

Recommendation Report Detailed Planning Analysis

Owner: 2726984 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

2207 Dixie Road

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1. Community Comments

Comments from the public were received through community and public meetings as well as written submissions. Public comments were generally directed towards built form, the precedent setting nature of the proposal and increased traffic.

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 where appropriate.

Comment

Ward 1 is meeting or exceeding requirements to intensify through other development applications and the Sherway West neighbourhood should remain the same and not change.

Response

All 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. Without any new residential development in the Sherway West area, the neighbourhood experienced a net decline in population from 1,625 people in the year 2011 to 1,590 people in the year 2016, representing a 2.2% decline in population (see Figure 1).

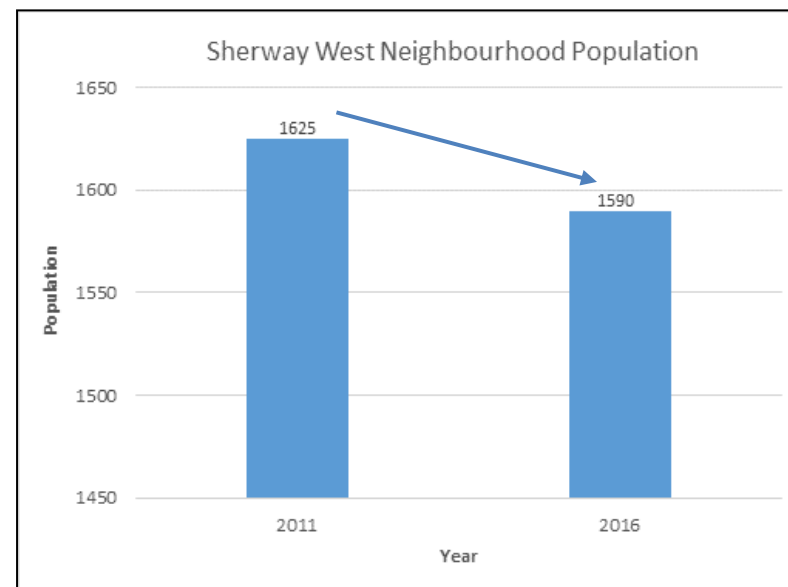


Figure 1: Population in neighbourhood declined between 2011 and 2016 (Census)

The surrounding urban environment has changed over time. When many of the surrounding homes were initially developed in the 1960s they were located on the fringe of the urban area, where apple orchards were redeveloped with new 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 the existing urban area in order to reduce sprawl. Recent changes to the Growth Plan now direct communities to accommodate new housing throughout the urban area and not only in intensification areas.

It is the role of the Planning Department to help manage this change and ensure that development is appropriate. Planning documents, including Mississauga Official Plan (MOP) recognize that some change will happen (i.e. neighbourhoods are stable but not static) and allows for it where appropriate. The proposed development is on a property that is conducive to some change.

Comment

Proposed townhomes don't fit the neighbourhood and are too dense given the low density single detached home character of the area.

Response

Development along Dixie Road already has a different character from the surrounding neighbourhood. The buildings along Dixie Road predate the surrounding subdivisions and the character is more varied given different building setbacks, landscaping, land uses (residential/office) and the amount and location of parking.

MOP policies 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. The subject site's location along the Dixie Road corridor provides some flexibility in accommodating a built form that is denser than the surrounding subdivisions.



Dixie Road Character - wide arterial road with varied built form (setbacks, landscaping, architecture), parking (amount /location) and land use (residential/office)



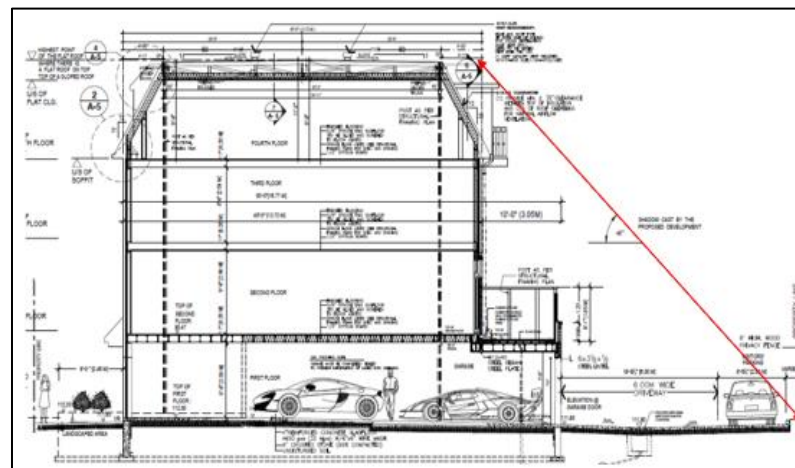
Adjacent Subdivision Character – narrower local road, consistent built form (setbacks, landscaping, architecture), parking (garages with driveways) and land use (single detached homes)

Comment

Concern was raised that the proposed townhouses will establish a bad precedent and will result in "lot splitting" and

There may be some further opportunity for additional intensification along Dixie Road; however, the appropriateness of any increase in density and/or height would have to be further reviewed. The subject lands require official plan and zoning by-law amendments to permit the townhouse development, whereas, the surrounding neighbourhood will retain the residential low density official plan designation and zoning. Should surrounding property owners wish to alter the official plan designation and zoning regulations, a separate process would be required to determine the appropriateness of any modifications.

The applicant's sun/shadow analysis concluded that the proposed development's shadow causes no undue negative impacts to the adjacent dwellings. There is also sufficient distance between the townhouses and adjacent detached homes to the east. Specifically, the proposed building maintains a 45 degree angular plane from the adjoining property to the east. This angular plane is a typical test used to assess appropriate transition to adjacent properties. Although there are some shadows cast on the roofs of neighbouring properties, staff find that, on balance, the shadow and



Townhomes provide appropriate transition to adjacent residential dwelling as built form is within a 45 degree angular plane from property line

overlook impacts are acceptable.

Comment

Concern was raised that the proposed development will put additional demand on an already constrained electrical grid in the area.

Response

Staff from Alectra Utilities, the local hydro provider, confirmed that existing infrastructure on Dixie Road has enough capacity to accommodate increased demand from the four proposed townhouses. Alectra Utilities also noted that there is no reason to believe that this new development will negatively affect or compromise the existing infrastructure due to increased demand.

Comment

Concern was raised that there is insufficient parking for the proposed development and it will result in on street parking problems on Venta Avenue.

Response

Mississauga Zoning By-law 225-2007 requires townhouses to provide 0.25 visitor parking spaces per unit, which is the equivalent of providing one parking space for the four townhouses. The proposed development is providing two visitor parking spaces, doubling the required parking.

Comment

Concern was raised that the proposed development will create traffic problems and that the Traffic Impact Study submitted to support the proposed development did not factor changes in

the area (e.g. proposed Dixie Road and Queen Elizabeth Way interchange).

Response

A revised traffic study was submitted in support of the development application which addressed issues and concerns raised by the City and public.

The revised study, amongst other things, incorporated assumptions into the analysis regarding future increases in traffic, increased traffic load from the closure of the access point at North Service Road and a new daycare at Dixie Road and Sherway Drive.

The study concluded that the development proposal can adequately be accommodated by the existing transportation network with manageable traffic impact to the adjacent public roads. Staff from the City and Region's traffic groups have accepted the conclusions of the study. Transportation and Works comments, found in Section 2 and the discussion on traffic compatibility found in Section 7 of this report provide additional information.

Comment

Concern was raised that the waste collection pick-up point on Venta Avenue is not functional or attractive.

Response

The Region of Peel is responsible for waste management and has advised that the proposed collection pick-up on Venta Avenue is not acceptable as common collection areas are not permitted for townhouses. The Region requires curbside

collection to occur on Dixie Road in accordance with a number of conditions including adherence to the requirements of Peel's Waste Collection Design Standards Manual.

The applicant's site plan does not currently reflect the Region's conditions and design standards. In consultation with the Region, the City is proposing to use an "H" holding symbol in the implementing zoning by-law to ensure an acceptable waste collection location. The Region has been granted party status at the LPAT hearing to ensure their issues are addressed.

Comment

Concern was raised about the loss of trees in the municipal boulevard.

Response

The Tree Preservation Plan and Arborist's report identified a total of four trees within the public boulevard. One of these trees will be preserved and protected in accordance with the City's tree protection standards and the other three will be removed due to construction, grading and servicing constraints.

The City has accepted the consulting arborist's findings and will require payment from the applicant (as per the City's Fees and Charges by-law) to plant three new deciduous trees on Venta Avenue.

Comment

Concern was raised about impact from construction on the local community.

Response

While some disturbances associated with the construction of the proposed homes can be expected, the impacts will be temporary. Transportation and Works comments in Section 2 of this report outline some of the options the City can use to manage construction impacts.

Comment

The proposed townhouse unit at the south end of the development should be designed to address Venta Avenue.

Response

Dixie Road is considered the primary street and it is appropriate that the proposed townhouses address this street with front doors and key elements that distinguish this elevation. The nature of the building type, as four attached, identical units also supports the idea of arranging the four doors in a balanced and symmetrical manner. The interior layout of the end unit is arranged to maximize efficiency with the front door facing Dixie Road.

While Venta Avenue is not the primary street, it is an important building elevation that should be enhanced with windows facing the street and a combination of exterior finishes.

2. Comments

The applications were circulated to all City departments and commenting agencies on February 24, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

In comments last updated March 23, 2021, the Transportation and Works Department advised that technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

It is our understanding that an "H" holding zone symbol will be recommended and placed on the subject lands as part of the zoning by-law. Should the rezoning application be approved in principle, the outstanding matters noted below are to form part of the conditions to lift the "H" holding symbol.

Stormwater

A Functional Servicing Report (FSR), prepared by Skira & Associates and dated January 21, 2021 was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development's impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.

The applicant is proposing to have storm sewers connect to both Venta Avenue and Dixie Road, with outlets to Etobicoke and Applewood Creeks. On-site stormwater management controls for increased post development discharge is required

but hasn't yet been addressed by a satisfactory stormwater servicing concept.

Traffic

Two traffic impact study (TIS) submissions were provided by Nextrans Consulting Engineers in support of the proposed development. The second submission, dated December 2020, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 1 (0 in, 1 out) and 2 (1 in, 1 out) two-way site trips for the weekday AM and PM peak hours in 2024.

The additional traffic generated by the proposed development, the study area intersections and the proposed vehicular access point are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

A Phase 1 Environmental Site Assessment (ESA), dated July 29, 2019 by Brown Associates Limited, was submitted in support of the proposed development. The purpose of the report is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site, to determine if further investigation is required. The report concludes that no significant environmental concerns were identified and that no further investigative work is required. However, the applicant is required to provide additional information in support of that conclusion. In addition, the current land use has not been made expressly clear and should be clarified by a qualified

person. Depending on the clarification, a Record of Site Condition may be required in accordance with O. Reg. 153/04.

The proposed development may require the discharge of groundwater or accumulated rain water/snow melt to the City's storm sewer system. Therefore, the applicant is to provide the Temporary Discharge to Storm Sewer Commitment Letter to the Transportation and Works Department to ensure compliance with the City's Storm Sewer By-law.

Engineering Plans/Drawings

The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards. All matters pertaining to Dixie Road (i.e. access, drainage requirements, reserves, widenings, etc.) shall be to the satisfaction of Regional Municipality of Peel as this road is under their jurisdiction.

Construction

Should the applications be approved, a Construction Management Plan (CMP) may be required prior to building activities on site. Mud tracking will be managed through the City's Lot Grading and Municipal Services Protection By-law, and construction will also be subject to the City's Noise Control by-law which regulates the periods of time when construction equipment can operate in residential areas.

Noise

The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an

impact on this development include road traffic. Noise mitigation will be required. The applicant is required to update the report should the building massing or configuration change with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise in accordance with City and MOECC Standards. The details of mitigation measures will be confirmed through the site plan and building permit process.

Region of Peel

In comments, dated February 25, 2021 the Region of Peel advised that curbside collection of garbage, recyclable materials, bulky items, source separated organics and yard waste, will be provided to the development, subject to a number of conditions being met and labelled on subsequent site plans, including, but not limited to:

- each dwelling must have its own identifiable collection point that is directly accessible to the waste collection vehicle
- each collection point must be at least 3 m (9.8 ft.) by 1 m (3.3 ft.) in order to provide sufficient space for placement of carts
- each dwelling unit must have its own identifiable waste storage area. Common collection areas are not permitted
- The design of developments must ensure that the waste set-out be convenient for residents

Currently the development application does not reflect the above noted conditions. Based on discussions with the Region, an "H" holding provision can be used to address these issues.

Alectra Utilities

In comments, dated December 4, 2020 and March 3, 2021, Alectra Utilities confirmed that they had no objection to the rezoning and outlined issues that will have to be addressed through subsequent steps in the development process. Additionally, Alectra indicated that the existing infrastructure on Dixie Road has enough capacity and is in excellent condition to accommodate the increased demand from four proposed townhouses. There is no reason to believe that this new development will negatively affect neighbouring residents or the existing Alectra infrastructure will be compromised by increased demand.

3. *Provincial Policy Statement, 2020 (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

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

The Public Meeting Report dated October 16, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

- Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive
- Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock
- Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety

MOP policies are consistent with this PPS direction. Section 5 of MOP (Direct Growth) includes policies that indicate intensification may be considered within Neighbourhoods where it is compatible and that higher density uses should be

located along corridors. Section 7.2 of MOP (Housing) includes policies that encourage a range of housing choices which vary by type, tenure and price. Section 9 of MOP (Build a Desirable Urban Form) has policies that encourage an urban form that respects the urban hierarchy and city structure and provides for appropriate transitions to neighbouring uses.

The subject site and proposal represents an opportunity to modestly 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

The Public Meeting Report dated October 16, 2020 (Appendix 1) provides an overview of relevant policies found in 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 to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

MOP policies conform with the *Growth Plan for the Greater Golden Horseshoe*. Section 5 of MOP (Direct Growth) includes policies that direct growth to appropriate locations. Section 5.3 provides for a city structure where some elements will be the focus of growth (e.g. downtown) while other areas will accommodate some development but will not be the primary location for future growth (e.g. neighbourhoods). Section 5.3.5.6 of MOP requires development in Neighbourhoods to be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.

The proposed development is consistent with the Growth Plan as it 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,.

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 (LAP).

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

As summarized in the Public Meeting Report dated October 16, 2020 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan.

The subject property is located within the Urban System within the Region of Peel. General Objectives 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 compatible in built form.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. Established residential Neighbourhoods will be protected and strengthened with infill that is compatible with the existing and planned character.

The proposed development satisfies the general direction in the Regional Official Plan; however, issues of character are addressed through MOP, which is the primary instrument used to evaluate development applications.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Schedule 10 Land Use Designations and Map 3 Height Limits of the Lakeview LAP, to permit four townhouses that are four storeys in height. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development

application. The following is an analysis of the key policies and criteria.

Directing Growth – Is intensification appropriate?

Yes, sensitive intensification is appropriate and will not adversely impact or destabilize the intent of MOP policies or the area.

The subject site is located in the Lakeview Neighbourhood Character Area and is designated **Residential Low Density 1** which permits detached homes, semi-detached homes and duplex homes in MOP. The LAP identifies a height limit of 3 storeys for the site. The applicant is proposing to change the designation and height limits to permit 4 storey townhouse dwellings. 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 intensification will be sensitive to the existing character of the residential areas and the planned context (LAP 6.1.3).

As the existing MOP designation also permits semi-detached homes and duplexes, the proposed townhouses are considered a modest increase in density. The properties fronting Dixie Road have a different character from the surrounding subdivisions and provide an opportunity to potentially accommodate a built form that is denser than the surrounding subdivisions.

The proposed townhouses, while not mirroring the adjacent subdivision, are considered modest intensification appropriate to front onto Dixie Road.

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 Corridors (MOP 5.3.5.3). The Lakeview Area Plan also notes that intensification will be through modest infilling and redevelopment along the corridors (6.1.1). The subject site is located on the Dixie Road Corridor and is an appropriate location to consider density that is higher than the adjacent residential subdivision.

In addition, within the LAP, Dixie Road is also identified as the boundary between 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 (i.e. Dixie Road is an arterial road which is wider and busier with a greater range of existing land uses than a local road that is internal to the Sherway West 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 townhouses, located on the perimeter of an existing neighbourhood comprised predominately of detached homes, represents a reasonable opportunity to increase the variety of built housing forms within the LAP 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).

The proposed development is four storeys with a height of 11 m (36.2 ft.) from context grade to the mid-point of the roof and 12.7 m (41.5 m) to the top of the highest point of the flat roof which is on top of a sloped roof. In the surrounding neighbourhood, MOP permits buildings of three storeys and the Mississauga zoning by-law permits a maximum height of 9.5 m (31.2 ft.) to the highest ridge of a sloped roof and 7.5 m (24.6 ft.) maximum height of a flat roof.

Although the proposed development is different from the existing development (i.e. detached dwellings versus townhouse units and current zoning permits 3 storeys versus the proposed 4 storeys), it is considered appropriate given the existing and planned context as:

- Dixie Road is a wide arterial road and can accommodate additional height without creating an overwhelming street presence (i.e. often wider streets can accommodate more height than narrow streets)
- The character of Dixie Road contains greater diversity in built form (e.g. medical office building with surface parking, homes with detached garages and variable setbacks from the street with differing heights). In this environment, it is reasonable to accommodate the proposed development which is different from the adjacent neighbourhood
- The townhouses, as designed, represent a ground related residential built form which is compatible with the forms of buildings currently permitted within the existing context by MOP
- The proposal demonstrates appropriate transition to the adjoining detached residential dwelling to the east and provides a building setback and landscape buffer that is compatible with the existing buildings along the Venta Avenue street frontage
- The proposed building, with its corner location, creates a strong anchor on the wider Dixie Road frontage, that is still sympathetic by its scale, design, combination of exterior finishes to those existing homes located on the narrower Venta Avenue frontage
- Proposed building elevations incorporate architectural elements (e.g. dormer windows within the roofline of the

building) which help to de-emphasize height

Compatibility with the Neighbourhood – Is the proposed built form appropriate and compatible?

Yes, the proposed built form is compatible with the surrounding area. Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The proposed four storey townhouse units are compatible for the following reasons.

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".

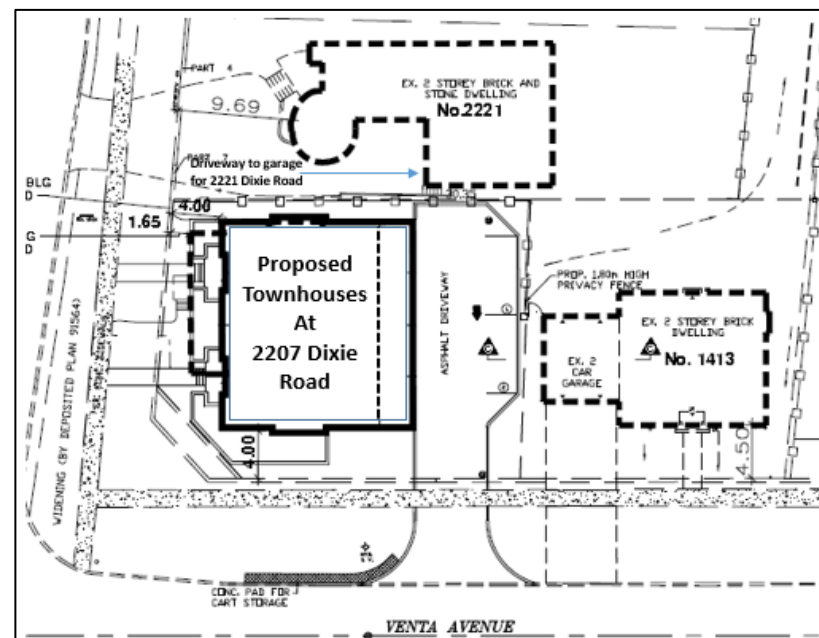
MOP policy 9.2.2.3 provides a summary of criteria that can be used to assess perceived and potential impact. The following discussion identifies evaluation criteria along with an assessment of the proposed development.

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

- Respect existing lotting patterns, continuity of front, rear and side yard setbacks, scale and character of the area:
The proposed townhouses do represent a different type of lotting pattern and built form than the adjacent subdivision

of detached dwellings. However, the Dixie Road Corridor, contains buildings with a range of setbacks, lot frontages and built form.

Although the proposed townhouses represent a denser form of development than other properties in the immediate vicinity on Dixie Road, it is considered respectful as the townhouses are a form of ground related residential development (i.e. each unit has a front door onto the street). The differences between permitted and proposed heights (three storeys vs four storeys) are moderate and can be accommodated along a wide arterial



Placement of the proposed townhouses results in much of the overlook on the property to the north (2221 Dixie Road) occurring on the driveway or roof and not the private back yard.

road without overwhelming the streetscape.

- Minimize overshadowing and overlook on adjacent neighbours: A sun shadow study was submitted in support of the proposed development and concluded that there was no undue negative impact on the neighbouring properties. Staff note that the proposal does cast shadows on roof tops, which could have some impact on solar harvesting; however, on balance some limited shadowing is considered acceptable given its limited extent and the overall benefits of intensification.

There is minimal overlook relative to the adjoining detached dwelling to the east. This has been achieved by providing an adequate 9.0 m (29.5 ft.) minimum building setback relative to the east property line so that the proposed building is contained within a 45 degree angular plane from the east property line. Much of the overlook to the north occurs on the neighbouring property's driveway, front yard or roof, which helps mitigate impacts. Overall, staff consider the limited overlook impacts acceptable.

- Incorporate stormwater best management practices: The applicant has indicated that the development will include a number of green initiatives including permeable pavement, native vegetation plantings and stormwater quality control measures.
- Preserve high quality trees and ensure replacement of the tree canopy: There is little opportunity to retain existing trees; however, one mature tree will be preserved and

protected in accordance with the City's tree protection standards. The City will require payment from the applicant to plant three new deciduous trees on Venta Avenue which will contribute towards replacing the tree canopy.

- Respect the existing scale, massing, character and grades of the surrounding area. The subject lands are relatively flat and are located at the edge of the large Sherway West neighbourhood. The location of the subject site on the Dixie Road corridor helps mitigate impacts associated with scale, massing and character.

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.

The Built Form Standards are more reflective of larger townhouse developments without direct frontage onto an arterial road. As an example, the standards advise that garages will not project beyond the main face of the dwelling, which is only relevant when the garage is at the front of a house. In most cases, it is not appropriate for garages to directly front onto an arterial road. The proposed built form is more dense than many of the standards (e.g. proposed units are taller and more narrow); however, given the location on an arterial road, which has a more varied character, there is a

reasonable opportunity to provide more flexibility in the built form.

Traffic and Parking Compatibility

The traffic analysis concluded that the proposed development is anticipated to generate one (1) two-way trips (zero (0) inbound and one (1) outbound) during the AM peak hours and two (2) two-way trips (one (1) inbound and one (1) outbound) during the PM peak hours.

The intersection capacity analysis results (based on the methodology and procedures outlined in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board) indicate that the study area intersections and proposed access are expected to operate with acceptable levels of service.

The access review recommended that in accordance with Ontario Traffic Manual (OTM) Book 5, that appropriate signage consisting of a STOP Sign and STOP bar be provided on the Venta Avenue driveway.

The parking review concluded that in accordance with the City's parking provisions outlined in the City's Zoning By-law, the site requires nine parking spaces (eight spaces for dwelling units and one space for visitors). In comparing the proposed parking supply with By-law requirements, the proposed development meets the dwelling unit requirements and exceeds the visitor parking requirement.

The loading area review confirmed the accessibility of the proposed driveway and visitor parking spaces. The analysis demonstrates that a passenger vehicle can effectively maneuver through the condominium driveway/parking space.

Regarding accessible parking spaces, the study noted that the City of Mississauga Zoning By-law No 0225-2007, requires one (1) Type A accessible parking space. The development is proposing an additional visitor parking space. Visitors that require an accessible aisle can utilize the driveway of the dwelling unit to enter and exit their vehicles. Staff note that this driveway is also likely to have relatively low traffic volumes given that it only serves four units. In addition, a four storey townhouse without elevators is likely to experience limited demand for accessible parking.

Services and Infrastructure – is there adequate infrastructure

Yes, there is adequate infrastructure available 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: Route 4 – Sherway Gardens and Route 5 – Dixie.

The Route 5 Bus provides access to the Dixie GO station, which is 0.8 km (.5 mi) to the north and the Long Branch GO station, which is 4.0 km (2.5 mi) to the southeast. The Route 4 Bus provides access to the Sherway Gardens bus which is approximately 2 km (1.2 mi) to the east. The area is also well served with parks, green space, and there is an existing multi-

use trail along the west side of Dixie Road.

Is there a planning rationale for the application?

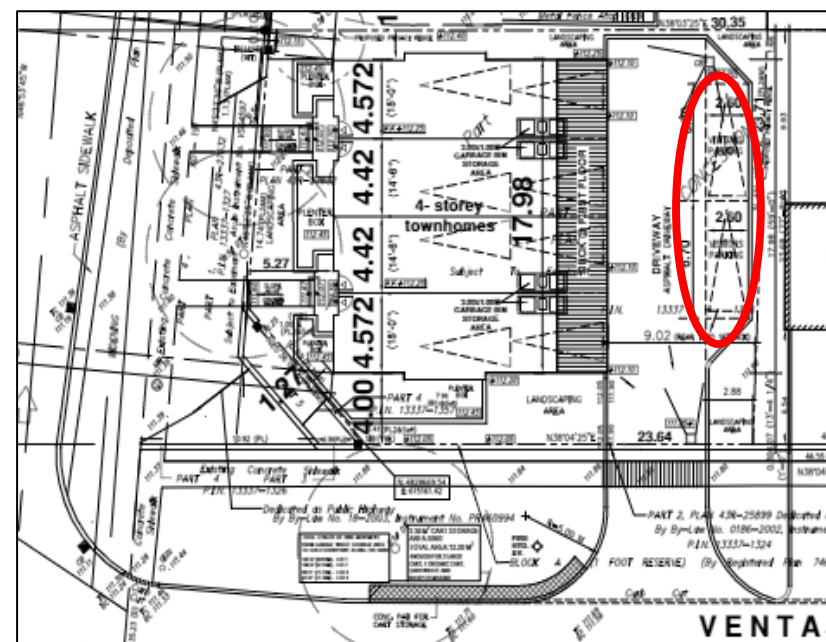
Yes, the applicant's planning consultant and the planning analysis undertaken by staff provide an appropriate planning rationale to support the proposal. These applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations. Notable changes are as follows:

- The minimum front yard setback from Dixie Road has been reduced from 6.0 m (19.7 ft.) to 4.0 m (13.1 ft.)
- The minimum lot setback from the rear wall of the townhouse to a lot line has been increased from 6.6 m (21.7 ft.) to 9.0 m (29.5 ft.)
- A second visitor parking space has been proposed
- Visitor parking has been relocated from exterior side yard along Venta Avenue to the rear of the property

- The minimum width of units has decreased from 4.5 m (14.8 ft.) to 4.4 m (14.4 ft.)



The revised site plan increases the distance between the proposed townhouses and the existing home on Venta Avenue which improves the transition in height (eastward) and allows parking to be relocated from the exterior side yard to the rear of the lot.

9. Zoning

The current zoning of the property is **R3-75** (Detached Dwellings - Exception) which permits detached homes, subject to a number of regulations, including but not limited to a maximum height – highest ridge of 9.5 m (31.2 ft.), and maximum height – flat roof 7.5 m (25 ft.).

A zoning by-law amendment is required to rezone the lands from **R3-75** (Detached Dwellings - Exception) to **RM4-Exception** (Townhouse – Exception) to accommodate the proposed four storey townhouses. The proposed zoning is appropriate as it allows for the appropriate redevelopment of the site as outlined earlier in this report.

Exceptions to the **RM4** zoning are considered appropriate as they reflect a smaller more urban infill development than what is typically associated with **RM4** developments. A moderate increase in height is appropriate given the sites location on an arterial road corridor and proposed separation distance to the existing home to the east. One of the two proposed visitor parking spaces can be utilized as an accessible space with the abutting drive aisle providing the operational width required.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
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Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Centreline setback	22.5 m (73.8 ft.) + required setback of 7.5 m (24.6 ft.)	Not Applicable (Region has taken required allowances)
Accessory buildings and structures	Includes space in the garage not used for parking of a motor vehicle and does not have direct access into the house	A mechanical room and/or under stair storage located within a garage shall not be considered to be an accessory building or structure
Maximum area of a balcony on top of an attached garage	10 m ² (107.6 ft ²)	14 m ² (150.7 ft ²)
Minimum lot area per dwelling unit	200 m ² (2,153 ft ²)	175 m ² (1,880 ft ²)
Maximum driveway width	3.0 m (9.8 ft.)	Not Applicable (regulations pertaining to condo road/aisle width are more appropriate)
Minimum lot frontage ⁽¹⁾	30.0 m (98 ft.)	23.0 m (75 ft.)
Minimum dwelling unit width	5.0 m (16.4 ft.)	4.4 m (14.4 ft.)
Minimum landscaped area	40% of lot area	30% of lot area

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Minimum lot line setback from the front of a townhouse to a street line	7.5 m (24.6 ft.)	4.0 m (13.1 ft.) ⁽²⁾
Minimum lot line setback from side wall of a townhouse to all other street lines	4.5 m (14.8 ft.)	1.2 m (3.9 ft.) to daylight triangle 4.0 m (13.1 ft.) to Venta Avenue main wall and 3.5 m (11.5 ft.) projecting window wall ⁽³⁾
Minimum lot line setback from the side wall of a townhouse to a lot line that is not a street line	2.5 m (8.2 ft.)	1.7 m (5.6 ft.) main wall and 1.2 m (3.9 ft.) projecting window wall ⁽³⁾
Minimum lot line setback from the rear wall of a townhouse to a lot line that is not a street line	7.5 m (24.6ft.)	9.0 m (29.5 ft.)
Minimum internal setback from a garage face to a condominium road , sidewalk or visitor parking space	6.0 m (19.7 ft.)	0 m (0 ft.)
Minimum internal setback from a rear wall of townhouse to a condominium road or walkway	7.5 m (24.6 ft.)	0 m (0 ft.)

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Maximum projection of a covered porch, inclusive of stairs, attached to the front wall of a townhouse	0.6 m (2.0 ft.)	2.5 m (8.23 ft.)
Maximum height ⁽⁴⁾	10.7 m (35.1 ft.) and 3 storeys	11.0 m (36.0 ft.) and 4 storeys
Minimum setback between a visitor parking space and any other lot line	3.0 m (9.8 ft.)	0.5 m (1.0 ft.)
Minimum width of a condominium road/aisle	7.0 m (23 ft.)	6.0 m (19.7 ft.)
Minimum number of required accessible parking spaces	1	0
Maximum projection of planter boxes into front yard ⁽⁵⁾	Not Permitted	2.5 m (8.2 ft.)
⁽¹⁾ For the purposes of this zoning Dixie Road is considered the front lot line. ⁽²⁾ Proposed setback is exclusive of stairs ⁽³⁾ Projecting window wall has a width of 5.1 m (16.7 ft.) ⁽⁴⁾ Height means the vertical distance between the context grade and the mean height level between the eaves and highest point of the flat roof where there is a flat roof on top of a sloped roof. ⁽⁵⁾ Measured from the front wall of the townhouse		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. 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 total GFA of 823.3 m² (8,862 ft²) does not meet the minimum threshold of 5 000 m² (54,000 ft²) for a Section 37 contribution
- The proposed four townhouses represent a net increase of only 3 units from what is currently permitted in the zoning

11. "H" Holding Symbol

There are a number of outstanding issues associated with technical plans, studies, reports and agreements that require resolution, before the proposed zoning can be implemented.

Should this application be approved by LPAT, staff will request an "H" Holding Symbol be included on the implementing zoning by-law which can be lifted upon:

- Delivery of an updated Functional Servicing and Stormwater Management Report to the satisfaction of the City of Mississauga and Region of Peel
- Delivery of additional supporting documentation for the Environmental Site Assessment report to the satisfaction of the City of Mississauga and, if required, a Record of Site Condition

- Delivery of a Temporary Discharge to Storm Sewer Commitment Letter and associated City approval
- Arrangements to the satisfaction of the Region of Peel for waste collection that are to be consistent with the Region of Peel's Waste Collection Design Standards
- Arrangements to the satisfaction of the City Transportation and Works Department concerning access widths at the street and property line and dimensions of the entrance curb radii
- Delivery of an updated grading plan to the satisfaction of the City Transportation and Works Department
- Delivery of an executed Development Agreement in a form satisfactory to the City

Should the applicant address these provisions prior to the LPAT Hearing, then the "H" holding symbol would not be required.

12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. 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 and noise mitigation measures.

13. Plan of Condominium

The units in the proposed development will be created through a plan of condominium, where landscaping, visitor parking, and roadway aisle will be commonly owned. A plan of condominium is required once the site plan has been approved.

14. Conclusions

In conclusion, City staff has evaluated the applications to permit four townhouses that are four storeys in height against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan. The applications have been determined to be appropriate given:

- The proposed development is consistent with the direction in Mississauga Official Plan and the Lakeview Local Area Plan which allows for sensitive intensification and directs higher density uses along corridors (i.e. Dixie Road);
- The Dixie Road corridor has a different character than the adjacent subdivision's (e.g. wider street, greater variety in built form) and negates the argument this proposal will set a precedent for lot splitting or inappropriate redevelopment within the internal neighbourhood;
- The proposed development represents a modest increase in height (from three storeys to four storeys) and density. Townhouses are a ground related residential built form

similar to detached, semi-detached and duplexes, all of which are permitted in the current official plan designation;

- The built form is compatible with surrounding land uses as there are no unacceptable adverse impacts; and,
- The proposed development will help diversify the residential built forms in the Neighbourhood.