,111.11	0.25	1,111.11	0.25
LOT 35	1,111.11	0.25	1,111.11	0.25
LOT 36	1,111.11	0.25	1,111.11	0.25
LOT 37	1,111.11	0.25	1,111.11	0.25
LOT 38	1,111.11	0.25	1,111.11	0.25
LOT 39	1,111.11	0.25	1,111.11	0.25
LOT 40	1,111.11	0.25	1,111.11	0.25
LOT 41	1,111.11	0.25	1,111.11	0.25
LOT 42	1,111.11	0.25	1,111.11	0.25
LOT 43	1,111.11	0.25	1,111.11	0.25
LOT 44	1,111.11	0.25	1,111.11	0.25
LOT 45	1,111.11	0.25	1,111.11	0.25
LOT 46	1,111.11	0.25	1,111.11	0.25
LOT 47	1,111.11	0.25	1,111.11	0.25
LOT 48	1,111.11	0.25	1,111.11	0.25
LOT 49	1,111.11	0.25	1,111.11	0.25
LOT 50	1,111.11	0.25	1,111.11	0.25
LOT 51	1,111.11	0.25	1,111.11	0.25
LOT 52	1,111.11	0.25	1,111.11	0.25
LOT 53	1,111.11	0.25	1,111.11	0.25
LOT 54	1,111.11	0.25	1,111.11	0.25
LOT 55	1,111.11	0.25	1,111.11	0.25
LOT 56	1,111.11	0.25	1,111.11	0.25
LOT 57	1,111.11	0.25	1,111.11	0.25
LOT 58	1,111.11	0.25	1,111.11	0.25
LOT 59	1,111.11	0.25	1,111.11	0.25
LOT 60	1,111.11	0.25	1,111.11	0.25
LOT 61	1,111.11	0.25	1,111.11	0.25
LOT 62	1,111.11	0.25	1,111.11	0.25
LOT 63	1,111.11	0.25	1,111.11	0.25
LOT 64	1,111.11	0.25	1,111.11	0.25
LOT 65	1,111.11	0.25	1,111.11	0.25
LOT 66	1,111.11	0.25	1,111.11	0.25
LOT 67	1,111.11			