

Detailed Information and Preliminary Planning Analysis

Owner: Elm Cormack (2017) Inc.

1583 Cormack Crescent

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1. Site History

- Based on available aerial photography, 1583 Cormack Crescent was occupied by a detached home and orchard in 1954
- 2001 – A building permit for a private school was approved and constructed
- June 20, 2007 – Zoning By-law 0225-2007 came into force; the subject lands were zoned **R3** (Detached Dwellings)
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated **Residential Low Density I** in the Lakeview Neighbourhood Character Area
- June 24, 2015 – Council approved 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.), and later established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.), and maximum height of eaves and dwelling depth requirements

2. Site and Neighbourhood Context

Site Information

The property is a rectangular shape with frontage on Cormack Crescent in the Orchard Heights area of Lakeview Neighbourhood Character Area. Cormack Crescent is directly adjacent and roughly parallel to Dixie Road. The Queen Elizabeth Way (QEW) is located approximately 200 m (656.2 ft.) north of the site. The area is largely residential on the east side of Dixie Road and a shopping mall is located on the west side of Dixie Road. The site is relatively flat and trees are located at the rear. The site is currently occupied by two school buildings.

The Ministry of Transportation (MTO) is currently planning a new Dixie Road interchange which will include modifications to Dixie Road, the Dixie Road Overpass, Cormack Crescent, South Service Road and the QEW. MTO have advised vehicular access to the subject property will not be permitted from Dixie Road.

Property Size and Use	
Frontage: (Cormack Crescent)	54.58 m (179.1 ft.)
Depth:	157.30 m (516.1 ft.)
Gross Lot Area:	0.86 ha (2.13 ac.)
Existing Uses:	1-2 storey school buildings

Surrounding Land Uses

The surrounding area is characterized by detached homes on large lots on the east side of Dixie Road. Dixie Outlet Mall, a large indoor shopping mall, is located across Dixie Road. An animal hospital is located 75 m (246.1 ft.) north of the site. Two golf courses are located approximately 500 m (1,640.4 ft.) south of the site.

The surrounding land uses are:

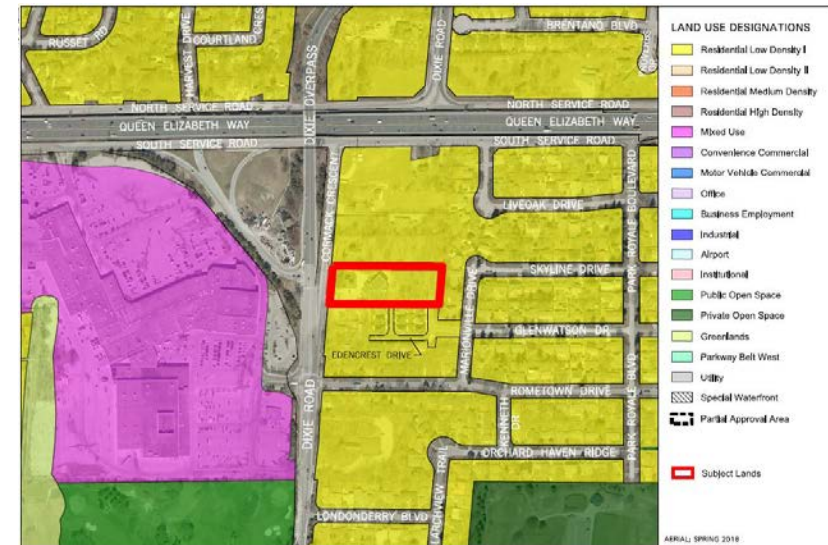
North: Vacant land, animal hospital and detached homes
East: Detached homes
South: Vacant land and detached homes
West: Dixie Outlet Mall across Dixie Road



Image of existing conditions facing east



Aerial image of existing conditions facing east



Aerial Photo of 1583 Cormack Crescent

The Neighbourhood Context

The subject property is located on the edge of an established residential area characterized by detached homes on large lots. The development of the subject property predates the adjacent subdivision of Orchard Heights. The Orchard Heights area developed between the 1950s and 1960s. Dixie Outlet Mall is located across the street from the subject site. It contains a supermarket, shops and services. It was built in 1956 and expanded in the 1980s. Although detached homes on orderly lots are predominate in the immediate area, irregular lot sizes and uses are found along the periphery of the neighbourhood on corridors and major roads.

Dixie Road is identified as a Corridor in Mississauga Official Plan.

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area is 21,520 with a median age of this area being 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% of children (0-14 years) and 18% seniors (65 years and over).

Based on the 2016 census, the existing population of the Orchard Heights area was 1,252 persons. Between 2011 and 2016, the population declined by 12 persons, whereas the City of Mississauga grew by 8,156 persons. 19% of the area are seniors (65 years and over), compared to 14% for the City.

Other Development Applications

A development application for 26 detached homes on a condominium and public road was approved for at Primate Road and Wealthy Place, north of the QEW in November 2019.

In 2013, a rezoning and subdivision application was approved and built for 13 detached homes on the abutting lands to the south at 1569 Cormack Crescent and 1556 Marionville Drive. A new private condominium road was built as part of the development and provides access for the subject lands.

Community and Transportation Services

This application will have minimal impact on existing services in the community. The area is well served by City of Mississauga parks and green spaces: Ron Searle Park, Orchard Heights Park and Lakeview Golf Course are located within a 1 km (0.6 mi) radius of the site. The proposed development is within walking distance of Ron Searle Park at 442 m (1,450 ft.) from the site. Ron Searle Park contains tennis courts, playground, and open space.

The following major MiWay bus routes currently service the site:

- Route 4 – Sherway Gardens
- Route 5 – Dixie

The Route 5 Bus provides transit to the Dixie GO located 2 km (1.2 mi) to the north and Long Branch GO located 2.5 km

(1.6 mi) southeast of the site.

Dixie Road is a Regional Road. It has on-road bike lanes and is part of Mississauga Official Plan's Long Term Cycling Routes.

3. Project Details

The applications are to amend the zoning by-law to permit 22 detached homes through a plan of subdivision on a condominium road.

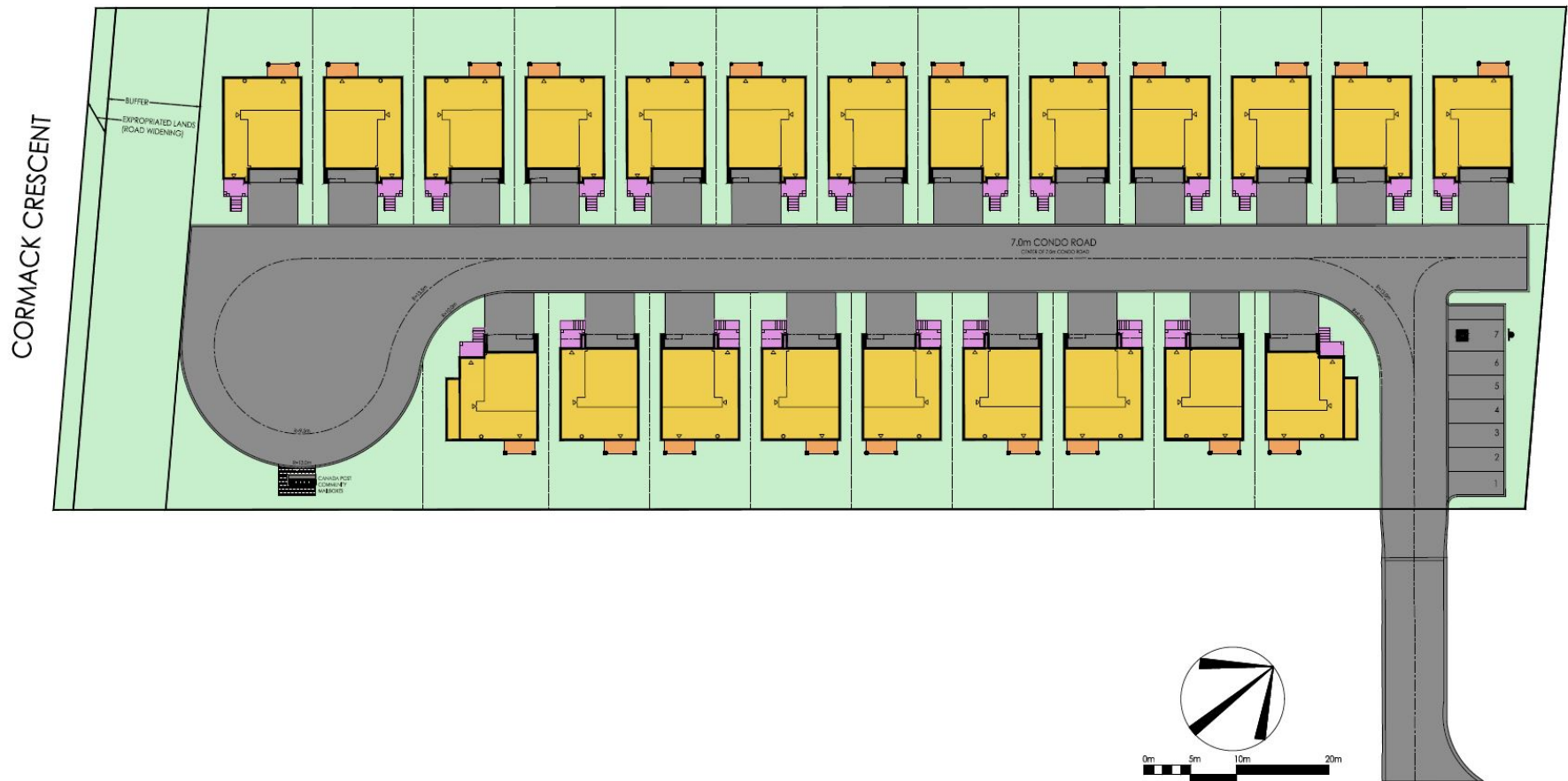
Development Proposal		
Applications submitted:	Received: July 30, 2019 Deemed complete: September 4, 2019	
Developer/ Owner:	Elm Cormack (2017) Inc.	
Applicant:	Keith MacKinnon, KLM Planning Partners Inc.	
Number of units:	22	
Proposed Gross Floor Area Per Dwelling:	234 m ² to 248 m ² (2,518.8 ft ² to 2,669.5 ft ²)	
Lot frontages:	10.93 m (35.9 ft.) to 13.67 m (44.8 ft.)	
Height:	3 storeys	
Lot Coverage:	45%	
Road Type:	Common element condominium road (CEC)	
Anticipated Population:	86* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	2 spaces per unit	2 spaces per unit and 2 spaces on driveway
visitor spaces	5.5 spaces	7 spaces
Total	49.5 spaces	51 spaces (and 44 additional spaces on driveway)

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Draft Plan of Subdivision
- Site Plan
- Context Map
- Survey
- Topographical Survey
- Elevations & Floor plans
- Engineering Drawings
- Landscape, Tree Inventory and Preservation Plans
- Preliminary Noise Report
- Arborist Report
- Traffic Impact Study & Transportation Demand Strategy
- Functional Servicing and Stormwater Management Report
- Phase 1 and 2 Environmental Site Assessment
- Geotechnical Investigation Assessment
- Stage 1 Archaeological Assessment
- Planning Justification Report
- MTO Correspondence
- Draft Zoning By-law

Draft Site Plan, Renderings and Elevations



Site Plan



Renderings



Elevations

4. Land Use Policies, Regulations & Amendments

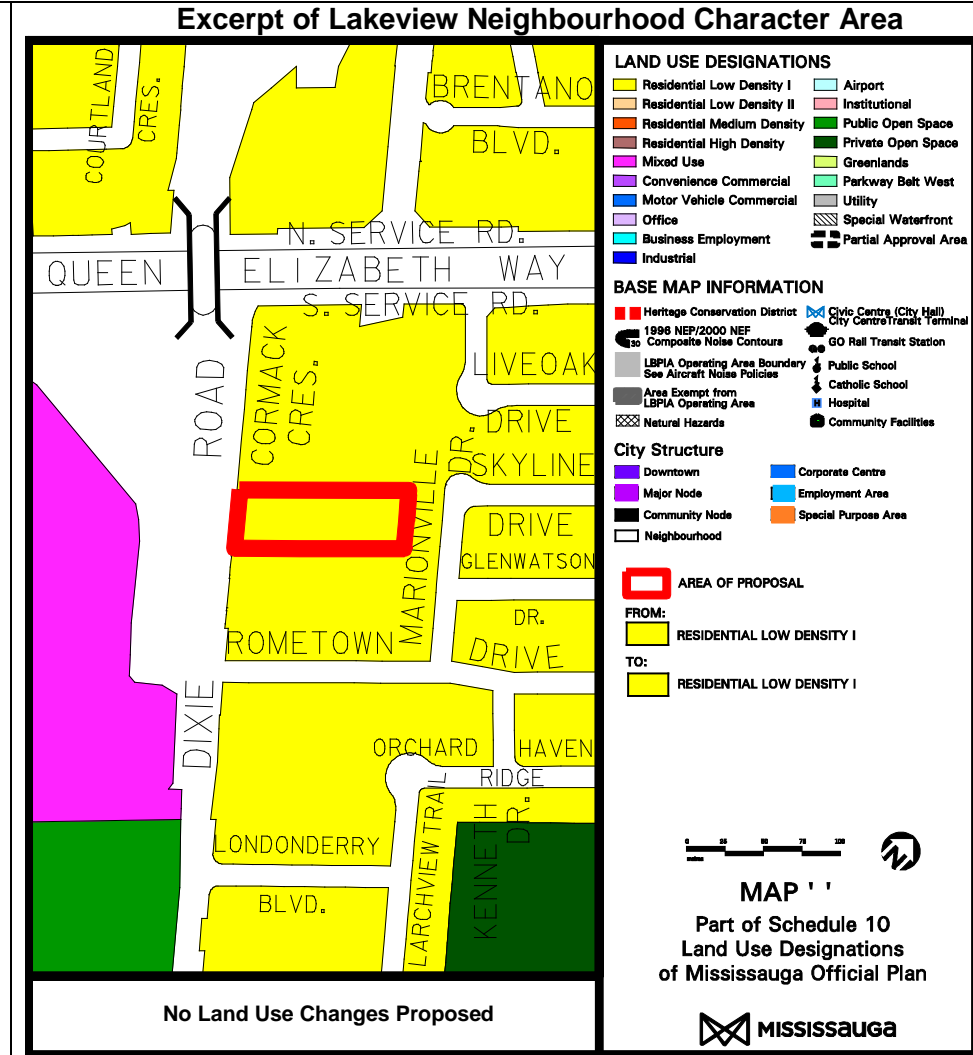
Mississauga Official Plan

Designation

The site is designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached, semi-detached, and duplex homes.

An official plan amendment is not required.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

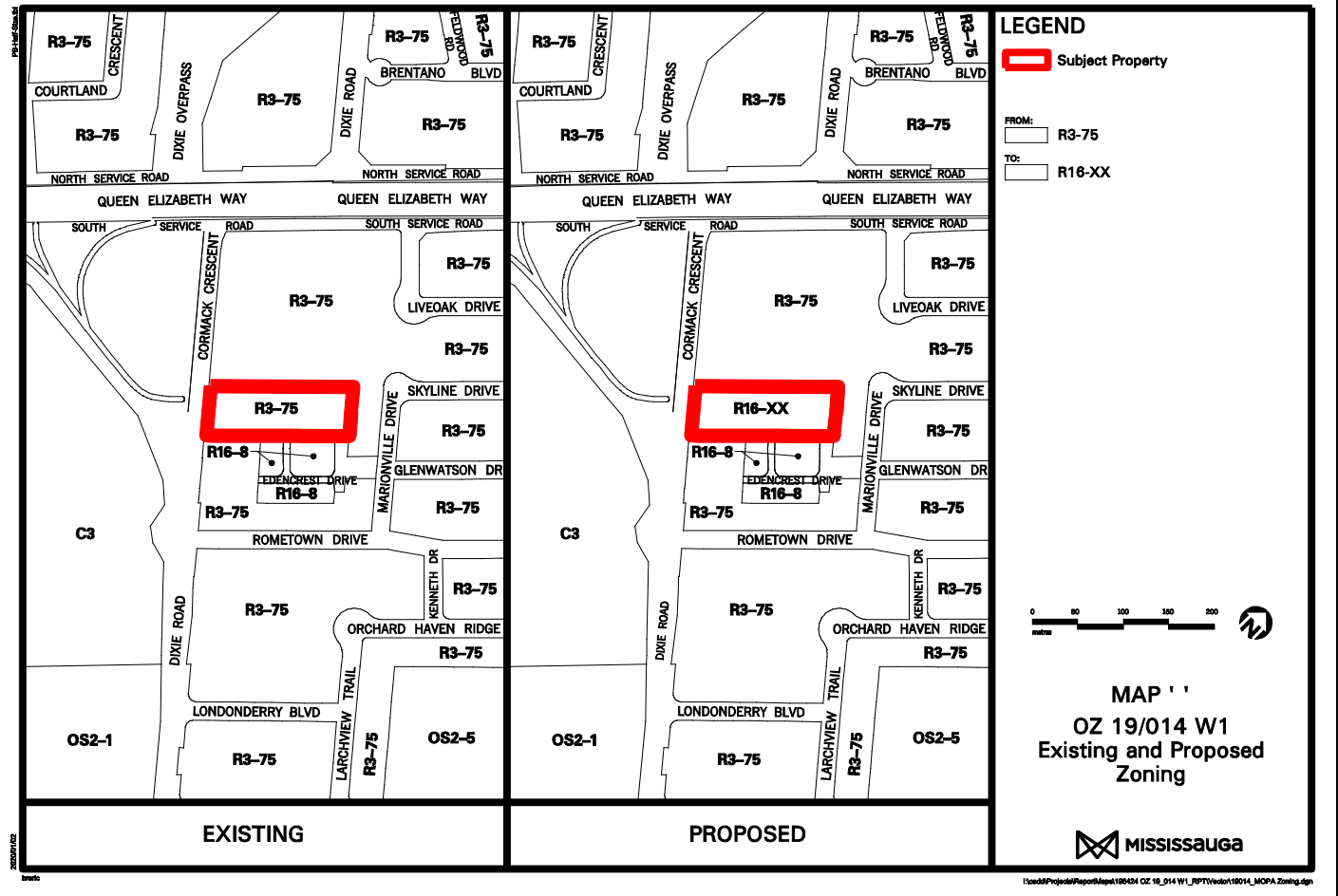


Mississauga Zoning By-law**Existing Zoning**

The site is currently zoned **R3-75** (Detached Dwellings – Exception), which permits detached homes with a minimum lot frontage of 15 m (49.2 ft.).

Proposed Zoning

The proposed zone is **R16-Exception** (Detached Dwellings on A CEC Road – Exception), which permits detached homes with a minimum lot frontage of 10 m (32.8 ft.) and other amendments to the R16 base zone standards.



Proposed Zoning Regulations

Zone Regulations	R16 Zone Regulations	Proposed Amended R16-Exception Zone Regulations
Minimum Lot Area Interior Lot	550 m ² (5,920.2 ft ²)	250 m ² (2,691 ft ²)
Minimum Lot Area Corner Lot	720 m ² (7,750 ft ²)	300 m ² (3,229.2 ft ²)
Minimum Lot Frontage Interior Lot	15 m (49.2 ft.)	10 m (32.8 ft.)
Minimum Lot Frontage Corner Lot	19.5 m (64 ft.)	13 m (42.7 ft.)
Minimum Front Yard Interior Lot/Corner Lot	7.5 m (24.6 ft.)	4 m (13.1 ft.)
Minimum setback in the front yard from a garage face to a street or CEC road or CEC sidewalk	7.5 m (24.6 ft.)	6 m (19.7 ft.)
Minimum Exterior Side Yard abutting a CEC road	6 m (19.7 ft.)	2 m (6.6 ft.)
Minimum Interior Side Yard Interior Lot/Corner Lot	1.2 m (3.9 ft.) plus 0.61 m (2 ft.) for each additional storey or portion thereof above one storey	1.2 m (3.9 ft.)
Maximum Height	10.7 m (35.1 ft.)	11.5 m (37.7 ft.)
Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey , or below the first storey into the required front and exterior side yards	1.5 m (4.9 ft.)	1.6 m (5.2 ft.)
Maximum encroachment of stairs associated with porch , located at and accessible from the first storey, into the required front and exterior side yards	0.6 m (2 ft.)	2 m (6.6 ft.)
Maximum Driveway Width	Lesser of 8.5 m (27.9 ft.) or 50% of the lot frontage	6 m (19.7 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		
<ol style="list-style-type: none"> 1. That for the purpose of the land subject to "R16-X" Zone, a balcony may encroach a maximum of 2.0 m into a required front, exterior side or rear yard. 2. That for the purpose of the land subject to "R16-X" Zone, a balcony of 10 square metres shall be permitted above an attached garage and may project 2.0 m beyond the garage face. 		

5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	General objectives of ROP, 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.

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within the Lakeview Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached homes, semi-detached homes, and duplex homes.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 4 Vision	Section 4.4.2 Section 4.4.5 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.
Chapter 5 Direct Growth	Section 5.1.2 Section 5.1.5 Section 5.1.6	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.

	Specific Policies	General Intent
	Section 5.1.7 Section 5.2 Section 5.2.1 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System.</p> <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>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 transition in use, built form, density and scale.</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>
Chapter 6 Value The Environment	Section 6.10.3 Section 6.10.3.2 Section 6.10.3.3	<p>As intensification occurs along Corridors, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment.</p> <p>Residential development that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA.</p> <p>Development with a residential component such as homes, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.</p>
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.1 Section 7.2.2	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p>

	Specific Policies	General Intent
	Section 7.2.3	<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:</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 homes types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.3.1.6 Section 9.3.1.10 Section 9.3.3.11 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4	<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>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands.

	Specific Policies	General Intent
		<p>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. Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p>
Chapter 11 General Land Use Designations	Section 11.2.3 Section 11.2.5.3	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and • Duplex dwelling
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • 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 has been provided by the applicant.

Relevant Lakeview Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5.0 Vision	Section 5.2.2	Infill and redevelopment in Neighbourhood will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial entre to serve surrounding areas.
Chapter 6.0 Direct Growth	Section 6.0 Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.3	<p>The amount of intensification will vary in accordance with the policies of this Area Plan. In Lakeview, some growth is directed to the following areas: modest infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites.</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>

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>2 Kindergarten to Grade 6 1 Grade 7 to Grade 8 2 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I McDougald Public School</p> <p>Enrolment: 450 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Senior Public School</p> <p>Enrolment: 497 Capacity: 538 Portables: 1</p> <p>Cawthra Park Secondary School</p> <p>Enrolment: 1,297 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>4 Kindergarten to Grade 8 2 Grade 9 to 12</p> <p>School Accommodation:</p> <p>St. Edmund Elementary School</p> <p>Enrolment: 345 Capacity: 237 Portables: 3</p> <p>St. Paul Secondary School</p> <p>Enrolment: 475 Capacity: 807 Portables: 0</p>

7. Community Comments

A pre-application community meeting was held by Keith MacKinnon of KLM Planning Partners on March 7, 2019. A community meeting was held by Ward 1 Councillor Stephen Dasko on December 9, 2019. Approximately 115 people were in attendance. Over 60 written submissions and comment forms have been received.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

Residents were concerned with:

- Additional traffic impacts on local roads
- Lack of access points to the area
- Precedent setting zoning
- Too much density
- Compatibility with neighbourhood character
- Future development plans on adjacent parcels
- Semi-detached homes
- Cost sharing agreement with existing condominium corporation
- Possibility of other land assemblies in the area
- Increased conflicts between vehicles and pedestrians
- Insufficient parking requirements

8. Development Issues

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

Agency / Comment Date	Comments
<p>Region of Peel (October 25, 2019)</p>	<p>Municipal sanitary sewer facilities consist of a 250 mm (9.8 in) sewer on Cormack Crescent and a 450 mm (17.7 in) CI watermain on Cormack Crescent. The lands are located in Water Pressure Zone 1. External easements and construction will be required.</p> <p>At the Draft Plan of Condominium, the Region will require the applicant to enter into a Condominium Water Servicing Agreement and will need to review and approve the draft Declaration and Description with completed Schedule A for the future Common Elements Condominium.</p> <p>The applicant is advised that the development is located within the zone of influence of the MTO lands and interchange. The Storm Water Management (SWM) must be designed to the MTO standards.</p> <p>Prior to a satisfactory engineering submission, the Developer shall submit Functional Servicing Report and Storm Drainage Study Report to the Region for review and approval.</p> <p>The applicant is advised that coordination of works with the Region and the MTO may be required as Dixie Road and MTO interchange reconfiguration is under evaluation and the proposed development may be within the zone of influence.</p> <p>The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard wastes provided that future submissions satisfy the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual.</p> <p>Waste Management: Prior to approval a Waste Management Plan must be completed to confirm a satisfactory waste collection access route on site.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (October 25, 2019)</p>	<p>The Peel District School Board and the Dufferin Peel Catholic School Board advised 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 the 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>Both school boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the school boards maybe also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
<p>City Community Services</p>	<p>Community Services notes the proposed development is within walking distance of Ron Searle Park (P-214) at a distance</p>

Agency / Comment Date	Comments
<p>Department – Park Planning Section (October 17, 2019)</p>	<p>of 442 m (1,450ft). This 1.51 hectare (3.72ac) park contains a variety of recreational facilities that will serve future residents. The park is zoned OS1, located east of Dixie Road and south of South Service Road. The park contains active facilities such as tennis courts, as well as a community playground including open space opportunities. 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 (32.8 ft.) of frontage on Cormack Crescent in accordance with current City standards.</p> <p>Furthermore, 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 Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and Bylaws.</p>
<p>City Transportation and Works Department (October 18, 2019)</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.</p> <p>Drawing requirements</p> <p>The owner is to ensure that the same Block and Unit numbers are referenced on the Site Plan, the Schedules to the Subdivision Agreement and the Noise Report.</p> <p>All engineering and architectural plans are to be revised to include a 3.0m Utility Easement Corridor in front of all Units, curb radius in front of Unit 10, required acoustical fencing and appropriate Pavement Design standards.</p> <p>Geotechnical Report</p> <p>The Geotechnical report prepared by Toronto Inspection Ltd. is to be corrected to reflect the minimum pavement design for the private condominium roadway and driveways.</p> <p>Noise Study</p> <p>The report is to be revised to provide a table showing the unmitigated sound levels and a range of barrier heights with corresponding mitigated sound levels at all Outdoor Amenity Areas. Cross-sections for the noise berms and fences are also to be provided.</p> <p>Environmental</p> <p>The Phase One, and Phase Two ESA reports, dated November, 2017, prepared by TIL must include a clause, or be accompanied by a letter signed by the author of the reports or a Principal of the Consulting Firm, which allows the City of Mississauga to make reliance on the findings and conclusions presented in the reports to the same extent as to the property owner.</p> <p>The Phase II ESA report has identified that remediation is required to meet the applicable Ministry of the Environment, Conservation and Parks Standards. All necessary supporting environmental documents will be required to confirm the remediation action plan to ensure that environmental constraints will be satisfactorily managed.</p>

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	<p>Storm Drainage</p> <p>As the proposed storm sewer outlet for this site is to Dixie Road, a Regional Road, Region of Peel approval of the FSR and for the extension and connection of the proposed storm sewer will be required. In order to minimize the impact to existing drainage systems, it will be necessary to implement on-site storm water management techniques into the design and construction of the site works and services.</p> <p>Traffic</p> <p>A Traffic Impact Study (dated May 2019), prepared by Tatham Engineering Limited was submitted to outline the impact of the subject development on the existing and future road network. To date, this study is not deemed satisfactory. T&W staff has provided comments and require the applicant to provide additional information and a revised study as part of future submissions.</p> <p>It should be noted that the abutting lands to the South are subject to a Public Pedestrian and Vehicular Access Easement in favour of the City of Mississauga, over Block 14, 17,18 and 19 on Plan 43M-1967. The intent of this easement is to secure provisions for an interconnection through the common element / condominium roads to facilitate Private Pedestrian and Vehicular Access between Edencrest Dr. and the subject lands. Therefore, as part of this application the applicant will be required to make arrangements with the Condominium Corporation to the South for reciprocal private Pedestrian and Vehicular Access Easement , at such time the public interest will be removed.</p> <p>It should be noted that the easement land should be free and clear of any encroachments, therefore, detached unit 22 should be removed.</p> <p>Temporary construction access will not be permitted off Edencrest Dr. The applicant is required to confirm with the Region of Peel and MTO to allow for the temporary construction access to be located off Cormack Cres. The applicant will be required to provide a traffic management plan in accordance with Ontario Traffic Manual Book 7 - Temporary Conditions.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Meeting.</p>
Fire Prevention (October 8, 0219)	<p>It is the recommendation of this Department that specific lots within the subdivision to be designated as fire break lots such that there are no more than six (6) houses in a row, under construction in the framed only state, at one time. Lot numbers for the fire breaks are to be included into Schedule "C" of the servicing agreement and will be identified at the time of submission for engineering approvals.</p> <p>As there are no water mains installed in this area we could not assess the potential flow for extension to this new development. Confirmation from the Region of Peel will be required indicating the proposed water main system for this area will be adequate for this proposal.</p> <p>The cul-de-sac does not meet the dimensional requirements of bylaw 1036-81 (minimum 27 m [88.6 ft.] diameter required).</p>
Rogers Cable	Rogers Communications Canada Inc. has aerial coaxial plant in this area, as it is indicated on the attached plans. Caution

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(October 25, 2019)	is advised. Hand dig when crossing or if within 1 m (3.3 ft.) of Rogers plant. Note: Plant is shown to approximation. Locates are still required.
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> <ul style="list-style-type: none"> - Ontario Ministry of Transportation - Bell Canada - Hydro One Network - Alectra - Enbridge Gas - Public Art Coordinator, Mississauga
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Economic Development Office, Mississauga - City of Toronto - Greater Toronto Airport Authority - Canada Post Corporation - Conseil Scolaire Viamonde - Conseil Scolaire de District Catholique Centre-Sud - Realty Services, Corporate Services Dept.

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 the Mississauga Official Plan maintained by this proposal?
- Is the proposal compatible with the planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- Through the redevelopment of the Dixie Road and QEW interchange access will be limited from Cormack Crescent. The applicant shall illustrate how adjacent lands to the north and south of the subject property could redevelop
- Determine the possibility of a future road connection to South Service Road
- Are the proposed zoning by-law exception standards appropriate?
- Resolution of a suitable cost sharing agreement for road maintenance with the adjacent condominium corporation
- Determine feasibility of an alternative noise wall and berm design

Development Requirements

There are engineering matters including: grading, environmental, 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.