

## Recommendation Report Detailed Planning Analysis

**Owner: 2013512 Ontario Inc**

**7170 Goreway Drive**

### Table of Contents

1.	Community Comments.....	2
2.	Updated Agency and City Department Comments .....	2
3.	<i>Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)</i> .....	4
4.	Consistency with PPS .....	4
5.	Conformity with Growth Plan .....	4
6.	Region of Peel Official Plan.....	5
7.	Mississauga Official Plan (MOP) .....	5
8.	Revised Site Plan and Elevations (if applicable).....	10
9.	Zoning.....	13
10.	Bonus Zoning.....	14
11.	Site Plan .....	14
12.	Green Development Initiatives .....	14
13.	Draft Plan of Subdivision .....	<a href="#">1514</a>
14.	Conclusions .....	15

## 1. Community Comments

The Information Report was presented the Planning and Development Committee (PDC) on December 10, 2018. One comment from the public was received regarding construction schedules and timing. Four additional queries were received by the Planning and Building Department via email, also regarding construction timing.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies first on July 18, 2018, with additional circulates of the applications on November 1 2019, August 17, 2021 and May 30 2022. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

#### Region of Peel

Comments updated May 26, 2023, state that the Region has reviewed the Functional Servicing Report prepared by C.F. Crozier & Associates dated April 2022 and find it acceptable. Based on the domestic and fire demands proposed within the Functional Servicing Report, the Region has no objection to this development proposal.

#### Transportation and Works

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing,

stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

#### Stormwater:

A Functional Servicing Report (FSR), prepared by Crozier Consulting Engineers dated April 20, 2022, was submitted in support of the proposed development. The report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious areas from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management control for the post-development discharge is required.

The applicant is proposing to construct a storm system to service the development lands with an outlet to Goreway Drive, and is further exploring options for onsite controls, including an increase in topsoil depth. Overall, the applicant has demonstrated a satisfactory stormwater servicing concept. The refinement of the stormwater management plan can be addressed through the site plan process.

#### Traffic:

Three Traffic Impact Study (TIS) submissions were provided by C.F. Crozier & Associates Inc. in support of the proposed development. The final submission, dated December 2022, complies with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 8 (2 in, 6 out) and

11 (7 in, 4 out) two-way site trips for the weekday AM and PM peak hours respectively.

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

**Environmental Compliance:**

A Phase I Environmental Site Assessment (ESA) dated May 1, 2017, and Certification Letter dated February 16, 2023, both prepared by Orbit Engineering Limited, have been received in support of the proposed development. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time.

**Noise:**

A Noise Report prepared by HGC Engineering, dated April 11, 2022 was submitted in support of the proposed development. The Noise Report evaluates the potential acoustical impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road (Goreway Drive), air traffic, and adjacent commercial facilities. The report confirms that noise mitigation will be required, including sound barriers for outdoor living areas, ventilation requirements such as provisions for central air conditioning, and upgraded building materials, the details of which will be confirmed through the site plan and building permit processes.

**Other Engineering Matters:**

Transportation and Works is satisfied that the information reviewed to date is satisfactory, and in accordance with City requirements. Any outstanding items required in support of this development will be dealt with through Draft Plan of Subdivision Conditions, the subdivision agreement, and the site plan review process. Site-specific details will include, but not be limited to: grading; servicing; land dedications; and easements.

**School Accommodation**

Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.

Since the publication of the information report, the following City Departments and external agencies which previously did not provide comments, have offered no objections to these applications provided that all technical matters are addressed in a satisfactory manner:

- Transit Reviewer
- Rogers Cable

### **3. Provincial Policy Statement, 2020 (PPS) and the 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 December 12, 2018 (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.

Section 1.1.3.6 of the PPS states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

### **5. Conformity with 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.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it provides for intensification within a delineated built-up area, in a manner which is consistent with the existing and planned character of the immediate area.

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 December 12, 2018 (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 of the

Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve an intensified and compact form of development and provide a mix of land uses in appropriate areas that efficiently use land, services infrastructure and public finances while taking into account the characteristics of existing communities and infrastructure.

The proposed development conforms to the ROP as it is an appropriate form of development that efficiently uses land to contribute to housing choices in the neighbourhood.

## 7. Mississauga Official Plan (MOP)

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 conforms to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

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

### Existing Designation

The lands are located within the Malton Neighbourhood Character Area and are designated **Residential Low Density I** which permits detached dwellings, semi-detached dwellings and duplex dwellings.

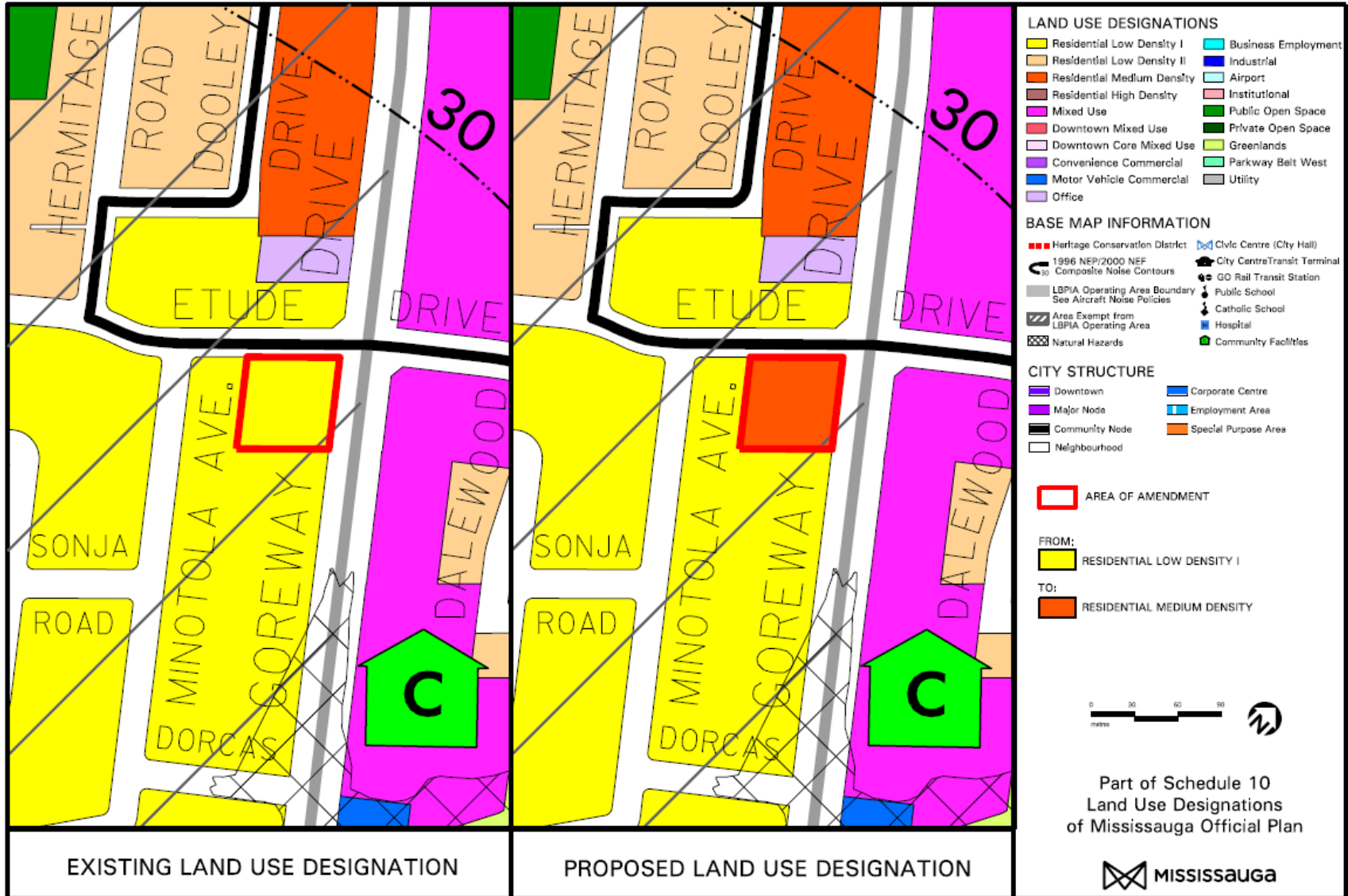
The proposal requires an amendment to the Mississauga Official Plan Policies for the Malton Neighbourhood Character Area to **Residential Medium Density** to permit 15 condominium townhomes.

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.



Excerpt of Malton Neighbourhood Character Area Land Use

The following is an analysis of the key policies and criteria:

### *Directing Growth*

The subject site is located in the Malton Neighbourhood Character Area, on the southwest corner of Etude Drive and Goreway Drive. Neighbourhoods are to accommodate modest intensification and focus on residential uses and associated services. Residential intensification within Neighbourhoods will generally occur through infilling. The site is currently vacant and was previously used for a detached home that was demolished in 2010. Goreway Drive is a major collector road that is serviced by four MiWay public transit routes. The site is within easy walking distance of Westwood Mall, which is located on the northeast corner of Goreway Drive and Etude Drive. Westwood Mall contains a number of commercial uses including a grocery store, many retail stores, personal services and restaurants.

Chapter 5 of MOP (Direct Growth) indicates that intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, is sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale. Chapter 7 of MOP (Complete Communities) supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options. Chapter 9 of MOP (Build a Desirable Urban Form) addresses the need for appropriate infill in both Intensification Areas and Non-Intensification Areas in order to help revitalize existing communities by replacing aged buildings, developing vacant or

underutilized lots and by adding to the variety of building forms and tenures.

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.

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 proposed townhomes represent a low density residential use which, while not mirroring adjacent homes, is sufficiently similar to be considered consistent with the surrounding 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.

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 proposed townhome development represents an opportunity to increase the variety of housing forms while maintaining compatibility in terms of built form and scale with the surrounding neighbourhood.



### *Compatibility with the Neighbourhood*

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 site is located within the Malton Neighbourhood Character Area. Lands to the south and west of the subject site are designated **Residential Low Density**, while the lands to the north are designated for **Residential Low** and **Medium Density** and **Office**. Lands to the east, across Goreway Drive, are designated **Mixed Use**.

The proposed amendment to the **Residential Medium Density** designation would permit all forms of townhomes. This allows for an appropriate level of intensification within an area that already features a variety of residential densities.

The proposed intensification is predominately focused internally around the proposed common element condominium road, which allows a different built form to be accommodated while respecting existing character. The widths of Etude Drive and Goreway Drive also help mitigate any impacts associated with proposed scale and massing.

The Official Plan states that new developments in Neighbourhoods must minimize overshadowing and overlook on adjacent neighbours, and be designed to respect the scale, massing, character and grades of the surrounding area. The proposed development meets these policies through the provision of a consistent building setback along Etude Drive and Goreway Drive, as well as maintaining an interior side yard setback which is the standard requirement for the **RM6**

**(Townhouses on a CEC – Road)** zone. The proposed development meets the directives of MOP regarding compatibility with the Malton Neighbourhood Character Area.

### *Services and Infrastructure*

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 107 on Goreway Drive having direct access to the City Centre Transit Terminal
- Number 24 on Etude Drive having direct access to the Toronto Pearson Airport

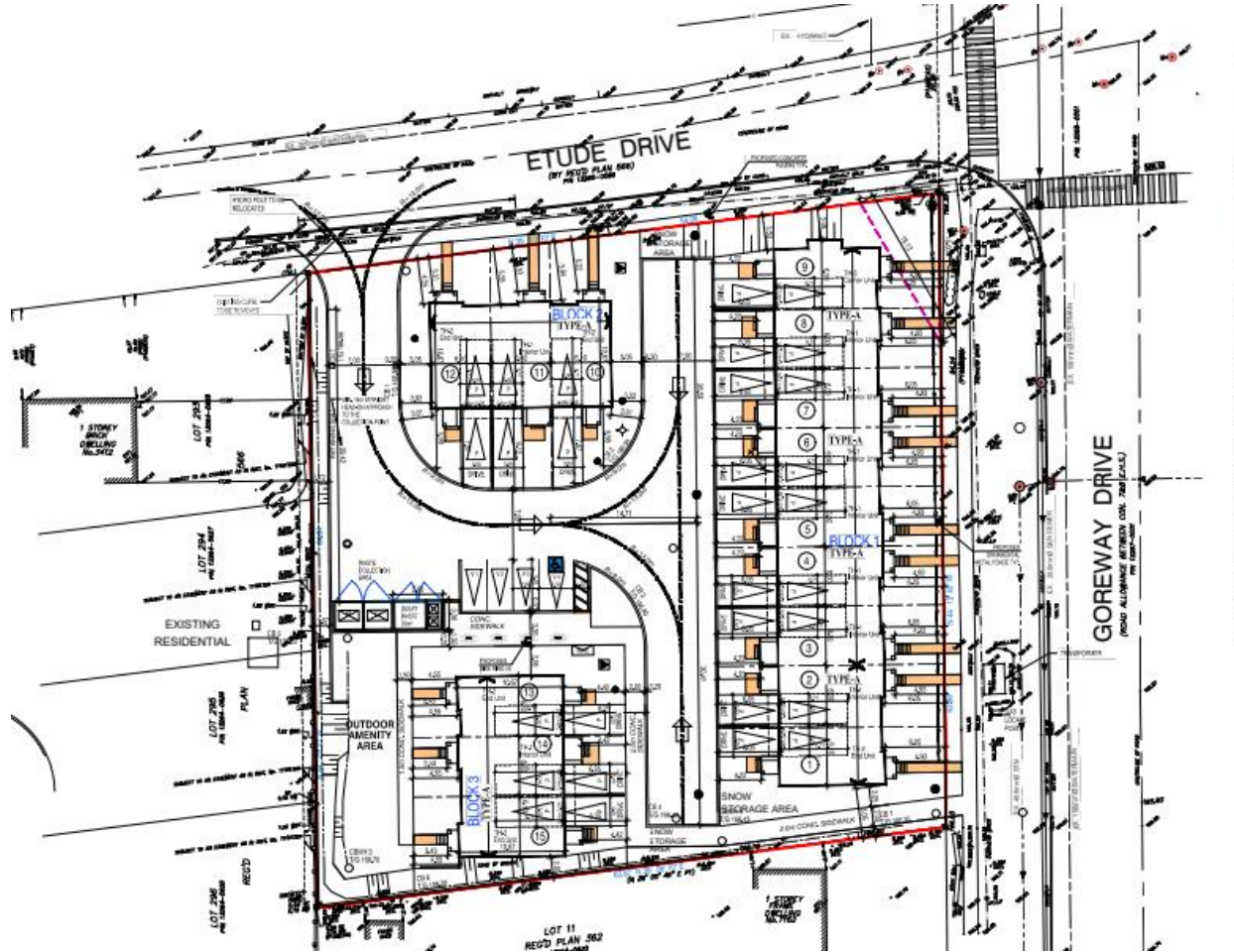
There are transit stops on Etude Drive and Goreway Drive both within 29 m (96 ft.) of the site.

To the west of the site, there are two commercial plazas with various retail, personal service and financial uses along with restaurants.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

### 8. Revised Site Plan and Elevations

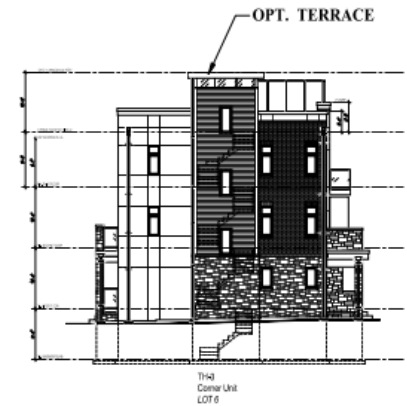
The applicant has provided a revised site plan and elevations as follows:



Site Plan



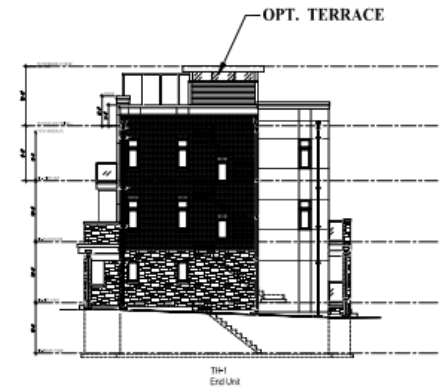
FRONT ELEVATION A  
BLOCK 1



SIDE ELEVATION A  
BLOCK 1

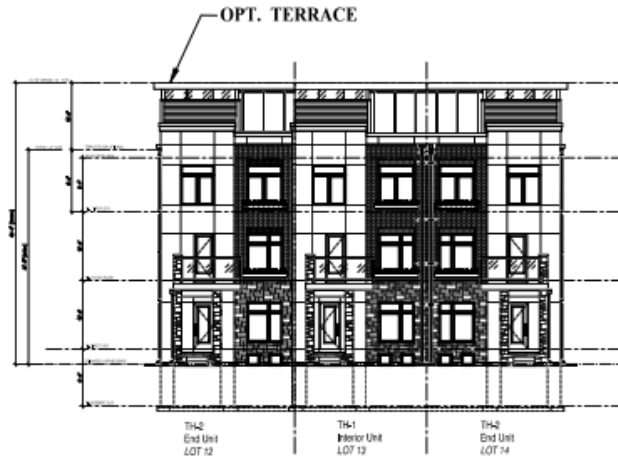


REAR ELEVATION A  
BLOCK 1

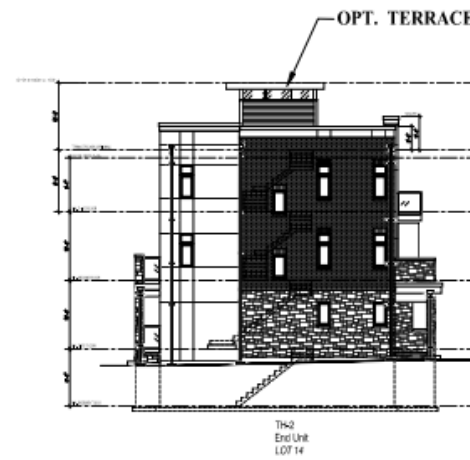


SIDE ELEVATION A  
BLOCK 1

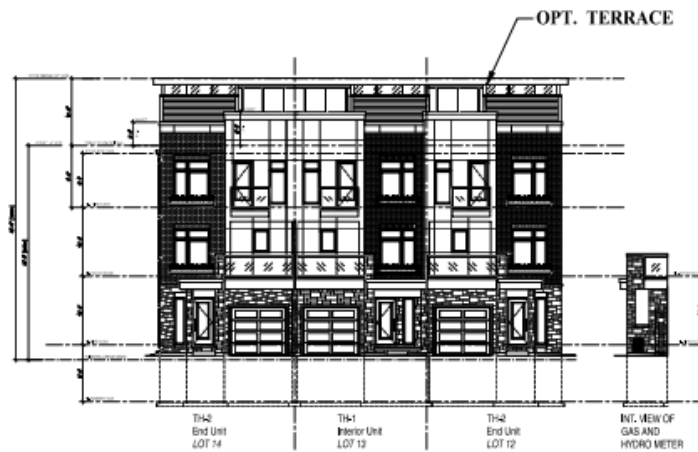
Block 1 Elevations



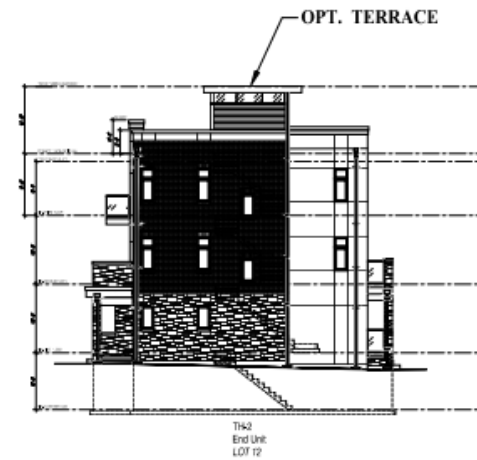
**FRONT ELEVATION A  
BLOCK 3**



**SIDE ELEVATION A  
BLOCK 3**



**REAR ELEVATION A  
BLOCK 3**



**SIDE ELEVATION A  
BLOCK 3**

**Block 2 and 3 Elevations**

## 9. Zoning

The proposed **RM6 – Exception** (Townhouses on a CEC -Road - Exception) is appropriate to accommodate the proposed townhomes.

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

### Proposed Zoning Regulations

Zone Regulations	RM6 Base Zone Regulations	Proposed RM6 Exception Zone Regulations
Minimum <b>exterior side yard</b> for a lot with an <b>exterior side lot line</b> abutting a <b>street</b>	4.5 m (14.8 ft.)	3.1 m (10.2 ft.)
Minimum <b>exterior side yard</b> for a lot with an <b>exterior side lot line</b> abutting a <b>CEC-road</b>	4.5 m (14.8 ft.)	3 m (9.8 ft.)
Minimum <b>exterior side yard</b> for a lot with an <b>exterior side lot line</b> abutting a CEC-sidewalk	3.3 m (10.8 ft.)	3.1 m (10.2ft.)

Zone Regulations	RM6 Base Zone Regulations	Proposed RM6 Exception Zone Regulations
Minimum <b>Rear Yard; Interior lot/CEC – corner lot</b>	7.5 m (24.6 ft.)	5.8 m (19 ft.)
Maximum <b>Height</b>	10.7 m (35.1 ft.) and 3 <b>storeys</b>	<b>Flat Roof:</b> 13 m (42.7 ft.) and 4 <b>storeys</b> (including private roof top amenity area)
Maximum <b>gross floor area – residential</b> on the 4 <sup>th</sup> floor	N/A	<b>11 m<sup>2</sup> (118.4 ft.<sup>2</sup>)</b>
Minimum <b>landscaped area</b>	25% of <b>lot area</b>	30% of <b>lot area</b>
Maximum encroachment of a <b>porch</b> or <b>deck</b> inclusive of stairs located at and accessible from the <b>first storey</b> or below the <b>first storey</b> into the required <b>front</b> and <b>exterior side yards</b>	1.5 m (4.9 ft.)	2.4 m (7.9 ft.)
Minimum width of sidewalk	2 m (6.6 ft.)	1.5 m (4.9 ft.)

Zone Regulations	RM6 Base Zone Regulations	Proposed RM6 Exception Zone Regulations
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

## 10. Bonus Zoning

Schedule 17 of Bill 197, COVID-19 Economic Recovery Act, 2020, amended the Planning Act. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the Planning Act now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of

the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

The subject proposal does not meet the minimum threshold of both 5 or more storeys and 10 or more residential units to qualify for CBC.

## 11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application has been submitted to date for the proposed development (SP 21-146 W5). 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 pertaining to the City's various development engineering, landscaping and urban design standards.

## 12. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Energy efficient building design
- Sustainable building materials and construction practices
- Storm and waste water management

- Outdoor amenity space, pedestrian connections and bicycle parking

### **13. 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 3.

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.

### **14. Conclusions**

In conclusion, City staff has evaluated the applications to permit 15 townhomes against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed development modestly intensifies a vacant parcel of land and has been designed to address the existing context and character of the Malton Neighbourhood Character Area. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.